

**15-DAY EXPRESS TERMS
FOR
PROPOSED BUILDING STANDARDS
OF THE
DIVISION OF THE STATE ARCHITECT (DSA-AC)

REGARDING THE CALIFORNIA BUILDING CODE
CALIFORNIA CODE OF REGULATIONS, TITLE 24, PART 2

2013 CALIFORNIA BUILDING CODE**

LEGEND FOR EXPRESS TERMS

- 1. Existing California amendment:** California 45-Day language will appear in (begin single underline) *italics and underline* (end single underline) or (begin single strikeout) ~~strikeout~~ (end single strikeout).
- 2. Amended or repealed language:** Amended or repealed 15-Day language will appear in (begin double underline) *italics and double underline* (end double underline) or (begin double strikeout) ~~double strikeout~~ (end double strikeout).
- 3. Rationale:** The justification for the change is shown after each section or series of related changes.
- 4. Notation:** Authority and reference citations are provided at the end of each chapter.

CHAPTER 2 - DEFINITIONS

SECTION 202 – Definitions

ACCESSIBLE MEANS OF EGRESS. (begin double underline) A continuous and unobstructed way of egress travel from any accessible point in a building or facility. (end double underline)
(begin single underline) (begin double strikeout) ~~DSA-AC] A continuous and unobstructed way of egress travel from any point in a building or facility that provides an accessible route to an area of refuge, a horizontal exit, or a public way.~~ (end double strikeout) (end single underline)

RATIONALE: DSA-AC is proposing this amendment in coordination with the Department of Housing and Community Development to prevent duplicative code language. DSA-AC is proposing to adopt the 2012 International Building Code (2012 IBC) model code language to provide clarity and consistency for all code users.

SECTION 202 – Definitions

ACCESSIBLE ROUTE. ...
(begin single underline) DSA-AC] A continuous unobstructed path connecting accessible elements and spaces of an accessible site, building or facility that can be negotiated by a person with a disability using a wheelchair and that is also safe for and usable by persons with other disabilities. (end single underline)
(begin double underline) Interior accessible routes may include corridors, hallways, floors, ramps, elevators and lifts. Exterior accessible routes may include parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps and lifts. (end double underline)

RATIONALE: DSA-AC is proposing this amendment in coordination with the Department of Housing and Community Development to prevent duplicative code language. DSA-AC is proposing to amend this proposed definition by adding language describing specific elements that may be included in interior and exterior accessible routes.

SECTION 202 - Definitions

ACCESSIBLE SPACE. ~~DSA-AC]~~ (begin single strikeout) ~~See Chapter 11B, Section 1102B.~~ (end single strikeout) (begin single underline) A space that complies with the (begin double underline) accessibility (end double underline) provisions of this code. (end single underline)

RATIONALE: DSA-AC received public comment stating that the entire code and its provisions are not invoked for determination of compliance for an accessible space. DSA-AC is proposing to add the term “accessibility” to the definition of ACCESSIBLE SPACE to provide clarity for the code user.

SECTION 202 – Definitions

(begin double underline) **BATHROOM.** For the purposes of Chapter 11B, a room which includes a water closet (toilet), a lavatory, and a bathtub and/or a shower. It does not include single-fixture facilities or those with only a water closet and lavatory. It does include a compartmented bathroom. A compartmented bathroom is one in which the fixtures are distributed among interconnected rooms. A

compartmented bathroom is considered a single unit and is subject to the requirements of Chapter 11B.
(end double underline)

RATIONALE: DSA-AC is proposing this amendment in coordination with the Department of Housing and Community Development to prevent duplicative code language, and to provide consistency and clarity for the code user.

SECTION 202 – Definitions

COMMON USE. (begin double underline) Interior or exterior circulation paths, rooms, spaces or elements that are not for public use and are made available for the shared use of two or more people. (end double underline)

(begin single underline) (begin double strikethrough) ~~DSA-AC Interior or exterior circulation paths, rooms, spaces, or elements that are not for public use and are made available for the shared use of two or more people (for example, occupants of a homeless shelter, the occupants of an office building or the guests of such occupants).~~ (end double strikethrough) (end single underline)

RATIONALE: DSA-AC is proposing this amendment in coordination with the Department of Housing and Community Development to prevent duplicative code language. DSA-AC is proposing to adopt the 2012 IBC model code language to provide clarity and consistency for all code users.

SECTION 202 – Definitions

CROSS SLOPE. [DSA-AC] (begin single strikethrough) ~~See Chapter 11A, Section 1107A.3-C, and Chapter 11B, Section 1102B.~~ (end single strikethrough)

(begin single underline) The slope that is perpendicular to the direction of travel. (begin double strikethrough) ~~(As differentiated from the definition of “Running Slope”.)~~ (end double strikethrough) (end single underline)

RATIONALE: DSA-AC is proposing this amendment in coordination with the Department of Housing and Community Development to prevent duplicative code language, and to provide consistency and clarity for the code user.

SECTION 202 – Definitions

CURB RAMP. [DSA-AC] (begin single underline) See Chapter 11A, Section 1107A.3-C, and Chapter 11B, Section 1102B. (begin double strikethrough) ~~A short sloped prepared surface for pedestrian use cutting through a curb or built up to it. Curb ramps can be perpendicular or parallel, or a combination of parallel and perpendicular ramps. (As differentiated from the definition of “Ramp”.)~~ (end double strikethrough) (end single underline)

(begin double underline) A sloping pedestrian way, intended for pedestrian traffic, which provides access between a walk or sidewalk and a surface located above or below an adjacent curb face. (end double underline)

RATIONALE: DSA-AC is proposing this amendment in coordination with the Department of Housing and Community Development to prevent duplicative code language, and to provide consistency and clarity for the code user.

SECTION 202 – Definitions

EQUIVALENT FACILITATION. [DSA-AC] (begin single strikeout) ~~See Chapter 11A, Section 1107A.5-E, and Chapter 11B, Section 1102B.~~ (end single strikeout) (begin single underline) The use of designs, products, or technologies as alternatives to those prescribed, resulting in substantially equivalent or greater accessibility and usability. (begin double strikeout) ~~See Section 1.9.1.5.~~ (end double strikeout) (end single underline)

(begin double underline) Note: In determining equivalent facilitation, consideration shall be given to means that provide for the maximum independence of persons with disabilities while presenting the least risk of harm, injury or other hazard to such persons or others. (end double underline)

RATIONALE: DSA-AC is proposing this amendment in coordination with the Department of Housing and Community Development to prevent duplicative code language, and to provide consistency and clarity for the code user.

SECTION 202 – Definitions

INTERNATIONAL SYMBOL OF ACCESSIBILITY. [DSA-AC] (begin single strikeout) ~~See Chapter 11A, Section 1107A.9-I, and Chapter 11B, Section 1102B.~~ (end single strikeout) (begin single underline) The symbol adopted by Rehabilitation International's 11th World Congress for the purpose of indicating that buildings and facilities are accessible to persons with disabilities. (begin double strikeout) ~~See Figure 11B-703.7.2.1.~~ (end double strikeout) (end single underline)

RATIONALE: DSA-AC is proposing this amendment in coordination with the Department of Housing and Community Development to prevent duplicative code language, and to provide consistency and clarity for the code user. Removing the reference to Chapter 11B, Figure 11B-703.7.2.1 allows for adoption of this definition by both DSA-AC and Department of Housing and Community Development.

SECTION 202 – Definitions

NOSING (begin double strikeout) ~~(or NOSE)~~ (end double strikeout). (begin double underline) The leading edge of treads of stairs and of landings at the top of stairway flights. (end double underline) (begin double strikeout) ~~DSA-AC~~ (end double strikeout) (begin single strikeout) ~~See Chapter 11A, Section 1107A.14-N, and Chapter 11B, Section 1102B.~~ (end single strikeout) (begin single underline) (begin double strikeout) ~~That portion of a stair tread or landing at the top of a stairway flight projecting beyond the face of the riser immediately below.~~ (end double strikeout) (end single underline)

RATIONALE: DSA-AC is proposing this amendment in coordination with the Department of Housing and Community Development to prevent duplicative code language. DSA-AC is proposing to adopt the 2012 IBC model code language to provide clarity and consistency for all code users.

