



# AGENDA

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## **FACILITY ACCESSIBILITY DESIGN SUBCOMMITTEE OF THE MISSISSAUGA ACCESSIBILITY ADVISORY COMMITTEE**

THE CORPORATION OF THE CITY OF MISSISSAUGA  
[www.mississauga.ca](http://www.mississauga.ca)

**MONDAY, JUNE 18, 2012 – 1:30 P.M.**

Committee Room A, 2<sup>nd</sup> Floor, Civic Centre  
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

### Members

Carol MacEachern, Citizen Member (CHAIR)  
Glenn Barnes, Citizen Member  
Carol-Ann Chafe, Citizen Member  
Naz Husain, Citizen Member  
Clement Lowe, Citizen Member  
Mike Parris, Stakeholder Member

CONTACT PERSON: Karen Morden, Legislative Coordinator  
Office of the City Clerk, Telephone: 905-615-3200, ext. 5423, Fax: 905-615-4181  
[karen.morden@mississauga.ca](mailto:karen.morden@mississauga.ca)

CALL TO ORDER

ITEMS FOR DISCUSSION

A. Site Plan Process – Development and Design Division

Lawrence Franklin, Urban Designer, will provide an overview and process review with respect to the Site Plan Process within the Development and Design Division.

A PowerPoint presentation will be delivered at the meeting.

ITEMS FOR INFORMATION

1. Site Plan Process – Development and Design Division Powerpoint Presentation

Powerpoint presentation with respect to the Site Plan Process – Development and Design Division.

RECOMMEND RECEIPT/APPROVAL

DATE OF NEXT MEETING

Accessibility Advisory Committee – Monday, September 10, 2012 at 2:00 PM, at the Mississauga Valley Community Centre, Program Room 1.

Facility Accessibility Design Subcommittee - Monday, September 17, 2012 at 1:30 PM, Committee Room A, 2<sup>nd</sup> Floor, Civic Centre.

