

CORPORATION OF THE TOWN OF PLYMPTON-WYOMING

BY-LAW 141 of 2024

**Being a By-Law to Authorize a Multi-Year Accessibility Plan Update
for the Town of Plympton-Wyoming.**

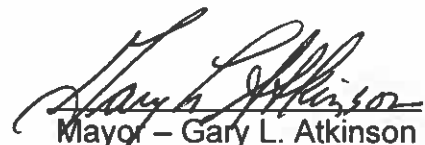
WHEREAS pursuant to Section 9 of the *Municipal Act, 2001* S.O.2001, c.2S as amended, a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act; and

WHEREAS it is deemed expedient to approve a Multi-Year Accessibility Plan Update, and a Facility and Outdoor Spaces Accessibility Review for the Town of Plympton-Wyoming;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF PLYMPTON-WYOMING ENACTS AS FOLLOWS:

1. That the Town of Plympton-Wyoming 2024-2029 Accessibility Plan Update is hereby approved, as per the attached Schedule A.
2. That the Town of Plympton-Wyoming 2024 Facility and Outdoor Spaces Review is hereby approved, as per the attached Schedule B.
3. That the Town of Plympton-Wyoming AODA Timeline Costing Spreadsheet is hereby approved, as per the attached Schedule C.
4. That the Clerk is hereby authorized to make whatever minor changes to the plan as may be necessary and reasonable in the circumstances.
5. That by-law 87 of 2019 be repealed and that all other by-laws or parts of by-laws inconsistent with this by-law are hereby repealed.
6. That this By-law shall come into force and take effect on the 27th day of November 2024.

Read a first and taken as read a second and third time and finally passed this 27th day of November 2024.


Mayor – Gary L. Atkinson


Clerk – Erin Kwarciak

The Town Of
PLYMPTON-WYOMING



Town of Plympton-Wyoming 2024-2029 Multi-Year Accessibility Plan

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INTRODUCTION

The Town of Plympton-Wyoming is steadfast in its commitment to prioritizing accessibility, actively working to prevent and remove barriers for people with disabilities.

With over 2.6 million Ontarians living with disabilities and an aging population in Lambton County, the need to focus on accessibility has never been more critical. As Plympton-Wyoming continues to grow, ensuring inclusivity for all residents becomes increasingly important.

While Ontario has not introduced new accessibility legislation recently, this plan demonstrates our ongoing efforts to meet and exceed existing legislative standards. It outlines our strategies and initiatives aimed at enhancing accessibility for every citizen of Plympton-Wyoming, reflecting our dedication to fostering an inclusive and welcoming community.

The Town of Plympton-Wyoming is dedicated to ensuring that all individuals who live in or visit our community can contribute and participate fully, without barriers. The Town recognizes the importance of accessibility in creating an inclusive environment where everyone has equal opportunities.

OUR ACCESSIBILITY COMMITMENT

The Town of Plympton-Wyoming is dedicated to ensuring that all individuals who live in or visit our community can contribute and participate fully, without barriers. The Town recognizes the importance of accessibility in creating an inclusive environment where everyone has equal opportunities.

Our commitment involves:

1. **Inclusive Services:** Continuously improving our services to be accessible to all residents and visitors, ensuring that everyone can benefit from what Plympton-Wyoming has to offer.
2. **Barrier-Free Facilities:** Identifying and eliminating physical, attitudinal, and systemic barriers in all public spaces and municipal facilities.
3. **Community Engagement:** Actively seeking input from people with disabilities and other stakeholders to inform our policies and practices.
4. **Ongoing Education:** Providing regular training for our staff and community on accessibility best practices and the importance of inclusion.
5. **Proactive Planning:** Anticipating future accessibility needs and incorporating accessibility into all aspects of town planning and development.

By embedding accessibility into the fabric of our community, the Town aims to make Plympton-Wyoming a place where everyone can thrive. The Town of Plympton-Wyoming is committed to providing quality goods, services, and facilities that are accessible to all people and is guided by the four core principles of dignity, independence, integration and equal opportunity. The Town is

dedicated to removing barriers to accessibility and ensuring that all the requirements in the Customer Service, Information and Communication, Employment, Transportation and the Design of Public Spaces Standards of the AODA are fulfilled.

THE 2024-2029 PLAN

In accordance with the Accessibility for Ontarians with Disabilities Act (AODA), municipalities with 50 or more employees are required to develop a written multi-year accessibility plan and update it at least once every five years.

The 2024-2029 Plympton-Wyoming Multi-Year Accessibility Plan is designed to build upon and extend previous plans, reports, and updates. It provides an update based on the provisions outlined in the AODA and the Integrated Accessibility Standards Regulation (IASR). This plan also includes strategies and recommendations that exceed the requirements of the AODA and IASR, furthering our commitment to accessibility.

The implementation of this plan will enhance accessibility for both residents and visitors in Plympton-Wyoming. The objectives of this Multi-Year Accessibility Plan are to:

1. **Identify and Report:** Outline the specific requirements applicable to the Town of Plympton-Wyoming as mandated by the Province of Ontario through the IASR.
2. **Recommend Improvements:** Propose solutions to potential accessibility barriers that could prevent people with disabilities from fully participating in public spaces within the Town.
3. **Annual Status Report:** make a commitment to prepare an annual status report on the progress of the measures taken to complete the requirements.
4. **Multi-Year Accessibility Plan:** make a commitment to review and update the accessibility plan at least once every five years.
5. **Public Availability:** Describe how the plan will be made available to the public.

By adhering to and surpassing legislative standards, this plan aims to make Plympton-Wyoming a more inclusive and accessible community for everyone.

MESSAGE FROM MAYOR

On behalf of the Town Council, I am pleased to share the 2024-2029 Multi-Year Accessibility Plan for the Town of Plympton-Wyoming. This Plan underscores our commitment to creating an inclusive and equitable community for all residents, regardless of their abilities. As our population continues to grow and more people visit our community of all ages, it is becoming more critical that Council takes proactive steps to identify, remove and prevent barriers for people with disabilities. This Plan not only complies with the AODA but also fosters a culture of inclusion that benefits everyone and helps Plympton-Wyoming become a more diverse community.

Mayor Atkinson

MESSAGE FROM THE CHIEF ADMINISTRATIVE OFFICER

As the Chief Administrative Officer in the Town of Plympton- Wyoming, I want to recognize the staff that have worked and will continue to work to make our Town more accessible to everyone. The 2024-2029 Multi-Year Accessibility Plan compliments past plans and will not only allow us to continue to meet legislative requirements but will help staff continue to identify, remove and prevent accessibility barriers in our programming, facilities, and all public spaces. This Plan affirms the Town's commitment to continuing the efforts to provide accessible, equitable, and barrier-free services to all residents, visitors, employees and volunteers. By championing accessibility through this Plan, we are sending a clear message that the Town values inclusivity and equity where everyone can participate and enjoy everything that The Town of Plympton-Wyoming has to offer regardless of their abilities.

Adam Sobanski

ACKNOWLEDGMENT OF STAFF

A special thank you is extended to the staff members for all their hard work, time, and commitment to identifying and removing barriers and developing barrier free programs, services and facilities.

LEGISLATION

Bill C-81 Accessibility Canada Act

The Government of Canada consulted with Canadians to find out what an accessible Canada means to them. On June 20, 2018, the Government introduced Bill C-81, An Act to ensure a barrier-free Canada (the Accessible Canada Act) in Parliament. The Accessible Canada Act received Royal Assent on June 21, 2019, and came into force on July 11, 2019. It is important to note that Bill-C-81's purpose is to identify, remove and prevent accessibility barriers in areas that fall under federal jurisdiction.

Ontario With Disability Act (ODA)

The ODA was established and became law in 2001. The purpose of the Act is to achieve a barrier-free Ontario for people with disabilities. The Act called for all municipalities to assist in the identification, removal, and prevention of accessibility barriers.

Accessibility for Ontarians with Disabilities Act (AODA)

The AODA was established in 2005 and was created to complement the ODA and address discrimination against persons with disabilities in Ontario. The purpose of the Act is to "develop, implement and enforce accessibility standards in order to achieve accessibility for Ontarians with disabilities in respect to goods, services, facilities, accommodation, employment, buildings, structures, and premises on or before January 1, 2025." (Service Ontario, 2006)

Integrated Accessibility Standards Regulations (IASR)

The Integrated Accessibility Standards Regulation (IASR) was established under the Accessibility for Ontarians with Disabilities Act (AODA). These standards set out the rules that businesses and organizations in Ontario must follow to identify, remove, and prevent barriers, ensuring that people with disabilities have greater opportunities to participate in everyday life.

As a public organization, the Town of Plympton-Wyoming is required to comply with the following accessibility standards, in accordance with the timelines set to make Ontario accessible by 2025:

- **Customer Service (O. Reg. 429/07):** Ensuring accessible customer service policies and practices.
- **Transportation (O. Reg. 191/11):** Making public transportation services more accessible.
- **Information and Communications (O. Reg. 191/11):** Providing accessible information and communication supports.
- **Employment (O. Reg. 191/11):** Implementing accessible employment practices and policies.
- **Built Environment (O. Reg. 413/12):** Enhancing accessibility in public spaces and buildings.

By adhering to these standards, the Town aims to create an inclusive environment where all individuals can engage and participate fully in community life.

COMPLIMENTING DOCUMENTS

This document is designed to complement the following Town of Plympton-Wyoming Documents:

- The 2019-2024- Multi-Year Accessibility Plan
- The Accessibility for Ontarians with Disabilities Policy
- IASR Policy
- Accessibility Standards for Customer Service Policy
- The Recruitment and Selection Policy

GENERAL REQUIREMENTS FOR A MUNICIPALITY UNDER THE IASR

This section is organized under the five standards identified in the IASR for municipalities and includes strategies outside of the standards meant to create a more accessible community.

GENERAL REQUIREMENTS OF AODA FOR MUNICIPALITIES (O. REG. 191/11)

WHAT IS REQUIRED/PLANNED	WHAT WAS ACCOMPLISHED
The IASR requires municipalities to:	
Develop policies on how the Town will achieve accessibility and a statement of commitment (Accessibility Policies s. 3).	<p>✓ The Town has developed and maintained Accessibility Policies that address the requirements of the IASR and includes the statement of organization commitment</p> <p>✓ The Town policy is located and available to the public on the website. Town of Plympton-Wyoming Accessibility Policy</p>
Develop Multi-Year Accessibility Plan and post annual Reports on the Website (Accessibility Plan s. 4)	<p>✓ Multi-year Accessibility Plan was developed in 2019-2024 and made available to the public on the website.</p> <p>✓ Annual Accessibility Reports have been completed and posted on the website.</p>
Organizations shall incorporate accessibility criteria and features when procuring or acquiring goods, services or facilities, except where it is not practicable to do so (Procurement of goods and services or facilities s. 5)	✓ Wording in procurement documents has been added to reflect requirements of the IASR (including procurement by-law). Review will occur as part of regular review of procurement policy
Training on the IASR and the Human Rights Code as it pertains to persons with disabilities is provided to employees, volunteers, persons who participate in developing policies and others who provide goods, services or facilities on behalf of the organization. (Training s. 7)	✓ Training is provided to all employees, volunteers, and leadership of the Town of Plympton-Wyoming. This training is essential for ensuring compliance with AODA, IASR, and Human Rights standards. The training is delivered through online modules, covering key topics to equip everyone with the knowledge and skills needed to foster an inclusive and accessible environment.
Incorporate accessibility features when designing, procuring or acquiring self-service kiosks. (Service Kiosks s. 23)	Not applicable at this time

CUSTOMER SERVICE STANDARD (O. REG. 165/16)

WHAT IS REQUIRED/PLANNED

WHAT WAS ACCOMPLISHED

The IASR requires municipalities to:

Develop Corporate Customer Service Policy for people with disabilities

✓ The Town Customer Service Policy is located on the website.

This policy meets the following requirements:

Provide training for all staff on Customer Service.

Have policies and procedures in place for customer service.

Provide feedback process in an accessible format and accommodate individual's needs upon request.

Give notice of temporary disruptions that include the reason and duration to the public to provide information in alternative formats.

All service animals in public spaces are permitted on premises unless the animal is excluded by law.

If a person with a disability is accompanied by a support person, both persons are permitted to enter the premises together and that the person with a disability is not prevented from having access to the support person.

INFORMATION AND COMMUNICATION (O. REG. 197/11)

WHAT IS REQUIRED/PLANNED	WHAT WAS ACCOMPLISHED
The IASR requires municipalities to:	
Provide information that is produced and controlled by the Town in alternate formats and take into account the disability of the member of the public requesting information (Accessible formats and communication supports s. 12).	✓ upon consultation with the person making the request all documents will be provided in accessible formats and communication supports for persons with disabilities, <ul style="list-style-type: none"> • in a timely manner that takes into account the person's accessibility needs due to disability; and • at a cost that is no more than the regular cost charged to other persons.
Achieve compliance with the Web Content Accessibility Guidelines (WCAG 2.0) Level AA (excluding captioning and pre-recording audio descriptions) to ensure the website is accessible to people with disabilities (All internet websites and web content s. 14)	✓ The Town's website is in compliance with WCAG 2.0 Level AA requirements and is reviewed by staff regularly. Town videos are produced with closed captioning. Town Council is broadcasted, webcast and archived with open captioning.
Emergency plans and related procedures are available in alternative formats and take into account visitors with disabilities (Accessible formats and communication supports s. 12)	✓ Emergency plans and related procedures are available in alternative formats and take into account visitors with disabilities.

EMPLOYMENT (O. REG. 191/11)

WHAT IS REQUIRED/PLANNED	WHAT WAS ACCOMPLISHED
The IASR requires municipalities to:	
Ensure that the recruitment, selection, and notification processes are as inclusive and accommodating as possible to build a diverse and effective workforce (Recruitment processes s. 22, 23 and 24).	✓ The Town is committed to accommodating people with disabilities throughout the hiring, assessment, and selection process for all available employment and volunteer opportunities.

Accommodate Successful Applicants (Informing employees of supports s. 25)	✓ When making offers of employment, the Town notifies the successful applicant of accommodation policies.
Inform new and existing employees of accommodation policies to support employees with disabilities (Accessible formats and communication supports s. 26, Documented individual accommodation plans s. 28, Return to work s. 29).	✓ The Town has informed all employees of job accommodation policies and takes into account the employee's accessibility needs, including need for accessible formats, due to disability. For each employee who comes forward with a disability and develop a Workplace Emergency Plan for each employee who develops an Accommodation Plan. There is a dedicated staff member who is responsible for this accommodation.
Retain current employees with disabilities (Performance management, career development and redeployment s. 30, 31 and 32).	<p>✓ The Town continues to complete the following to retain employees with disabilities:</p> <ul style="list-style-type: none"> Continue to provide or arrange for the provision of accessible formats and communication support for employees. Continue to provide individualized workplace emergency response information to employees who have a disability. Continue to have in place a written process for the development of documented individual accommodation plans for employees with disabilities. Continue to have in place return-to-work processes and plans for employees who have been absent from work due to a disability.

TRANSPORTATION (O. REG. 165/16)

WHAT IS REQUIRED/PLANNED

WHAT WAS ACCOMPLISHED

The IASR requires municipalities to:

The Town of Plympton-Wyoming does not offer transportation services as defined in the IASR. All Seniors and adults with disabilities can find accessible transit services through Lambton Elderly Outreach (LEO). To book trips within Lambton County, please call 1-800-265-0203

DESIGN OF PUBLIC SPACES STANDARD (O. REG. 413/12)

WHAT IS REQUIRED/PLANNED	WHAT WAS ACCOMPLISHED
For this section please see <i>(Facility and Outdoor Spaces Accessibility Review 2024 Addition)</i> The IASR requires municipalities to:	
Recreational Trails and Beach Access Routes require consultation with people with disabilities and meeting technical requirements. (Recreational trails and beach access routes s. 80.6 – 80.13)	<p>✓ All the technical aspects of the requirements to trails and beach access routes as outlined in the Design of Public Spaces Requirements. This includes boardwalks and ramps. All major trails not deemed “wilderness” work will continue to ensure all trails now meet the Design of Public Spaces requirements including width, height, and slope.</p> <p>✗ Consultation with people with disabilities, when planning new, or making major changes to existing, recreational trails will need to be established either with people living in the Town by establishing an Accessibility Advisory Committee, or by working with the County of Lambton Accessibility Advisory Committee.</p>
Outdoor Public Use Eating Areas when building new, or making major changes to existing, outdoor public areas the municipality will make public eating areas accessible (s. 8.16 – 80.17)	<p>✗ A minimum of 20% of outdoor tables are accessible to those using mobility aids by having knee and toe clearance underneath the table. The surface leading to and under the tables is firm and has enough clear space for mobility devices. This has been incorporated into many spaces and work has been done to include all public eating areas in the Town.</p>
Outdoor Play Spaces are required to meet the technical requirements for accessibility and to consult with people with disabilities (Outdoor play spaces s. 80.17 – 80.20)	<p>✓ All new and redeveloped outdoor play spaces consist of an area that includes play equipment that enhances the play opportunities and experiences of children and caregivers with various disabilities. The Town has prioritized updating play spaces and will incorporate more opportunity for all people using the space to play.</p> <p>✗ Consultation with people with disabilities on the amenities of the park including sensory</p>

	<p>components and active play, the surface of the park will be firm, stable and help prevent injuries and be accessible.</p>
<p>Exterior Paths of Travel - When building new, or making major changes to existing, outdoor public areas follow the requirements for accessibility (width, height, slopes and surfaces) (Exterior paths of travel s. 80.21 – 80.31)</p>	<p>✓ The Town follows the technical aspect of paths of travel as outlined in the Design of Public Spaces Standard, including width, surface, slope, the height of overhead obstacles, and tactile walking surface indicators.</p> <p>✓ The technical requirements of ramps, stairs, curb ramps, and depressed curbs as outlined in the Design of Public Spaces Standard are followed by the City of Sarnia when building new or doing a major renovation.</p> <p>✓ All technical and dimensions of accessible pedestrian signals are installed as outlined in the Design of Public Spaces Standard.</p> <p>✗ Consultation with People with Disabilities regarding the location of rest areas on paths of travel.</p>
<p>Accessible Parking - Follow accessibility requirements when building new or redeveloping existing on and off-street parking (parking - s. 80.32 – 80.39)</p>	<p>✓ The Town has incorporated Type A and B accessible spaces for off-street parking that includes access aisles and is on an accessible path of travel when making changes to public parking spaces.</p> <p>✓ The Town has implemented the requirement of having 4% of parking lot spaces be accessible, and the ratio outlined in the Design of Public Spaces Standard.</p> <p>✓ All accessible parking spaces will have signage displayed at each parking space in accordance with the Highway Traffic Act.</p> <p>✗ Consultation with People with Disabilities regarding the need, location, and design of accessible on-street parking spaces with persons with disabilities.</p>
<p>Obtaining Services - Follow accessibility requirements when building new or making major changes to existing on service</p>	<p>✓ The Town will comply with the requirements outlined in the Design of Public Spaces Standards when building or</p>

counters, queuing areas and waiting areas (Obtaining service s. 80.40 – 80.43)	redeveloping service counters, fixed queuing guides, and waiting areas
Maintenance Planning - Accessibility plan includes preventative and emergency maintenance procedures for accessible parts of public spaces and procedures for handling temporary disruptions in service when an accessible part of a public space is unable or stops working	✓ The Town is active in keeping existing public spaces and elements in good working order and within their original condition

ACTION ITEMS OUTSIDE OF THE AODA REQUIREMENTS

Access to parks, playgrounds, facilities, and all outdoor spaces is essential to the quality of life for the citizens of Plympton-Wyoming. These spaces promote activity, health, and social interaction. Therefore, the Town of Plympton-Wyoming is prioritizing improvements to ensure that all residents can access, enjoy, and participate in these areas equally and inclusively.