SECTION 202 – Definitions

OCCUPANT LOAD. (begin double underline) The number of persons for which the means of egress of a building or portion thereof is designed. (end double underline) (begin single underline) (begin double strikeout) ~~DSA-AC~~ The number of persons for which the means of egress of a building or portion of a building is designed. (end double strikeout) (end single underline)

RATIONALE: DSA-AC received public comment stating the 2010 Americans with Disabilities Act Standards for Accessible Design (2010 ADAS) and 2012 IBC definitions of OCCUPANT LOAD are sufficiently similar that there is no need for a separate definition specifically for accessibility applications. DSA-AC is proposing to adopt the 2012 IBC definition of OCCUPANT LOAD rather than the 2010 ADAS definition to provide clarity and consistency for all code users.

SECTION 202 – Definitions

PLATFORM (begin double underline) (WHEELCHAIR) (end double underline) **LIFT.** [DSA-AC] (begin single strikeout) ~~See Chapter 11A, Section 1107A.16-P and Chapter 11B, Section 1102B.~~ (end single strikeout) (begin single underline) A hoisting and lowering mechanism equipped with a car or platform or support that serves two landings of a building or structure and is designed to carry a passenger or passengers and (or) luggage or other material a vertical distance as may be allowed. (end single underline)

RATIONALE: DSA-AC is proposing this amendment in coordination with the Department of Housing and Community Development to prevent duplicative code language, and to provide consistency and clarity for the code user. Maintaining the 2010 California Building Code (2010 CBC) term, PLATFORM (WHEELCHAIR) LIFT, allows for adoption of this definition by both DSA-AC and Department of Housing and Community Development.

SECTION 202 – Definitions

POWDER ROOM. [DSA-AC] ~~See Chapter 11A, Section 1107A.16-P.~~ (begin single underline) A room containing a water closet (begin double underline) (toilet) (end double underline) and a lavatory (begin double underline), and which is not defined as a bathroom. (end double underline) (end single underline)

RATIONALE: DSA-AC is proposing this amendment in coordination with the Department of Housing and Community Development to prevent duplicative code language, and to provide consistency and clarity for the code user.

SECTION 202 – Definitions

PUBLIC WAY. (begin double underline) A street, alley or other parcel of land open to the outside air leading to a street, that has been deeded, dedicated or otherwise permanently appropriated to the public for public use and which has a clear width and height of not less than 10 feet (3048 mm). (end double underline)
(begin double strikeout) ~~[DSA-AC] (begin single underline) Any street, alley or other parcel of land open to the outside air leading to a public street, which has been deeded, dedicated or otherwise permanently appropriated to the public for public use and which has a clear width and height of not less than 10 feet (3050 mm).~~ (end single underline) (end double strikeout)

RATIONALE: DSA-AC is proposing this amendment in coordination with the Department of Housing and Community Development to prevent duplicative code language. DSA-AC is proposing to adopt the 2012 IBC model code language to provide clarity and consistency for all code users.

SECTION 202 – Definitions

RAMP. (begin double underline) A walking surface that has a running slope steeper than one unit vertical in 20 units horizontal (5-percent slope). (end double underline)

(begin double strikeout) ~~DSA-AC~~ (end double strikeout) (begin single strikeout) ~~See Chapter 11A, Section 1107A.18-R and Chapter 11B, Section 1102B.~~ (end single strikeout) (begin single underline)

(begin double strikeout) ~~A walking surface that has a running slope steeper than 1:20. (As differentiated from the definition of "Curb Ramp".)~~ (end double strikeout) (end single underline)

RATIONALE: DSA-AC is proposing this amendment in coordination with the Department of Housing and Community Development to prevent duplicative code language. DSA-AC is proposing to adopt the 2012 IBC model code language to provide clarity and consistency for all code users.

SECTION 202 – Definitions

SITE. (begin double underline) A parcel of land bounded by a lot line or a designated portion of a public right-of-way. (end double underline)

(begin single underline) (begin double strikeout) ~~DSA-AC~~ ~~A parcel of land bounded by a property line or a designated portion of a public right-of-way.~~ (end double strikeout) (end single underline)

RATIONALE: DSA-AC is proposing this amendment in coordination with the Department of Housing and Community Development to prevent duplicative code language. DSA-AC is proposing to adopt the 2012 IBC model code language to provide clarity and consistency for all code users.

SECTION 202 – Definitions

TECHNICALLY INFEASIBLE. (begin double underline) An alteration of a building or a facility, that has little likelihood of being accomplished because the existing structural conditions require the removal or alteration of a load-bearing member that is an essential part of the structural frame, or because other existing physical or site constraints prohibit modification or addition of elements, spaces, or features that are in full and strict compliance with the minimum requirements for new construction and which are necessary to provide accessibility. (end double underline)

(begin double strikeout) ~~DSA-AC~~ (end double strikeout) (begin single strikeout) ~~“Technically infeasible” means, with respect to an alteration of a building or a facility, that it has little likelihood of being accomplished because existing structural conditions would require removing or altering a load-bearing member which is an essential part of the structural frame; or because other existing physical or site constraints prohibit modification or addition of elements, spaces, or features which are in full and strict compliance with the minimum requirements for new construction and which are necessary to provide accessibility.~~ (end single strikeout) (begin single underline) (begin double strikeout) ~~With respect to an alteration of a building or a facility, something that has little likelihood of being accomplished because existing structural conditions would require removing or altering a load-bearing member that is an essential part of the structural frame; or because other existing physical or site constraints prohibit modification or addition of elements, spaces, or features that are in full and strict compliance with the minimum requirements.~~ (end double strikeout) (end single underline)

RATIONALE: DSA-AC is proposing this amendment in coordination with the Department of Housing and Community Development to prevent duplicative code language. DSA-AC is proposing to adopt the 2012 IBC model code language to provide clarity and consistency for all code users.

CHAPTER 11B
DIVISION 2: SCOPING REQUIREMENTS

SECTION 11B-201 – Application

11B-201.1 Scope. All areas of newly designed and newly constructed buildings and facilities and altered portions of existing buildings and facilities shall comply with these requirements.

(begin single underline) **Exception: Structural Impracticability.** Full compliance with these requirements shall not be required when the enforcing agency determines it is structurally impracticable to do so. (begin double underline) Full compliance will be considered structurally impracticable only in those rare circumstances when the unique characteristics of terrain prevent the incorporation of accessibility features. (end double underline) If full compliance with these requirements would be structurally impracticable, any portion of the facility that can be made accessible shall be made accessible to the extent that it is not structurally impracticable. If providing accessibility in conformance with these requirements to individuals with certain disabilities would be structurally impracticable, accessibility shall nonetheless be ensured to persons with other types of disabilities in accordance with these requirements. The details of the finding of structural impracticability shall be recorded and entered into the files of the enforcing agency and shall be subject to Chapter 1, Section 1.9.1.5, Special Conditions for Persons with Disabilities Requiring Appeals Action Ratification. (end single underline)

RATIONALE: DSA-AC received public comment requesting clarification of the conditions required for the application of this provision. DSA-AC is proposing to further amend this section to clarify that full compliance with accessibility provisions will be considered structurally impracticable only in those rare circumstances when the unique characteristics of terrain prevent the incorporation of accessibility features. The provision and qualifications are drawn from the federal Americans with Disabilities Act, Section 35.151(a)(2)(i).