ADJOURNMENT

# PRESENTATION TO FACILITIES ACCESSIBILITY DESIGN SUBCOMMITTEE

## ACCESSIBILITY AND THE SITE PLAN DEVELOPMENT APPLICATION REVIEW PROCESS

**JUNE 18, 2012**

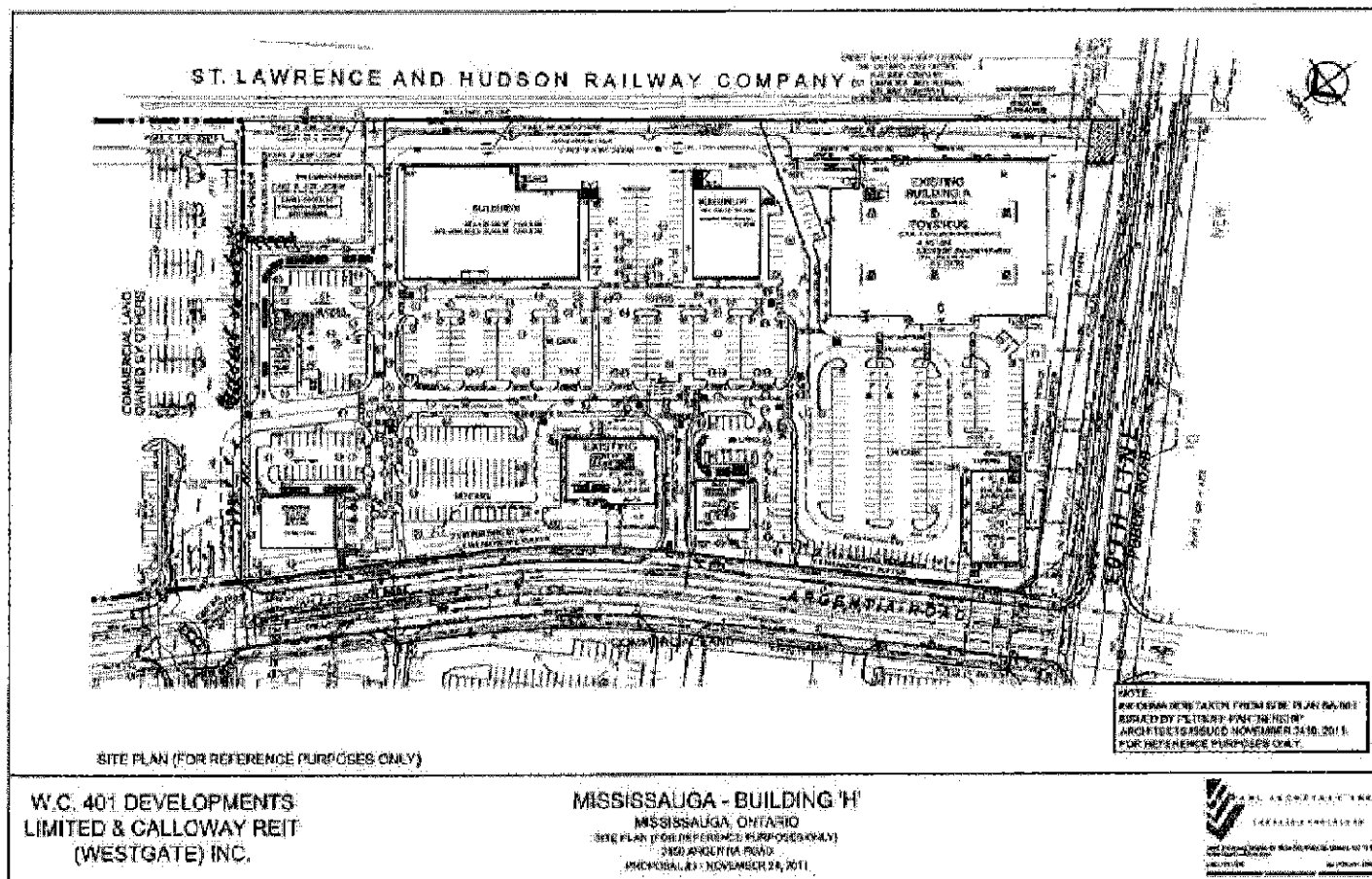


## WHAT IS A SITE PLAN?

A site plan is a drawing prepared by a professional designer which includes:

- the locations of buildings and structures
- relationships between buildings
- landscape and grading information

# WHAT IS A SITE PLAN?



## WHAT IS SUBJECT TO SITE PLAN APPROVAL?

- lands zoned for employment purposes which abut major roads or green space
- commercial and institutional developments
- multi-unit residential developments
- detached dwellings which abut major roads
- detached dwellings within certain areas of Wards 1 and 2
- development within special areas including The Meadowvale Village Heritage Conservation District, The Port Credit Heritage Conservation District, and part of the former Town Of Streetsville

## SITE PLAN AUTHORITY

Under Section 41 of The Planning Act, The Council of The City Of Mississauga passed Site Plan By-law 0293-2006, as amended.

### SITE PLAN CONTROL BY-LAW

#### THE CORPORATION OF THE CITY OF MISSISSAUGA

#### BY-LAW NO. 0293-2006

#### **NOTE:**

This is an "OFFICE CONSOLIDATION" of By-law No. 0293-2006, City of Mississauga Site Plan Control By-law, approved by City Council, 2006 July 03, and came into force and effect, 2006 July 03, and incorporates all amendments made to the said By-law.

For accurate reference the "ORIGINAL" of the Individual By-laws should be consulted. Copies of "ORIGINAL" By-laws are available at the Corporate Services Department, Office of the City Clerk (3<sup>rd</sup> Floor-Pacelle City Hall). Copies of the "OFFICE CONSOLIDATION" are available from the Planning and Building Department, Strategic Planning and Business Services Division (10<sup>th</sup> Floor-Tower, City Hall).

The number in brackets and italics, eg., (1234-2006), at the end of a section, subsection, paragraph, subparagraph, etc., is the number of the By-law amending By-law No. 0293-2006 that implemented or amended that section, subsection, paragraph, or subparagraph, etc.

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#### Date of updates to the "Office Consolidation" and latest By-law in force:

Amending By-law No.	Amends	Enacted and Passed	In Force
0010 - 2007	Section 5(n) and Schedule 10	Feb 28, 2007	Feb 28, 2007
0163 - 2007	Section 5(n)	Apr 23, 2007	Apr 23, 2007
0218 - 2007	Repeals 914 Replaces Sections 4(c), (d), 5 (n)(b), (d)(c), (d)(d), (d)(e) Adds Section 5(o)	Jun 20, 2007	Jun 20, 2007
0539 - 2007	Section 5(p)	Sep 26, 2007	Sep 26, 2007
0146 - 2008	Section 5(q) and Schedule 11	May 07, 2008	May 07, 2008
0185 - 2010	Section 5(n) Repeals and Replaces Section 5(n)(d), Schedules 1, 2, 3, 7 and 7D	Aug 23, 2010	Jun 23, 2010

## MANDATE OF THE SITE PLAN PROCESS

- Limiting the adverse impacts of a development on surrounding areas
- Ensuring that each project contributes to the character of development envisaged by the official plan
- Addressing safety issues such as:
  - vehicular access and circulation
  - **site and building accessibility**
  - pedestrian safety
  - fire routes
  - Crime Prevention Through Environmental Design (CPTED)