The Town of Plympton-Wyoming has completed the Facility and Outdoor Spaces Accessibility Review (2024). This accessibility review, along with future assessments, are designed to complement the 2024-2029 Plympton-Wyoming Multi-Year Accessibility Plan. The purpose is to identify and evaluate potential barriers to accessibility and implement improvements based on the recommendations provided in the review. Additionally, the Town encourages the public to report accessibility issues through the [feedback process](#) on the Town of Plympton-Wyoming's website or by contacting the Town's ...

All recommendations listed in the accessibility review are a priority for the Town of Plympton-Wyoming. However, implementing these recommendations depends on available funding and the approval of the Plympton-Wyoming Town Council. Major renovations identified as accessibility issues will require significant preparation and are typically part of larger renovation projects, which may necessitate extensive planning before they can be undertaken.



Town of Plympton-Wyoming 2024 Accessibility Progress Report: Facilities and Outdoor Spaces Review

September 30, 2024

Dale Mosley

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INTRODUCTION

In 2019, the Town of Plympton-Wyoming (Town) conducted a comprehensive review of its facilities and outdoor spaces to ensure that all members of the public could participate in the community equitably and without barriers. This was achieved by assessing and evaluating these spaces against municipal best practices rooted in the principles of Universal Design.

Universal Design is defined as:

"The design and composition of an environment so that it can be accessed, understood, and used to the greatest extent possible by all people, regardless of their age, size, ability, or disability."

Source: Centre for Excellence in Universal Design

The 2019 review aimed to develop a plan to address identified barriers, enabling all residents and visitors to fully engage with the community. This initiative was a crucial step toward advancing accessibility and enhancing the quality of life for individuals with disabilities.

Five years later, in 2024, we are pleased to present this updated report, which outlines the improvements made since the initial assessment and evaluates the current state of accessibility in both previously reviewed and newly added spaces. This report provides significantly more detail than the previous one and includes comprehensive recommendations for enhancing the accessibility of common spaces. It reflects our continued commitment to accessibility and highlights our ongoing efforts to create a more inclusive environment for all.

Similar to the 2019 report, the purpose of this 2024 assessment is to continue providing recommendations to address accessibility needs and to establish a timeline for

implementing these improvements. This assessment takes a broader perspective on accessibility, acknowledging that some employees and visitors may require individualized accommodation plans to address specific barriers. It is important to note that this report does not include information or recommendations for spaces primarily used by employees, as changes in those areas would focus on individualized accommodation plans.

In addition to accessibility considerations, a more detailed report may be required to gain a comprehensive understanding of a building's overall condition, incorporating recommendations from the Ontario Building and Fire Codes. Under the Accessibility for Ontarians with Disabilities Act (AODA), changes to buildings are only mandated when a facility or space undergoes significant renovations or new construction. While the recommendations in this report are not legally required by the AODA, their implementation will help create a stronger, healthier community where all members can fully participate.

Methodology

To ensure a high standard of review, we utilized the following resources to identify potential barriers:

- 1. The Ontario Human Rights Code (OHRC)**
- 2. Accessibility for Ontarians with Disabilities Act (AODA) Standards (2005)**
- 3. Facilities Accessibility Design Standards (2007)**
- 4. AODA Design of Public Spaces Standard (DOPS) (2012)**
- 5. GAATES, Illustrated Technical Guide of the Design of Public Spaces (2013)**
- 6. Pathways to Recreation, Parks and Recreation Ontario (2014)**
- 7. The Ontario Building Code (OBC) (2015)**
- 8. City of Ottawa Accessibility Standards (2017)**
- 9. CSA Group Accessible Design of the Built Environment (2018)**
- 10. Oakville Universal Design Standards (2020)**
- 11. Creating Inclusive Playgrounds: A Playbook of Considerations and Strategies (2022)**

These resources are instrumental in our comparative analysis of each space, ensuring that the review meets the highest accessibility standards.

Assessment Criteria

The criteria derived from these resources help identify the accessibility level of all buildings and outdoor spaces detailed in this report. While achieving complete accessibility for every individual may not be possible, our goal is to significantly enhance the condition of these spaces. Best practices and considerations have been made for various types of disabilities, including:

- ***Auditory Disabilities***
- ***Intellectual Disabilities***
- ***Physical Disabilities***
- ***Developmental Disabilities***
- ***Visual Disabilities***
- ***Learning Disabilities***
- ***Mental Health Disabilities***

Accessibility improvements not only benefit individuals with disabilities but also enhance the experience for:

- ***Seniors, especially those with mobility challenges***
- ***Families traveling with young children using strollers or wagons***
- ***The community as a whole through increased citizen engagement***

It is important to note that areas specific to employees of the Town of Plympton-Wyoming were not included in this report, as accommodations for employees with disabilities must be individualized based on medical professional recommendations. However, implementing universal design standards ultimately benefits everyone.

Inclusive Design Philosophy

The Town of Plympton-Wyoming recognizes that inclusive design benefits all members of the public. As individuals experience varying abilities throughout their lives, improving the accessibility of these spaces assists not just those with disabilities, but all residents and visitors.

Defining Recommendations

The recommendations detailed in this document include a proposed timeline for completion. The definitions for each timeline category are provided in the chart below:

<i>Timeline Category</i>	<i>Definition</i>
<i>Immediately</i>	<i>To be completed within the first year after receiving this report.</i>
<i>Upon Request</i>	<i>To be completed if needed or if a known individual requires specific accommodation.</i>
<i>One to Three Years</i>	<i>To be completed within one to three years after receiving this report.</i>
<i>Three to Five Years</i>	<i>To be completed within three to five years after receiving this report.</i>
<i>Five Years or More</i>	<i>To be completed within five or more years after receiving this report.</i>
<i>Major Construction</i>	<i>To be completed when significant planning and construction are scheduled.</i>

The implementation of each recommendation will depend on the planning and budgeting processes undertaken by both Council and staff

Important Information of the Requirements

It is important to note that organizations under the Integrated Accessibility Standards Regulation (IASR) are not required to retrofit public spaces to meet accessibility standards. The Standard mandates that organizations incorporate accessibility only when:

- ***Building new public spaces***
- ***Redeveloping existing public spaces (defined as planned significant alterations, excluding maintenance activities, environmental mitigation, or environmental restoration)***

This means that the Town of Plympton-Wyoming is not obligated to modify their public spaces unless redevelopment is planned. However, it is important to recognize that modernizing spaces for accessibility benefits everyone.

Environmental Mitigation or Environmental Restoration:

Redevelopment of elements does not include environmental mitigation or environmental restoration (both defined in the regulation under Section 80.1). These activities are typically intended to benefit or protect the environment from the negative impacts of human activities. Compliance with accessibility requirements is not mandatory in such

cases. For example, construction projects in environmentally sensitive areas or efforts to mitigate environmental impacts from local activities would not require compliance with these accessibility regulations.

REPORT FINDINGS

INTERIOR ENVIRONMENTS

The Town of Plympton-Wyoming is home to various indoor facilities, including community halls, recreational centers, libraries, and municipal buildings. These facilities play a vital role in the community by providing venues for public events, educational programs, and essential services that promote civic engagement and enhance the quality of life for residents.

Ensuring accessibility in these indoor facilities is a fundamental priority for the Town of Plympton-Wyoming. Compliance with accessibility standards is not merely a legal requirement; it reflects the town's commitment to fostering an inclusive environment. This commitment ensures that all residents, including individuals with disabilities, seniors, and families, are able to participate fully in community activities. By improving accessibility in our indoor spaces, the town aims to facilitate greater participation in the social, cultural, and civic life of Plympton-Wyoming, ultimately contributing to a more cohesive and resilient community.

1.0 Town Administrative Building

High-traffic areas, such as the Town Administrative Building, should be prioritized to achieve the highest level of accessibility due to the significant volume of visitors. Since the 2019 report, the Town of Plympton-Wyoming has made substantial investments in enhancing accessibility, including improvements to entrances, accessible washrooms, power door systems, and parking spaces, among other upgrades.

While this facility currently provides a high level of accessibility and continues to modernize, several key accessibility barriers have been identified:

1.1. Door Operator Control

It's important to note that adding an accessible power door system is always a positive step toward improving accessibility. However, there are specific guidelines regarding the distance between the power door button and the door. Currently, the distance is 2133.60 mm, whereas the recommended distance should be 600 mm for circular or square power door buttons, or 1500 mm for rectangular extended power door systems. While this change is not immediately required, it would significantly enhance accessibility. Figure 1 illustrates the recommended distance for accessible power door systems.

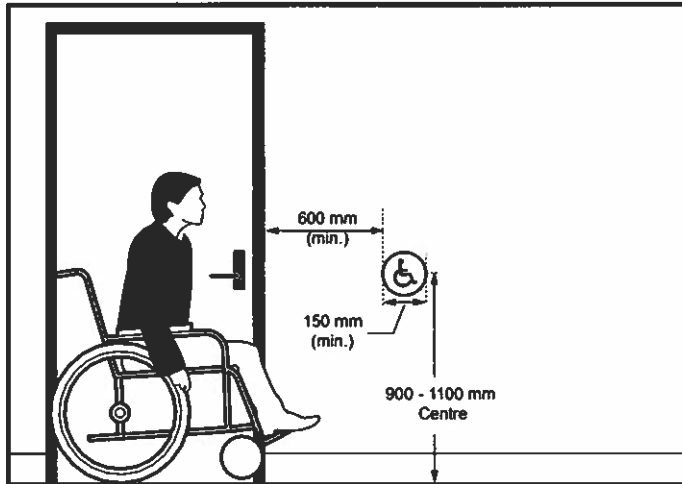


Figure 1: Door Operator Controls

1.2. Accessible Washrooms

Although significant improvements have been made to the functional use of the accessible washroom space, several additional enhancements could further increase its accessibility. For more detailed information regarding accessible washrooms, please refer to Appendix A.

- **Clear Transfer Space:** An unobstructed transfer space of at least 900 mm wide by 1500 mm deep should be provided on the side of the toilet.
- **Horizontal Grab Bars:** Currently, there is no horizontal grab bar installed behind the toilet. To enhance accessibility, it is recommended to install a horizontal grab bar that is at least 600 mm long, mounted between 840 mm and 920 mm high from the floor, centered behind the toilet, and positioned 150 mm above the tank, as illustrated in Figure 1: Horizontal Grab Bar.
- **Toilet Paper Dispenser:** The existing toilet paper dispenser is located opposite the toilet, making it difficult to reach for individuals with mobility disabilities and potentially creating a fall hazard. To mitigate this risk, the dispenser should be repositioned within 300 mm of the toilet to ensure safe and easy access.

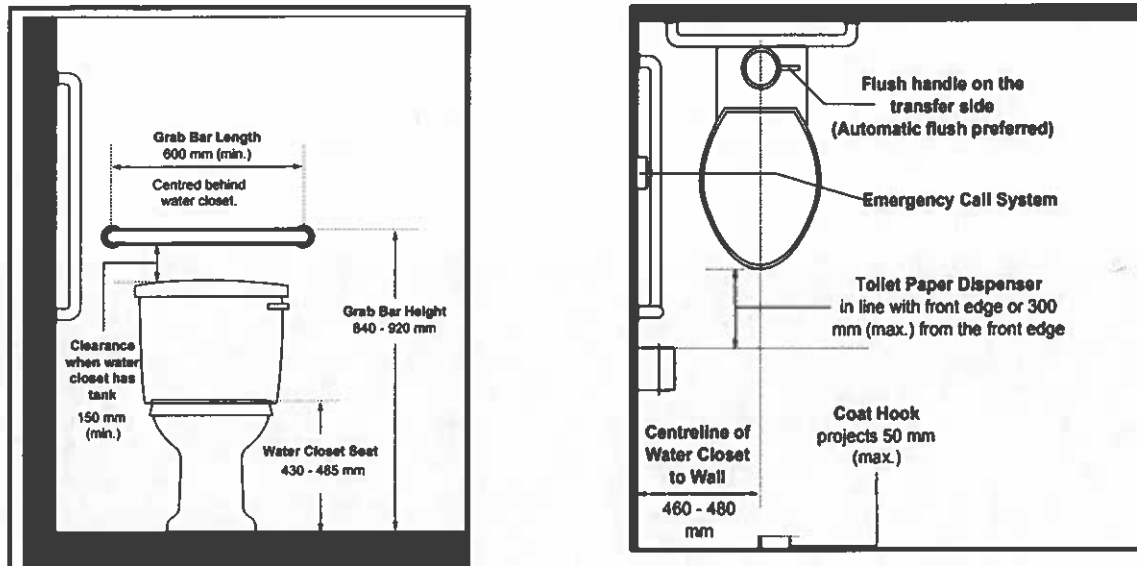


Figure 2: Washroom Grab Bars

1.3 Counsel Chambers

As noted in the 2019 report, the Council Chambers include several accessible features, such as a power door system, accessible seating, and level seating areas that allow all members of Council and the public to navigate the space without encountering steps. However, the Council Chambers currently lack an active listening system, which is essential in assembly areas to assist individuals with hearing loss. This requirement applies to meeting spaces such as Council Chambers that meet the following criteria:

- A size of 100 square meters or an occupancy of seventy-five (75) or more seats
- Situations where audible communication is integral to the use of the space
- Instances where audio amplification devices are utilized

Consultation with an expert in audio systems is necessary to assess the best options for implementation. Considerations such as cost, installation, maintenance, suitability for the audience, and ease of operation should be considered. Designers and suppliers of these systems can be sourced from organizations such as the Canadian Hearing Society.

1.4 Mobility Device Charging Station

The wheelchair charging station, known as the “Change n’ Go” initiative, originated in 2016 as a collaborative effort between the County of Lambton and the City of Sarnia Accessibility Advisory Committees. The goal of this initiative was to establish charging stations throughout the County to assist individuals who use mobility devices, ensuring they have access to power and do not become stranded. This concept has since expanded across the province, with implementation in numerous other communities.

One recommendation is to extend the availability of these charging stations to indoor locations, providing individuals with a dry and safe environment to charge their devices. Ideally, these stations would be situated in areas where people congregate and would include seating for companions who may wish to wait while the device is charging.

Recommendations to Town Hall

Recommendations	Timelines
1. Door Operations Control	5 years or more or major construction
2. Clear Transfer Space in Washroom	One to three years
3. Horizontal Grab Bar	Immediately
4. Toilet Paper Dispenser	Immediately
5. Active Listening System	1 to 3 years
6. Expand Charge n' Go Program to Indoors	1 to 3 years

2.0 Wyoming Wee Ones Building

The Wyoming Wee Ones building, located on Broadway Street in Wyoming, is home to a licensed daycare facility. As this location was not included in the 2019 review, this marks the first time the building has been assessed for accessibility. Several barriers have been identified through the review process that currently prevent barrier-free access for visitors, family members, staff, and the children who attend this daycare.

It is important to emphasize that while these recommendations are broad, individualized accommodations may be necessary for employees and children in this setting. This location is particularly significant, as it is crucial to ensure that no child or family member is excluded from attending this daycare due to accessibility barriers. Therefore, this location should be prioritized for accessibility improvements.

2.1. Passenger Loading Zone Parking

The building is situated on one of the busiest streets in the Town of Wyoming, making it an ideal location for a passenger loading and drop-off zone. Such zones facilitate the transfer of passengers from vehicles to pedestrian areas, providing an accessible route to the daycare facility.

Passenger loading and drop-off locations are essential features for:

- Individuals who have difficulty walking long distances and possess limited stamina
- Users of mobility aids

- People traveling with companions or caregivers, such as those with vision loss, cognitive disabilities, young children (e.g., at Wee Ones), and seniors

The Passenger Loading Zone (PLZ) should be positioned along an accessible path of travel and located within 30 meters of an accessible entrance (this will be addressed later in this document). The existing sidewalk is sufficiently wide to accommodate pedestrians without obstructing traffic in this busy area.

1. Is adjacent, parallel and same level as a vehicle pull-in space. It must measure a minimum of 2,440 mm in width and 7,400 mm in length.
2. It should provide a minimum clearance height of 3,600 mm at the vehicle pull-up space and along the accessible path of travel.
3. Diagonal pavement markings should identify the space as a PLZ for its full length.
4. At least one curb ramp must be provided where there is a change in level, equipped with a tactile walking surface indicator (TWSI).
5. Vertical signage should clearly indicate the space as a PLZ.

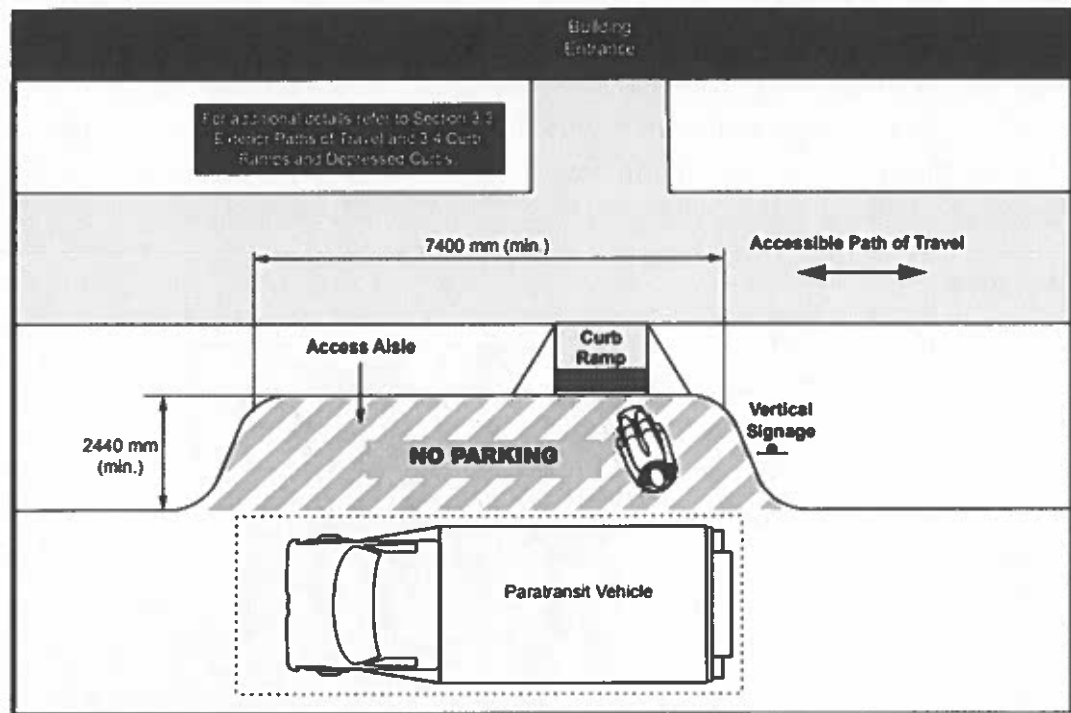


Figure 3: Passenger Loading Zone

The Passenger Loading Zone will facilitate easy pick-up and drop-off at the building. However, it's important to note that implementing a PLZ is not as simple as just designating

a space; it involves a process that includes traffic studies and other considerations. Given the size of the sidewalk and the location, a PLZ may be ideal for this site.

