

## **SCHEDULE E**

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### **Details Respecting Matters of Accessibility**

Section 41 of the *Planning Act*, which legislates Site Plan Control, stipulates that no development shall be undertaken unless the approval authority has approved plans showing the location of all buildings, facilities, and works forming part of the development, including facilities designed to have regard for accessibility for persons with disabilities.

A condition of Site Plan approval has been implemented by the approval authority to ensure that matters of accessibility are addressed in final design and that the final approved site and construction plans reflect the requirements of the *Accessibility for Ontarians with Disabilities Act (AODA)* and the Ontario Building Code (OBC) respecting matters of accessibility.

#### **Vehicular Access and Paths of Travel**

It is proposed that the site will gain vehicular access via a 7.6 m wide entrance on 3<sup>rd</sup> Avenue East. The internal road is proposed to loop southerly to connect to an existing vehicular access on 3<sup>rd</sup> Avenue East which is the existing access to the St. Francis Place parking area located at 320 10<sup>th</sup> Street East. Conditions of approval will require that prior to issuance of Certificate of Compliance, formal easements and related easement agreements be approved and registered to provide legal means of vehicular access for the proposed development across the adjacent property to the south (320 10<sup>th</sup> Street East).

In total, the development requires 22 off-street parking stalls of which one (1) is required to be a van accessible (Type 'A') stall. A van accessible stall is provided on the north side of the proposed apartment building, within a covered at-grade parking area. The design and signage of the accessible stall generally meets City Standard E1A, AODA, and OBC requirements except that the accessible aisle is not denoted by high contrast tonal lines and a standard of the tactile walking surface indicator (TWSI) located at the terminus of the accessible aisle has not been provided. Conditions of approval will require that the design and signage of the van accessible stall meet City Standard Drawing E1A, AODA, and OBC requirements.

The accessible stall is proposed to be located within a covered, at-grade parking area that will provide protection from the elements thereby enhancing

accessibility of the site. The height of the covered, at-grade parking area on the north side of the building is not indicated on the submitted Building Elevations, attached as Schedule 'D'. Conditions of approval will require that the final elevations indicate the height as being a minimum of 2.1 m in accordance with AODA.

The development is also proposed to be served by a 2.4 m wide concrete sidewalk and row of parking stalls, including two (2) accessible stalls (one Type 'A' and one Type 'B'), to the immediate south of the proposed apartment building but located on the adjacent property (320 10<sup>th</sup> Street East). The additional accessible parking stalls are not required to achieve compliance with AODA and/or the City's Zoning By-law however, they are located adjacent to the exterior pathway and connected via a 1.5 m wide accessible aisle to optimize accessibility of the site.

### **Exterior Paths of Non-vehicular Travel**

The front (main) entrance of the building is proposed to be accessed via the existing 1.5 m concrete City sidewalk on 3<sup>rd</sup> Avenue East. The proposed entrance provides access to a common corridor that connects to the 74.8 sq. m. commercial space located on the ground floor and the residential lobby/elevator providing access to the upper storeys. The main entrance will be required to be accessible in accordance with OBC requirements. Furthermore, the entire front (west) façade of the building is proposed to be covered by an overhead canopy to provide protection from the elements. The height of the front canopy is not noted on the submitted Building Elevations. Conditions of approval will require that the height be a minimum of 2.1 m in accordance with AODA.

As noted above, the development is also proposed to be served by a 2.4 m wide concrete sidewalk to the immediate south, located on the adjacent property (320 10<sup>th</sup> Street East). Conditions of approval will also require that prior to the issuance of Certificate of Compliance, formal easements and related easement agreements be approved and registered to provide legal means of pedestrian access for the proposed development across the lands to the south (320 10<sup>th</sup> Street East). The pathway of travel is proposed to be firm, stable, and slip resistant (concrete) and exceeds the minimum width required by AODA. The pathway of travel provides direct means of pedestrian access to a designated scooter parking storage area and a stairwell providing access to the upper-storeys. Recommended conditions of approval will require that the south side entrance be accessible in accordance with OBC requirements, in recognition that this entrance will be used by residents and/or pedestrians that use mobility devices (scooters).

A third building entrance is provided at the north side of the building under the covered at-grade parking area. This building entrance is located adjacent to the required van accessible (Type 'A') parking stall and for this reason, conditions of approval are recommended by Staff that will require this entrance to be accessible in accordance with OBC requirements.

Supplementary 0.9 m wide concrete pathways of travel are provided along the north side of the building underneath the covered at-grade parking area and to the rear (east) of the building, adjacent to a row of four (4) parking stalls. While it would be most preferable and optimize accessibility of the site to widen these pathways of travel to a minimum of 1.5 m, the width is constrained by the required size of the drive aisles and length of the parking stalls. Altering the width of these pathways would require modifications to the parking area which would hinder the ability of the site to provide a minimum of 22 off-street parking stalls, as required by the Zoning By-law. Conditions of approval are recommended that will require the 0.9 m wide concrete path of travel to the rear (east) of the building to be extended northerly to connect to the proposed concrete island on the north (side) façade, in front of the garage door access to the interior utility room.

The location of TWSIs and curb ramps is provided on the Site Plan and generally complies with AODA requirements, except that:

- AODA compliant curb ramps, complete with TWSIs, are required at either end of the vehicular site entrance and,
- A TWSI detail is required that meets City standards (red cast iron).

Similarly, sufficient detail has not been provided on the submitted Site Plan and/or Grading Plan to confirm:

- That the running slopes and cross slopes of accessible aisles, exterior paths of travel, and curb ramps meet AODA requirements.
- That changes in level of the exterior paths of travel meet AODA requirements.

The above noted details are required and have been reflected within the recommended conditions of approval attached as Schedule 'F'.

Lastly, the development does not propose any designated passenger loading/unloading areas and/or AODA compliant rest areas. Planning Staff acknowledge that the provision of these types of accessibility features is constrained by available space on-site. Additionally, the subject lands are located within the northeast quadrant of the City's River District that has access to

designated pedestrian seating areas, complete with benches, within the City right-of-way.

### **Site Design & Functionality**

Overall, the development has an attractive and functional design and layout as it relates to matters of accessibility. Barrier-free parking is proposed to be located with a covered parking area adjacent to a building entrance to provide protection from the elements and optimize accessibility of the site.

Exterior lighting is proposed along the north (side) lot line to illuminate the parking area and pedestrian pathways. Recommended conditions of approval will require that the final Site Plan show site lighting at all building entrances in accordance with OBC requirements and that the site lighting meet the requirements of Section 5.23 of the Zoning By-law.

### **Access to Transit & Amenities**

The subject lands are well located for access to the City's transit system. Specifically, the lands are located across the street from the Owen Sound Transit Terminal where all four (4) city transit routes convene and operate on a half hour service.

The subject lands are also within the northeast quadrant of the City's River District that is walkable and has access to a variety of commercial amenities.