SECTION 11B-202 – Existing Buildings and Facilities

11B-202.4 (begin single underline) **Path of Travel Requirements in** (end single underline) **Alterations** (begin single underline) **, Additions and Structural Repairs.** (end single underline) (begin single strikeout) **~~Affecting Primary Function Areas.~~** In addition to the requirements of 202.3, an alteration that affects or could affect the usability of or access to an area containing a primary function shall be made so as to ensure that, to the maximum extent feasible, the path of travel to the altered area, including the rest rooms, telephones, and drinking fountains serving the altered area, are readily accessible to and usable by individuals with disabilities, unless such alterations are disproportionate to the overall alterations in terms of cost and scope as determined under criteria established by the Attorney General. In existing transportation facilities, an area of primary function shall be as defined under regulations published by the Secretary of the Department of Transportation or the Attorney General. (end single strikeout) (begin single underline) When alterations or additions are made to existing buildings or facilities, an accessible path of travel to the specific area of alteration or addition shall be provided. The primary accessible path of travel shall include:

1. A primary entrance to the building or facility,
2. Toilet and bathing facilities serving the area,
3. Drinking fountains serving the area.

4. Public telephones serving the area, and

5. Signs. (end single underline)

(begin single strikeout) **EXCEPTION:** (end single strikeout) (begin single underline) **EXCEPTIONS: 1.** (end single underline) ...

(begin single underline) **2. If the** (begin double strikeout) ~~required~~ (end double strikeout) (end single underline) (begin double underline) following (end double underline) (begin single underline) elements of a path of travel have been constructed or altered in compliance with the accessibility requirements of the 2010 California Building Code, it shall not be required to retrofit such elements to reflect the incremental changes in this code solely because of an alteration to an area served by (begin double strikeout) ~~that~~ (end double strikeout) (begin single underline) (begin double underline) those elements of the (end double underline) (begin single underline) path of travel: (end single underline)

(begin double underline) 1. A primary entrance to the building or facility.

2. Toilet and bathing facilities serving the area.

3. Drinking fountains serving the area.

4. Public telephones serving the area, and

5. Signs. (end double underline)

RATIONALE: DSA-AC received public comments that the application of Section 11B-202.4 Exception 2 could be misinterpreted to exempt upgrades to more than the intended, existing deficient elements associated with the path of travel. In response, DSA-AC is proposing to further amend Exception 2 by adding a list of the specific elements which may be exempted. This list corresponds to the five-item list of those elements included in the primary accessible path of travel per Section 11B-202.4.

SECTION 11B-206 – Accessible Routes

11B-206.2 Where Required. ...

11B-206.2.4 Spaces and Elements. At least one accessible route shall connect accessible building or facility entrances with all accessible spaces and elements within the building or facility (begin double underline) , including mezzanines, (end double underline) which are otherwise connected by a circulation path unless exempted by 11B-206.2.3 Exceptions 1 through 7.

EXCEPTIONS: 1. (begin single underline) **Reserved.** (end single underline) (begin single strikeout) ~~Raised courtroom stations, including judges' benches, clerks' stations, bailiffs' stations, deputy clerks' stations, and court reporters' stations shall not be required to provide vertical access provided that the required clear floor space, maneuvering space, and, if appropriate, electrical service are installed at the time of initial construction to allow future installation of a means of vertical access complying with 405, 407, 408, or 410 without requiring substantial reconstruction of the space.~~ (end single strikeout)

2. In assembly areas with fixed seating required to comply with 11B-221, an accessible route shall not be required to serve fixed seating where wheelchair spaces required to be on an accessible route are not provided.

3. (begin single underline) **Reserved.** (end single underline) (begin single strikeout) ~~Accessible routes shall not be required to connect mezzanines where buildings or facilities have no more than one story. In addition, accessible routes shall not be required to connect stories or mezzanines where multi-story buildings or facilities are exempted by 206.2.3 Exceptions 1 through 7.~~ (end single strikeout)

RATIONALE: DSA-AC received public comment that the intent of this section regarding access to mezzanines is not clear. In the 45-Day Express Terms, DSA-AC proposed to eliminate 2010 ADAS, Section 206.2.4, Exception 3, which exempted mezzanines from the requirement to be connected by an accessible route. DSA-AC is proposing to add language to this section to clarify that mezzanines are required to be connected by an accessible route to building or facility entrances.

SECTION 11B-206 – Accessible Routes

11B-206.5 Doors, Doorways, and Gates. ...

11B-206.5.2 Rooms and Spaces. Within a building or facility, (begin single strikeout) ~~at least one door, doorway, or gate serving each room or space~~ (end single strikeout) (begin single underline) every door, doorway or gate serving rooms and spaces (end single underline) complying with (begin single strikeout) ~~these requirements~~ (end single strikeout) (begin single underline) this (begin double strikeout) ~~code~~ (end double strikeout) (end single underline) (begin double underline) chapter (end double underline) shall comply with 11B-404.

RATIONALE: DSA-AC is proposing to correct an inadvertent drafting error. The entire code and its provisions are not invoked for determination of access compliance for a door, doorway or gate. DSA-AC is proposing to change the word “code” to read “chapter”.

SECTION 11B-209 – Passenger Loading Zones and Bus Stops

11B-209.2.3 On-Street Bus Stops. On-street bus stops shall comply with 11B-810.2. (begin single strikeout) ~~to the maximum extent practicable~~ (end single strikeout) (begin double underline) to the maximum extent practicable. (end double underline)

RATIONALE: DSA-AC is proposing to amend this section in coordination with the amendment to 11B-810.2.4. In response to public comments, DSA-AC is proposing to correct the inadvertent strike-out of model code language. This correction will maintain the flexibility to establish bus stops where the existing available width of sideways or parkways is less than 8 feet.

SECTION 11B-213 – Toilet Facilities and Bathing Facilities

11B-213.2 Toilet Rooms and Bathing Rooms. ...

11B-213.2.1 Unisex (Single-Use or Family) Toilet and Unisex Bathing Rooms. Unisex toilet rooms shall contain not more than one lavatory, and (begin double underline) not more than (end double underline) two water closets without urinals or one water closet and one urinal. Unisex bathing rooms shall contain one shower or one shower and one bathtub, one lavatory, and one water closet. Doors to unisex toilet rooms and unisex bathing rooms shall have privacy latches.

RATIONALE: DSA-AC received public comment that the provisions of this section could be misconstrued

to require two water closets, rather than providing the option to install two water closets, in a unisex toilet room. DSA-AC is proposing to add language to this section to clarify that installing two water closets in a unisex toilet room is an option, not a requirement.

SECTION 11B-224 – Transient Lodging Rooms

11B-224.1.2 Guest Room Doors and Doorways. Entrances, doors, and doorways providing user passage into and within guest rooms that are not required to provide mobility features complying with 11B-806.2 shall comply with 11B-404.2.3. (begin double underline) Bathrooms doors shall be either sliding or hung to swing in the direction of egress from the bathroom. (end double underline)

RATIONALE: DSA-AC inadvertently omitted the current 2010 CBC, Section 1111B.4.6 provision which requires bathroom entrance doors to be sliding doors or be hung to swing in the direction of egress from the bathroom. DSA-AC is proposing to amend 11B-224.1.2 to include the requirement for sliding or out-swinging doors at bathrooms in guest rooms to maintain the higher level of accessibility currently provided by the 2010 CBC.

SECTION 11B-224 – Transient Lodging Rooms

(begin single underline) **11B-224.1.5 Social Service Center Establishments.** Group homes, halfway houses, shelters, or similar social service center establishments that provide either temporary sleeping accommodations or residential dwelling units subject to this section shall comply with (begin double strikeout) ~~11B-224, 11B-233 and 11B-809~~ (end double strikeout) (end single underline) (begin double underline) this chapter. (end double underline)

RATIONALE: DSA-AC is proposing to amend 11B-224.1.5 to replace the reference to 11B-224, 11B-233 and 11B-809 with a reference to this chapter. Social service center establishments may provide lodging that is either short-term or long-term in nature. The establishments would then be required to comply with either 11B-224 or 11B-233 depending on the nature of the facility and length of stay.

SECTION 11B-224 – Transient Lodging Rooms

(begin single underline) **11B-233.3.1.2 Residential Dwelling Units with Adaptable Features.** ...

11B-233.3.1.2.4. Multi-Story Residential Dwelling Units. In elevator buildings, public housing facilities with multi-story residential dwelling units shall comply with the following:

EXCEPTION: In non-elevator buildings, a minimum of 10 percent but not less than one of the ground floor multi-story residential dwelling units shall comply with 11B-233.3.1.2.4, calculated using the total number of multi-story residential dwelling units in buildings on a site.