2.2. Accessible On-Street Parking Space

If a PLZ is not feasible for this location, adding an on-street accessible parking space is an alternative. According to the AODA, when adding an on-street accessible parking space, consultation with people with disabilities is a requirement. Ideally, this can occur by accessing the Municipal Accessibility Advisory Committee (AAC), if established. The County of Lambton has an AAC that can be consulted with if the Town does not have a consultation system in place.

2.3. Accessible Path of Travel

From the Passenger Loading Zone (PLZ) or the Accessible On-Street Parking Spaces, it is essential that the entrance ground surface is firm, stable, and slip-resistant, with adequate lighting to prevent tripping hazards. The path leading into the building meets the required width of 1,800 mm; however, it presents several tripping hazards that could pose difficulties for individuals with low vision or those navigating in low light conditions. Please follow Appendix B.

Additionally, the entrance gate may be challenging to navigate for some individuals with disabilities due to its height. Nevertheless, maintaining the gate's security is crucial for the safety of the children, given the busy street nearby. It would be beneficial to have staff members monitor the gate to assist individuals with disabilities in accessing the area for child pick-up. Ideally, the entrance gate should have a minimum height of 850 mm to facilitate easy access.

2.4. Front Entrance

As seen in figure 4, the front entrance has several issues for people with physical disabilities. It is important to note that at least on main or primary entrance into a facility such as Wee Ones is required to be accessible and should be located on an accessible path of travel at least 30 meters from an accessible parking spot or PLZ.

An obvious significant barrier to any parent, guardian, child, visitor, or employee with a physical disability is the steps up and into the building. Ideally, this location should have a ramp with a running slope of a



Figure 4: Front Entrance of Wee Ones

maximum 1:15 or (6.67 %, public sector requirement); however, this may be difficult due to the size of the area, and adequate play space for the children.

The entrance to this location should also have the following:

1. Ensure that the ramp is no longer than 9000 mm or include a direction change or switch back
2. Provide adequate lighting
3. Provide edge protection with a curb at least 75 mm high
4. Provide colour contrast and slip-resistant strip at the beginning and end of the ramp
5. Have a landing no steeper than 1:50 (2%) and provide a clear space of 1670 mm by 1600 mm (minimum).

2.5 Handrail and Steps

There is no hand railing on the left side of the stairs into the location. Instead, there is a storage container and decorations that are being used to prevent a person or child from falling. These should not substitute an adequate handrail and guard. Not having a handrail poses a significant risk and hazard for people entering this location.

It would be ideal to provide adequate handrails on both sides of the ramp at a consistent height of between 865 mm and 965 mm with a high tonal contrast between the mounted surface and railing as see in figure 5.

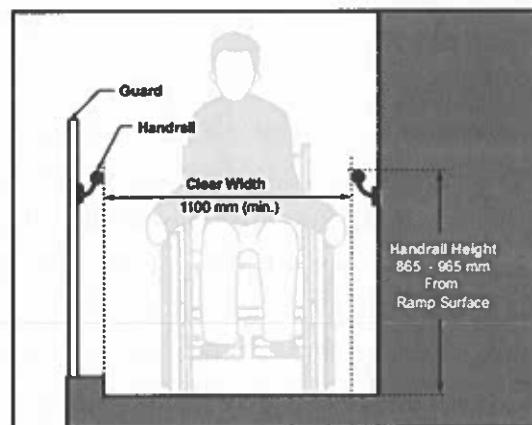


Figure 5: Handrail Design

2.6 Stairs

The current steps conform to the requirements, featuring a tread depth of 292 mm and a riser height of 177 mm. However, to enhance usability, the design should ensure that all steps are predictable in dimension and that the transition from the home to the entrance is consistent.

Additionally, the steps leading to the entrance present a slipping hazard, particularly in wet conditions, due to the material used. It is crucial to select materials that offer better traction to mitigate this risk.

Furthermore, there is a notable cross slope from right to left caused by deterioration of the surface. According to accessibility standards, the maximum allowable cross slope should

not exceed 1:50 (2%). Addressing this issue is essential to ensure safe navigation for individuals with mobility challenges. For more information, please see Appendix C.

2.7 Front Door

The front entrance door provides a good level of accessibility for individuals with low vision due to its high tonal contrast against the background, making it easier to identify. However, it is important to note that the door's width measures 813 mm, which falls short of the ideal clear width of 860 mm. This may hinder ease of access, particularly for individuals using mobility aids.

To enhance usability, the door hardware should be designed to be operable with a closed fist and one hand, thereby eliminating the need for grasping and turning motions, which can be challenging for some users. Furthermore, the door hardware should be installed at a height ranging from 900 mm (minimum) to 1100 mm (maximum) above the finished floor or ground surface to ensure it is within reach for all users, including those in wheelchairs. Addressing these design considerations will help improve the overall accessibility of the entrance.

2.8 Main Area

The interior layout of Wee Ones presents challenges for accessibility due to the tight space, which includes various activity areas, dining tables, crafting spaces, and employee workstations. To enhance accessibility, it is ideal to maintain a consistent accessible path of travel that is at least 1100 mm wide throughout the facility. This would allow users of mobility aids to navigate comfortably. Additionally, providing a turning diameter of 1675 mm is crucial for enabling individuals using wheelchairs or other mobility devices to make a 180° turn without difficulty. However, the constraints of the available space, combined with the functional needs of the daycare, may make it difficult to achieve these dimensions.

Furthermore, the washroom currently poses significant barriers to accessibility, which can hinder the independence of users with disabilities. While it is important to recognize these barriers, any recommendations for changes to the washroom would ideally be addressed in response to an individualized accommodation request. This approach ensures that the specific needs of individuals are taken into account while balancing the constraints of the existing facility layout.

2.10 Back Entrance

The back entrance of Wee Ones, designated as the emergency exit, exhibits several accessibility barriers that could pose significant risks during an emergency evacuation.

- **Door Hardware:** The existing door hardware requires grasping and twisting, which can be challenging for individuals with limited dexterity. It is essential to replace this hardware with mechanisms that can be operated using a closed fist to ensure ease of access for all users.
- **Clear Width:** The back entrance door must have a clear width of at least 860 mm to accommodate individuals using mobility aids and ensure safe passage.
- **Emergency Exit Security:** During the review, it was noted that the emergency exit was locked, which could impede evacuation efforts in a crisis. All emergency exits should be easily operable from the inside without the need for a key or complex actions.
- **Steps and Ground Access:** The presence of steps leading to the ground creates a barrier for individuals with physical disabilities, preventing safe and efficient evacuation. It may be necessary to install a ramp or other accessible means of egress.
- **Cluttered Escape Route:** The escape route was found to be cluttered, which poses potential tripping hazards, particularly when multiple children are evacuating simultaneously. A clear, unobstructed path should be established to facilitate a safe and swift evacuation.

Given these findings, it is highly recommended that a Fire Prevention Officer conduct a thorough review of the back entrance and escape route. This assessment will help ensure that the facility meets safety standards and provides an adequate, accessible, and safe escape route in case of an emergency.

Recommendations for Wee Ones

Recommendations	Timelines
1. Add Passenger Loading Zone	Three to Five Years
2. Add Accessible Parking if PLZ is not feasible	One to Three Years
3. Ensure the Accessible Path of Travel is free for hazards and has adequate lighting	Immediately
4. Make front entrance accessible	Major construction
5. Add Railings to Front Entrance	Immediately
6. Replace the Front Door	Major Construction
7. Replace the hardware for the doors	Immediately
8. Make the rear entrance accessible	Major Construction
9. Clear clutter from the emergency exit	Immediately
10. Have Fire Prevention Inspect the Area and make recommendations	Immediately

3.0 Lambton Elderly Outreach

Lambton Elderly Outreach (LEO) is a non-profit organization that provides a range of support services throughout Lambton County for adults over the age of sixty and for adults with disabilities including in-home support and services, volunteer opportunities, and social engagement opportunities. The Town of Plympton-Wyoming owns the building, and it was not part of the 2019 accessibility review. The building and outdoor spaces have been modernized with accessibility in mind due to the nature of the work. However, there are improvements that could be made to ensure the building is at a high level of accessibility.

LEO has adequate accessible parking that is on an accessible path of travel to the front entrance to the building. The path of travel includes a long ramp with railings on both sides of the building. The railings are the right height and easy to grasp to help assist a person into the building. The Front entrance consists of a sliding door entrance.

3.1 Stairs

To enhance accessibility and safety for individuals with disabilities at the stairs on the South-West side of the building leading to parking, the following design features are recommended for the stair marking and warning systems:

1. 50 mm deep
2. At the leading edge of the tread
3. With a high tonal contrast compared to the tread and riser finishers with slip resistant surface; and
4. Extends the full width of the tread.

Additionally, at the top of the stairs starting at one tread depth to the back leading edge of the step include a TWSI. The TWSI should have a surface depth of 610 mm extending the full width of the stairs. Please see Appendix C for more information.

3.2 Interior Environment

When entering Lambton Elderly Outreach (LEO), visitors are greeted by a spacious waiting area that features offices and a washroom to the right, with an accessible customer service desk to the left. The seating area includes large black chairs that are comfortable and inviting. However, these chairs may pose a challenge for some individuals, particularly those with mobility issues, as their depth and low height can make transferring in and out difficult.

To enhance accessibility and comfort for all users, it may be beneficial to incorporate additional seating options that are higher and provide better support. Chairs with back

support and armrests can significantly aid individuals in transferring more easily on and off the seating, thereby improving the overall experience for visitors to LEO. This adjustment would ensure that the waiting area is welcoming and accommodating for individuals with varying mobility needs.

3.3 Accessible Washroom

The waiting area at Lambton Elderly Outreach (LEO) includes an accessible washroom equipped with essential features such as grab bars and a spacious turning radius, facilitating easy transfers from mobility devices.

However, to further enhance accessibility, it is recommended that the washroom be fitted with a power door system, allowing for effortless entry and exit.

Additionally, the sink in the washroom is currently mounted at a height of 812 mm from the floor, which does not provide adequate knee clearance for individuals using wheelchairs. For optimal accessibility, the sink should be installed at a height between 820 mm and 840 mm, as illustrated in Figure 6. Implementing these improvements will help ensure that the washroom is fully accessible and meets the needs of all users. Please see Appendix D.

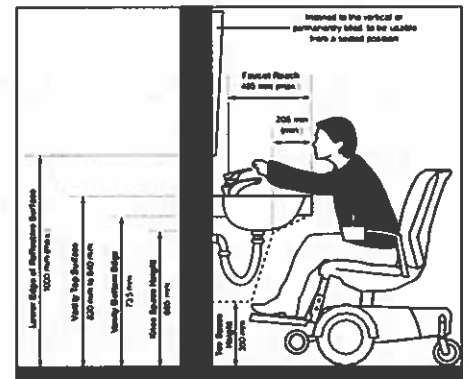


Figure 6: Accessible Washroom Features

3.4 Other Interior Elements

The remaining areas of Lambton Elderly Outreach (LEO) have been designed with accessibility in mind, featuring a power door system for easy access to interior offices and meeting spaces. However, one critical element that requires attention is the carpeting throughout the facility. It is essential to ensure that the carpet is securely fastened to prevent any tripping hazards.

Furthermore, some interior doors do not meet the ideal clear width of 860 mm, which could pose challenges for individuals using mobility devices. While these doors may be designated for employee use only, it is imperative to maintain adequate width to ensure that all individuals, including those with mobility aids, can access the areas safely. Addressing these issues will enhance overall accessibility and ensure that LEO remains a welcoming environment for everyone.

Recommendations for LEO

<i>Recommendations</i>		<i>Timelines</i>
1.	Install Horizontal Marking Strips on stairs	Three to five years
2.	Install TWSI on stairs	One to three years
3.	Chair options in waiting area	Immediately
4.	Power Door System in accessible washroom	One to three years
5.	Raise sink in accessible washroom	One to three years
6.	Fasten Carpet in areas	Immediately
7.	Interior Door Width	Major Construction

4.0 Wyoming Public Library

The Wyoming Public Library was included in the 2019 accessibility review, and significant progress has been made to modernize the facility and remove barriers, enhancing accessibility for all users. The library now features essential improvements, including a ramp for easier access, a power door system for convenient entry and exit, and the "Charge n' Go" initiative, which provides wheelchair charging stations for individuals using mobility devices. These enhancements reflect the library's commitment to creating an inclusive environment that accommodates the needs of all community members.

4.1 Charge n' Go

Similar to the administrative building, it is recommended to expand the "Charge n' Go" program to include indoor facilities at the Wyoming Public Library. This expansion would provide individuals with mobility devices a safe and sheltered environment to charge their equipment, protecting them from inclement weather. By offering indoor charging stations, the library can enhance accessibility and comfort for all users, further fostering an inclusive atmosphere that meets the diverse needs of the community.

4.2. Accessible Parking

As stated in the 2019 report, there are designated accessible parking spaces located at the library. However, there are improvements that could be made to these locations.

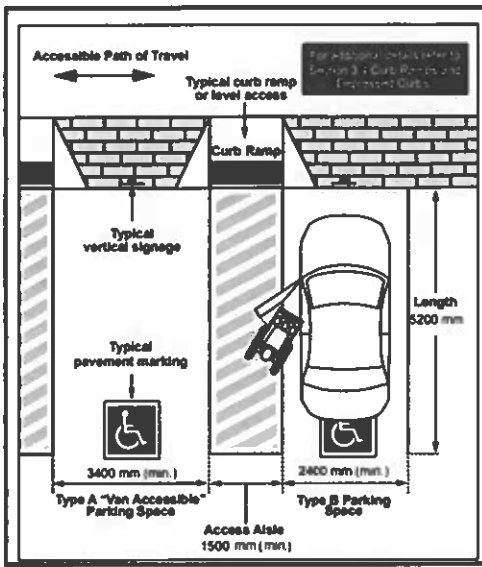


Figure 7: Accessible Parking Design

- a. The sign to indicate an accessible parking space is low and erected on the ramp to enter the library. Ensure the space is clearly designated with pavement markings and vertical signage, containing the International Symbol of Accessibility. The sign should be mounted at a height of 2500 mm to 2000 mm from the ground. Without the proper sign posted and the pavement markings, it could be difficult for the driver to notice that the space is designated for accessibility.

- b. The area beside the library is designated as an accessible space; however, there are no pavement markings indicating it as such. Each accessible location should include a Type A space for larger vehicles, such as vans. This space

should be marked with a minimum width of 3400 mm to accommodate users with transfer ramps. Additionally, the sign should state 'Van Accessible' to inform drivers that the space is intended for accessible vans. A 1500 mm access aisle must also be marked to ensure that vehicles do not park beside the accessible vehicle, blocking the side ramp. For more information, please see Appendix D.



Figure 8: Wyoming Library Accessible Parking

4.3 Front Entrance

There is a clear path of travel from the accessible parking area to the front entrance of the library, which includes a ramp from the designated accessible parking spot. This ramp meets the required slope and turning radius to accommodate individuals using mobility devices. However, there are some accessibility concerns that need to be addressed.

Firstly, the ramp currently lacks edge protection or bars, which are essential for preventing individuals using mobility devices, such as walkers, from falling off the edge. These features are also beneficial for individuals with visual impairments, as they can be easily detected with a cane, aiding in navigation as seen in figure 9.

Additionally, the ramp should include horizontal Tactile Walking Surface Indicators (TWSIs) where there is a change in elevation. This is

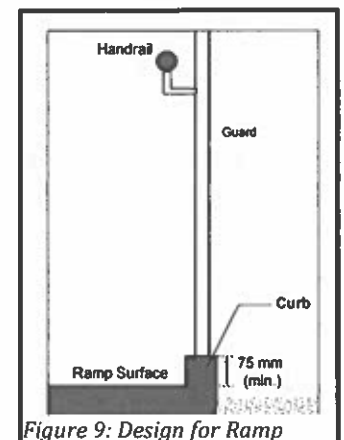


Figure 9: Design for Ramp Guard

particularly important at steps or other elevation changes, as it helps individuals, especially those with low vision, recognize the change and reduces the risk of trips and falls.



Figure 10: Front Entrance Wyoming Library

4.4 Front Door

As highlighted in the 2019 accessibility report, the current positioning of the power door button presents challenges for users. The button is located directly next to the door, which is not optimal for accessibility. Best practices recommend that the power door button be mounted between 600 mm and 1500 mm from the door to facilitate easy access without requiring individuals to back up before entering. Adjusting the placement of the button will significantly improve the user experience, ensuring a more seamless and independent entry for all individuals, particularly those with mobility challenges.

4.5 Washroom

The washroom in the library is situated on an accessible path of travel and is conveniently close to the staff desk. While the door does not have a power door system, it is very light and easy to manage. However, to enhance accessibility, it would be ideal to install a power door system with an internal locking mechanism that can be easily operated with a closed fist.

The washroom features several accessible elements designed to assist patrons with disabilities. These include a vertical grab bar

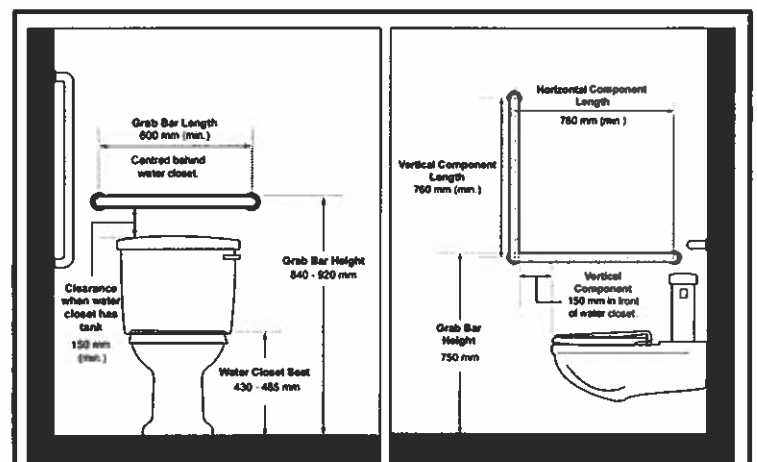


Figure 11: Washroom Grab Bars

behind the toilet and a diagonal grab bar on the adjacent wall. While these bars provide adequate support for individuals transferring on and off the toilet, the installation of 'L'-shaped grab bars, as illustrated in Figure 11, would further enhance the accessibility of the space by offering more comprehensive support

4.6 Comprehensive Accessibility and Other Enhancements in the Library

To ensure an inclusive and accessible environment for all patrons, consider the following key recommendations:

- ***Customer Service Training***
 - Ensure that all staff members receive comprehensive training on how to effectively serve customers with disabilities. This includes understanding various accessibility needs and providing assistance with empathy and respect.
- ***Accessible Reading Materials***
 - Continue to make large print books and magazines available on lower shelves, ensuring they are easily reachable for patrons with mobility challenges.
- ***Flexible Seating Options***
 - Provide a variety of seating options, including adjustable chairs and tables, to accommodate different accessibility needs.
- ***Accessible Study and Computer Areas***
 - Ensure that study and computer areas are fully accessible, with appropriate space for mobility devices, adjustable workstations, and accessible technology.

