

Accessibility Guidelines

Site Plan Approval

March 2026

Preamble

The following guidelines apply to newly constructed and redeveloped exterior paths of travel and off-street parking facilities, to assist with creating spaces that are accessible with universal design principles in new private developments and public right of ways. Where existing conditions preclude full adherence to the provisions contained in these guidelines, accommodations should be provided to the greatest extent possible.

The Town of Orangeville's Site Plan Approval Accessibility Guidelines have been prepared in collaboration with Access Orangeville. They incorporate applicable regulations under the Accessibility for Ontarians with Disabilities Act, 2005 (AODA), the Town's Zoning By-laws and Engineering Standards. and other design guideline approaches observed in other municipalities.

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1

EXTERIOR PATHS OF TRAVEL

Application:

This section applies to exterior paths of travel, which typically include, but are not limited to:

- pedestrian circulation routes that serve facility entrances, exits, elements or amenities;
- pedestrian circulation routes that serve as connections between a site boundary and access into or from a facility;
- public right-of-ways (e.g., sidewalks and footpaths);
- ramps; and
- curb ramps and depressed curbs.

Where stairs are located on accessible exterior routes or walkways, an alternative accessible route is to be provided immediately adjacent to the stairs and may include a ramp or another accessible means of negotiating elevation change.

This section applies to sidewalks used for pedestrian travel and does not include recreational trails or other paths of travel related to parks and the natural environment or private residential areas.

Exceptions:

Compliance with the guidelines provided in this section is not required where it would:

- cause substantial harm to cultural, historic, religious, or significant natural features/characteristics;
- substantially change the intended experience provided by the facility;
- be impractical due to physical terrain; and
- require construction methods or materials that are prohibited by federal, provincial or local laws.

1.1 | Clear Widths

Requirements

Minimum width for clear path Exception: may be reduced only at curb ramp	1,500 mm (1.5 m) 1,200 mm (1.2 m)
Minimum headroom clearance along path of travel	2,100 mm (2.1 m)
Minimum entrance clearance at entrances that lead to an exterior path of travel	850 mm
Maximum diameter of opening along exterior path of travel surface	20 mm

Additional Notes

- **Ensure ground surfaces are firm, stable, and slip resistant**
- **Ensure a high tonal contrast with the adjacent ground surfaces**
- **Ensure the path of travel is clear from obstructions, protrusions, and overhead objects**
- **Where an exterior path has an opening in its surface:**
 - **Ensure the openings do not allow passage of an object with a diameter greater than 20 mm, and**
 - **Ensure the openings are oriented perpendicular to the direction of travel**
 - **Openings can include drainage sewers, utility covers, sewers, etc.**
 - **Avoid the need for an opening on an accessible path to best prevent tripping hazards**

1.2 | Slopes

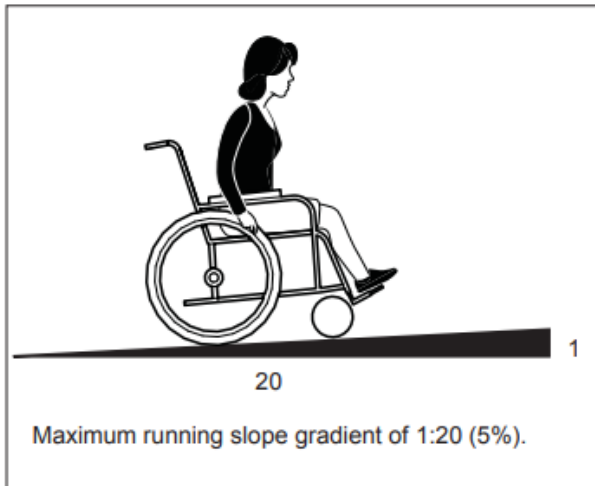
Requirements

Maximum running slope	1:20 (5%)
Cross Slope	
<ul style="list-style-type: none"> Maximum cross slope if surfaces are asphalt, concrete, or other hard surfaces Maximum cross slope in all other cases 	<p>1:20 (5%)</p> <p>1:10 (10%)</p>