## WHO REVIEWS THE SITE PLAN?

### COMMUNITY SERVICES DEPARTMENT

- Planning and Administration
- Fire and Emergency Services
- Urban Forestry
- Heritage Coordinator

### TRANSPORTATION AND WORKS DEPARTMENT

- Transportation and Infrastructure Planning
- Mississauga Transit
- Engineering and Works

## WHO REVIEWS THE SITE PLAN?

### PLANNING AND BUILDING DEPARTMENT

- **Development and Design Division**
- Zoning Section
- Plumbing Section (Septic Systems)
- Policy Planning Division (Environmental Issues)

### OTHER RELEVANT AGENCIES

- Enersource Hydro Mississauga
- Region of Peel
- Conservation Authorities (CVC, TRCA, Halton Region Conservation)
- Ministry of Transportation
- Utility Companies
- Ward Councillor
- Residents Association

## WE (DEVELOPMENT AND DESIGN) REVIEW:

- Location of buildings and structures
- Massing/conceptual design of buildings
- The provision for public spaces
- Matters related to exterior design
- Sustainable design
- **Design of facilities for accessibility**
- Site design issues such as access, parking and loading, garbage handling, walkways, lighting, fencing, landscaping, and grading

## REFERENCE MATERIAL:

### REFERENCE NOTES:

- Standards for Children's Outdoor Play Spaces
- Standards for Shadow Studies
- Barrier Free Standards and Building Access
- Screening for Rooftop Mechanical Units
- Noise Attenuation Walls Along Rail Lines

### REFERENCE NOTES (cont'd):

- Single Detached Condominiums
- Balconies in Medium and High Density Residential Developments
- Alternatives to Noise Attenuation Walls
- Condominium Townhouse Design Standards
- Standards for Senior's Outdoor Amenity Areas



- Port Credit, Lakeview, and Clarkson are subject to ongoing design studies.

### SEE ALSO:

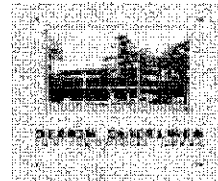
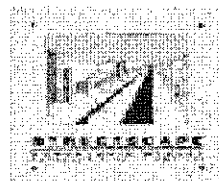
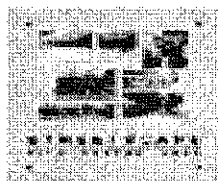
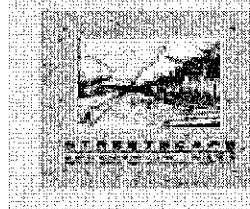
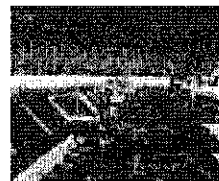
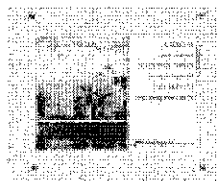
- Streetsville Storefront Improvement Study, Cause Report (1983), Community Improvement Plan
- Clarkson Community Improvement Plan, Urban Design Guidelines Study
- Port Credit Storefront Improvement Study, Community Improvement Plan.
- Historic Streetsville Design Guidelines

## REFERENCE MATERIAL:

- New Dwellings, Replacement Housing and Additions – Design Guidelines
- Green Development Strategy
- Handbook – Low Rise Multiple Dwellings
- Fact Sheet: Green Roofs
- Crime Prevention Through Environmental Design
- City of Mississauga Accessibility Design Handbook
- Vacant Land and Common Element Condominiums

- Drive Through Restaurants/Convenience Kiosks
- Standards for Hydro Meter Walls
- City Centre Streetscape Guidelines
- City Centre Urban Design Guidelines
- Mississauga Road Scenic Route Study
- Design Guidelines for Automobile Service Stations, Car Washes and Accessory Uses

- Hurontario Street Streetscape Guidelines
- Upper Hurontario Corridor Study
- Design Guidelines for Industrial Areas
- McLaughlin Road Streetscape Guidelines
- Urban Design Guidelines for High Density Apartments



## REFERENCE CHECKLIST

- New Dwellings, Replacement Housing and Additions – Design Guidelines
- Green Development Strategy
- Handbook – Low Rise Multiple Dwellings
- Fact Sheet: Green Roofs
- Crime Prevention Through Environmental Design
- City of Mississauga Accessibility Design Handbook
- Vacant Land and Common Element Condominiums

### Mississauga Accessibility Design Handbook Site Plan Checklist

#### Accessible Parking Spaces

- |                          |                  |                    |                   |
|--------------------------|------------------|--------------------|-------------------|
| <input type="checkbox"/> | Number of Spaces | 2.1.1(e)           |                   |
| <input type="checkbox"/> | Location         |                    | 2.1.1(a)(b)(c)(d) |
| <input type="checkbox"/> | Size             |                    | 2.1.1(f)(g)       |
| <input type="checkbox"/> | Signage          |                    | 2.1.3             |
| <input type="checkbox"/> | Curb Cut         |                    | 2.4.1             |
| <input type="checkbox"/> | Slope            |                    | 2.1.1(j)          |
| <input type="checkbox"/> | Surface Material | 2.1.1(i)(n), 2.2.3 |                   |