Recommendations for Wyoming Public Library

<i>Recommendations</i>		<i>Timelines</i>
1.	Add a Charge n' Go to an indoor location	One to three years
2.	Improve both On-Street and Off-Street Accessible parking	Immediately
3.	Make Accessible improvements to the ramp including TWSI and guards.	One to Three years
4.	Move the Button to the Power Door System	One to Three Years
5.	Add Power Door System to the Washroom	Upon Request
6.	Add "L" Shape grab bars	One to three years

7.	Customer Service Training for AODA	Immediately
8.	Continue to Add Accessible Reading Material	Upon request
9.	Provide Flexible Seating Options throughout the Library	Immediately
10.	Accessible Study and Computer Area	Immediately

5.0 Wyoming Fire Hall

The Wyoming Fire Hall, included in the 2019 accessibility review, is a cornerstone of the community, hosting public events, educational visits for students, and serving as a hub for firefighters. Both before and since the initial review, significant strides have been made to enhance accessibility throughout the building.

However, there are still opportunities for further improvements. It's important to note that non-public areas, such as office spaces, were not part of this assessment. If accessibility enhancements are needed in these areas, they will need to be addressed through workplace accommodations.

5.1. Accessible Parking

Accessible parking is essential for this area, especially during community events. The current accessible parking spaces have faint pavement markings that require repainting to clearly display the universal accessibility symbol. Additionally, a prominently visible accessible parking sign should be installed to ensure the space is easily identifiable and compliant with the Highway Traffic Act.

Furthermore, it is important to ensure that the accessible parking spaces meet the same dimensions as a "van accessible" space, which includes a designated access aisle. For specific measurements and guidelines, please refer to Section 4.2 and Figure 7.

5.2. Accessible Path of Travel

A significant concern regarding accessibility is the path of travel from the side accessible parking space to the front entrance of the building. A large post currently obstructs this path, creating a barrier for individuals using mobility devices and making it challenging to access the entrance. Relocating the accessible parking space to the front of the building would effectively eliminate this obstacle and enhance overall accessibility.

Additionally, for individuals approaching the building from the east on Main Street, the sidewalk ends abruptly at the entrance to the Fire Hall parking lot. This situation forces pedestrians, including those with disabilities, to navigate onto the road, which poses safety risks. Ideally, the sidewalk should be extended in front of the Fire Hall to provide a

continuous and safe path of travel, ensuring that all individuals can access the facility without encountering hazards. See Appendix B for more information.

5.3. Front Entrance

The front entrance features two doors that, when opened together, provide sufficient width for individuals using mobility devices to pass through without difficulty. However, when only one door is open, the width measures just 812.8 mm, which is below the ideal minimum width of 860 mm for accessibility.

Given the high traffic at this entrance, it would be advantageous to install an accessible power door or sliding door system to facilitate easier access. Considering the current door width, the placement of pillars in front of the building, and associated cost factors, the most effective solution would be to replace the double doors with a single sliding door. This modification would significantly reduce barriers at the front entrance, enhancing accessibility through a single, well-executed feature.

5.4. Kitchen

The kitchen is a key feature of the building, particularly during special events hosted by volunteers. However, it was constructed prior to the adoption of modern accessibility standards, leading to high counters and work surfaces that are inaccessible to individuals with disabilities, especially those using mobility devices.

To improve accessibility, at least one counter or work surface should be modified to meet the following specifications:

- **No Sharp Edges:** Ensure there are no sharp edges beneath the counter to prevent injury.
- **Surface Depth:** The work surface should have a depth of at least 760 mm to 865 mm.
- **Surface Height:** The top surface should be positioned between 730 mm and 865 mm high.
- **Knee Clearance:** Provide a centered knee clearance of at least 480 mm deep, 760 mm wide, and 685 mm high.
- **Clear Floor Space:** Ensure a clear floor space of at least 915 mm wide by 1370 mm to allow for easy maneuverability.
- **Electrical Outlets:** Install electrical outlets on the side or front of the workspace for easy access.

A positive feature of the existing kitchen layout is the ample space for individuals with disabilities to move freely between the island and work areas. Additionally, there is sufficient storage available at lower levels, making it easier for individuals who cannot reach higher shelves.

As illustrated in figure 12, it is crucial to provide adequate knee clearance under the counters to allow individuals using mobility devices to comfortably use the workspace. This requires a clearance of 920 mm wide, 685 mm high, and 200 mm deep. Moreover, it is essential to ensure that plumbing does not obstruct access to the sink for wheelchair users. On a positive note, the sink is already equipped with accessible lever-type controls that can be operated with a closed fist, ensuring ease of use for individuals with limited dexterity.

Implementing these modifications will significantly enhance the kitchen's accessibility, making it more inclusive for all users during events and activities.

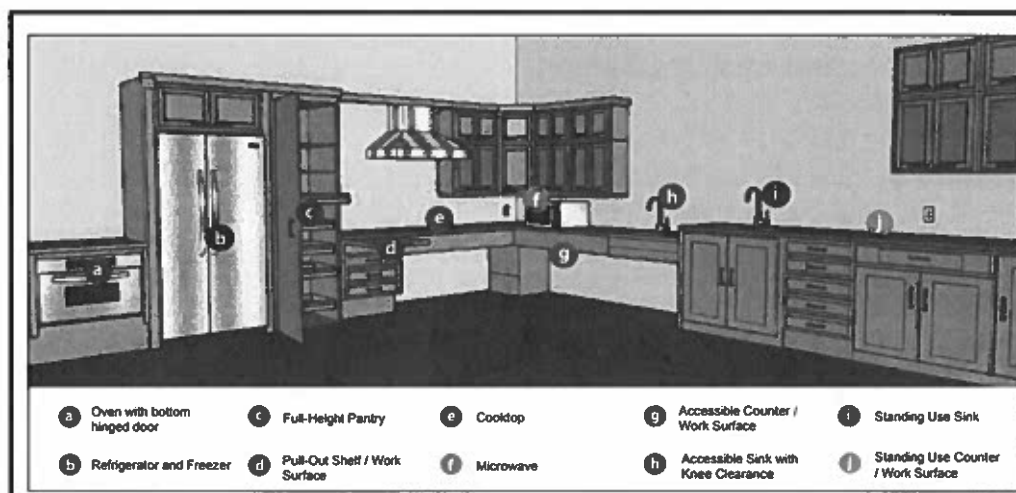


Figure 12: Accessible Design for Kitchens

5.5. Washrooms

The washrooms at this location have been modernized to include features such as sinks with proper knee clearance, lever-type faucets that can be operated with a closed fist, and grab bars in each of the multiple occupancy washrooms.

To further enhance accessibility, it is recommended to replace the existing diagonal grab bars with "L"-shaped grab bars, as illustrated in Figure 11. Additionally, grab bars should be installed above the urinals in the men's washroom to assist with stability, as shown in Figure 13,

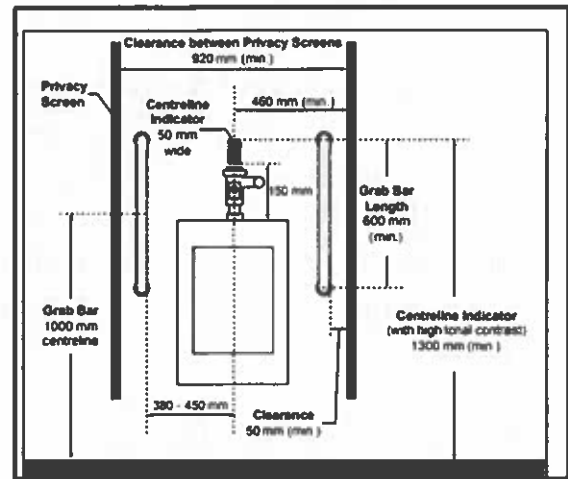


Figure 13; Grab bars for Urinals

In multi-occupancy washrooms like the one at the fire hall, ensuring sufficient space for proper turning radius can be challenging. To make the washroom accessible for individuals using mobility devices, there should be a clear turning diameter of 1500 mm throughout the space. Additionally, in front of the accessible stall, there should be a turning radius and clear floor space of 1500 x 1500 mm, with a door width of 860 mm to allow for easy access.

Given the building's usage, it may be more cost-effective and practical to install a universal accessible washroom that can be used by everyone. Ideally, this washroom should be located closer to the main hall of the building for convenient access. Please see Appendix A for more information.

Recommendations for Wyoming Fire Hall

Recommendations	Timelines
1. Accessible Parking: Relocate the accessible parking space to the front of the building. If relocation is not feasible, repaint lines, add the universal accessibility symbol, and install a clearly visible accessible parking sign at the current location.	Immediately
2. Extend sidewalk in front of the building	Immediately
3. Extend width of front door and add power door system OR add automatic door	One to three years
4. Enhance accessibility throughout kitchen	Three to five years
5. Replace and add grab bars in washrooms	Immediately
6. Add turning radius in washrooms	Major Construction
7. Add universal washroom	Major Construction

6.0 WYOMING MEDICAL CENTRE

The Wyoming Medical Centre provides non-emergency medical care for urgent medical concerns and was not included in the 2019 accessibility review. Given the nature of the building and the services provided, it is essential that its facilities meet a high level of accessibility. The building layout is straightforward, with few rooms, and has been renovated to include several accessibility features such as a ramp, power-operated doors, lower counters, wide interior entrances, and a fully accessible washroom with power doors.

6.1 Accessible Parking

It is recommended that at least two accessible parking spaces be designated at this location. Given the clientele and the purpose of the building, these spaces should be properly marked with the universal accessibility symbol and clearly lined.

The most practical location for these spaces is in the rear parking lot, adjacent to the ramp that provides access to the building. An additional option, or a combination of both, could involve designating an accessible on-street parking spot, ensuring a clear and accessible path to the ramp. Please see Appendix D for more information.

6.2 Accessible Path of Travel

This location features a well-constructed ramp with two entry and exit points: one leading to the rear parking lot, and the other with steps connecting to the sidewalk. The ramp was designed with accessibility in mind, meeting the required standards for slope, while the stairs comply with the appropriate riser height and tread depth.

The railings used on this ramp provide excellent support and are a model of accessibility. It is recommended that similar railings be replicated in other locations, such as at the Wyoming Public Library, to enhance accessibility across multiple facilities.

However, to further improve safety and accessibility, it is advised to install **Tactile Walking Surface Indicators (TWSI)** at the top of the ramp, on the stairs, and at the change in elevation where the ramp begins. These indicators will provide critical guidance for individuals with visual impairments.

Additionally, the stair nosing should be enhanced with horizontal marking strips in a **high-contrast color** to the cement for better visibility, as illustrated in Figure 15. These

measures will ensure that individuals with low vision or mobility issues can safely and confidently navigate the ramp and stairs. Please see Appendix C for more information.

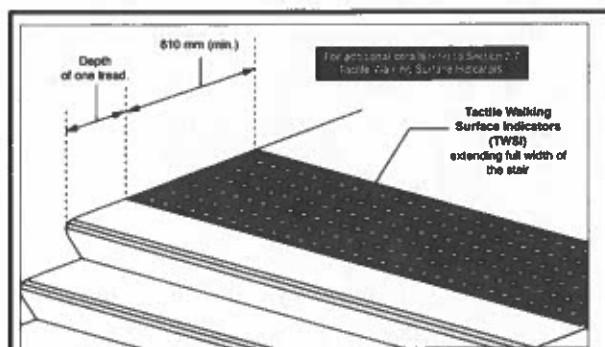


Figure 14: TWSI for Stairs

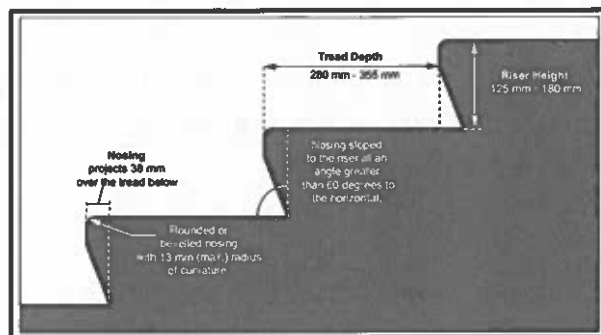


Figure 15: Stair Accessible Design

6.3. Seating

To accommodate individuals of varying sizes and abilities, it is important to provide seating options that include both chairs with armrests and without armrests, as well as wider seating options. Armrests can assist individuals with mobility issues in transitioning between sitting and standing, while non-armrest chairs may offer more space and flexibility for others. By offering a variety of seating choices, you ensure that the space is inclusive and comfortable for everyone.

Recommendations to Wyoming Medical Centre

<i>Recommendations</i>	<i>Timelines</i>
1. Add two accessible parking spaces	Immediately
2. Add TWSI to the ramp and stairs	One to three years
3. Add contrasting strips to the nosing of the stairs	Immediately
4. Add seating with and without arm rests or wider chairs	Immediately

7.0 Camlachie Fire Station

The Camlachie Fire Station was part of the 2019 accessibility review. Since that time, the fire hall has successfully added an accessible parking space and is planning to implement accessibility features in the washrooms. However, several recommendations from the 2019 review remain outstanding. For further details on these recommendations, please refer to the 2019 report.

It is important to note that any changes required as part of individualized accommodation plans for employees are not included in this report. This report focuses solely on general accessibility improvements for public areas and facilities.

7.1 Entrance

Consider installing accessible power doors at the entrance of the fire hall, especially if the facility is frequently used for public events. Power doors can greatly enhance accessibility by providing easier entry and exit for individuals with mobility challenges, ensuring that the fire hall is fully inclusive for all community members. The decision to add power doors should take into account the volume of public use and the potential benefits for visitors with disabilities.

7.2 Accessible Parking

Although accessible parking markings have been added to this location, to fully meet the requirements of DOPS, the parking space should be designated as a "Type A" spot for van accessibility. This designation includes an access aisle to accommodate the extra space needed for side-entry vehicles. For more details on the specific requirements and layout, please refer to **Appendix D**. Implementing these changes will ensure that the parking space is fully compliant and accessible to all.

7.3 Accessible Washroom

There are plans to include accessible features to the washrooms in this location. It is important to include accessible design standards to ensure that the features at this location are built at a high accessibility standard. It is recommended to follow the Ottawa Accessibility Design Standards to ensure all construction is built at a high standard. Also, please see Appendix A for more information.

Recommendations to Camlachie Fire Hall

<i>Recommendations</i>	<i>Timelines</i>
1. Add Type "A" Accessible Parking	Immediately
2. Add Power Doors to the Entrance	Upon Request
3. Use Ottawa Accessible Design Standards when constructing washroom	Immediately

8.0 Camlachie Cultural Library Museum

Similar to other locations in this report, the Camlachie Cultural Library Museum was included in the 2019 accessibility review. While some updates have been made, such as the addition of accessible parking, many elements within the library remain unchanged. For a comprehensive overview of the recommendations and additional details, please refer to the 2019 report.

8.1. Accessible Parking

The accessible parking at this location represents a significant improvement since the 2019 report. It features the correct dimensions, proper markings and signage, and appropriately designed access aisles. This accessible parking setup serves as an excellent model and should be replicated at other locations throughout Plympton-Wyoming to enhance overall accessibility.

8.2. Path of Travel

This location includes an accessible path of travel from the accessible parking spaces to the ramp that leads to the front entrance of the building. The path of travel includes marking on the pavement that are at a high tonal contrast from the concrete that are designed to lead a person with a disability onto the accessible ramp. This feature is very impressive and shows the extra care and thought that went into the design of the parking lot to ensure accessibility was included at a high level. Please see Appendix B for more details.

8.3. Ramp

The ramp at this location provides accessible entry and exit points from both the accessible parking area and the sidewalk. Constructed to a high standard, it meets the required width and is equipped with railings that extend from the start of the ramp to the sidewalk, leading users to the front entrance. Additionally, there is another entrance/exit closer to the door that leads to stairs.

To further enhance accessibility, the ramp railings should include guards or edge protection that can be easily detected with a cane, helping to guide users toward the front entrance (see figure 9). Additionally, a **Tactile Walking Surface Indicator (TWSI)** should be installed to alert individuals to changes in elevation, improving safety and navigation for people with visual impairments.

8.4. Stairs

The stairs are constructed with appropriate riser heights and tread widths, ensuring they meet basic accessibility standards. However, as with other stairs mentioned in this document, it is recommended that a Tactile Walking Surface Indicator (TWSI) be installed at the top of the stairs. This will provide an underfoot cue for individuals with low vision, signaling a change in elevation and helping to prevent falls.

Additionally, each step should be fitted with a high-contrast strip along the edge to improve visibility and grip. This will assist users, particularly those with visual impairments, in detecting the next step and navigating the stairs more safely. Please see Appendix C for more information.

8.5. Front Entrance

The front entrance features a power door system; however, it is essential to ensure that the door provides a clear width of at least 860 mm. This width is crucial for accommodating individuals using mobility devices and ensuring safe and easy access for all users.

8.6 Clear Path of Travel

Throughout the library, it is important to maintain a clear width of at least 1100 mm to facilitate easy passage for individuals using mobility devices.

While there is a lift available at this location, it was noted during the review that the library was closed, and the lift was not operational at that time. It is assumed that the lift functions correctly, as it serves as a critical accessibility feature for the facility.

Additionally, there are stairs leading to certain areas of the library, such as the teen section. To ensure complete inclusivity, it is essential to provide access to all parts of the building by incorporating a ramp in this location. This modification would allow individuals with varying mobility needs to navigate the library seamlessly.

8.7 Accessible Washroom

Only one accessible washroom is required at this location. However, it is important to note that there is another washroom on the main level of this location that includes transfer grab bars. The issue with this location is there is not enough room or turning radius for a person in a wheelchair and use the door. The turning diameter should be 1700 mm to assist a person from transferring off and on the toilet. See figure 16.

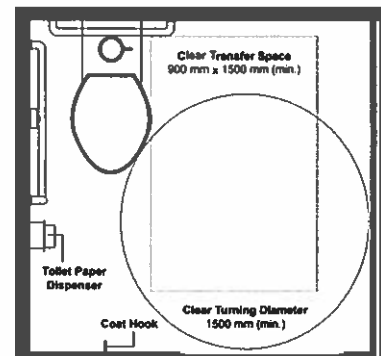


Figure 16: Turning radius in Washrooms

Also, ensure grab bars are added behind the toilet and a “L” shape beside the toilet as seen in figure 2.