Additional Notes

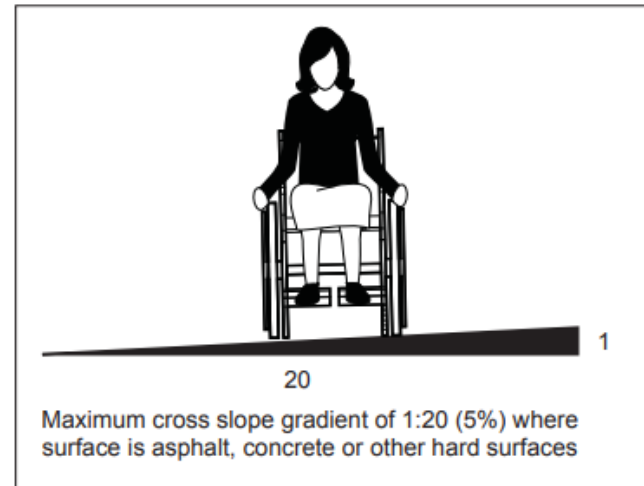
- Where a path is a sidewalk, the running slope can be greater than 1:20 (5%) but it cannot be steeper than the adjacent roadway

Figure 1: Running Slope



Norfolk County Accessibility Design Guidelines (2019)

Figure 2: Cross Slope



Norfolk County Accessibility Design Guidelines (2019)

1.3 | Elevation Changes

Where there is a change in level or drop-off immediately adjacent to the accessible path of travel:

Change in adjacent level	Barrier Requirement
Less than 200 mm	No barrier requirement
200 mm to 600 mm	Provide colour contrasted curb or other curb protection to a minimum 75 mm height above the path of travel
600 mm or more	Provide guards mounted to a height of at least 1070 mm measured vertically from the top of the guard to the ground surface of the path of travel.

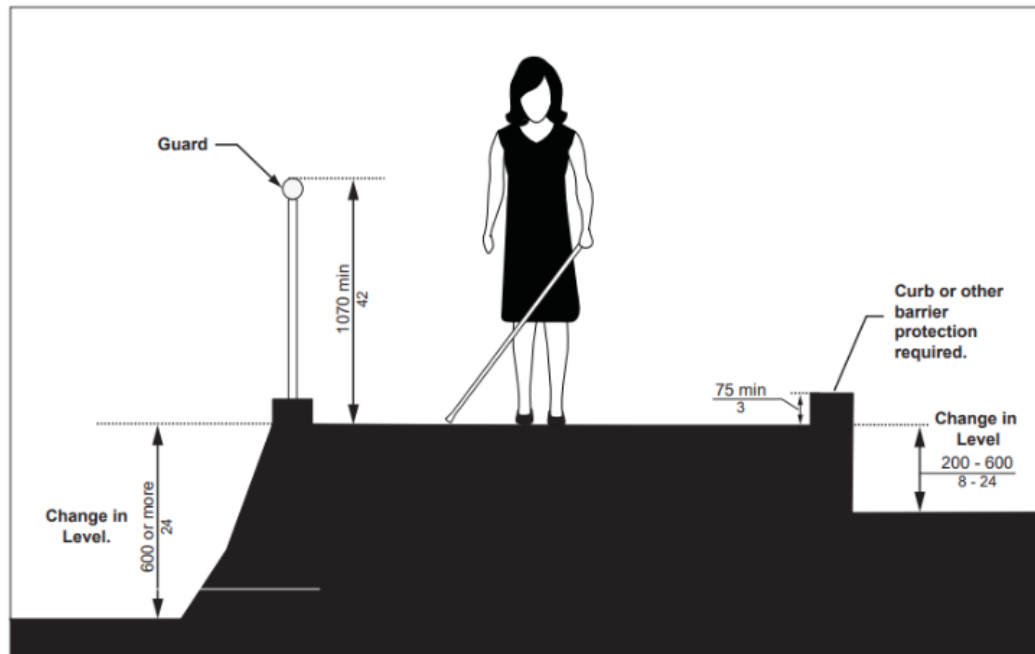


Figure 3: Adjacent elevation change barrier requirement

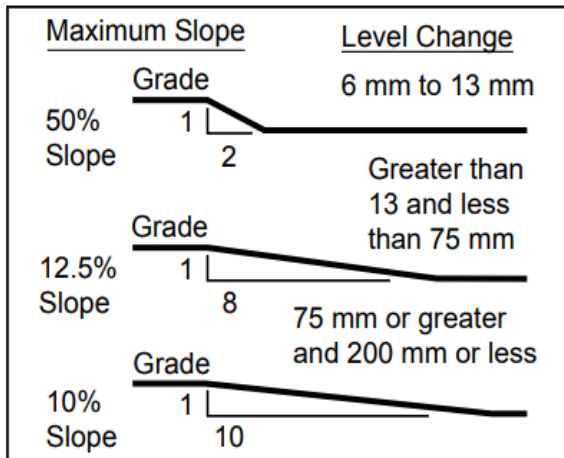
Norfolk County Accessibility Design Guidelines (2019)