#### Drop-Off Zones

- |                          |                    |                 |             |
|--------------------------|--------------------|-----------------|-------------|
| <input type="checkbox"/> | Location           |                 | 2.1.2(a)(b) |
| <input type="checkbox"/> | Size               |                 | 2.1.2(f)    |
| <input type="checkbox"/> | Surface Material   | 2.1.2(e), 2.2.3 |             |
| <input type="checkbox"/> | Vertical Clearance | 2.1.2(h)        |             |
| <input type="checkbox"/> | Curb Cut           |                 | 2.4.1       |

#### Accessible Routes

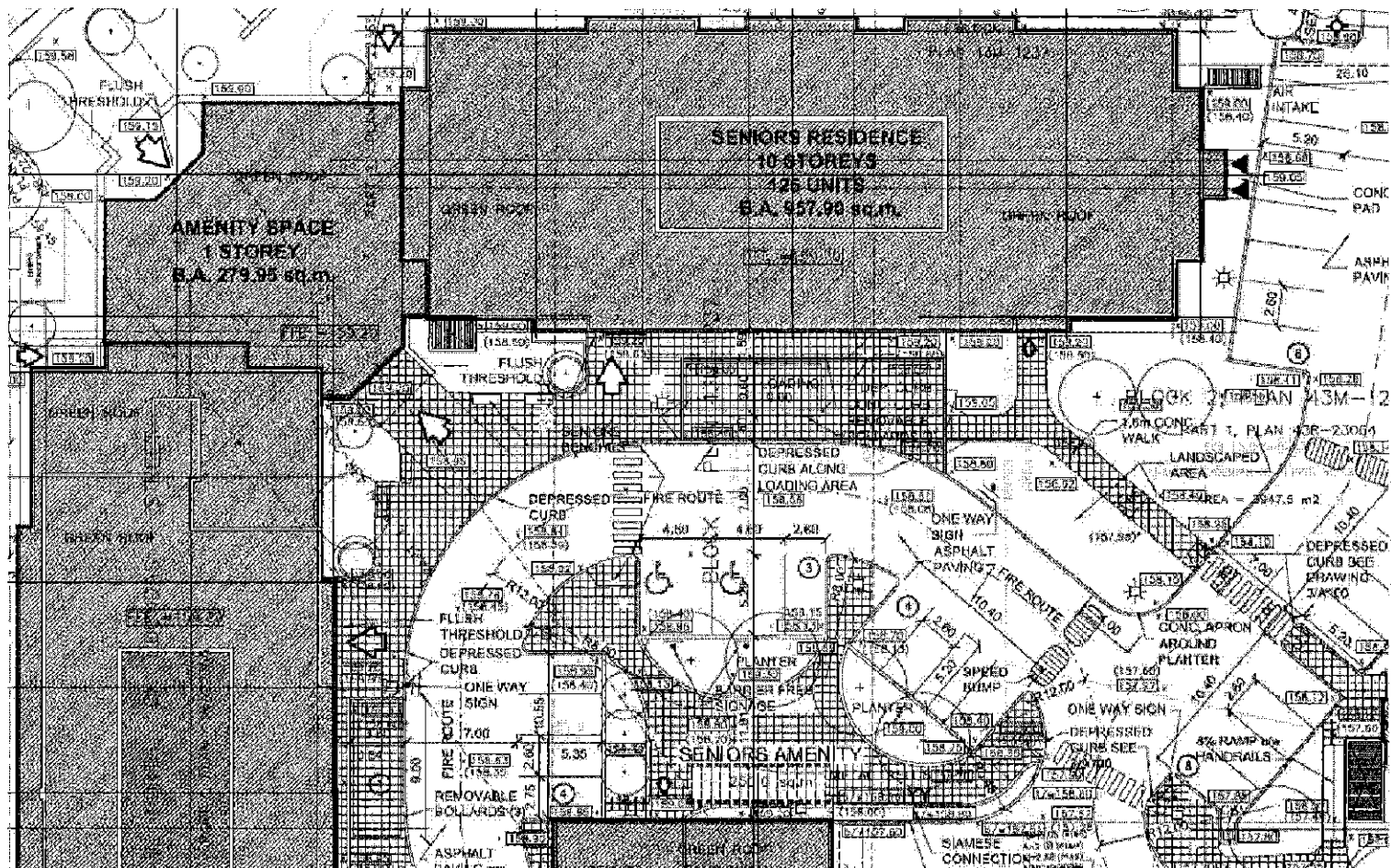
- |                          |                    |       |                   |
|--------------------------|--------------------|-------|-------------------|
| <input type="checkbox"/> | Location           |       | 2.2.1(a)(h)       |
| <input type="checkbox"/> | Width              |       | 2.2.1(b)          |
| <input type="checkbox"/> | Slope              |       | 2.2.1(c)(d)(e)(f) |
| <input type="checkbox"/> | Surface            |       | 2.2.1(g), 2.2.3   |
| <input type="checkbox"/> | Protruding Objects | 2.2.2 |                   |