8.8. Interior Steps

The interior steps are carpeted, which can pose a tripping hazard if the carpet becomes bunched or uneven. It is essential for staff to monitor the carpet regularly to ensure that it remains securely fastened and consistently even underfoot, thereby minimizing the risk of trips and falls for patrons.

Additionally, it is recommended that the stairs incorporate nosing in a high-contrast color compared to the surrounding surfaces. This enhancement would help improve visibility and reduce the likelihood of slipping, further contributing to the safety of all users navigating the space.

8.9. Accessible Customer Service Desk

The checkout desk, where patrons retrieve books or receive customer service, currently lacks adequate knee clearance for individuals using wheelchairs. As an alternative, librarians could provide assistance in a more accessible area of the facility, such as a nearby table, lower counter, or designated seating area. This approach would ensure that all patrons can receive the support they need while maintaining an inclusive environment within the library.

Recommendation for Camlachie Cultural Library Museum

Note: please see Wyoming Public Library for recommendations specific to libraries.

<i>Recommendations</i>	<i>Timelines</i>
1. Accessible Parking. Model the parking lot throughout the municipality for accessible parking	Upon Request
2. Include guards and edging to ramp	Three to five years
3. Include TWSI and high tonal contrast strips on ramp and stairs	Three to five years
4. Increase the width of the front door and all interior doors to 860 mm	Major construction
5. Monitor carpet to ensure it is properly fastened	Immediately
6. Include high-tonal strips on interior stairs	Three to five years
7. Include Turning radius in washroom	Major construction
8. Add grab bars in washrooms	Immediately
9. Clear path of travel of a width of 1100 mm throughout the building	Immediately
10. Provide accessible service counter with knee clearance.	One to three years
*See library recommendations in section 4.0	

9.0. Camlachie Community Centre

The Camlachie Community Centre was included in the 2019 Accessibility Review. Among the primary accessibility improvements made to this facility is the construction of accessible washroom areas. Additionally, the community center is equipped with an automatic front entrance door for enhanced convenience.

However, several improvements are still outstanding. For more detailed information on these recommendations, please refer to the 2019 report. Addressing these outstanding items will further enhance accessibility and ensure that the facility meets the needs of all users.

9.1. Accessible Washroom

Significant improvements have been made to the washroom facilities, including the installation of full power doors, accessible stalls, and properly placed grab bars in the accessible stall to facilitate easy transfers from the toilet. There are currently no issues with the washrooms at this location, and they serve as an excellent model for accessibility that should be replicated in other facilities. These enhancements contribute to a more inclusive environment, ensuring that all individuals can use the washroom facilities comfortably and independently.

9.2. Accessible Parking

This location features four oversized accessible parking spaces; however, none of these spaces are designated as Type “A” spaces for vans, as indicated by the signage. Furthermore, the accessible parking spaces currently lack access aisles, which are essential for ensuring safe and convenient access for individuals using mobility devices.

Fortunately, there is ample space available to add the necessary access aisle pavement markings to comply with the Design of Public Spaces Standards. Implementing these changes will enhance accessibility and ensure that the parking area meets legal requirements, thereby improving the overall user experience for individuals with disabilities. Please see Appendix D for more information.

9.3. Accessible Entrance

The first set of doors at the entrance is equipped with automatic openers, while the second set features double doors operated by a power door system. The activation button for the power door is located on the left side as you enter the building, with the right door opening. Although this design offers sufficient clearance to prevent individuals from being struck by the door, an improved layout would involve installing automatic doors for both the exterior and interior entrances.

Implementing automatic doors for both sets would allow individuals using mobility devices, as well as all other patrons, to pass through seamlessly without needing to stop to press a button for manual activation. This change would significantly enhance accessibility and reduce the risk of injury from the door when someone exits.

9.4. Interior Doors

Once inside, slip-resistant mats are laid throughout the building to provide traction and ensure stability underfoot. The interior also features wide spaces and accessible routes. However, some interior doors are narrower than the recommended 860 mm width, which may make it difficult for individuals to pass through without obstruction. Additionally, it's

important to ensure that all doors are equipped with lever-style handles that can be operated with one hand and a closed fist, enhancing accessibility throughout the building.

9.5. The Stage Area

As noted in the 2019 review, the stage area should be equipped with a ramp to ensure it is accessible to everyone. A cost-effective solution would be to use portable 'suitcase' ramps that can be stored onsite and set up as needed. These ramps provide a flexible option for making the stage accessible without requiring permanent modifications.

9.6. The Bar and Kitchen

Similar to the Wyoming Fire Hall (section 5.4), this location features a bar and kitchen area that were constructed before accessibility standards were modernized. To enhance usability, the kitchen should be equipped with low counters and accessible amenities to ensure all individuals can access these areas during special events.

Additionally, to ensure equitable service, a portion of the bar should be lowered to a height between 730 mm and 865 mm, allowing for easy access by individuals using wheelchairs.

Recommendation for Camlachie Community Centre

<i>Recommendations</i>	<i>Timelines</i>
1. Add type "A" accessible parking with access aisles.	One to three years
2. Add automatic door system to both doors	Three to five years
3. Ensure all doors are 860 mm	Major construction
4. Add lever style door handles throughout interior doors	Immediately
5. Purchase "suitcase" style ramp for stage	Immediately
6. Create accessible style kitchen and bar	Major Construction

10. Wyoming Pool

The Wyoming Pool was included in the 2019 accessibility review. As a summer hub of the community, the pool operates from mid-June until the end of August and is located next to McKay Park. It is open to the public for both public swims and swimming lessons, attracting many visitors, including individuals with disabilities. Given its significance, accessibility should be a top priority if there are plans to renovate this space in the future.

This report will outline the spaces and suggest improvements for accessibility, with recommendations for changes. However, it does not cover detailed design features. For

specific renovations, such as building accessible shower areas, it would be advisable to consult specialized accessible design resources

Additionally, the 2019 report goes into more detail about this location, whether then duplicating information here, please refer to the 2019 report.

10.1 Accessible Parking

Designated accessible parking should be prioritized specifically for the pool area. This parking should include a Type “A” accessible parking space, which accommodates vans, along with an access aisle. The access aisle must connect directly to a designated path of travel leading to the pool, ensuring that individuals with disabilities can easily and safely access the facility. Implementing these features will enhance accessibility and promote inclusivity for all users enjoying the pool area. Please see Appendix D for more information.

10.2 Accessible Path of Travel

Since the 2019 report, a new path has been installed, leading from the road to the entrance of the building. This path is a valuable addition that facilitates easier access to the pool. However, it is important that this path also connects directly from the accessible parking spaces. Establishing this connection will ensure that individuals with disabilities can navigate seamlessly from their vehicles to the entrance of the pool area, further enhancing accessibility and convenience for all users.

10.3 Front Entrance

The front entrance has seen significant improvements with the installation of an accessible power door. This enhancement is beneficial not only for individuals with disabilities but also for parents using strollers. To ensure optimal accessibility, it is essential that the location of the activation button and the swing of the door provide a turning radius of 1500 mm by 1500 mm on a solid surface, such as cement. This design will minimize the risk of individuals getting stuck or tipping over in the grass.

Additionally, the door should have a minimum width of 860 mm to facilitate easy passage. Achieving this width can be accomplished by removing the glass panel to expand the door opening.

10.4 Interior Path of Travel

As stated in the 2019 report, the interior path of travel has several issues and has not changed since the last report was written. These issues are listed below but are the same from the 2019 report:

- All interior doors are 737 mm and should be a minimum clear width of 860 mm
- All hallways and paths of travel in the hallways and rooms should be a minimum of 1100 mm. Ensure that any barriers, such as clutter, are removed from hallways etc.
- When entering areas like the change area where there are tight turns, ensure there is a clear width of 1200 mm at the turn as seen in figure 17.

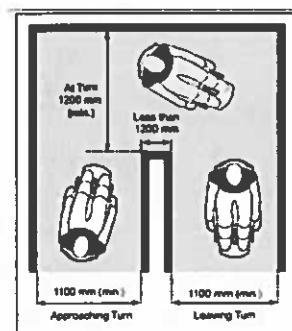


Figure 17: Turn of Radius for Corners

10.5 Change Areas

Change rooms in public spaces like pools are crucial for enabling everyone, including individuals with disabilities, to participate fully in recreational activities. Accessible change rooms are not merely a convenience—they are essential for ensuring that everyone, regardless of their physical abilities, can enjoy community life comfortably and with dignity.

Accessible change rooms offer a private and accommodating environment where individuals with disabilities can prepare for activities with ease. Features such as wider doorways, roll-in showers, adjustable benches, and accessible toilets are vital for allowing people to manage their personal care needs independently or with the assistance they require. This level of inclusivity fosters a sense of belonging and equality, ensuring that people with disabilities have the same opportunities as everyone else.

Below are the recommended changes for this area:

1. Accessible Stall:

- Include at least one stall that is fully accessible for individuals with disabilities.
- This stall should be equipped with a change bench, grab bars to facilitate transfers from mobility devices to the bench, and a locking mechanism that can be locked from the inside and released from the outside in case of an emergency.
- Ensure a turning radius of at least 1500 mm to accommodate mobility devices.

2. Benches:

- Install benches that are between 480 mm and 520 mm above the floor and provide back support for individuals who may have difficulty sitting for extended periods.

3. Adjustable Adult Change Table:

- Install an adjustable adult change table to ensure that all members of the public, including those with conditions like cerebral palsy, have equal access to the facilities.

These recommendations are intended to create a more inclusive and accommodating environment, allowing everyone to enjoy the pool and its amenities with ease and dignity.

10.6 Showers

It is mandatory for all swimmers to shower before entering the pool, making it essential to have at least one accessible shower installed to ensure that all individuals can comply with this requirement independently. The accessible shower should meet the following criteria:

- **Accessible Path of Travel:** The shower must be on an accessible route, ensuring it is easy to reach for individuals with mobility aids.
- **Shower Dimensions:** The shower should measure at least 1500 mm by 900 mm deep, providing ample space for maneuverability.
- **Transfer Bench with Grab Bars:** A transfer bench equipped with grab bars should be installed to assist individuals in safely transitioning to and from the seated position.
- **User-Friendly Controls:** All controls and levers must be operable with a closed fist, ensuring they are easy to use for individuals with limited hand dexterity.
- **Adjustable Shower Head:** The shower head should be adjustable and reachable from a seated position, allowing users to control the water flow and direction comfortably.

These features ensure that all swimmers, regardless of their physical abilities, can independently and comfortably comply with the shower requirement before entering the pool.

10.7 Transfer Lift

The current pool lacks a ramp, which would allow individuals with disabilities to enter and exit the water without barriers. While a ramp would be the ideal solution, the pool is

equipped with a lift designed to assist individuals in and out of the water. However, using the lift can draw significant attention to a single person, making it less inclusive than a universal design like a ramp.

Despite this limitation, the lift provides a necessary option for accessibility. However, it has been reported by staff that the lift may not be operational due to a malfunction or design flaw. Therefore, it is recommended to ensure that the lift is fully functional and regularly maintained to guarantee its availability for those who need it. This will help bridge the gap in accessibility until a more inclusive solution, such as a ramp, can be implemented.

10.8 Accessible Washroom

An essential addition to the pool area is the inclusion of an accessible washroom. This could be achieved by providing either an accessible family washroom or accessible stalls in both the men's and women's washrooms. Accessible facilities are crucial to ensuring that everyone can participate equally in community activities. For multiple-occupancy washrooms, the following features should be included:

- **Minimum Door Clearance:** Ensure a minimum door clearance of 1700 mm to accommodate individuals using mobility aids.
- **Turning Radius Clearance:** Provide a clearance of 1400 mm outside the stall to allow for a sufficient turning radius.
- **Clear Floor Space:** Inside the stall, ensure a clear floor space of 1500 mm by 1500 mm to accommodate wheelchairs and other mobility devices.
- **User-Friendly Mechanisms:** The stall should include closing and locking mechanisms that can be operated with one hand and a closed fist, making them accessible to individuals with limited dexterity.
- **Proper Grab Bars:** Install grab bars behind and at the side of the stall to assist with transfers and provide stability. Provide stabilizing grab bars at the urinals/

These features are essential to creating an inclusive environment where all individuals, regardless of their physical abilities, can access and use the washroom facilities comfortably and independently. For individual washrooms, please see Appendix D for more information.

Recommendations for Wyoming Pool

<i>Recommendations</i>	<i>Timelines</i>
1. Install type "B" accessible parking with an access aisle	immediately
2. Connect accessible path of travel to the accessible parking	One to three years
3. Install turning radius of 1500 mm x 1500 mm in front of the door and activation button	immediately
4. Ensure the front entrance door is a minimum of 860 mm	One to three years
5. Ensure all interior doors are a minimum of 860 mm	Major construction
6. Ensure all interior paths of travel are 1100 mm	Major construction
7. Where there is turning to enter the change areas, ensure there is a radius of 1200 mm	One to three years
8. Install an accessible changing stall in both washrooms	Three to five years
9. Install accessible shower features in the washroom	Immediately
10. Install accessible washroom stalls in both washrooms and install a universal washroom in the facility	Major Construction
11. Install a ramp or repair the transfer lift	Immediately

OUTDOOR SPACES

Outdoor spaces in the Town of Plympton-Wyoming are vital to the community's character and daily life. These spaces include parks, recreational areas, beaches, sports areas, and scenic views of the lake, all of which contribute to the town's appeal and quality of life. Ensuring these outdoor spaces are accessible to everyone is not just about compliance with regulations; it's about fostering an inclusive community where all residents and visitors, regardless of their physical abilities, can fully enjoy the natural beauty and recreational opportunities that Plympton-Wyoming has to offer.

It is important to note that municipalities such as Plympton- Wyoming have the requirement to meet the Design of Public Spaces Regulation. This includes regulations on the following:

- Trails and Beach Routes
- Outdoor Eating Areas
- Outdoor Play Spaces
- Outdoor Paths

It is recommended that the municipality view these requirements before building new or renovating these spaces.

Also, areas such as parks and trails should include communication of accessibility features that clearly communicates the availability of accessible amenities and features within the outdoor spaces through signage, maps, and online resources.

11. Lamrecton Family Park

Lamrecton Family Park, was a gift to the Town of Plympton-Wyoming, and is important recreational area for the community now and into the future. Although it was not part of the 2019 accessibility review, the park has recently seen significant upgrades to ensure it is welcoming to all visitors. New amenities include two fully accessible washrooms with water fountains, a park pavilion, and an accessible path of travel that leads directly to the beach and viewing area. These enhancements reflect the town's commitment to creating inclusive outdoor spaces where everyone can enjoy the natural beauty and recreational opportunities of Lamrecton Family Park.

11.1 Accessible Parking

The site includes two accessible parking spots that are clearly marked with proper signage, meeting all the requirements of the Highway Traffic Act. Due to the gravel surface, these spaces do not require pavement markings or access aisles, in accordance with the Design of Public Spaces (DOPS) standards. Conveniently located, these spots provide direct access to both the accessible washrooms and the pathway leading to the water. No changes are recommended for the accessible parking area.



Figure 18; Lamrecton Park Accessible Parking

11.2. Accessible Washrooms

The accessible washrooms at Lamrecton Family Park were thoughtfully designed with accessibility as a priority. They feature spacious interiors, accessible fixtures, power doors, and water fountains, making them highly functional for all users. These washrooms set a high standard and should serve as a model for future accessible washroom construction in other parks across the town. No changes are recommended for the accessible washrooms

11.3 Accessible Path of Travel

As stated above, an important consideration when constructing or renovating outdoor paths is that they are regulated by the Design of Public Spaces Standards. One key requirement under these standards is that the municipality must consult with People with

Disabilities regarding the placement and design of rest areas along the paths. To meet this compliance requirement, the County of Lambton has an Accessibility Advisory Committee that could be utilized to ensure that the needs and perspectives of individuals with disabilities are adequately considered in the planning process.

Rocks have been placed along the path as rest areas, but these pose significant challenges for individuals with disabilities, such as those with back issues or limited mobility in their legs. Using rocks for seating can make it difficult for these individuals to sit down, stand up, or rest comfortably. To enhance accessibility, it is recommended to provide a variety of seating options that include armrests and backrests. Armrests are crucial for supporting safe transfers from sitting to standing, while backrests provide essential support for those who need to rest while seated. These additions would make the rest areas more inclusive and comfortable for everyone

An accessible path of travel leads from the parking lot to the stairs that provide access to the beach and the viewing area. This wide pathway, measuring 3048 mm, exceeds the minimum requirements, offering an ideal model for other parks. The path is surfaced with hard-packed gravel, which is adequate, although a paved surface would be ideal. There is currently no concern with the gravel, provided it does not become prone to drainage issues after heavy rain. If drainage becomes problematic, the municipality may need to consider paving the path.

One issue with the current pathway is that it does not extend to the seating areas that offer beautiful views of the lake, making it difficult or impossible for people who use mobility devices or those with low vision to access and enjoy these areas. It is recommended to extend the path to include the seating areas, ensuring full accessibility for all visitors. Please see Appendix B: Paths of Travel.



Figure 19: Paths of Travel

11.4 Outdoor Eating Areas

The park features a pavilion equipped with picnic tables, providing a welcoming space for gatherings and outdoor meals. Under the Design of Public Spaces Standards, outdoor eating areas must meet specific accessibility requirements, and the Town has successfully adhered to these regulations. The pavilion includes picnic tables designed to accommodate wheelchair users, ensuring that everyone can enjoy this communal space. However, ensure there is spacing for 2000 mm on either side of the picnic table to ensure full access as seen in Appendix G.

11.5 Beach Access

Lamrecton Family Park boasts a beautiful sandy beach, which is also subject to the Design of Public Spaces Standard regarding accessibility. However, achieving full accessibility in beach areas like this one poses significant challenges due to the natural bluffs surrounding the viewing area.

The Design of Public Spaces Standard acknowledges that there are circumstances where making trails or beach access routes accessible could negatively impact water quality, fish, wildlife, plants, and the overall ecological integrity of the area.

The beach access stairs, constructed from steel to withstand the environment, do not meet accessibility standards due to the absence of risers, which can make navigation difficult for individuals with low vision. While this is a concern, altering the stairs would be complicated by potential winter ice damage to different structures. Therefore, no changes are recommended for this location currently, acknowledging both the environmental considerations and the current design limitations.

Recommendations for Lamrecton Family Park

Recommendations	Timelines
1. Ensure to comply with the DOPS when building or renovating trails, beach access, and paths of travel.	As needed
2. Expand path to include viewing areas	One to three years
3. Include accessible seating at rest areas with armrests and back support.	One to three years

12. Lakeshore Park

Lakeshore Park serves as a vibrant community hub, featuring a variety of recreational amenities including baseball and soccer fields, volleyball courts, and a spacious pavilion with seating. Additionally, the park is equipped with washrooms and a large parking lot,

complemented by ample green space for various activities. However, several accessibility challenges remain at this location, as detailed in the following sections. Addressing these issues will help ensure that all community members can fully enjoy the park's offerings.

