

Economic and Development Services Department**Date:** April 21, 2026

File: SPA-2026-01

To: Members of the Oshawa Accessibility Advisory Committee**From:** Planning Services
Economic and Development Services Department**Re: Site Plan Approval Application
0 Athol Street West
Independent Project Managers (IPM)****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 0 Athol Street West. 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 IPM for lands located at 0 Athol Street West, City of Oshawa public parking Lot 4.

The proposal is for a new twenty-three (23) storey apartment building with two hundred and seventy-four (274) residential units, at least ninety-six (96) of which will be affordable units. The building will include a ground floor medical clinic. The proposed parking will include:

- Seventy-three (73) public parking spaces to replace the City public parking lot, of which four (4) are accessible parking spaces, one (1) Type 'A' and three (3) Type 'B', located on Levels P1, 01 and 03.
- Thirty (30) medical clinic parking spaces, of which one (1) is an accessible space, Type 'A', located on Level 01.
- One hundred and fifty-six (156) residential parking spaces, of which seven (7) are accessible parking spaces, three (3) Type 'A' and four (4) Type 'B', located on Levels 03 to 06.

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

Recommendation

That based on Report OAAC-26-04 dated April 21, 2026 concerning a Site Plan Approval application from IPM for lands located at 0 Athol Street West:

1. That external ground and paths of travel including the pavers be designed to meet O.A.D.S., including the roof top amenity areas; and,

2. 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,
3. 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,
4. That all accessible parking spaces connect to an adjacent accessible path of travel from an access aisle in accordance with O.A.D.S., especially on the ground floor; and,
5. That accessible parking signage is provided in accordance with city bylaw/provincial requirements; and,
6. That access aisles are clearly marked with high contrast diagonal striping; and,
7. That the International Symbol of Accessibility be included as pavement markings; and,
8. That curb ramps or depressed curbs be provided at the end of each accessible aisle; and,
9. That the cross and running slopes of accessible parking spaces are at a maximum of 1:50 (2%); and,
10. That light levels be provided and evenly distributed along the accessible path of travel; and,
11. That supplementary lighting be considered to highlight wayfinding; and,
12. That all accessible doors at entrances are controlled by power door operators or motion/sensor sliding doors; and,
13. That accessible entrances are located 30 m or less from accessible; and,
14. That directional signage to guide users to the accessible parking and entrances be provided; and,
15. That all rooftop amenity areas are designed to accommodate accessibility, including but not limited to accessible paths of travel and inclusive site furniture.