1.3 | Elevation Changes

Where there is a change in level along an exterior path of travel, the following slope requirements are to be provided:

Change in Elevation	Slope Requirement
1-5 mm	No bevel required
6-13 mm	1:2 bevel (50%)
14-74 mm	Maximum running slope of 1:8 (12.5%) or add a curb ramp
75-200 mm	Maximum running slope of 1:10 (10%) or add a curb ramp
> 200 mm	Must provide a ramp

Figure 4: Permitted Slope at Elevation Change



City of Toronto Accessibility Design Guidelines (2021)

1.4 | Ramps

Requirements

Minimum width for clear ramp	1,500 mm (1.5 m)
Minimum headroom clearance along ramp	2,100 mm (2.1 m)
Maximum length of ramp sections	9,000 mm (9 m)
Slope <ul style="list-style-type: none"> • Maximum running slope • Maximum cross slope 	1:15 (6.67%) 1:50 (2%)
Landings <ul style="list-style-type: none"> • Maximum intervals between landings • Minimum size of landing at the top and bottom of the ramp, and when there is an abrupt change in direction • Minimum size of landing for in-line landings 	9,000 mm (9 m) 1,670 mm x 1,670 mm 1,670 mm in length x the width of the ramp
Handrails <ul style="list-style-type: none"> • Handrail circular diameter • Handrail non-circular • Height of handrails, measured from the surface of the ramp • Maximum distance between handrails when ramp is more than 2,200 mm in width • Handrail extension at the top and bottom of the ramp • Minimum clearance between the handrail and any wall which it is attached to 	30-40 mm Perimeter 100–155 mm, max dimension ≤ 57 mm 865-965 mm 1,650 mm 300 mm 50 mm

1.4 | Ramps

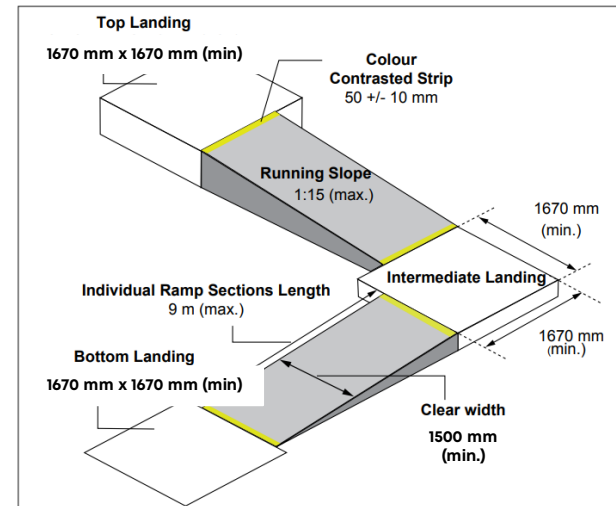
Requirements

Guards <ul style="list-style-type: none">Minimum guard height, measured vertically from the ramp section to the top of the guard	1,070 mm
Edge Protection <ul style="list-style-type: none">Minimum curb height on any side of the ramp when no solid enclosure or guard is provided	50 mm

Additional Notes

- Ensure ground surfaces are firm, stable, and slip resistant
- Ensure a high tonal contrast with the adjacent ground surfaces
- Ensure lands are provided:
 - At the top and bottom of the ramp
 - Where there is an abrupt change in direction of the ramp
 - At horizontal intervals not greater than nine (9) metres apart
- Where an exterior path has openings in its surface:
 - Ensure the openings do not allow passage of an object with a diameter greater than 20 mm, and
 - The openings are oriented perpendicular to the direction of travel