12.1. Accessible Parking

One of the key accessibility issues at Lakeshore Park is the lack of designated accessible parking. To improve access for individuals with disabilities, it is essential to create two accessible parking spaces within the lot. While the gravel surface eliminates the need for markings, erecting a clear sign will help communicate that these spaces are reserved for accessible use, ensuring that drivers are aware of their designated purpose. Please see Appendix D for more information.

12.2. Accessible Path of Travel

Lakeshore Park serves as a vibrant hub for sports such as soccer and baseball, drawing participants and spectators from both the local community and beyond. To enhance accessibility for all visitors, it is essential to develop accessible paths that connect the various amenities within the park. Additionally, designating viewing areas specifically for individuals using mobility devices will ensure that everyone can comfortably participate in or enjoy events.

Implementing paths similar to those at Lamrecton Park would provide an ideal solution, promoting inclusivity and facilitating ease of movement throughout the space. As previously mentioned, compliance with DOPS standards is necessary when adding new paths of travel. These measures will contribute significantly to creating a more accessible and welcoming environment for all park users. See Appendix B for more information.

12.3. Accessible Washrooms

Lakeshore Park features two washroom facilities that currently present accessibility challenges. To enhance accessibility in these washrooms, we recommend implementing the following improvements:

- **Pathway Access:** The entrance path is made of loose gravel, which can hinder access for individuals using mobility devices. A firm, stable surface should be considered for easier navigation.
- **Turning Radius:** A minimum turning radius of 1500 mm is required in front of both washrooms. Currently, when the door opens, there is insufficient space for wheelchair maneuverability.
- **Obstruction-Free Access:** Ensure there are no obstacles, such as garbage cans, blocking the activation button for the power door system.

- **Activation Button Height:** The power door activation button should be mounted at a height of 900 mm to 1100 mm from the ground, positioned on a hard surface for easy access by individuals using mobility devices.
- **Door Width:** The washroom doors should have a minimum width of 860 mm to accommodate wheelchair users.
- **Sink Area:** The area in front of the sink should provide a turning radius of 920 mm by 1370 mm to ensure accessibility.
- **Faucet Design:** Install automatic controls or lever-type faucets that do not have spring loading, positioned no more than 485 mm deep from the edge of the sink.
- **Amenities Height:** Ensure all washroom amenities, such as paper towel dispensers, hand dryers, and soap dispensers, are mounted 1200 mm above the floor.
- **Grab Bars:** Add “L” shaped grab bars in the accessible stall for enhanced stability.
- **Toilet Paper Dispenser:** The toilet paper dispenser should be positioned 300 mm from the front edge of the toilet for ease of access.
- **Urinal Grab Bars:** Install grab bars next to the urinals to assist individuals with stability while using the facilities.

Implementing these recommendations will significantly improve accessibility and ensure that all visitors can comfortably use the washroom facilities at Lakeshore Park. Please see Appendix A for more information.

12.4 Play Spaces

As previously mentioned, outdoor play spaces are governed by the DOPS, which mandates consultation with individuals with disabilities or an accessibility advisory committee, such as the County of Lambton. Here are key recommendations to enhance accessibility in the play space for future developments:

- **Accessible Seating:** Provide accessible seating for caregivers, equipped with armrests to facilitate easy transitions from seated to standing positions. These seating areas should be strategically placed around the play space for optimal visibility.
- **Path of Travel:** Ensure there is a clear, accessible path leading to both the play area and seating locations. This path should be designed to accommodate individuals using mobility devices.

- **Sensory Features:** Enrich the play space with sensory-rich activities that engage various senses, including hearing and touch. Incorporating elements that cater to these sensory experiences can greatly enhance play opportunities for all children.
- **Resources for Guidance:** Utilize resources such as Pathways to Recreation, which provides valuable insights and recommendations for creating accessible play spaces.
- **Ground Surface:** ensure that outdoor play spaces have ground surface that is firm, stable and has impact attenuating properties for injury prevention and sufficient clearance to provide children and caregivers with various disabilities the ability to move through, in and around the outdoor play space.

By addressing these considerations, the play space can become a more inclusive environment that allows all children and caregivers to participate fully and enjoy their time at the park. Please see Appendix F for more information.

12.5 Accessible Seating and Viewing Area

To comply with DOPS, ensure there is accessible seating in outdoor eating areas. Currently, the pavilion does not offer accessible seating. Additionally, add accessible seating where people would congregate, such as a viewing area for a baseball game, playground, or volleyball courts.

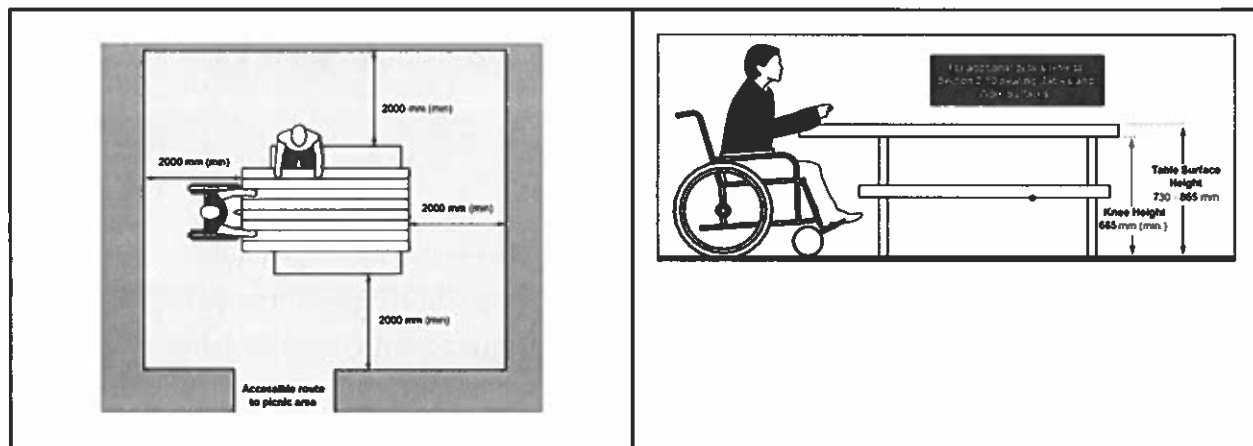


Figure 20: Design of Accessible Eating Areas

Recommendations for Lakeshore Park

Recommendations	Timelines
1. Include two accessible parking spaces	Immediately
2. Include paths of travel to amenities	One to three years
3. Include accessible seating throughout the park	One to three years or as new

where people will congregate	features are built
4. Make Improvements to accessible washroom	One to three years
5. Make play space more accessible and compliance with DOPS	Major construction

13. Arnold Minielly Park

Arnold Minielly Park is one of the premier baseball parks in Plympton-Wyoming, featuring three large baseball diamonds and a playground. To enhance accessibility for individuals with disabilities, the following recommendations are proposed.

13.1 Accessible Parking

Establish clearly marked accessible parking spaces close to the main entrance of the park. These spaces should be visible and compliant with accessibility standards, specifically designed as Type “A” accessible spaces for vans. Additionally, ensure there are access aisles that provide a clear path of travel to key amenities, such as viewing areas and restrooms, as shown in Appendix A. This will enhance the overall accessibility of the park and ensure convenient access for all visitors.

13.2 Accessible Path of Travel

Ensure there are accessible paths of travel that are at least 1100 mm wide, featuring a hard surface to facilitate access for individuals with disabilities. These pathways should connect key amenities, including the washrooms, viewing areas, and the playground, ensuring that all visitors can navigate the park comfortably and safely. Please see Appendix B.

13.3 Viewing and Rest Areas

Incorporate accessible seating options at the baseball diamonds and near the playground to enable caregivers and spectators to comfortably observe games and activities. For the viewing areas at the baseball diamonds, ensure that sight lines are unobstructed, allowing everyone equitable access to view all parts of the game. This consideration will enhance the experience for all attendees, fostering an inclusive environment.

13.4. Accessible Washrooms

The washrooms at this location, while featuring some accessibility elements, remain largely inaccessible for individuals with disabilities. To improve access, it is recommended to include a gender-neutral accessible washroom, similar to those installed at Lamrecton Park.

Additionally, incorporating accessible portable toilets at McKay Park would enhance restroom access, especially where permanent facilities are unavailable. These portable units provide essential washroom access for individuals with disabilities, promoting inclusivity within the park. However, it's important to note that portable toilets are designed as temporary solutions and should not replace the need for permanent accessible facilities.

13.5 Outdoor Play Space

For a comprehensive description of the necessary features and guidelines for an accessible play space, please refer to Appendix F. This section outlines the key elements that should be incorporated to ensure inclusivity and accessibility for all users.

In this specific location, access to the play space is currently limited due to the elevation of the play area, which is higher than the surrounding terrain, creating a step into the space. It is crucial to create a path of travel to this play area to ensure that everyone can utilize the facilities. Establishing an accessible route will not only enhance usability but also promote inclusivity, allowing individuals of all abilities to enjoy the play space fully.

13.6 Outdoor Eating Area

Ensure to incorporate accessible seating in the eating area as outlined in DOPS and as seen in Appendix G.

By implementing these recommendations, Arnold Minielly Park can become a more welcoming and inclusive space for all community members, ensuring that everyone has the opportunity to enjoy its recreational offerings.

Recommendations for Arnold Minielly Park

<i>Recommendations</i>	<i>Timelines</i>
1. Include Type "A" accessible parking closer to the baseball diamond	Immediately
2. Improve the accessible path of travel to amenities throughout the park	One to three years
3. Include an accessible washroom at the park	Major Construction
4. Include accessible seating at amenities throughout the park	One to three years
5. Incorporate accessible eating areas under the pavilion	One to three years

14. The Highland Glen Park

Highland Glen Park, formerly known as Highland Glen Conservation Area, encompasses 11

hectares of picturesque, forested ravine and features a stunning 600-metre sandy beach along the shores of Lake Huron. This scenic park offers a boat ramp and safe harbour, ensuring convenient access to the lake for boaters. In addition to the beach, visitors can enjoy well-maintained trails, a picnic pavilion, and expansive green spaces ideal for gatherings. With its natural beauty and recreational opportunities, Highland Glen Park is a premier destination, making it one of the most inviting areas to visit in the region.

14.1 Accessible Parking

Like mentioned previously, and like most of the parks the surface of the parking lot is made from packed gravel. It is recommended to add two accessible parking spaces by erecting signs to designate the spaces with clear identification. The parking should be close to amenities and accessible paths of travel as seen in appendix D,

14.2 Accessible Paths of Travel

To ensure that Highland Glen Park is accessible to all visitors, it is essential to provide accessible paths of travel from the designated parking spaces to the park's amenities. This includes clear, well-maintained pathways leading to the washrooms, picnic pavilion, and scenic areas. By prioritizing accessibility in these key locations, the park can be enjoyed by everyone, regardless of mobility. For detailed technical requirements, please refer to Appendix B.

14.3 Accessible Washroom

Highland Glen Park features a washroom facility; however, it was built prior to modern accessibility standards. Currently, a step into the washroom prevents access for individuals using mobility devices. While it includes a grab bar to assist with transfers, adding an "L"-shaped grab bar would enhance usability. A significant concern is that the facility lacks running water and plumbing, which may complicate the construction of a fully accessible washroom in the future.

While there is an accessible portable toilet available, it serves as a temporary solution and does not provide the necessary space or turning radius typically found in larger accessible washroom facilities. Addressing these issues will be crucial to ensuring a more inclusive experience for all park visitors.

14.4 Beach Access

Highland Glen offers access to a beautiful beach, but, like other beaches in the area, it is bordered by bluffs that lead down to the shore of Lake Huron. Although the bluffs here are less prominent than at other locations, making it more feasible to construct an accessible ramp or path of travel leading to the beach, careful consideration must be given to the

potential impacts of weather, ice, and waves on the structure. These factors could make annual maintenance challenging. Should an accessible entrance be added, it is crucial to adhere to the guidelines outlined in Appendix H.

14.5 Stairs

One of the most unique features of Highland Glen Park, distinct from other locations in this document, is the inclusion of a boat ramp and safe harbour. The site provides stairs leading down to the harbour and dock, enabling safe access for individuals to board their boats for a day on the water. Although adding a ramp would facilitate access for everyone, it may not be entirely feasible at this location due to the terrain and environmental factors.

A significant accessibility issue with the current stairs is the absence of closed risers, which can make it difficult for individuals with low vision to perceive the next step. Additionally, the stairs should be retrofitted with high-contrast, slip-resistant nosing to help users detect the next step more easily and reduce the risk of slipping.

Further south at Highland Glen, there are stairs leading down to the beach. These stairs are constructed of steel, feature slip-resistant treads, and are visually distinct from the surroundings due to their high contrast, making them easier to detect. The surface of these stairs also serves as a tactile indicator, alerting users to a change in elevation. However, similar to the harbour stairs, these stairs lack closed risers, which poses a challenge for individuals with visual impairments in detecting the next step.

For more detailed information, please refer to Appendix C.

14.6 Seating Area

Highland Glen offers several picturesque views of Lake Huron, with benches strategically placed along the shore for visitors to sit and enjoy the scenery. However, these benches are weather-worn and nearing the end of their lifecycle. When replacing them, it is crucial to consider installing benches with armrests and back support to facilitate a more comfortable and accessible transition from a seated position, particularly for individuals with mobility challenges.

Recommendations for Highland Glen Park

Recommendations	Timeline
1. Install accessible parking area	Immediately
2. Add accessible paths of travel throughout park	Three to five years
3. Comply with DOPS in regard to Accessible Beach Access	One to three years

4. Add accessible washroom at location
5. Comply with accessible standards for stairs
6. Add accessible seating area throughout park

Major construction
One to three years
Immediately

15. McEwen Park (formerly Charles J. McEwen Conservation Area)

McEwen Park, formerly known as the Charles J. McEwen Conservation Area, offers a picturesque setting for swimming and picnicking. The area features a sandy beach and a designated picnic area. There is a lot of potential for the area to be a destination and an attraction for visitors. However, it is important to note that the park currently lacks accessible features, and the buildings are in dire need of repair, limiting its usability for individuals with disabilities. Below are some of the necessary improvements to enhance inclusivity and ensure.

15.1 Accessible Parking

The large parking lot at McEwen Park has the potential to accommodate a significant number of vehicles. When developing this area, it is recommended to designate two accessible parking spaces situated near key amenities. These spaces should be positioned to provide a direct and accessible path of travel to the washroom, pavilion, and beach, ensuring ease of access for individuals with disabilities. Please follow Appendix D for more information.

15.2 Accessible Washrooms and Showers

The park includes old buildings from its time as a conservation area, which are currently in disarray and likely unusable in their present state. However, the fact that these buildings still have functioning toilets and showers indicates that the necessary infrastructure is in place to either renovate or rebuild these facilities. As mentioned earlier, this area holds significant potential. Investing in the installation of accessible toilets, similar to those at Lamreton Park, would greatly enhance the functionality of the park and contribute to making it a desirable destination for all visitors.

15.3 Accessible Path of Travel and Beach Access

What adds to the significant potential of McEwen Park is its access to a beautiful beach. Given the natural bluffs in the area, there are limited options for accessible beach entrances in Lambton County, with perhaps only one other at Canatara Park. However, McEwen Park

features a pathway that could be developed into an accessible beach entrance, making it a prime destination for both locals and tourists, including those with disabilities.

To fully realize this potential, it is crucial to adhere to the Design of Public Spaces Regulation for trails and beach access by:



Figure 21: Path to McEwen Beach

- ***Consulting with people with disabilities or accessibility advisory committees*** when planning paths of travel and beach access, particularly regarding trail slope, the need for and location of ramps, and the placement of rest areas.
- ***Complying with the technical requirements for trails*** as outlined in Appendix E.
- ***Complying with the technical requirements for beach access*** as outlined in Appendix B.

As previously mentioned, this park holds tremendous promise and ensuring that accessible paths of travel are integrated into the development of its amenities is essential for making McEwen Park a truly inclusive and inviting destination.

15.4 New Builds

It is important to note that as new amenities are being constructed, prioritizing accessibility is crucial to comply with the procurement requirements of the AODA. It is recommended to adopt the Ottawa Accessibility Design Standards as the primary guidelines to ensure that new amenities are built to a high standard of accessibility. These standards provide comprehensive and rigorous criteria, making them an excellent reference for creating inclusive and accessible public spaces.

Recommendation for McEwen Park

Recommendations	Timeline
1. Add two accessible parking spaces that are close to amenities and paths of travel	Immediately
2. Add new or develop washrooms and showers to ensure accessible options	Major construction
3. Add pathways throughout the park from accessible parking to amenities	As needed

16. McKay Park

McKay Park is centrally located in the heart of the Town of Wyoming and stands as one of the town's flagship parks. Its prime location next to the Wyoming Pool, coupled with a wide range of amenities, makes it a popular gathering place for residents and visitors. The park features expansive green spaces, a playground with swings, a skate park, tennis courts, a large pavilion with eating areas, and a splash pad, offering something for everyone. McKay Park was featured as part of the 2019 report, for more detailed information please refer to that report.

16.1 Accessible Parking

Since the 2019 report, the town has installed accessible parking spaces close to the splash pad entrance. These parking spaces meet the type A guidelines and include an access aisle that connect the accessible path of travel. This is a great start to this location. For a higher level of accessibility, it would be important to include accessible parking near other amenities in the park to allow for easy access for people with disabilities. Please see Appendix D for more information.

16.2 Accessible Paths of Travel

In popular parks like McKay Park, which attracts a high volume of visitors each year, prioritizing accessibility is essential. One key element in enhancing accessibility is ensuring that there are well-designed paths that connect accessible parking areas to the park's various amenities. A clear and accessible path of travel allows everyone, regardless of physical ability, to fully enjoy all aspects of the park. Prioritizing paths to key areas such as the pavilion, playground, and other features ensures that all visitors can access these spaces. For more detailed guidelines on installing accessible paths of travel, please refer to Appendix B.

16.3 Outdoor Eating Areas

Like other parks in this document, it is important that outdoor eating areas include accessible seating to comply with DOPS. The ratio required for accessible seating in outdoor eating areas is at least 20% of the seating spaces. However, there must be a minimum of one accessible seating space at any outdoor eating area. These accessible seating spaces must be distributed throughout the eating area, and the surface must be firm, stable, and level to ensure ease of use for individuals using mobility devices. See appendix G for more information.

16.4 Outdoor Play Spaces

Prioritizing accessibility in play spaces, especially in parks like McKay Park that draw many visitors, is essential to ensure inclusivity for all children. Making play spaces accessible allows children of all abilities to participate equally and enjoy the space without barriers. When the current play equipment reaches the end of its life cycle, replacing it with accessible alternatives should be a key priority. Specifically, ensuring that ramps provide access to all areas of the playground will allow children using mobility devices to fully engage. Moreover, incorporating sensory-stimulating play equipment is not only vital for inclusivity but also necessary to meet DOPS requirements. This holistic approach fosters a truly welcoming and inclusive environment where every child can participate and thrive. See Appendix F for more information.