1. The primary entry of the multi-story residential dwelling unit shall be on an accessible route. In buildings with elevators the primary entry shall be on the floor served by the elevator.

2. At least one powder room (begin double underline) or bathroom (end double underline) shall be located on the primary entry level.

3. Rooms or spaces located on the primary entry level shall be served by an accessible route and comply with Chapter 11A, Division IV – Dwelling Unit Features. (end single underline)

RATIONALE: DSA-AC is proposing to clarify the requirement to permit a bathroom as an alternative to a powder room on the primary entry level of adaptable multi-story residential dwelling units. A bathroom provides equal or greater access.

SECTION 11B-247 – Detectable Warnings and Detectable Directional Texture

(begin single underline) **11B-247.1 Detectable Warnings.**

11B-247.1.2 Where Required. ...

11B-247.1.2.1 Platform Edges. *Platform boarding edges shall have detectable* (begin double strikeout) ~~warning~~ (end double strikeout) (end single underline) (begin double underline) warnings (end double underline) (begin single underline) complying with 11B-705.1.1 and 11B-705.1.2.1.

11B-247.1.2.2 Curb Ramps. *Curb ramps shall have detectable* (begin double strikeout) ~~warning~~ (end double strikeout) (end single underline) (begin double underline) warnings (end double underline) (begin single underline) complying with 11B-705.1.1 and 11B-705.1.2.2.

11B-247.1.2.3 Islands or Cut-through Medians. *Islands or cut-through medians shall have detectable* (begin double strikeout) ~~warning~~ (end double strikeout) (begin double underline) warnings (end double underline) (begin single underline) complying with 11B-705.1.1 and 11B-705.1.2.3.

11B-247.1.2.4 Bus Stops. *Bus stop pads shall provide a square curb surface or detectable* (begin double strikeout) ~~warning~~ (end double strikeout) (end single underline) (begin double underline) warnings (end double underline) (begin single underline) complying with 11B-705.1.1 and 11B-705.1.2.4. (end single underline)

RATIONALE: DSA-AC is proposing to correct typographical errors throughout these sections by adding an “s” to “detectable warning” consistent with model code language.

CHAPTER 11B DIVISION 3: BUILDING BLOCKS

SECTION 11B-306 – Knee and Toe Clearance

11B-306.3 Knee Clearance.

11B-306.3.3 Minimum Required Depth. Where knee clearance is required under an element as part of a clear floor space, the knee clearance shall be 11 inches (279 mm) deep minimum at 9 inches (229 mm) above the finish floor or ground, and 8 inches (203 mm) deep minimum at 27 inches (686 mm) above the finish floor or ground.

(begin single underline) **EXCEPTIONS: 1. At lavatories required to be accessible by 11B-213.3.4, the knee clearance shall be 27 inches (686 mm) high minimum above the finish floor or ground at a depth of 8 inches (203 mm) minimum increasing to 29 inches (737 mm) high minimum above the finish floor or ground at the front edge of a counter with a built-in lavatory or at the front edge of a wall-mounted lavatory fixture.**

2. At (begin double underline) ~~built-in~~ (end double underline) dining and work surfaces required to be accessible by 11B-226.1, knee clearance shall extend 19 inches (483 mm) deep minimum at 27 inches (685 686 mm) above the finish floor or ground. (end single underline)

RATIONALE: DSA-AC is proposing to amend this section to clarify the requirements for dining and work surfaces to be consistent with the Division 2 scoping requirements. The scoping requirements of 11B-226 are applicable to all dining and work surfaces, not specifically to built-in dining and work surfaces.

SECTION 11B-306 – Knee and Toe Clearance

11B-306.3 Knee Clearance.

11B-306.3.4 Clearance Reduction. Between 9 inches (229 mm) and 27 inches (686 mm) above the finish floor or ground, the knee clearance shall be permitted to reduce at a rate of 1 inch (25 mm) in depth for each 6 inches (152 mm) in height.

(begin single underline) (begin double strikeout) **EXCEPTIONS:** (end double strikeout) (end single underline) (begin double underline) **EXCEPTION:** (end double underline) (begin single underline) (begin double strikeout) ~~1. The knee clearance shall not be reduced at sinks required to be accessible by 11B-212.3.~~ (end double strikeout) (end single underline)

(begin single underline) (begin double strikeout) ~~2.~~ (end double strikeout) The knee clearance shall not be reduced at built-in dining and work surfaces required to be accessible by 11B-226.1. (end single underline)

RATIONALE: DSA-AC is proposing to correct an inadvertent drafting error by deleting this exception consistent with the recommendation by the CBSC Code Advisory Committee to delete 11B-306.3.3, Exception 2 in the Draft Express Terms document.

CHAPTER 11B DIVISION 4: ACCESSIBLE ROUTES

SECTION 11B-403 - Walking Surfaces

11B-403.5.1 Clear Width. Except as provided in 11B-403.5.2 and 11B-403.5.3, the clear width of walking surfaces shall be 36 inches (914 mm) minimum.

(begin single strikeout) ~~EXCEPTION~~ (end single strikeout) (begin single underline) **EXCEPTIONS: 1.** (end single underline) The clear width shall be permitted to be reduced to 32 inches (813 mm) minimum for a length of 24 inches (610 mm) maximum provided that reduced width segments are separated by segments that are 48 inches (1219 mm) long minimum and 36 inches (914 mm) wide minimum.

(begin single underline) **2.** The clear width for walking surfaces in corridors serving an occupant load of 10 or more shall be 44 inches (1118 mm) minimum.

3. The clear width for sidewalks and walks shall be 48 inches (1219 mm) minimum. (end single underline) (begin double underline) When, because of right-of-way restrictions, natural barriers or other existing conditions, the enforcing agency determines that compliance with the 48-inch (1219

mm) clear sidewalk width would create an unreasonable hardship, the clear width may be reduced to 36 inches (914 mm).(end double underline)

(begin single underline) **4.** The clear width for aisles shall be 36 inches (914 mm) minimum if serving elements on only one side, and 44 inches (1118 mm) minimum if serving elements on both sides.
(end single underline)

RATIONALE: DSA-AC inadvertently omitted the current 2010 CBC, Section 1133B.7.1 provision which provides an exception to the 48-inch sidewalk width when the enforcing agency determines that compliance would create an unreasonable hardship. DSA-AC is proposing to further amend this section to include the existing provision.

SECTION 11B-403 - Walking Surfaces

Figure (begin double underline) **11B-** (end double underline) **403.5.1 - Clear Width of an Accessible Route**

RATIONALE: DSA-AC is proposing to correct a typographical error by adding “11B-“ to the figure number consistent with the numbering scheme developed for Chapter 11B.

SECTION 11B-404 - Doors, Doorways, and Gates

11B-404.1 General. Doors, doorways, and gates that are part of an accessible route shall comply with 11B-404.

(begin double strikeout) ~~**EXCEPTION:**~~ (end double strikeout) (begin double underline) **EXCEPTIONS: 1.** (end double underline) Doors, doorways, and gates designed to be operated only by security personnel shall not be required to comply with 11B-404.2.7, 11B-404.2.8, 11B-404.2.9, 11B-404.3.2 and 11B-404.3.4 through 11B-404.3.7. (begin single underline) A sign visible from the approach side complying with 11B-703.5 shall be posted stating “Entry restricted and controlled by security personnel”. (end single underline)

(begin double underline) **2.** At detention and correctional facilities, doors, doorways, and gates designed to be operated only by security personnel shall not be required to comply with 11B-404.2.7, 11B-404.2.8, 11B-404.2.9, 11B-404.3.2 and 11B-404.3.4 through 11B-404.3.7. (end double underline)

RATIONALE: DSA-AC is proposing to amend this section to provide an exception for detention and correctional facilities to the requirement for signs at doors, doorways, and gates designed to be operated only by security personnel. DSA-AC received convincing public comment that within the secure perimeter of a detention or correctional facility, where public visitors and inmates are under escort at all times and given instruction on how to move within the facility, signs stating that entry is restricted and controlled by security personnel are not required.

