

**Office of the Chief Administrative Officer  
Innovation and Transformation**

**Date:** September 15, 2022  
**To:** Members of the Oshawa Accessibility Advisory Committee  
**From:** Lynda Lawson, Accessibility Program Coordinator  
**Re:** Rezoning, Draft Plan of Condominium and Site Plan Approval Review –  
Z-2022-07; C-O-2022-06; SPA-2022-20  
Southeast corner of Ritson Rd. N. and Luple Ave.  
Mark Foley, Woodland Homes

To ensure a timely response on the site plan review process during the COVID-19 pandemic, I have examined the plans for the south corner of Ritson Road N and Luple Ave and have identified the following items to facilitate your review:

1. That the materials for the paths of travel be indicated on the site plan. The material preference is concrete. Design as per the Oshawa Accessibility Design Standards (OADS);
2. That indicators and measurements for the entrances on the site plan be provided and that paths of travel be 1800mm. Design as per OADS;
3. That curb ramps or depressed curbs details be provided on the site plan..Design as per OADS;
4. That details be provided on the site plan regarding an accessible connection from the development site to City sidewalks along Luple and Ritson Road North. Design as per OADS;
5. That there be an additional accessible path of travel (sidewalk) from the electric charging stations to the entrance. Design as per OADS;
6. That Tactile Walking Surface Indicators (TWSI) are provided on the external path of travel where curb ramps and depressed curbs are provided. Design as per OADS;
7. That the proposed flush curb near the refuse area be limited to the width of the refuse area;
8. That the design of accessible parking spaces be in compliance with the Accessibility for Ontarians with Disabilities Act (AODA) and as per OADS in terms of their type, size, access aisles, markings, curb ramps/depressed curbs, crossing and running slopes, signage and symbols;
9. That lighting levels should be provided at or beside all ramps, steps and stairs and evenly distributed along the path of travel. Consideration should be given to providing supplementary lighting to highlight wayfinding. Please ensure that lighting fixtures or posts do not encroach in the accessible path of travel;
10. That sliding doors be provided at the main entrance and power door operators are added on the principal fire fighter entrance, the south entrance and to the mailroom that are designed as per OADS;.

11. That the universal electric charging stations be accessible for all users including access to the path of travel recommended from the charging station to the entrance; and
12. That an amenity area with accessible tables and benches be provided. Provide details on the site plan. Design as per OADS.



## Site Plan/Rezoning Checklist

**Site Plan Location** Southeast corner of Ritson Rd. N. and Luple Ave.\_

**Applicant** \_\_\_\_\_ Mark Foley, Woodland Homes\_\_\_\_\_

**File Number** \_\_\_\_\_ Z-2022-07; C-O-2022-06; SPA-2022-20\_\_\_\_\_

**Meeting Date** \_\_\_\_\_ September 20, 2022\_\_\_\_\_

### 1. External Ground and Path of Travel Surfaces

Reference - Section 2.1 and 3.3 pages 17-20; 65-70

Item	Assessment	Response (Yes/No/NA)	Comments
1.	Is the path of travel made of a surface that is firm and stable?	Unclear	Indicate the materials used for path of travel on site plan. Material preference is concrete. Provide details on the plan. Design as per OADS.
2.	Is the path of travel a minimum of 1800 mm?	Not in all instances	Design paths of travel to be 1800 mm for all sidewalks. Provide details on the site plan. Design as per OADS.
3.	Where the clear width is less than 1800 mm, have passing areas, 1800 mm by 1800 mm, been provided at 30 m intervals or less?		If design as above, not required.
4.	Do the entrances to exterior paths of travel have a clear opening of a minimum of 950 mm, whether the entrance includes a gate, bollard or other design feature?	Unclear	Provide indicators and measurements for the entrances on the site plan. Design as per OADS.

## 2. Rest Areas

Reference – Section 2.6 and 2.10 pages 37-38

Item	Assessment	Response (Yes/No/NA)	Comments
1.	Are rest stops required for the path of travel (> 30 m)? <ul style="list-style-type: none"><li>If yes, are they spaced a maximum of 30 m apart?</li></ul>	N/A	
2.	Is there a clear, stable and firm space of 915 X 1370 min for a mobility device adjacent to the bench?	N/A	
3.	Is there a contrast with the ground, finish or texture to distinguish the path of travel from the rest area?	N/A	

## 3. Curb Ramps and Depressed Curbs

Reference – Section 3.4 pages 71-75

Item	Assessment	Response (Yes/No/NA)	Comments
1.	Are there curb ramps or depressed curbs to help people safely and independently negotiate level changes on walkways and other pedestrian routes?	Unclear	<p>Provide details on the site plan. Design as per OADS.</p> <p>Provide details on the site plan regarding an accessible connection from development site to City sidewalks along Luple and Ritson Rd. N. Design as per OADS.</p> <p>Recommend the addition of an accessible path of travel (sidewalk) from the electric charging stations to the entrance.</p>
2.	Are Tactile Walking Surface Indicators (T.W.S.I.) provided on the external path of travel where curb ramps and depressed curbs are provided?		The proposed flush curb near the refuse area should be limited to the width of the refuse area. .