Figure 4: Ramp Design Features

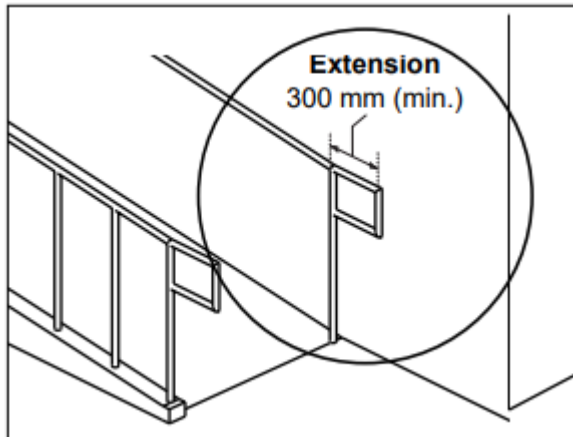


Oshawa Accessibility Design Guidelines (2022)

1.5 | Guards and Handrails

- Handrails must be provided continuously on both sides of the ramp
 - Where ramps are over 2,200 mm in width, one or more immediate handrails must be installed so there is no more than 1,650 mm between handrails
- Ensure handrails extend horizontally by at least 300 mm beyond the ramp at the top and bottom of the ramp, and end in a manner that will not obstruct the path of travel
- Guards must be provided on both sides of the ramp, unless there is a wall present
- Guards are to be designed so there is no member, attachment, or opening between 140-900 mm above the ramp surface to prevent climbing

Figure 5: Handrail Extension to Guard or Rail



Oshawa Accessibility Design Guidelines (2022)

Best Practice

A ramp surface of 1,500 mm (1.5 m) is preferred for use by people with low vision or vision loss, in order to allow space for a companion or guide dog.

1.6 | Stairs

Requirements

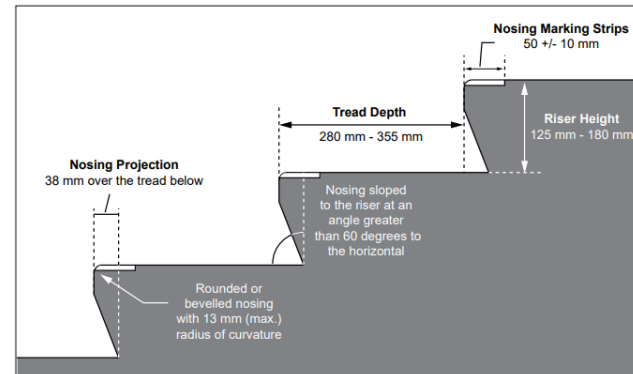
Riser height (rise between successive treads)	125-180 mm
Tread depth (run between successive steps)	280-355 mm
Maximum nosing projection on a tread, with no abrupt undersides	38 mm
Minimum size of tactile walking surface indicators	Must extend the full tread width and have a minimum depth of 610 mm
Handrails <ul style="list-style-type: none"> • Handrail circular diameter • Handrail non-circular • Height of handrails, measured from the surface of the stairs • Maximum distance between handrails when stairs are more than 2,200 mm in width • Handrail extension at the top and bottom of the stairs • Minimum clearance between the handrail and any wall which it is attached to 	30-40 mm Perimeter 100–155 mm, max 57 mm 865-965 mm 1,650 mm 300 mm 50 mm
Guards <ul style="list-style-type: none"> • Minimum guard height, measured vertically from the ramp section to the top of the guard • Minimum guard height around landings where the difference in elevation between ground level and the top of the stairs is greater than 600 mm 	920 mm 1,070 mm

1.6 | Stairs

Additional Notes

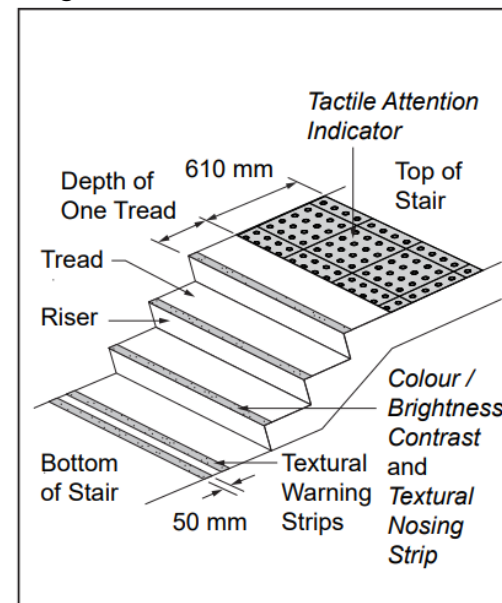
- Ensure ground surfaces are firm, stable, and slip resistant
- Ensure a high tonal contrast markings that extend the full tread width of the leading edge of each step
- Ensure uniform riser and tread depth throughout any stair system
- Stairs must have closed risers
- Tactile walking surface indicators must be provided at the top of all flights of stairs starting one (1) tread depth back from the leading edge
- Handrails must be provided continuously on both sides of the stairs
 - Where stairs are over 2,200 mm in width, one or more immediate handrails must be installed so there is no more than 1,650 mm between handrails
- Ensure handrails extend horizontally by at least 300 mm beyond the stairs at the top and bottom, and end in a manner that will not obstruct the path of travel
- Guards must be provided on both sides of the ramp, unless there is a wall present