SECTION 11B-404 - Doors, Doorways, and Gates

11B-404.2 Manual Doors, Doorways, and Manual Gates. ...

11B-404.2.4.1 Swinging Doors and Gates. Swinging doors and gates shall have maneuvering clearances complying with Table 11B-404.2.4.1.

Table 11B-404.2.4.1 Maneuvering Clearances at Manual Swinging Doors and Gates

Type of Use		Minimum Maneuvering Clearance	
Approach Direction	Door or Gate Side	Perpendicular to Doorway	Parallel to Doorway (beyond latch side unless noted)
From front	Pull	60 inches (1524 mm)	18 inches (457 mm) ⁵
From front	Push	48 inches (1219 mm)	0 inches (0 mm) ¹
From hinge side	Pull	60 inches (1524 mm)	36 inches (914 mm)
(begin single strikeout) From hinge side (end single strikeout)	(begin single strikeout) Pull (end single strikeout)	(begin single strikeout) 54 inches (1370 mm) (end single strikeout)	(begin single strikeout) 42 inches (1065 mm) (end single strikeout)
From hinge side	Push	(begin single strikeout) 42 inches (1065 mm) (end single strikeout) (begin single underline) <u>44 inches (1118 mm)</u> ² (end single underline)	22 inches (559 mm) ³
From latch side	Pull	(begin single strikeout) 48 inches (1220 mm) (end single strikeout) (begin single underline) <u>60 inches (1524 mm)</u> (begin single strikeout) ⁴ (end single strikeout) (end single underline)	24 inches (610 mm)
From latch side	Push	(begin single strikeout) 42 inches (1065 mm) (end single strikeout) (begin single underline) <u>44 inches (1118 mm)</u> ⁴ (end single underline)	24 inches (610 mm)
<p>1. Add 12 inches (305 mm) if closer and latch are provided. 2. Add (begin single strikeout) 6 inches (150 mm) (end single strikeout) (begin single underline) <u>4 inches (102 mm)</u> (end single underline) if closer and latch are provided. 3. Beyond hinge side. 4. Add (begin single strikeout) 6 inches (150 mm) (end single strikeout) (begin single underline) <u>4 inches (102 mm)</u> (end single underline) if closer is provided. (begin single underline) <u>5. Add 6 inches (152 mm) at exterior side of exterior doors.</u> (end single underline)</p>			

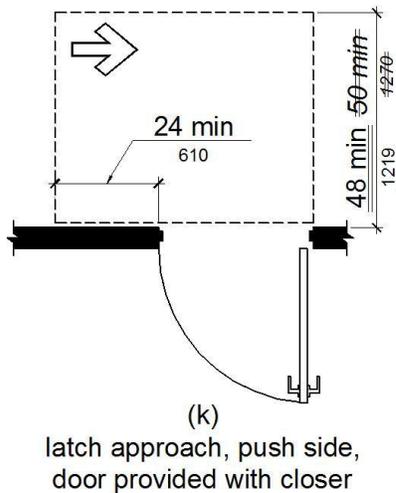


Figure 11B-404.2.4.1
Maneuvering Clearances at Manual Swinging Doors and Gates

RATIONALE: DSA-AC is proposing an amendment to this figure to correct an inadvertent inconsistency between the figure and the corresponding table. Figure 11B-404.2.4.1(k) is being revised to show a 48" maneuvering clearance perpendicular to the doorway, reflecting the regulatory language of Table 11B-404.2.4.1.

SECTION 11B-404 - Doors, Doorways, and Gates

11B-404.2 Manual Doors, Doorways, and Manual Gates. ...

11B-404.2.4.3 Recessed Doors and Gates. Maneuvering clearances for forward approach shall be provided when any obstruction within 18 inches (457 mm) of the latch side of (begin double underline) an interior (end double underline) doorway (begin double underline), or within 24 inches (610 mm) of the latch side of an exterior doorway. (end double underline) projects more than 8 inches (203 mm) beyond the face of the door, measured perpendicular to the face of the door or gate.

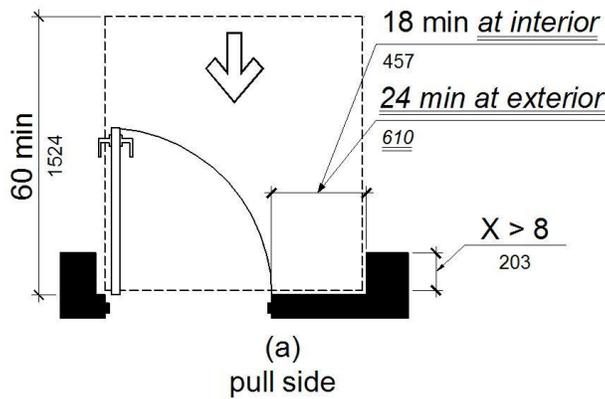


Figure 11B-404.2.4.3
Maneuvering Clearances at Recessed Doors and Gates

RATIONALE: DSA-AC received public comment stating that the language of this section is not consistent with the 2010 CBC, Sections 11B-1133B.2.4.2 and 1133B.2.4.5. The current CBC requirements provide an 18 inch maneuvering clearance at interior doors and a 24 inch maneuvering clearance at exterior doors. DSA-AC is proposing to amend 11B-404.2.4.3 and Figure 11B-404.2.4.3 to maintain the higher level of accessibility currently provided by the 2010 CBC.

SECTION 11B-404 - Doors, Doorways, and Gates

11B-404.2 Manual Doors, Doorways, and Manual Gates. ...

11B-404.2.6 Doors in Series and Gates in Series. The distance between two hinged or pivoted doors in series and gates in series shall be 48 inches (1219 mm) minimum plus the width of doors or gates swinging into the space.

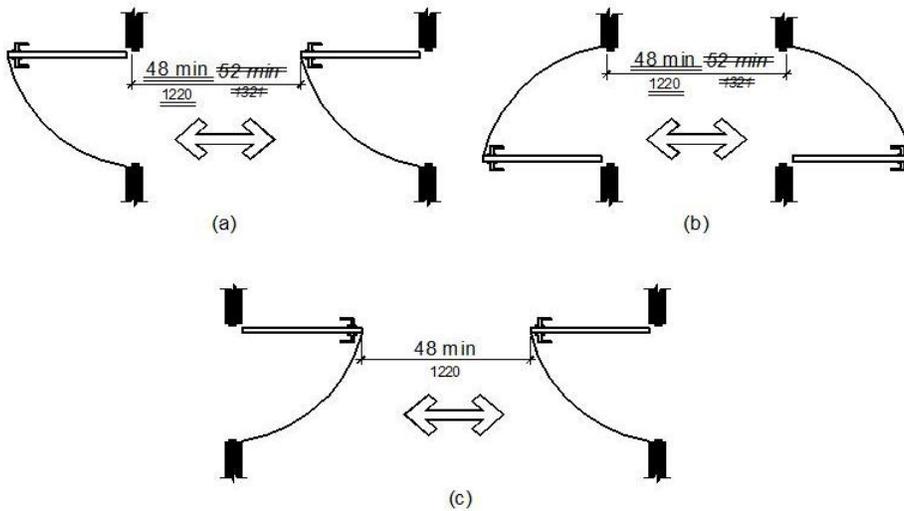


Figure 11B-404.2.6
Doors in Series and Gates in Series

RATIONALE: DSA-AC is proposing an amendment to these figures to correct inadvertent inconsistencies between the figure and the corresponding text. Figures 11B-404.2.6 (a) & (b) are being revised to show a 48" maneuvering clearance at doors or gates in series, reflecting the regulatory language of 11B-404.2.6.

SECTION 11B-406 – Curb Ramps, Blended Transitions and Islands

(begin single underline) **11B-406.1 General.** *Curb ramps, blended transitions and islands on accessible routes shall comply with 11B-406.* (end single underline) (begin double underline) *Curb ramps may be perpendicular, parallel, or a combination of perpendicular and parallel.* (end double underline)

RATIONALE: DSA-AC is proposing this amendment in coordination with the proposed amendment to the originally proposed definition of CURB RAMP which listed types of curb ramps permitted to be used. DSA-AC is proposing to relocate the list of curb ramps types permitted to be used to this section to provide clarity and consistency for code users.