#### Barrier-Free Entrance

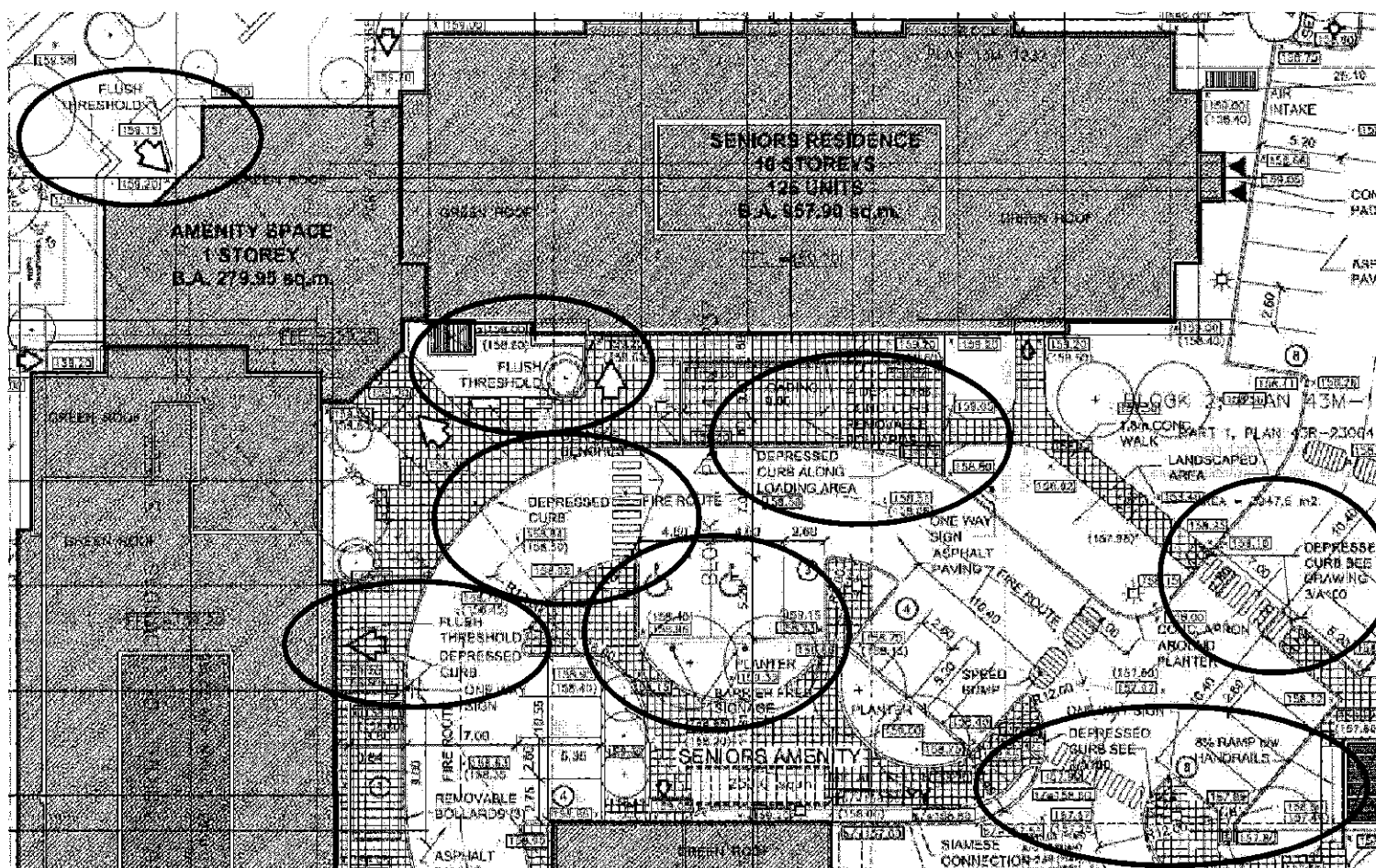
- |                          |                  |                 |                      |
|--------------------------|------------------|-----------------|----------------------|
| <input type="checkbox"/> | Location         |                 | 2.3.1(a)(b)(c)(d)(e) |
| <input type="checkbox"/> | Surface Material | 2.3.1(g), 2.2.3 |                      |
| <input type="checkbox"/> | Ramps            |                 | 2.4.2                |
| <input type="checkbox"/> | Handrails        |                 | 2.4.4                |
| <input type="checkbox"/> | Steps and Stairs | 2.4.3           |                      |