16.5 Accessible Washroom

One of the most notable gaps at McKay Park is the lack of permanent washroom facilities, especially during times when the pool is closed. While the Town has attempted to bridge this gap by placing accessible porta potties near the splash pad, these are only a temporary solution. Despite being accessible, porta potties lack the space, privacy, and necessary amenities that permanent washroom facilities offer. Installing permanent accessible washrooms at McKay Park, though a significant project, would dramatically improve the park's usability. It would foster increased community engagement, offering comfort, convenience, and a more inclusive environment for all visitors. This long-term investment would not only address a critical need but would also make the park a more welcoming space for everyone.

Recommendations for McKay Park

<i>Recommendations</i>	<i>Timeline</i>
1. Add accessible parking in locations around the park close to amenities.	Immediately
2. Accessible path of travel to amenities	Immediately
3. Add accessible seating to outdoor eating areas	immediately
4. Include accessibility features in outdoor play areas	Major Construction
5. Add accessible washroom	Major Construction

17. Canton and Centennial Park

Plympton-Wyoming is renowned for its stunning baseball diamonds, which draw tournament players and spectators from far and wide. To ensure that all participants and attendees feel welcome and included, it is essential to incorporate accessible features throughout these facilities. By prioritizing accessibility, we can create an environment

where everyone, regardless of ability, can enjoy the excitement of the game and fully participate in the vibrant community spirit that these baseball diamonds embody. Making these venues accessible not only enhances the experience for players and spectators alike but also reflects Plympton-Wyoming's commitment to inclusivity and community engagement.

17.1 Accessible Parking

It is crucial to position accessible parking close to accessible seating and viewing areas, ensuring a seamless path of travel. This thoughtful arrangement not only enhances convenience for individuals with disabilities but also promotes inclusivity by allowing everyone to participate fully in the experience. Please see appendix D for more information.

17.2 Accessible Path of Travel

As previously highlighted, accessible paths of travel are vital for ensuring that everyone can reach various areas within the park. It is important to connect these pathways from accessible parking to spectator areas and essential amenities, such as washrooms. By providing well-designed, unobstructed routes, we enhance the overall experience for all visitors, making the park more welcoming and navigable for individuals with disabilities. This commitment to accessibility not only facilitates ease of movement but also promotes inclusivity, allowing everyone to enjoy the park's offerings fully. Please see Appendix B for more information.

17.3 Accessible Washrooms

Adding accessible washrooms to a baseball field, such as Canton Park, brings a wealth of benefits that enhance the overall experience for all attendees. Primarily, these facilities ensure that individuals with disabilities can enjoy the game comfortably and independently, significantly improving their experience. Accessibility features such as power-operated doors, accessible grab bars, and wheelchair-accessible drinking fountains contribute to a positive experience for all users.

This addition is crucial and should serve as a model for other baseball parks to follow, fostering a culture of inclusivity and ensuring that every member of the community feels valued and supported while enjoying public recreational spaces. By prioritizing accessibility in our facilities, we can create an environment where everyone has the opportunity to engage, connect, and enjoy the spirit of the game together.

17.4 Accessible Seating and Spectator Areas

Accessible spectator and viewing areas are crucial for fostering an inclusive environment at sports facilities and public events. These areas ensure that individuals with disabilities can

participate in and enjoy the same experiences as everyone else, promoting a sense of belonging and community engagement.

Providing accessible seating not only accommodates physical needs but also enhances the overall enjoyment of the event, allowing all attendees to fully engage with the action. This accessibility benefits not just individuals with disabilities but also families, friends, and caregivers, enabling them to enjoy the experience together without barriers.

Recommendations for Canton and Centennial Park

<i>Recommendation</i>	<i>Timeline</i>
Add accessible parking close to accessible path of travel	Immediately
Add accessible path of travel from accessible parking and to amenities	One to three years
Add accessible washroom to Canton Park	Major Construction
Add accessible seating and viewing areas	Three to five years

18.Sidewalks, Paths and Crossings

Accessible sidewalks, paths, and crossings are essential components of inclusive design, ensuring that everyone, regardless of mobility limitations, can navigate public spaces safely and comfortably. These features are critical for promoting independence, providing individuals with disabilities or mobility challenges the freedom to move through communities without encountering barriers. Accessible pathways create opportunities for all members of the community to engage with public spaces, fostering social interaction and participation in daily activities.

By integrating accessibility features such as curb ramps, tactile warning strips, clear signage, and level, municipalities can prioritize safety and ease of movement for everyone, including individuals using wheelchairs, scooters, or walking aids. Accessible sidewalks and crossings not only meet legal requirements but also reflect a commitment to creating equitable and welcoming environments, where every person can travel independently and confidently. These improvements are key to building vibrant, inclusive communities that support the mobility and well-being of all residents.

18.1 Tactile Walking Surface Indicator

Tactile Walking Surface Indicators (TWSI) are specialized surfaces designed to provide crucial navigational information for individuals with low vision or blindness. These indicators are detectable underfoot or by a long white cane, offering essential guidance and alerts about changes in elevation or potential hazards, such as roadways. By integrating

TWSI into public spaces, we enhance safety and independence for those with visual impairments, enabling them to navigate environments more confidently.

TWSI not only serve as a vital navigational aid but also play a significant role in creating inclusive and accessible public areas. They ensure that everyone, regardless of their visual ability, can engage safely and effectively with their surroundings. Their presence is essential in the overall design of pedestrian pathways, crossings, and transit stations, reinforcing a commitment to equitable access for all members of the community.

Particularly, it is important to install TWSIs at curb ramps and road crossings, as these areas pose critical transition points where individuals with visual impairments may require additional guidance to navigate safely. By prioritizing TWSI installation in these key locations, we can foster a more inclusive environment that promotes accessibility for all.

18.2 Sidewalks

Sidewalks are essential for facilitating safe and convenient travel, allowing individuals to move from point A to point B without undue concern for their health and well-being. To achieve this, sidewalks should be a minimum width of 1800 mm to accommodate pedestrian traffic comfortably. Moreover, maintaining a predictable surface is crucial for individuals with low vision, enabling them to navigate sidewalks with confidence and ease.

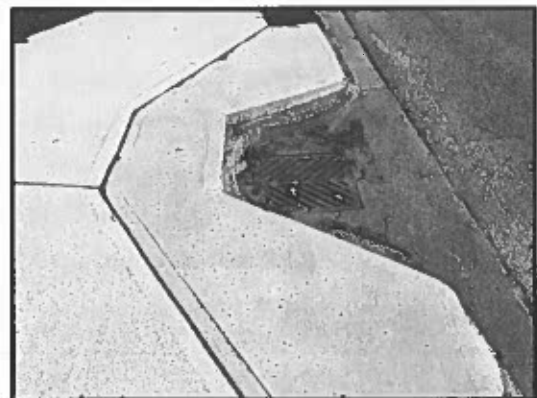


Figure 22: Sidewalk Issue

For example, as illustrated in Figure 22, the current design of this sidewalk may present hazards for those with low vision, including uneven surfaces, obstacles, or abrupt changes in elevation. These factors can create barriers that compromise safety and accessibility. By ensuring that sidewalks are designed with consistent, even surfaces and clear pathways, we can foster an inclusive environment where all individuals, regardless of their visual ability, can traverse public spaces safely.

18.3 Curb Ramps

The rollout of curb ramps in Ontario has encountered significant challenges, primarily due to inconsistent implementation and a lack of standardized guidelines. This inconsistency often creates barriers that hinder accessibility for individuals with disabilities. However,

the **Ottawa Accessibility Design Standards** serves as a comprehensive resource for the proper installation of curb ramps and TWSIs.

By adhering to the Design Standards, planners can ensure that curb ramps are designed to provide safe and efficient access for all users, including those with mobility impairments and visual disabilities. These standards delineate specific dimensions, slope requirements, and the appropriate placement of TWSIs, all of which enhance navigational guidance and safety at crossings.

Importantly, the tactile indicators must be aligned parallel to the direction of travel, enabling users to easily detect them as they approach the curb ramp or crossing. Additionally, for crossings, TWSIs should be oriented in the same direction as pedestrian traffic and designed to be predictable for users.

For crossings, the TWSIs should be oriented in the same direction as pedestrian traffic and be predictable to the pedestrian.

18.4 Audio Indicators at Crossings

Adding audio indicators at crossings is crucial for enhancing accessibility and safety for individuals with visual impairments and other disabilities. Here are several key reasons why these indicators are important to provide vital information about when it is safe to cross a street. They help pedestrians who may not be able to see traffic signals determine the appropriate time to navigate the intersection, significantly reducing the risk of accidents. It is important for Audio Indicators to meet the following requirements:

1. Volume Levels:

- Audio signals should be loud enough to be heard over ambient noise, such as traffic and construction sounds. Typically, a sound level of 75-85 decibels (dBA) at 1 meter is recommended.

2. Sound Quality:

- The audio signals should produce a clear, distinct sound that is easily recognizable. Common sounds include a continuous tone, beeping, or verbal messages indicating when it is safe to cross.

3. Frequency Range:

- The sound should fall within a frequency range that is audible to most individuals, typically between 1000 Hz and 3000 Hz. This range helps ensure the sound is easily detectable.

4. Duration and Timing:

- The audio signal should activate in coordination with the traffic signal phases, providing an auditory indication of when it is safe to cross. The duration of the signal should last long enough to allow individuals to make informed decisions.

5. Directional Output:

- Audio signals should be designed to project sound towards the intended crossing area rather than in all directions. This directional focus helps minimize sound pollution and ensures that only pedestrians at the crossing can hear the signals.

6. Adjustable Volume Control:

- Where possible, audio signals should have adjustable volume settings to accommodate various ambient noise conditions and individual preferences.

Recommendations for Sidewalks, Paths and Crossings

Recommendations	Timelines
Install TWSIs at crossings and curb ramps	Upon Request
Ensure sidewalks are predictable and 1800 mm wide	Major construction
Follow Ottawa Accessibility Design Standards	As needed
Ensure that Audio Signals are at crossings as they are newly constructed or renovated	Major construction

APPENDIX A: WASHROOMS

Here are the requirements for washrooms:

1. *Entrance and Doorways:*

- **Barrier-Free Entrance:** Washrooms must have an entrance that is free of steps or other barriers that could prevent access by individuals using mobility devices.
- **Door Width:** The clear width of the doorway should be a minimum of 860 mm (34 inches) to allow easy entry for wheelchair users.
- **Automatic Door Openers:** Doors should be equipped with automatic openers with activation buttons mounted between 900 mm and 1100 mm from the ground and located in an easily accessible location.

2. *Maneuvering Space:*

- **Turning Radius:** The washroom should provide sufficient space for a wheelchair to maneuver, typically requiring a turning radius of 1500 mm (59 inches) in front of the toilet and sink.

3. *Washroom Stalls:*

- **Accessible Stall Dimensions:** An accessible stall should be at least 1500 mm x 1500 mm to allow for a wheelchair to enter, turn, and exit.
- **Grab Bars:** An "L" shaped grab bar should be installed beside the toilet to assist with transfers from wheelchairs. The horizontal portion should be located 750 mm to 850 mm above the floor, and the vertical portion should extend 300 mm from the toilet seat.
- **Toilet Paper Dispenser:** The toilet paper dispenser should be mounted within easy reach, typically 300 mm in front of the toilet.

4. *Sink and Faucet:*

- **Accessible Sink:** The sink should be mounted with a knee clearance of at least 735 mm (29 inches) from the floor, and the top of the sink should be no higher than 865 mm (34 inches).

- **Faucet Controls:** Faucets should be lever-operated, push-type, or electronically controlled to ensure ease of use without tight grasping or twisting of the wrist.
- **Clear Space:** There should be a clear floor space of at least 920 mm x 1370 mm (36 inches x 54 inches) in front of the sink.

5. Accessories:

- **Mirror:** The bottom edge of the reflective surface of mirrors should be no higher than 1000 mm (39 inches) from the floor.
- **Dispensers:** Soap dispensers, hand dryers, and other accessories should be mounted between 900 mm and 1100 mm (35 inches to 43 inches) from the floor and easily reachable from a seated position.
- **Trash Receptacles:** Waste bins should be located in a manner that does not obstruct access to any of the washroom's facilities or amenities.

6. Signage:

- **Accessible Signage:** Clear and visible signage indicating the location of accessible washrooms should be provided. Signs should include Braille and raised tactile characters and be placed at a height accessible to all users.

These requirements ensure that washrooms are fully accessible, offering independence and comfort to individuals with disabilities.

APPENDIX B: PATHS OF TRAVEL

The technical requirements for accessible paths of travel under the AODA are designed to ensure that individuals with disabilities can navigate outdoor spaces safely and comfortably. Here are the key requirements:

1. Width

- **Minimum Width:** Accessible paths must be at least 1,100 mm wide to allow for easy passage of mobility devices, such as wheelchairs and scooters.
- **Passing Spaces:** If the path is narrower than 1,100 mm in some sections, passing spaces of at least 1,500 mm in width should be provided at regular intervals (every 30 meters or less) to allow two people or devices to pass each other.

2. Surface

- **Firm and Stable:** The surface of the path must be firm, stable, and slip-resistant to ensure safety for all users.
- **Material:** Acceptable materials include concrete, asphalt, compacted gravel, or other hard surfaces that do not create obstacles.

3. Gradient and Cross-Slope

- **Maximum Slope:** The maximum gradient for ramps on accessible paths should not exceed 1:12 (for every 1 unit of height, there should be at least 12 units of length).
- **Cross-Slope:** The cross-slope (the slope perpendicular to the direction of travel) should be no greater than 1:50 to ensure stability and prevent water accumulation.

4. Level Changes

- **Ramps for Elevation Changes:** When a level change is necessary, a ramp must be provided that meets the maximum slope requirements. Ramps should have landings at the top and bottom.
- **Curbs and Edges:** Paths should have rounded edges or curb cuts to ensure that individuals with mobility devices can navigate without obstruction.

5. Rest Areas

- **Designated Rest Areas:** Rest areas should be provided along longer paths (at least every 200 meters) for individuals who may need to stop and rest. These areas should be level and have seating options.

6. Obstacles and Clearances

- **No Obstructions:** Paths must be clear of any obstacles such as signage, benches, or landscaping that could impede navigation.
- **Clear Height:** The minimum headroom clearance must be 2,000 mm to ensure safety for all users.

7. Signage

- **Informational Signage:** Signs indicating accessible routes should be clear, readable, and positioned at a height accessible for individuals using mobility devices.
- **Braille and Tactile Signage:** Consider incorporating Braille or tactile elements to assist users with visual impairments.

8. Lighting

- **Adequate Illumination:** Paths should be well-lit to enhance visibility, especially in low-light conditions. Lighting should be positioned to avoid glare and shadows.

9. Maintenance

- **Regular Inspections:** Paths should be regularly inspected and maintained to ensure they remain free of hazards such as cracks, debris, or water accumulation.
- **Snow and Ice Removal:** Seasonal maintenance should include prompt snow and ice removal to ensure safe passage.

By adhering to these technical requirements, accessible paths of travel can be designed to accommodate individuals with disabilities, promoting inclusivity and safety in public spaces.

APPENDIX C: STAIRS

According to the AODA, the Design of Public Spaces Standards includes specific regulations to ensure stairs are accessible. Here are the key requirements:

1. Tactile Walking Surface Indicators (TWSIs):

- Tactile warning strips must be installed at the top of each flight of stairs. These are intended to alert individuals who are blind or have low vision to the presence of stairs.
- The TWSIs should contrast in color from the surrounding surface to be easily distinguishable.

2. Uniform Tread and Riser Dimensions:

- The steps must have uniform tread depth and riser height throughout the flight of stairs to prevent tripping hazards.
- Riser heights should be between 125 mm and 180 mm.
- Tread depths should be at least 280 mm.

3. Closed Risers:

- Risers must be closed, meaning there should not be an open space between the steps. This prevents a person from misjudging the steps and helps individuals with mobility challenges.

4. Non-Slip Surface:

- Stairs must have a slip-resistant surface to reduce the risk of slipping, especially in outdoor settings or places that might get wet.

5. High Contrast Nosing:

- The edge, or "nosing," of each step should have a high-contrast strip that is a minimum of 50 mm wide, to make the edge of the step more visible.
- The color of the nosing should contrast with the color of the tread.

6. Handrails:

- Handrails must be provided on both sides of the stairs.
- They should be continuous, even at landings, and extend horizontally at the top and bottom of each flight.
- The handrails should be mounted between 865 mm and 965 mm above the stairs and be easy to grip.

7. Visual Markers:

- Stairways should have visual markers such as contrasting colors or patterns on the first and last steps to help indicate the beginning and end of the stairway.

8. Lighting:

- Adequate lighting must be provided to illuminate the stairway, ensuring the steps are clearly visible at all times.

9. Additional Requirements for Outdoors:

- In outdoor environments, stairways must be designed to withstand weather conditions, and any drainage should ensure that water does not accumulate on the stairs.

10. Width of Stairs:

- Stairs should be wide enough to accommodate the flow of people, with a minimum clear width of 900 mm between handrails.

Following these guidelines ensures that stairs are more accessible and safer for everyone, including individuals with disabilities.

APPENDIX D: ACCESSIBLE PARKING

To comply with the AODA for accessible parking, several specific requirements must be met:

1. Number of Accessible Parking Spaces:

- **Off-Street Parking:** The number of accessible parking spaces required depends on the total number of parking spaces in the lot. The requirements are typically:
 - 1 accessible space for every 25 spaces up to 100 spaces.
 - For lots with more than 100 spaces, a percentage of the spaces must be accessible (e.g., 1% of spaces).

2. Types of Accessible Parking Spaces:

- **Type A Spaces:** These are wider spaces designed for vehicles with side-entry ramps. The minimum width is 3.4 meters.
- **Type B Spaces:** These are standard accessible spaces with a minimum width of 2.4 meters. Type B spaces are designed for vehicles without side-entry ramps.
- **Access Aisles:** An access aisle of at least 1.5 meters wide must be provided beside each accessible parking space. This allows for safe exit and entry from vehicles, especially for those using mobility devices.

3. Signage:

- **Clear Identification:** Accessible parking spaces must be clearly identified with the International Symbol of Accessibility. This includes both ground markings and vertical signage.
- **Van Accessible Signage:** For Type A spaces, additional signage indicating “Van Accessible” should be installed.
- **Height and Placement:** The signs should be visible when vehicles are parked in the spaces and should not be obstructed by snow, landscaping, or other obstacles.

4. Location and Accessibility:

- **Proximity to Amenities:** Accessible parking spaces should be located as close as possible to accessible entrances and amenities such as washrooms, picnic areas, and paths.
- **Path of Travel:** There must be a clear, accessible path from the parking space to the building entrance or facility. This path must be at least 1.5 meters wide, stable, firm, and slip resistant. It should have minimal slopes and be free of steps or obstacles.

5. Surface Material:

- The surface of accessible parking spaces and access aisles should be firm, stable, and slip resistant. Gravel or uneven surfaces are not acceptable.