SECTION 11B-406 – Curb Ramps, Blended Transitions and Islands

11B-406.5 Common Requirements. ...

(begin single underline) **11B-406.5.3 Landings.** *Landings shall be provided at the tops of curb ramps and blended transitions. The landing clear length shall be 48 inches (1219 mm) minimum. The landing clear width shall be at least as wide as the curb ramp, excluding any flared sides, or the blended transition leading to the landing. The slope of the landing in all directions shall be 1:48 maximum.* (end single underline)

(begin double underline) **EXCEPTION:** *Parallel curb ramps shall not be required to comply with 11B-406.5.3.* (end double underline)

RATIONALE: DSA-AC received public comment stating that the initially proposed language would incorporate requirements conflicting with accessibility provisions which permit the slope of a sidewalk to be consistent with the slope of the adjacent roadway. DSA-AC is further amending this section to exempt parallel curb ramps from the requirement for top landings.

SECTION 11B-406 – Curb Ramps, Blended Transitions and Islands

11B-406.5 Common Requirements. ...

(begin single underline) **11B-406.5.8 Counter Slope.** *Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within ~~48~~ (begin double underline) 24 (end double underline) (begin single underline) inches (1219 mm) of the curb ramp shall not be steeper than 1:20. The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level.* (end single underline)

RATIONALE: DSA-AC received many public comments indicating significant conflicts with other technical requirements for the construction and maintenance of streets and roadways. DSA-AC is proposing an

amendment which incorporates requirements consistent with the typical wheelbase of a standard wheelchair and the practical requirements of roadway construction and maintenance.

SECTION 11B-406 – Curb Ramps, Blended Transitions and Islands

11B-406.5 Common Requirements. ...

(begin single underline) **11B-406.5.9 Clear Space** (begin double underline) **at Diagonal Curb Ramps** (end double underline), (begin double strikeout) ~~Beyond the bottom grade break, a clear space 48 inches (1219 mm) minimum by 48 inches (1219 mm) minimum shall be provided within the width of the pedestrian street crossing and wholly outside the parallel vehicle travel lane. At marked crossings, the clear space shall be within the markings.~~ (end double strikeout) (end single underline) (begin double underline) The bottom of diagonal curb ramps shall have a clear space 48 inches (1219 mm) minimum outside active traffic lanes of the roadway. Diagonal curb ramps provided at marked crossings shall provide the 48 inches (1219 mm) minimum clear space within the markings. (end double underline)

RATIONALE: DSA-AC received significant comment from CalTrans and other local public works departments stating that the original proposed language incorporated general requirements that should only be applied to diagonal curb ramps consistent with the 2010 CBC and the 2010 ADAS. In response to these comments, DSA-AC is amending the applicability of the clear space requirements of this section to only diagonal curb ramps.

SECTION 11B-406 – Curb Ramps, Blended Transitions and Islands

11B-406.5 Common Requirements. ...

(begin single underline) **11B-406.5.11 Grooved Border.** Curb ramps shall have a grooved border 12 inches (305 mm) wide along the top of the curb ramp at the level surface of the top landing and at the outside edges of the flared sides. The grooved border shall consist of a series of grooves ¼ inch (6.4 mm) wide by ¼ inch (6.4 mm) deep, at ¾ inch (19 mm) on center.

EXCEPTIONS: 1. At parallel curb ramps, the grooved border shall be on the (begin double strikeout) ~~level surface of each top landing~~ (end double strikeout) (end single underline) (begin double underline) upper approach immediately adjacent to the curb ramp (end double underline) (begin single underline) across the full width of the curb ramp.

2. A grooved border shall not be required at blended transitions. (end single underline)

RATIONALE: DSA-AC is proposing this amendment in coordination with the proposed amendment to 11B-406.5.3 which will provide an exception to the requirement for upper landings at parallel curb ramps. The associated amendment to this section provides an exception to the requirement for a grooved border at upper landings at parallel curb ramps, and instead requires the grooved border to be located on the upper approach immediately adjacent to the curb ramp. This proposed change will provide consistency for the code user.

SECTION 11B-407 – Elevators

11B-407.2 Elevator Landing Requirements. ...

11B-407.2.1.2 Size (begin single underline) **and Shape** (end single underline). Call buttons shall (begin single underline) **have square shoulders**, (end single underline) be $\frac{3}{4}$ inch (19.1 mm) minimum in the smallest dimension (begin single underline) **and shall be raised $\frac{1}{8}$ inch (3.2 mm) plus or minus 1/32 inch (0.8 mm) above the surrounding surface**. (end single underline) (begin double underline) **The buttons shall be activated by a mechanical motion that is detectable**. (end double underline)

RATIONALE: DSA-AC received public comment stating that the requirements of 11B-407.4.6.2.4 for elevator car control buttons and 11B-407.2.1.2 for elevator call buttons are inconsistent. DSA-AC is proposing to harmonize the requirements by adding the provision for buttons to be activated by a “mechanical motion that is detectable” to the elevator call buttons section. This amendment will provide clarity and consistency for code users.

CHAPTER 11B
DIVISION 5: GENERAL SITE AND BUILDING ELEMENTS

SECTION 11B-504 - Stairways

11B-504.3 Open Risers. Open risers are not permitted.

(begin single underline) **EXCEPTIONS: 1. On exterior stairways, an opening of not more than $\frac{1}{2}$ inch (12.7 mm) may be permitted between the base of the riser and the tread**. (end single underline)

(begin double underline) **2.** (end double underline) (begin single underline) **On exterior stairways, risers constructed of grating containing openings of not more than $\frac{1}{2}$ inch (12.7 mm) may be permitted**. (end single underline)

RATIONALE: DSA-AC is proposing to correct a typographical error by adding the number “2.” in front of the second exception to the provisions of 11B-504.3.

CHAPTER 11B
DIVISION 6: PLUMBING ELEMENTS AND FACILITIES

SECTION 11B-607 - Bathtubs

11B-607.2 Clearance. Clearance in front of bathtubs shall extend the length of the bathtub and shall be (begin single underline) **48 inches (1219 mm) wide minimum for forward approach and** (end single underline) 30 inches (762 mm) wide minimum (begin single underline) **for parallel approach** (end single underline) . A lavatory complying with 11B-606 shall be permitted at the control end of the clearance. Where a permanent seat is provided at the head end of the bathtub, the clearance shall extend 12 inches (305 mm) minimum beyond the wall at the head end of the bathtub.