## 4. Ramps

Reference Section 2.2 pages 21-26

Item	Assessment	Response (Yes/No/NA)	Comments
1.	Is the width of the ramp 1100 mm (minimum) or wider to accommodate handrails if required?	N/A	
2.	Is the gradient of the ramp a maximum of 1:15?	N/A	
3.	Is there a clear space/landing of 2440 mm X 2440 mm at the top and bottom?	N/A	
4.	Are intermediate landings provided?  Where there is an intermediate landing (abrupt change in direction landing/ramp length exceeds 9000 mm) is there a clear space of 1670 mm x 1670mm?	N/A	

## 5. Stairs

Reference – Section 2.3 pages 27-30

Item	Assessment	Response (Yes/No/NA)	Comments/
1.	<p>Are Tactile Walking Surface Indicators (T.W.S.I.) provided at top of all flights of stairs?</p> <p><b>Note:</b></p> <ul style="list-style-type: none"> <li>T.W.S.I shall be one depth back from leading edge of top steps; 610 mm depth extending full width of stair;</li> <li>At landings incorporating an entrance into the stairs;</li> <li>Where the pattern of a stairway is broken; and</li> <li>Where a landing is greater than 2100mm and does not have a continuous hand rail.</li> </ul>	N/A	No public external stairs.

## 6. Overhanging and Protruding Objects

Reference – Section 2.5 pages 33-35

Item	Assessment	Response (Yes/No/NA)	Comments
1.	Is the path of travel free from protruding objects?	N/A	

## 7. Parking

Reference – Section 3.1 pages 55-59

Item	Assessment	Response (Yes/No/NA)	Comments
1.	How many parking spaces are provided on the site?	81	Provide details on site plan. Design as per OADS.
2.	Are the accessible parking spaces in an appropriate location?	Yes	Provide details on site plan. Design as per OADS.
3.	How many accessible parking spaces are required? Type A (Van) 2    Type B 2	Yes	Provide details on site plan. Design as per OADS.
4.	Are the accessible spaces and access aisles the correct size as per the city/provincial requirements?	Yes	Provide details on site plan. Design as per OADS.
5.	Are the access aisles marked by high colour contrast diagonal lines?	Unclear	Provide details on site plan. Design as per OADS.
6.	Do the accessible parking spaces connect to an adjacent accessible path of travel with a centre curb ramp on the access aisle with (a) tactile walking surface indicator(s)?	Yes	Provide details on site plan. Design as per OADS.
7.	Is accessible parking signage vertically posted as per city/provincial requirements provided?	Yes	Provide details on site plan. Design as per OADS.
8.	Is the International Symbol of Accessibility included as pavement markings?	Yes	Provide details on site plan. Design as per OADS.
9.	Are curb ramps or depressed curbs provided at the end of each accessible aisle?	Unclear	Provide details on site plan. Design as per OADS.

**NOTE:** Ensure that cross and running slopes of accessible parking spaces are at a maximum of 1:50 (2%)

## 8. Passenger Loading Zones

Reference – Section 3.2 pages 61-63

Item	Assessment	Response (Yes/No/NA)	Comments
1.	Is a passenger loading zone (P.L.Z.) provided?	N/A	
2.	Is the P.L.Z. as close as possible to the nearest accessible entrance?	N/A	
3.	Is the P.L.Z. away from vehicular traffic flow?	N/A	
4.	Has a side access aisle, curb ramp and signage been provided as outlined in O.A.D.S.?	N/A	

## 9. Lighting

Reference – Section 5.7 pages 139-141

**NOTE:** To provide reasonable lighting levels, lighting should be provided at or beside all ramps, steps and stairs and evenly distributed along the path of travel. Consideration should be given to providing supplementary lighting to highlight wayfinding. Please ensure that lighting fixtures or posts do not encroach in the accessible path of travel.

## 10. Entrances, Doors and Doorways

Reference Section 4.1 and 4.2 pages 79-91

Item	Assessment	Response (Yes/No/NA)	Comments
1.	Is at least one main entrance accessible via level, sloped or ramped accessible route?	Yes	
2.	Are all accessible doors at entrances controlled by power door operators or motion/sensor sliding doors?		Provide accessible sliding doors at the main entrance and power door operators on the principal firefighting entrance and to the south entrance. Ensure that there is an accessible power door operator to the mailroom.
3.	Are accessible entrances located 30 m or less from accessible parking or passenger loading zones?	Yes	
4.	Is directional signage needed to guide users to the accessible parking and entrances?	No	

## 11. Additional Comments:

- Design universal electric charging stations that are accessible for all users including access to the path of travel recommended from the charging stations to the entrance.
- Provide an amenity area with accessible tables and benches. Provide details on site plan. Design as per OADS.