Figure 6: Stair Design Features



Markham Accessibility Design Guidelines (2022)

Figure 7: Textured Surfaces at Stairs



City of Toronto Accessibility Design Guidelines (2021)

1.8 | Curb Ramps and Depressed Curbs

Curb ramps and depressed curbs are required when there is a change in level between exterior path of travel and adjacent vehicular route. The provision of curb ramps ensures a continuous accessible path of travel between vehicular and pedestrian routes.

A Curb Ramp is a ramp that is cut through a curb, or a projecting ramp that is built up to a curb.

Requirements

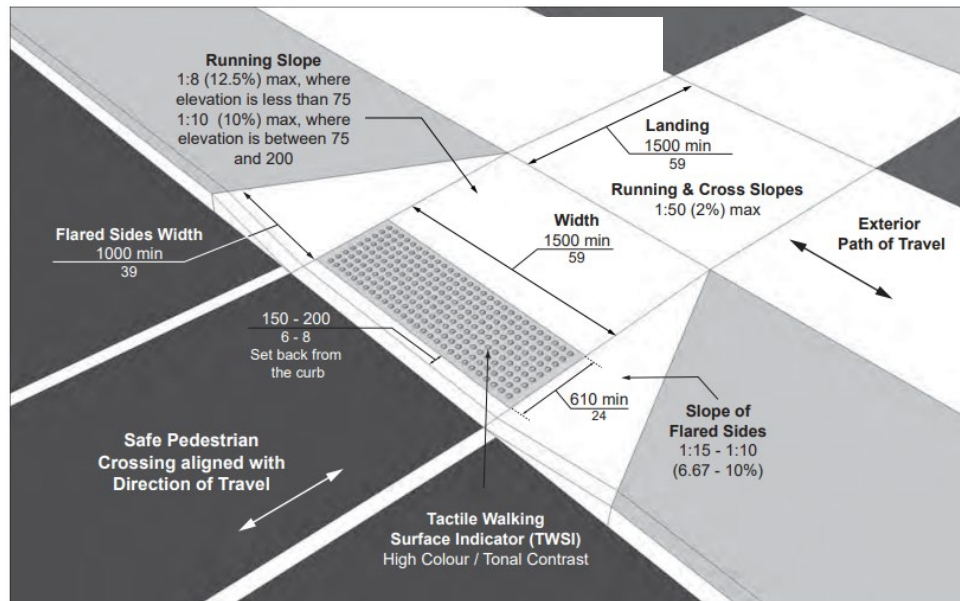
Minimum clear width for curb ramps, exclusive of any flared sides	1,500 mm (1.5 m) <i>*Regulation requires a minimum width of 1,200 mm – suggestion to use 1,500 mm because it allows space for a companion or guide dog beside person with disability</i>
Maximum running slope where the elevation is: <ul style="list-style-type: none"> • Less than 75 mm • Between 75-200 mm 	1:8 (12.5%) 1:10 (10%)
Maximum cross slope	1:50 (2%)
Maximum slope if flared sides are provided	1:10 (10%)
Tactile Walking Surface Indicators <ul style="list-style-type: none"> • Set back from the curb edge • Minimum size of tactile walking surface indicators 	150-200 mm Extend the full width of the curb ramp and have a minimum depth of 610 mm

1.7 | Curb Ramps

Additional Notes

- Must align with the direction of travel to help users orient themselves
- Tactile walking surface indicators must be installed when curb ramps are at pedestrian crossings with:
 - Raised tactile profiles
 - High tonal contrast with the adjacent surface
 - Located at the bottom of the curb ramp

Figure 8: Example of Curb Ramp Design



Norfolk County Accessibility Design Guidelines (2019)

Best Practice

Ensure the curb ramp and tactile surface walking indicators align with the direction of travel to help users orient themselves. The tactile indicators provide directional guidance for people with low vision and vision loss.