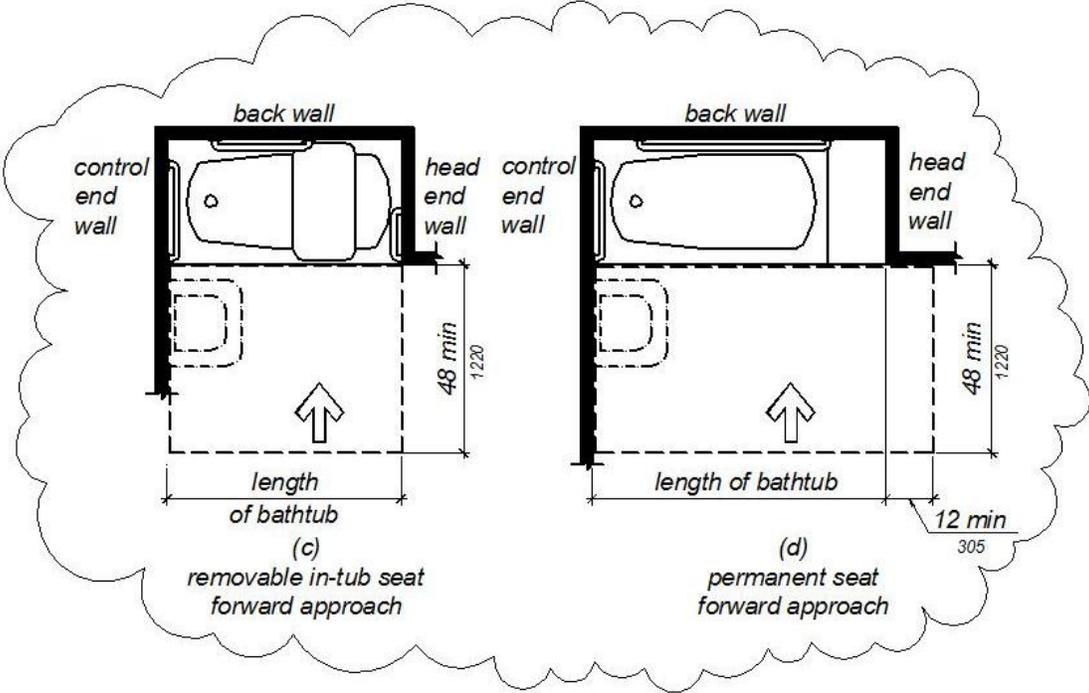
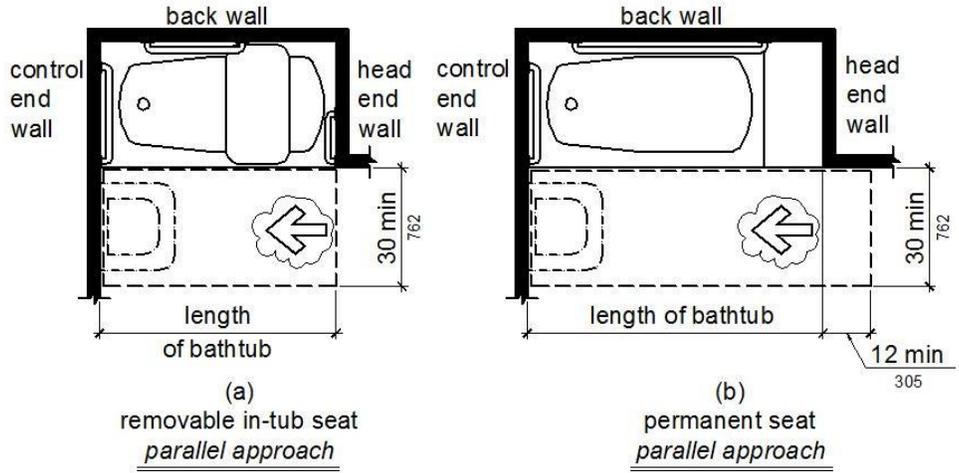


Figure 11B-607.2
Clearance for Bathtubs

RATIONALE: DSA-AC is proposing to amend Figure 11B-607.2 to illustrate the clearance requirements for both forward and parallel approach consistent with the amendments proposed in the 45-day comment period. Diagrams (a) and (b) will be revised to include directional arrows indicating a parallel approach to the bathtubs. New diagrams (c) and (d) will be added indicating 48" wide minimum clearances and a forward approach to the bathtubs.

CHAPTER 11B
DIVISION 7: COMMUNICATION ELEMENTS AND FEATURES

SECTION 11B-703 – Signs

(begin single underline) **11B-703.1.1 Plan Review and Inspection.** *Signs as specified in Section 11B-703, or in other sections of this code, when included in the construction of new buildings or facilities, or when included, altered or replaced due to additions, alterations or renovations to existing buildings or facilities, and when a permit is required, shall comply with* (begin double strikeout) ~~the following plan review and inspection requirements:~~ (end double strikeout) (end single underline) (begin double underline) 11B-703.1.1.1 and 11B-703.1.1.2. (end double underline)

(begin single underline) **11B-703.1.1.1 Plan Review.** *Plans, specifications or other information indicating compliance with these regulations shall be submitted to the enforcing agency for review and approval.*

11B-703.1.1.2 Inspection. *Signs and identification devices shall be field inspected after installation and approved by the enforcing agency prior to the issuance of a final certificate of occupancy per Chapter 1, Division II, Section 111, or final approval where no certificate of occupancy is issued. The inspection shall include, but not be limited to, verification that Braille dots and cells are properly spaced and the size, proportion and type of raised characters are in compliance with these regulations.* (end single underline)

RATIONALE: DSA-AC is proposing to amend 11B-703.1.1 to provide specific section reference numbers. The general reference to plan review and inspection requirements for signs will be replaced with references to 11B-703.1.1.2 and 11B-703.1.1.2.

SECTION 11B-703 – Signs

11B-703.3 Braille. ...

11B-703.3.2 Position. Braille shall be positioned below the corresponding text (begin single underline) *in a horizontal format, flush left or centered* (end single underline). If text is multi-lined, Braille shall be placed below the entire text. Braille shall be separated $\frac{3}{8}$ inch (9.5 mm) minimum (begin single underline) *and $\frac{1}{2}$ inch (12.7 mm) maximum* (end single underline) from any other tactile characters and $\frac{3}{8}$ inch (9.5 mm) minimum from raised borders and decorative elements.

EXCEPTION: Braille provided on elevator car controls shall be separated $\frac{3}{16}$ inch (4.8 mm) minimum and shall be located (begin double strikeout) ~~either~~ (end double strikeout) directly below (begin double strikeout) ~~or adjacent to~~ (end double strikeout) the corresponding raised characters or symbols.

RATIONALE: DSA-AC received public comment stating that the exception to this section is not consistent with the 2010 CBC, Section 1116B.1.9, which requires Braille to be located directly below the corresponding raised character or symbol. The current CBC requirement provides consistency and predictability as to where to find Braille in relation to raised characters and symbols on an elevator car control panel. DSA-AC is proposing to amend the exception to this section to maintain the higher level of accessibility currently provided by the 2010 CBC.

SECTION 11B-703 – Signs

11B-703.4 Installation Height and Location. ...

11B-703.4.2 Location. Where a tactile sign is provided at a door, the sign shall be located alongside the door at the latch side. Where a tactile sign is provided at double doors with one active leaf, the sign shall be located on the inactive leaf. Where a tactile sign is provided at double doors with two active leaves, the sign shall be located to the right of the right hand door. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall. Signs containing tactile characters shall be located so that a clear floor space of 18 inches (457 mm) minimum by 18 inches (457 mm) minimum, centered on the tactile characters, is provided beyond the arc of any door swing between the closed position and 45 degree open position. (begin single underline) Where permanent identification signage is provided for rooms and spaces they shall be located on the approach side of the door as one enters the room or space. Signs that identify exits shall be located on the approach side of the door as one exits the room or space. (end single underline)

EXCEPTION: (begin double underline) Reserved. (end double underline) (begin double strikeout) ~~Signs with tactile characters shall be permitted on the push side of doors with closers and without hold open devices.~~ (begin single underline) This exception does not apply to double acting (swinging) doors. (end single underline) (end double strikeout)

RATIONALE: DSA-AC received public comment stating that the exception to this section is not consistent with the 2010 CBC, which requires tactile signs to be located on the wall at the latch side of the door they identify. Permitting the placement of signs on doors, rather than on the adjacent wall, breaks down the predictability as to where to find tactile signs. DSA-AC is proposing to delete this exception to maintain the current level of consistency and standardization for the location of tactile identification signs at doors.

SECTION 11B-705 – Detectable Warnings and Detectable Directional texture

(begin single strikeout) ~~705.1.3~~ (end single strikeout) (begin single underline) 11B-705.1.1.3 (end single underline) **Contrast.** Detectable warning surfaces shall contrast visually with adjacent (begin double underline) walking (end double underline) surfaces either light-on-dark, or dark-on-light. (begin double underline) The material used to provide contrast shall be an integral part of the surface. (end double underline)

RATIONALE: DSA-AC inadvertently omitted the current 2010 CBC, Section 1121B.3.1, Item 8(a) and Section 1127B.5, Item 7 requirement for the material used to provide contrast to be an integral part of the surface. DSA-AC is proposing to further amend this section to maintain the higher level of accessibility currently provided by the 2010 CBC.