6. Slope and Drainage:

- The parking space and access aisle should be level, with a slope of no more than 1:50 (2%) in any direction. This ensures that the space is safe and usable for individuals using mobility devices.
- Adequate drainage should be provided to prevent water accumulation in the accessible spaces.

7. Maintenance:

- **Snow and Ice Removal:** Accessible parking spaces and the pathways leading from them must be regularly maintained, including prompt snow and ice removal to ensure they remain usable.
- **Upkeep of Signage and Markings:** Signs and ground markings must be kept visible and in good condition.

8. Consultation:

- For new developments or major renovations, it's advisable to consult with people with disabilities or an accessibility advisory committee to ensure that the design and implementation of accessible parking meet the needs of users.

APPENDIX E: TRAIL REQUIREMENTS

The AODA sets out specific requirements for trails under the Design of Public Spaces Standards. These standards are designed to ensure that recreational trails are accessible to all, including people with disabilities. Below is an outline of the technical requirements for trails according to the AODA:

1. Consultation Requirements

- **Stakeholder Engagement:** Before constructing or redeveloping a trail, organizations must consult with people with disabilities, accessibility advisory committees, and the public. This consultation should cover the slope, need for ramps, rest areas, and other accessible features.

2. Trail Design and Technical Requirements

- **Surface:** The surface of the trail must be firm and stable. This is to accommodate people using mobility devices such as wheelchairs or walkers. The materials used can vary depending on the environment but must provide a consistent, stable surface.
- **Width:** The trail must have a minimum width of 1,000 mm. Wider trails are encouraged where possible to allow easy passing of individuals, particularly those using mobility devices.
- **Slope/Grade:**
 - **Running Slope:** The slope along the direction of travel should not exceed 1:10 (10%) for any portion of the trail. However, shorter sections with steeper grades may be acceptable if they do not exceed 1:8 (12.5%) and are no longer than 9 meters.
 - **Cross Slope:** The cross slope, or the slope perpendicular to the direction of travel, must not exceed 1:20 (5%). This ensures that the trail remains level enough for safe travel.
- **Clearance Height:** The vertical clearance over the trail should be at least 2,100 mm (7 feet). This prevents overhanging branches or other obstacles from blocking the trail.

3. Accessible Features

- **Rest Areas:**
 - Rest areas should be provided along the trail, particularly on longer trails or where the slope exceeds 1:20 (5%).
 - Rest areas should be level, have a firm surface, and provide adequate seating with space for wheelchairs.
- **Edge Protection:** Where there are significant drops or water hazards next to the trail, edge protection like railings or curbs should be provided to ensure safety.
- **Signage:**
 - **Trailhead Signage:** Information must be posted at the start of the trail (trailhead) about the length of the trail, average and maximum slope, average and minimum width, surface type, and any other relevant details that affect accessibility.
 - **Directional Signage:** Signage along the trail should include clear and visible markers to assist with navigation. Signage should be accessible, including features like raised text or Braille where appropriate.
- **Rest Stops:** Rest stops should be provided at regular intervals, particularly where trails are long or have challenging sections. Rest stops should be level, have a firm surface, and offer seating where possible.

4. Trail Amenities

- **Benches:** Benches along the trail should have armrests and backrests to aid individuals in transitioning from a seated to a standing position. The height of the seating should be accessible for people using mobility devices.
- **Viewing Platforms:** If the trail includes scenic viewpoints or platforms, these must be accessible and provide enough space for people using mobility devices to maneuver and enjoy the view.
- **Shelters:** Any shelters or covered rest areas should be accessible, including a level, firm surface and adequate space for maneuvering.

5. MAINTENANCE AND UPKEEP

- **Regular Inspection:** Trails should be regularly inspected to ensure they remain accessible. This includes checking for erosion, overgrown vegetation, or other obstacles that may impede access.
- **Surface Repairs:** Any damage to the trail surface, such as cracks, potholes, or erosion, should be repaired promptly to maintain accessibility.

6. Environmental and Contextual Considerations

- **Minimizing Environmental Impact:** The design and construction of accessible trails should minimize environmental impact, particularly in sensitive or protected areas. The goal is to balance accessibility with environmental stewardship.
- **Contextual Flexibility:** While the AODA sets out these requirements, there is some flexibility allowed depending on the specific context of the trail (e.g., in highly natural or rugged areas). However, any deviations must be justifiable and documented, with efforts made to maximize accessibility where possible.

7. Compliance with Other Regulations

- **Building Code Compliance:** Ensure that the trail design complies not only with the AODA but also with relevant provisions of the Ontario Building Code or other applicable standards, particularly if structures like bridges or boardwalks are involved

APPENDIX F: OUTDOOR PLAY SPACES

The AODA includes specific requirements for outdoor play spaces under the Design of Public Spaces Standards. These standards are designed to ensure that outdoor play spaces are accessible to children and caregivers with disabilities. Below is an outline of the technical requirements for outdoor play spaces according to the AODA:

1. Consultation Requirements

- **Stakeholder Engagement:** When constructing or redeveloping an outdoor play space, organizations must consult with people with disabilities and their accessibility advisory committee (if one exists). This consultation should focus on the needs and preferences of users with disabilities, including both children and caregivers.

2. General Requirements

- **Accessibility Features:** Outdoor play spaces must include features that promote accessibility, which can include ground surfaces, play equipment, and seating. The features should cater to a variety of abilities, allowing children with physical, sensory, and cognitive disabilities to engage in play.

3. Ground Surfaces

- **Surface Material:** The ground surface in the play area should be firm, stable, and slip-resistant to support the movement of individuals using mobility devices, such as wheelchairs or walkers.
- **Impact Attenuation:** If the ground surface is required to absorb impact (e.g., under playground equipment), it should still be firm and stable. Materials like engineered wood fiber, rubber tiles, or poured-in-place rubber surfaces are commonly used to meet both safety and accessibility requirements.
- **Maintenance:** The ground surface should be regularly maintained to ensure it remains firm and stable, free of debris, and safe for use.

4. Accessible Routes

- **Pathways:** There must be accessible routes from parking areas, walkways, and other amenities to the outdoor play space. These pathways should:
 - Be at least 1,500 mm wide to allow for the easy passage of mobility devices.

- Have a firm and stable surface.
- Include gentle slopes where elevation changes are necessary (maximum slope of 1:20 or 5% for long runs, 1:12 or 8.3% for shorter ramps).
- **Connections:** Accessible routes should connect different elements within the play space, such as from one piece of equipment to another, and to seating areas.

5. Play Equipment

- **Variety of Play Experiences:** The play space should offer a variety of play experiences that are accessible to children with different abilities. This can include:
 - **Sensory Play:** Features that engage children through sight, sound, and touch (e.g., textured panels, musical instruments).
 - **Physical Play:** Equipment that allows for different types of movement, such as swinging, sliding, and climbing, and that can be used by children with varying physical abilities.
 - **Social/Imaginative Play:** Spaces that encourage social interaction and imaginative play, which can be designed to include children with cognitive or sensory disabilities.
- **Transfer Points:** For elevated play components (like slides or platforms), provide transfer points at accessible heights where children using mobility devices can move from their devices onto the play equipment.
- **Reach Ranges:** Play components should be within reach of children using wheelchairs or other mobility aids, typically within 1,220 mm from the ground.

6. Seating and Rest Areas

- **Accessible Seating:** Provide seating options that are accessible to both children and caregivers with disabilities. This can include benches with armrests to assist in sitting and standing, as well as spaces next to benches where wheelchair users can sit with others.
- **Location:** Seating should be strategically placed around the play space to allow caregivers to easily observe children at play.

7. Signage

- **Information and Wayfinding:** If signage is provided, it should be accessible, including features like raised text or Braille. Signage should provide clear information about the play space, including directions, rules, and features.
- **Location:** Signage should be placed at accessible heights and in locations that are easy to find and read for all users.

8. Maintenance and Safety

- **Regular Inspection:** Play spaces should be regularly inspected to ensure that all accessible features, including ground surfaces and equipment, remain in good condition.
- **Hazard Removal:** Any hazards, such as broken equipment or debris on pathways, should be promptly addressed to maintain accessibility and safety.

9. Environmental Considerations

- **Shade:** Where possible, provide shaded areas to protect children and caregivers from the sun. This can be particularly important for children with certain health conditions or disabilities.
- **Natural Elements:** Incorporating natural elements, such as plants or water features, can enhance sensory experiences and should be made accessible.

By adhering to these AODA technical requirements, outdoor play spaces can be designed to be inclusive, providing equitable access to recreational opportunities for all children and caregivers, regardless of ability.

APPENDIX G: OUTDOOR EATING AREAS

The AODA includes specific requirements for outdoor eating areas under the Design of Public Spaces Standards. These standards ensure that outdoor eating areas are accessible and usable by people with disabilities. Below is an outline of the technical requirements for outdoor eating areas according to the AODA:

1. Consultation Requirements

- **Stakeholder Engagement:** When constructing or redeveloping an outdoor eating area, organizations must consult with people with disabilities and, where one exists, an accessibility advisory committee. This consultation should focus on understanding the specific needs and preferences of users with disabilities.

2. General Accessibility Features

- **Accessible Tables:** At least 20% of the tables provided in an outdoor eating area must be accessible. If fewer than 20% of tables meet accessibility criteria, there must be at least one accessible table available.
- **Clear Space:** Each accessible table should have clear space around it to accommodate a person using a mobility device. This space should allow for easy maneuvering to and from the table.

3. Table Design and Placement

- **Table Height:** Accessible tables should have a surface height between 740 mm and 860 mm to allow wheelchair users to comfortably sit at the table.
- **Knee Clearance:** The space beneath the table must provide sufficient knee and toe clearance for someone using a wheelchair. Typically, this clearance is a minimum of 685 mm in height, 760 mm in width, and 485 mm in depth.
- **Surface Materials:** Tables should be made from materials that do not pose barriers to people with disabilities. For example, surfaces should be smooth, with no sharp edges, and durable enough to withstand outdoor conditions while remaining accessible.
- **Location and Pathways:** Accessible tables should be located along accessible paths of travel that are at least 1,100 mm wide. These paths should connect the tables to parking areas, entrances, washrooms, and other amenities.

4. Ground Surfaces

- **Firm and Stable:** The ground surface in the outdoor eating area and along the paths leading to it must be firm, stable, and slip-resistant to support individuals using mobility devices.
- **Level Changes:** There should be minimal or no changes in level around the accessible tables. If there are changes in level, they must be addressed with ramps or curb cuts that comply with accessibility standards.

5. Seating

- **Movable Chairs:** Providing movable chairs or benches allows individuals using mobility devices to choose whether to sit in their wheelchair or transfer to a chair. This flexibility enhances accessibility and comfort.
- **Armrests:** Where seating is provided, it's recommended to have some seats with armrests to assist individuals who may need support transitioning from a seated to standing position.

6. Shade and Shelter

- **Shade Options:** Where possible, provide shaded areas in outdoor eating spaces to protect users from sun exposure. Shade can be provided by trees, awnings, or umbrellas.
- **Shelter:** Consider providing shelters or canopies to protect users from adverse weather conditions, ensuring that these shelters are accessible and do not obstruct pathways or seating.

7. Signage

- **Information and Wayfinding:** If signage is provided in or around the outdoor eating area, it must be accessible. This includes features like raised text, Braille, and large print. Signage should give clear information about the location of accessible tables and routes.
- **Maintenance and Safety**
- **Regular Inspection:** Outdoor eating areas should be regularly inspected to ensure that all accessible features, such as pathways and tables, remain in good condition.

- **Debris Removal:** Paths leading to accessible tables should be kept clear of debris, snow, and other obstacles that might impede access.

9. Lighting

- **Adequate Lighting:** Ensure the outdoor eating area has adequate lighting, especially for evening or low-light conditions. Lighting should be evenly distributed and free of glare, enhancing visibility and safety for all users.

By following these technical requirements, outdoor eating areas can be designed to be inclusive and accessible, providing equitable access and comfort for all users, including those with disabilities.

APPENDIX H: BEACH ACCESS ROUTES

for beach access involves ensuring that all visitors, including those with disabilities, can access and enjoy beach areas. The AODA provides specific guidelines and technical requirements for creating accessible beach access routes. Below is a summary of how to comply with these requirements:

1. Consultation

- **Engage Stakeholders:** Before planning or implementing beach access improvements, consult with people with disabilities, accessibility advisory committees, and other stakeholders. This helps ensure that the design meets the needs of the community and complies with AODA requirements.

2. Beach Access Route

- **Definition:** A beach access route is a continuous, unobstructed path that allows people with disabilities to move from a parking area or entrance to the beach.
- **Width:** The access route must have a minimum width of 1,500 mm. This ensures that people using mobility devices have enough space to maneuver.
- **Surface:** The surface of the beach access route must be firm and stable, even on sandy terrain. It may require the use of specialized materials such as boardwalks, mats, or other hard surface paths.
- **Slope:** The maximum slope of the beach access route should not exceed 1:20 (5%). For ramps, the maximum slope should be 1:12 (8.33%).
- **Resting Areas:** If the beach access route exceeds 30 meters in length, resting areas should be provided. These areas should be level, have a minimum size of 1,500 mm by 1,500 mm, and be spaced appropriately along the route.
- **Clearance:** There must be a vertical clearance of at least 2,100 mm (7 feet) above the access route to avoid obstacles that could impede a person's movement.

3. Maintenance

- **Regular Inspection:** The beach access route and all associated facilities should be regularly inspected to ensure they remain in good condition. This includes checking for erosion, damage to surfaces, and the presence of obstacles.

- ***Seasonal Adjustments:*** In areas where the beach is subject to seasonal changes (e.g., high tides, ice, etc.), ensure that the access route is adjusted or maintained to remain accessible year-round.

4. Environmental Considerations

- ***Minimal Impact:*** Design beach access routes to minimize environmental impact, especially on dunes, vegetation, and wildlife. The access route should be designed to blend with the natural environment while still providing accessibility.

Town of Plympton-Wyoming AODA Improvements Plan

Facility	Description	Immediate	Upon Request	1-3 Years	3-5 Years	5+ Years
Municipal Office	Install horizontal grab bar behind toilet	\$25.00				
	Reposition toilet paper dispenser	\$25.00				
	Active listening system			X		
	Clear transfer space in washroom			X		
	Expand Charge n' Go program to indoors			X		
	Door operations control					X
WWO	Add railings to front entrance	Complete				
	Replace hardware for doors	\$50.00				
	Clear clutter from emergency exit	\$50.00				
	Have fire prevention inspect area & make recommendations	\$75.00				
	Add accessible parking if PLZ is not feasible			X		
	Add passenger loading zone				X	
	Make front entrance accessible					X
	Replace front door					X
LEO	Make rear entrance accessible					X
	Chair options in waiting room	\$1,500.00				
	Fasten carpet in areas	\$500.00				
	Install TWSI on stairs			X		
	Power door system in accessible washroom			X		
	Raise sink in accessible washroom			X		
	Install horizontal marking strips on stairs				X	
	Interior door width					X
Wyoming Library	Improve both on-street and off-street accessible parking	Complete				
	Customer service training for AODA	County				
	Provide flexible seating options throughout library	County				
	Accessible study and computer area	County				
	Add power door system to washroom		X			
	Continue to add accessible reading material		X			
	Add a Charge n' Go to an indoor location			X		
	Make accessible improvements to ramp including TWSI and guards			X		
	Move button to power door system			X		
	Add L-shape grab bars			X		
Wyoming Fire Hall	Accessible parking: relocate accessible parking space to front of	Complete				
	Extend sidewalk in front of building	\$1,000.00				
	Replace & add grab bars in washrooms	Complete				
	Extend width of front door, add power door system/automatic door			X		
	Enhance accessibility throughout kitchen				X	
	Add turning radius in washrooms					X
	Add universal washroom					X
Wellness Center	Add 2 accessible parking spaces	Complete				
	Add contrasting strips to nosing of stairs	\$100.00				
	Add seating with & without arm rests or wider chairs	\$400.00				
	Add TWSI to ramp and stairs			X		
Camlachie Fire Hall	Add Type A accessible parking	Complete				
	Use Ottawa accessible design standards when constructing washroom	On Going				
	Add power doors to entrance		X			
CCLM	Monitor carpet to ensure its properly fastened	\$50.00				
	Add grab bars in washrooms	\$175.00				
	Clear path of travel throughout building (1100 mm width)	\$50.00				
	Provide accessible service counter with knee clearance			X		
	Install guards and edging to ramp				X	
	Include TWSI and high tonal contrast strips on ramp and stairs				X	
	Include high tonal strips on interior stairs				X	
	Increase width of front door and all interior doors to 860 mm					X
CCC	Include turning radius in washroom					X
	Add lever style door handles throughout interior doors	\$1,600.00				
	Purchase suitcase style ramp for stage	\$2,500.00				
	Add Type A accessible parking with access aisles			X		
	Add automatic door system to both doors				X	
	Ensure all doors are 860 mm					X
Wyoming Pool	Create accessible style kitchen and bar					X
	Install Type B accessible parking with an access aisle	Complete				
	Install turning radius of 1500 mm x 1500 mm in front of door and activation button	\$500.00				
	Install accessible shower features in washroom	Complete				
	Install a ramp or repair transfer lift	Complete				
	Connect accessible path of travel to accessible parking			X		
	Ensure front entrance door is min. 860 mm			X		
	Where there is turning to enter change areas, ensure there is a radius of 1200 mm			X		
Lakeshore Park	Install accessible changing stall in both washrooms				X	
	Ensure all interior doors are min. 860 mm					X
	Include 2 accessible parking spaces	Complete				
	Include paths of travel to amenities			X		
Lamrecton Park	Include accessible seating throughout park where people with congregate			X		
	Make improvements to accessible washroom			X		
	Expand path to include viewing areas			X		
Arnold Minielly Park	Include accessible seating at rest areas with armrests and back support			X		
	Include Type A accessible parking closer to baseball diamond	\$500.00				
	Improve accessible path of travel to amenities throughout park			X		
	Include accessible seating at amenities throughout park			X		
	Incorporate accessible eating areas under pavilion			X		

Town of Plympton-Wyoming AODA Improvements Plan

Facility	Description	Immediate	Upon Request	1-3 Years	3-5 Years	5+ Years
Highland Glen Park	Install accessible parking area	\$250.00				
	Add accessible seating area throughout park	\$3,600.00				
	Comply with DOPS in regard to accessible beach access			X		
	Comply with accessible standards for stairs			X		
	Add accessible paths of travel throughout park				X	
McEwen Park	Add 2 accessible parking spaces that are close to amenities and paths of travel	\$250.00				
	Add accessible entrance to beach access				X	
McKay Park	Add accessible parking in locations around the park close to amenities	Complete				
	Accessible path of travel to amenities	\$5,000.00				
	Add accessible seating to outdoor eating areas	Complete				
Canton/Centennial Parks	Add accessible parking close to accessible path of travel	\$1,000.00				
	Add accessible path of travel from accessible parking and to amenities			X		
	Add accessible seating and viewing areas				X	
Sidewalks/Crossings	Install TWSI's at crossings and curb ramps		X			
	"X" identified time of need, cost estimates to be carried out in 2025					