## SITE PLAN REVIEW



## SITE PLAN REVIEW





## COMMENTS (JAWS users may wish to move on to the next slide)

- The barrier free parking space is to be as near as possible to the main barrier free building entrance. Show the barrier free path of travel from the parking space to the barrier free entrance on the site plan drawing. Curb ramps and flush thresholds for access to and into the building by the handicapped must be provided and shown on the site plan drawing.
- Disabled persons parking spaces should be located as close as possible to a barrier-free access walkway and the barrier-free building entrance. Site plan development standards indicate that disabled persons parking spaces should be located within 30 m of the main building entrance.
- Disabled persons parking spaces must allow immediate access to a barrier-free walkway, ideally without requiring the user to move behind or between parked cars or to cross vehicular traffic.
- A barrier-free path of travel is required to connect the disabled parking spaces to the barrier-free building entrance.
- Exterior walkways shall be slip resistant, continuous, and even surfaced.
- Exterior walks should drain easily. A brushed concrete finish, oriented at right angles to the path of travel, is preferred.
- A minimum width of 1100mm, (3 ft.-7"), and a gradient not exceeding 1 in 20 is required for barrier-free exterior walks. Gradients exceeding 1 in 20 shall be designed as a ramp. Provide a change of surface materials or painted lines in locations where a barrier free access intersects a vehicular driveway, fire route, or parking aisle. Drain inlets should be placed so as not to conflict with a barrier free walk or ramp.
- Barrier-free parking stalls and signage must be provided as detailed in Accessible Parking By-law 001-09. Details of the layout and signage requirements have been enclosed for your information.
- Include the following standard note on the site plan drawing:
  - "Parking spaces reserved for people with disabilities must be identified by a sign, installed at the applicant's expense, in accordance with the design specifications of Schedules 2 & 3 of By-law 001-2009."
  - Curb ramps and flush thresholds for access to and into the building by the handicapped must be provided and shown on the site plan drawing.
- A barrier free path of travel is required to connect the disabled parking spaces to the barrier free building entrance, ideally without requiring the users to move behind or between parked cars or to cross vehicular traffic. Exterior walkways shall be slip resistant, continuous, even surfaced, and should drain easily. A brushed concrete finish, oriented at right angles to the path of travel, is preferred. A minimum width of 1.8 m, and a gradient not exceeding 1 in 20 are required for barrier free exterior walks. Gradients exceeding 1 in 20 are to be designed as a ramp. Drain inlets should be placed so as not to conflict with a barrier free walk or ramp. Provide a change of surface materials or painted lines in locations where a barrier free access intersects a vehicular driveway, fire route, or parking aisle. Curb ramps and flush thresholds for access to and into the building by the handicapped must be provided and shown on the site plan drawing.

# ATTACHMENTS

## EXTERIOR DESIGN 2

### 2.4.1 Curb Ramps/Cuts

While a smooth transition and minimal slope are ideal for users of wheelchairs and other mobility equipment, they are potentially hazardous to people who have low or no vision who may not notice the transition from sidewalk to street or driveway. With this in mind, curb ramps should be designed to provide maximum utility to wheelchair and mobility equipment users, without creating additional hazards for people who have low or no vision.

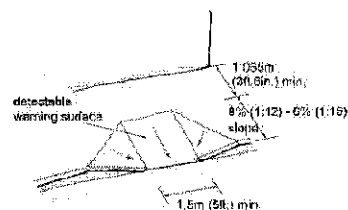
#### LOCATION

Curb ramps/cuts should be located wherever barrier-free routes cross a raised curb.

#### CRITERIA

- a) A curb ramp should have a minimum width of 1.5m (5ft.) with the ramp not exceeding 2.0m (6ft.6in.) in length.

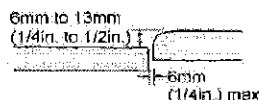
#### Curb Ramp Requirements



If a curb ramp cuts into an accessible sidewalk or pathway a level resting area, at least 1.5m (5ft.) wide and 1.07m (3ft.6in.) deep should be provided at the top of the curb ramp to accommodate the turning of a wheelchair or other mobility aid.