SECTION 11B-705 – Detectable Warnings and Detectable Directional Texture

(begin single underline) 11B-705.1.2 Locations. Detectable warnings (begin double strikeout) ~~located~~ (end double strikeout) at the following locations shall comply with 11B-705.1. (end single underline)

(begin single underline) 11B-705.1.2.1 (end single underline) **Platform Edges.** ...

(begin single underline) 11B-705.1.2.2 Curb Ramps. Detectable (begin double strikeout) ~~warning~~ (end double strikeout) (end single underline) (begin double underline) warnings (end double underline) (begin single underline) at curb ramps shall extend 36 inches (914 mm) in the direction of

travel. Detectable (begin double strikeout) ~~warning~~ (end double strikeout) (end single underline) (begin double underline) warnings (end double underline) (begin single underline) shall extend the full width of the ramp run excluding any flared sides. (begin double strikeout) ~~The detectable warning~~ (end double strikeout) (end single underline) (begin double underline) Detectable warnings (end double underline) (begin single underline) shall be located so the edge nearest the curb is 6 inches (152 mm) minimum and 8 inches (203 mm) maximum from the line at the face of the curb marking the transition between the curb and the gutter, street or highway. (end single underline)

(begin single underline) **EXCEPTION:** On parallel curb ramps, detectable (begin double strikeout) ~~warning surface~~ (end double strikeout) (end single underline) (begin double underline) warnings (end double underline) (begin single underline) shall be placed on the turning space at the flush transition between the street and sidewalk. (end single underline)

(begin single underline) **11B-705.1.2.3 Islands or Cut-through Medians.** Detectable (begin double strikeout) ~~warning~~ (end double strikeout) (begin double underline) warnings (end double underline) (begin single underline) at (end single underline) (begin double underline) pedestrian (end double underline) (begin single underline) islands or cut-through medians shall be 36 inches (914 mm) (end single underline) (begin double underline) minimum (end double underline) (begin single underline) in depth extending the full width of the pedestrian path or cut-through (end single underline) (begin double underline), placed at the edges of the pedestrian island or cut-through median, and shall be separated by 24 inches (610 mm) minimum of walking surface without detectable warnings. (end double underline)

(begin double underline) **EXCEPTION:** Detectable warnings shall be 24 inches (610 mm) minimum in depth at pedestrian islands or cut-through medians that are less than 96 inches (2438 mm) in length in the direction of pedestrian travel. (end double underline)

(begin single underline) **11B-705.1.2.4 Bus Stops.** When detectable (begin double strikeout) ~~warning is~~ (end double strikeout) (end single underline) (begin double underline) warnings are (end double underline) (begin single underline) provided at bus stop pads. (begin double strikeout) ~~#~~ (end double strikeout) (end single underline) (begin double underline) they (end double underline) (begin single underline) shall be 36 inches (914 mm) in width. (end single underline)

(begin single underline) **11B-705.1.2.5 Hazardous Vehicular Areas.** Detectable (begin double strikeout) ~~warning~~ (end double strikeout) (end single underline) (begin double underline) warnings (end double underline) (begin single underline) at hazardous vehicular areas shall be 36 inches (914 mm) in width. (end single underline)

(begin single underline) **11B-705.1.2.6 Reflecting Pools.** When detectable (begin double strikeout) ~~warning is~~ (end double strikeout) (end single underline) (begin double underline) warnings are (end double underline) (begin single underline) provided at reflecting pools, (begin double strikeout) ~~#~~ (end double strikeout) (end single underline) (begin double underline) they (end double underline) (begin single underline) shall be 24 inches (610 mm) minimum and 36 inches (914 mm) maximum in width. (end single underline)

(begin single underline) **11B-705.1.2.7 Track Crossings.** Detectable (begin double strikeout) ~~warning~~ (end double strikeout) (end single underline) (begin double underline) warnings (end double underline) (begin single underline) at track crossings shall be 36 inches (914 mm) in the direction of pedestrian travel and extend the full width of the circulation path. (end single underline)

RATIONALE: DSA-AC is proposing to correct typographical errors throughout these sections by adding an “s” to “detectable warning” consistent with model code language. In addition, DSA-AC received public

comment that the intent of 11B-705.1.2.3, regarding pedestrian islands or cut-through medians that are less than 96 inches in length, is not clear. DSA-AC is proposing to further amend the language of 11B-705.1.2.3 and add an exception for islands or cut-through medians where the length of the pedestrian route is less than 96 inches in length. The proposed amendments will provide clarity for code users.

SECTION 11B-707 – Automatic Teller Machines, Fare Machines and Point-of-Sale Devices

11B-707 Automatic Teller Machine (begin double underline) (end double underline), (begin single strikeout) ~~and~~ (end single strikeout) **Fare Machines** (begin single underline) and Point-of-Sale Devices (end single underline)

RATIONALE: DSA-AC is proposing to correct a typographical error by adding an “s” to “Automatic Teller Machines” consistent with model code language.

CHAPTER 11B DIVISION 8: SPECIAL ROOMS, SPACES, AND ELEMENTS

SECTION 11B-803 – Dressing, Fitting, and Locker Rooms

(begin single underline) **11B-803.6 Mirrors.** *Mirrors shall be installed with the bottom edge of the reflecting surface 20 inches (508 mm) maximum above the finish floor or ground. Mirrors shall be full length with a* (end single underline) (begin double underline) minimum (end double underline) (begin single underline) *reflective surface 18 inches (457 mm) wide by 54 inches (1372 mm) high and shall be mounted in a position affording a view to a person on the bench as well as to a person in a standing position.* (end single underline)

RATIONALE: DSA-AC inadvertently omitted the current 2010 CBC, Section 1117B.8 requirement for a “minimum” 18 inch wide by 54 inch high mirror in fitting and dressing rooms. DSA-AC is proposing to modify this section to incorporate the existing provision permitting the design option for a mirror larger than the minimum size.

SECTION 11B-810 – Transportation Facilities

11B-810.2 Bus Boarding and Alighting Areas. ...

11B-810.2.4 Slope. Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway (begin single strikeout) ~~, to the maximum extent practicable~~ (end single strikeout) (begin double underline) , to the maximum extent practicable (end double underline). Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than 1:48.

RATIONALE: DSA-AC is proposing to amend this section in coordination with the amendment to 11B-209.2.3. In response to public comments, DSA-AC is proposing to correct the inadvertent strike-out of model code language. This correction will maintain the flexibility to establish bus stops where the existing available width is less than 8 feet.

CHAPTER 11B
DIVISION 10: RECREATION FACILITIES

SECTION 11B-1008 - Play Areas

11B-1008.2 Accessible Routes. ...

11B-1008.2.6 Ground Surfaces. Ground surfaces on accessible routes, clear floor or ground spaces, and turning spaces shall comply with 11B-1008.2.6.

11B-1008.2.6.1 Accessibility. Ground surfaces shall comply with ASTM F 1951 (begin double ~~strikeout~~) (~~incorporated by reference, see "Referenced Standards" in Chapter Division 1~~) (end double ~~strikeout~~). Ground surfaces shall be inspected and maintained regularly and frequently to ensure continued compliance with ASTM F 1951.

11B-1008.2.6.2 Use Zones. Ground surfaces located within use zones shall comply with ASTM F 1292 (begin double ~~strikeout~~) (~~1999 edition or 2004 edition~~) (~~incorporated by reference, see "Referenced Standards" in Chapter Division 1~~). (end double ~~strikeout~~)

RATIONALE: DSA-AC is proposing to amend 11B-1008.2.6.1 and 11B-1008.2.6.2 to delete the reference to Chapter 11B, Division 1. Consistent with the 2013 California Building Code format, referenced standards are listed in Chapter 35. In addition, DSA-AC is proposing to further amend 11B-1008.2.6.2 to delete reference to a specific edition of ASTM F 1292 consistent with the format established for Chapter 11B. Chapter 35 lists the current applicable referenced standard editions.

Notation

Authority: Government Code Section 4450. Reference(s): Government Code Section(s) 4450 through 4461, and 12955.1(c) and Health and Safety Code Section(s) 18949.1, 19952 through 19959.