



Economic and Development Services Department

Date: October 17, 2025

File: SPA-2025-12

To: Members of the Oshawa Accessibility Advisory Committee

From: Alyson Kennedy, Principal Landscape Architect
Economic and Development Services Department

Re: **Site Plan Approval Application**
2200 Simcoe Street North, Oshawa
Ontario Tech University

Purpose

The purpose of this report is to inform the Oshawa Accessibility Advisory Committee (O.A.A.C.) of the proposed Site Plan Approval application for 2200 Simcoe Street North. The report provides an overview of the proposal to obtain input from the Committee on accessibility related design considerations.

Design Overview

The City has received a Site Plan Approval application from Ontario Tech University for lands located at Simcoe Street North and Britannia Avenue West.

The subject site is located on lands north of the existing arena and northern parking lot at 2200 Simcoe Street North. These lands are proposed to be developed with two student residence buildings with 273 total units which include a total of 444 beds. The proposed development also includes extensions of private roads Founders Drive (extending north) and Northern Dancer Drive (extension west of the existing Simcoe Street North and Northern Dancer Drive intersection). Further, a new private road is proposed, "Ridge Lane", which is proposed to have access to Simcoe Street North and connect with the northern terminus of the Founders Drive extension.

Associated site works include new surface parking areas, pedestrian walkways, and outdoor amenity spaces.

Staff have reviewed the Site Plan to determine compliance with the Oshawa Accessibility Design Standards and developed the recommendation contained in this report for consideration by the O.A.A.C.

Recommendation

That based on Report OAAC-25-21 dated October 17, 2025 concerning a Site Plan Approval application from Ontario Tech University for lands located at Simcoe Street North and Britannia Avenue West:

1. That external ground and paths of travel including the pavers and gravel surfaces be designed to meet O.A.D.S.; and,

2. That rest stops be provided throughout the site spaced a maximum of 30 metres apart designed to meet O.A.D.S.; and,
3. That rest areas include a clear, stable and firm space of 915mm x 1370mm for mobility devices adjacent to site furnishings; and
4. That contrast through ground finish be used to distinguish the rest areas from the accessible path of travel in accordance with O.A.D.S.; and,
5. That all locations have a curb ramp or depressed curb when there is a change in level between an exterior path of travel and adjacent vehicular route; and,
6. That tactile walking surface indicators (T.W.S.I) are provided where curb ramps and depressed curbs are located on the external path of travel and at the end of each accessible access aisle in accordance with O.A.D.S.; and,
7. That the accessible parking spaces be located within 30 metres (maximum) from the accessible entrance(s); and,
8. That all accessible parking spaces connect to an adjacent accessible path of travel from an access aisle in accordance with O.A.D.S.; and,
9. That accessible parking signage is provided in accordance with city bylaw/provincial requirements; and,
10. That the cross and running slopes of accessible parking spaces are at a maximum of 1:50 (2%); and,
11. That the passenger loading zone has signage marked with the International Symbol of Accessibility to formally designate passenger loading and drop-off zone, in accordance with O.A.D.S.; and,
12. That a side access aisle and curb ramp is provided where there is a change in level in accordance with O.A.D.S.; and,
13. That light levels be provided and evenly distributed along the accessible path of travel; and
14. That supplementary lighting be considered to highlight wayfinding.

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