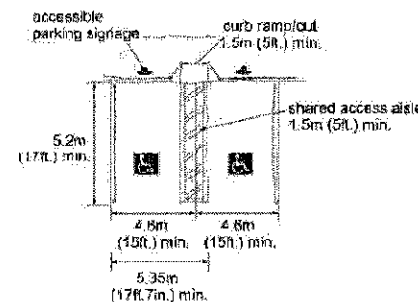
- b) A curb ramp should have a maximum slope of 8% (1:12) with a recommended slope of 6% (1:16). Each flared side should have a recommended slope of 10% (1:10).
- c) The circular slope of surfaces immediately adjacent to curb ramps should not exceed 5% (1:20).
- d) Curb ramps which provide access to vehicular way crossings shall include a detectable warning surface (refer to Section 4.4 – Detectable Warning Surfaces).
- e) The lower edge of a curb ramp should be finished with a rounded or sloped edge between 6mm (1/4in.) and 13mm (1/2in.) in height. An edge greater than 13mm (1/2in.) impedes the safe operation of a wheelchair, while an edge less than 6mm (1/4in.) is a potential hazard to individuals with low or no vision.

#### Lower Edge of a Curb Ramp



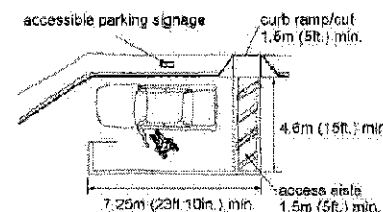
- f) To accommodate people in wheelchairs and those with other mobility equipment, accessible parking spaces (parking stalls) should be at least 4.6m (15ft.) wide and 5.2m (17ft.) deep.

#### Accessible Parking Space Dimensions



- g) Accessible parallel parking stalls should be at least 7.25m (23ft.10in.) long and 4.6m (15ft.) deep.

#### Accessible Parallel Parking Dimensions



- h) A clear path (no parking zone) to the adjacent curb ramp/cut should be demarcated by a painted, hatch-lined access aisle, at least 1.5m (5ft.) in width.
- i) An accessible parking space should have a firm, level surface with a maximum slope of 2% (1:50) for drainage.
- j) Curb ramps or other features mitigating changes in level from a parking space to a barrier-free path of travel should avoid encroachment upon the minimum dimensions of the accessible parking stall (refer to Accessible Parking Dimensions and Section 2.4.1 – Curb Ramps/Cuts).
- k) While not recommended, if wheel stops are included they should be painted yellow for maximum visibility.
- l) The instructions to operate a municipal parking meter should be no higher than 1.4m (4ft.7in.) with all operable components no higher than 1.2m (4ft.) above the ground. Where sufficient clear space is provided for a side approach, the operable components may be installed as high as 1.37m (4ft.6in.) (refer to Section 1.3.1 – Space and Reach Requirements).
- m) For signage standards for accessible parking spaces refer to Section 2.1.3 – Parking Signage.

\_\_\_\_\_  
(signature references drawing notes (1)(c) and (2)(a) to (2)(d) only)

### Acceptable Parking Signage Requirements:

All accessible parking stalls shall be designated by one sign per bay as per by-law "F09". The required sign must be mounted at least 1524mm and not more than 2438mm from the top of the curb elevation. Sign must not obstruct the sidewalk. Where an unobstructed building face is located no more than 2.0m from the face of the curb at accessible bay the sign may be mounted on the building face.

**Storage Face:**

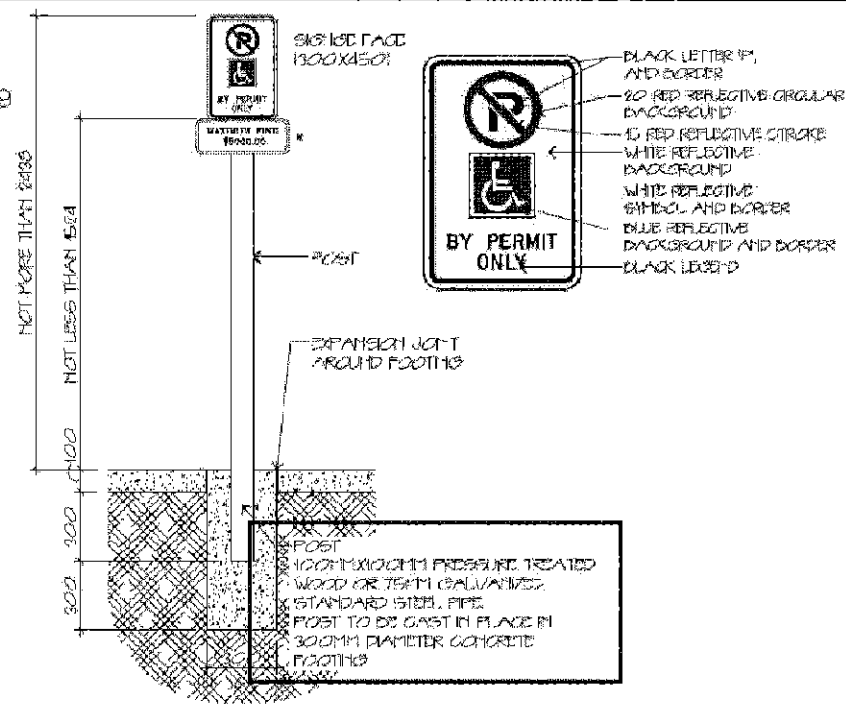
0.064mm gauge aluminum sign blank  
white background  
hoses-netto punched

Mounting:

The sign face must be secured to a post with two galvanized 12mm hex. head bolts and nuts with flat washers on both sides.



\* SECOND ACCESSIBLE 9101



## WHAT HAPPENS NEXT

"It is the responsibility of the applicant to address each of the comments on the site plan and elevation drawings and to resubmit the appropriate number of revised drawings, ... ."

## WHAT HAPPENS NEXT



## **WHAT HAPPENS NEXT**

### **LANDSCAPE PLAN APPROVAL**

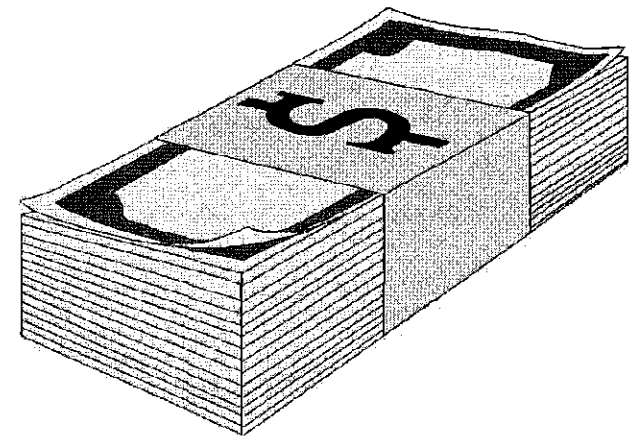
Landscape Plan Approval is a part of the site plan process which ensures that an acceptable level of site work is provided at each development to contribute to the overall environment of the city.

Once the applicants have addressed all issues related to the location of any buildings or structures on the site, ..., they may submit landscape plans for review and approval by the Landscape Architect.

## WHAT HAPPENS NEXT

### SECURITIES

Securities are received prior to Landscape Plan Approval and Site Plan Approval to ensure the completion of the site and landscape works shown on the approved site plan, landscape plan, and elevation drawings.



## WHAT HAPPENS NEXT

### FINAL SITE PLAN APPROVAL

Final Site Plan Approval is issued once all comments have been addressed, the landscape plans have been approved and the required securities and undertaking have been received.

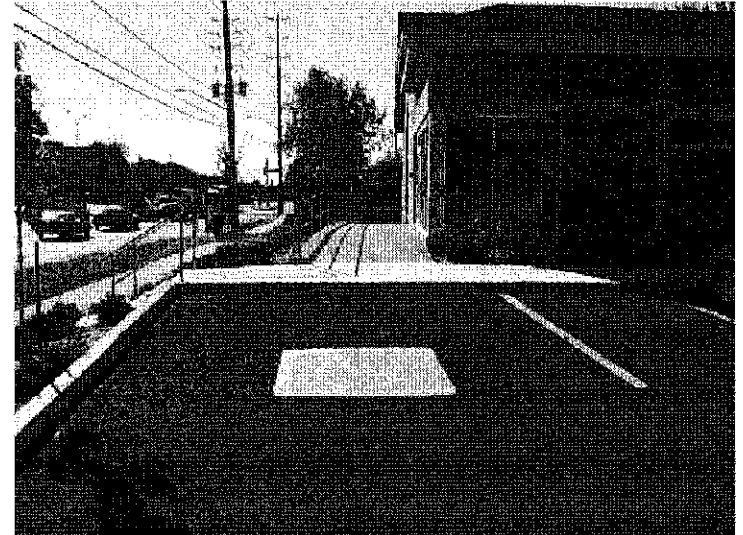
Upon receipt of the Approved Site Plan, the applicant may obtain a building permit from the Building Division if all other requirements for the issuance of a building permit are met.



## WHAT HAPPENS NEXT INSPECTIONS

Upon completion of all site works, including construction, landscaping, sodding, and paving, the applicant submits a landscape completion notification certificate and inspection fee to the Landscape Architectural Technologist, and arrange a site inspection.

## WHAT HAPPENS NEXT INSPECTIONS



## WHAT HAPPENS NEXT

### RELEASE OF SECURITIES

Securities are returned to the owner after the inspection and approval of the built works.



Planning and Building Department  
Development and Design Division

 **MISSISSAUGA**  
*leading today for tomorrow*

**-END-**