1.9 | Depressed Curbs

A Depressed Curb is a seamless, gradual slope at transition points between a crosswalk on a road surface and sidewalk – typically found at street intersections.

Requirements

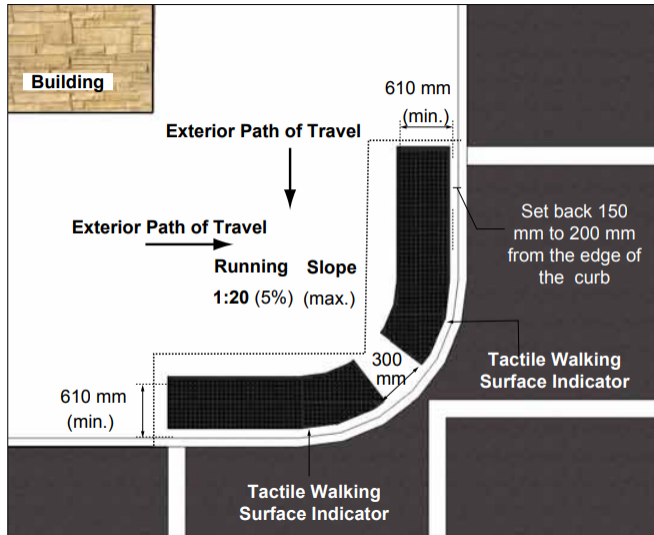
Maximum running slope	1:20 (5%)
Tactile Walking Surface Indicators	
• Set back from the curb edge	150-200 mm
• Minimum depth of tactile walking surface indicators	610 mm

Additional Notes

- Must align with the direction of travel to help users orient themselves
- Tactile walking surface indicators must be installed when curb ramps are at pedestrian crossings with:
 - Raised tactile profiles
 - High tonal contrast with the adjacent surface
 - Located at the bottom portion of the depressed curb that is flush with the roadway

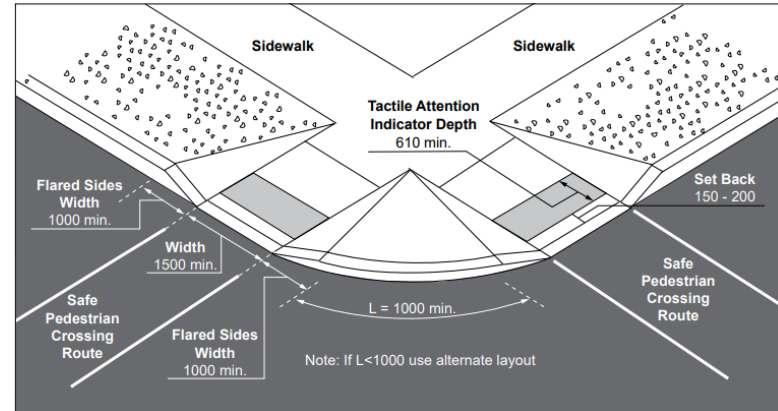
1.9 | Depressed Curbs

Figure 9: Example of Depressed Corner Design



Oshawa Accessibility Design Guidelines (2022)

Figure 10: Example of Curb Ramp at Intersections



Markham Accessibility Design Guidelines (2022)

Best Practice

It can be difficult for people with visual disabilities to orient themselves relative to the crosswalk at large corners of intersections designed with depressed curb ramps.

Consider providing a full height curb around the corner radius with appropriate transitions from the separate depressed curbs or curb ramps at each crosswalk.

1.10 | Rest Areas

Rest areas are provided throughout exterior environments for people who may have difficulty with standing or walking for extended periods. They may include benches and seating spaces.

Requirements

Provided at least every 30 m (98 ft.) along an exterior path of travel

Dedicated and clear space for resting

- Minimum total size
- Minimum clear ground space adjacent to seating

1,800 x 1,800 mm (1.8 x 1.8 m)
900 x 1,500 mm (0.9 x 1.5 m)

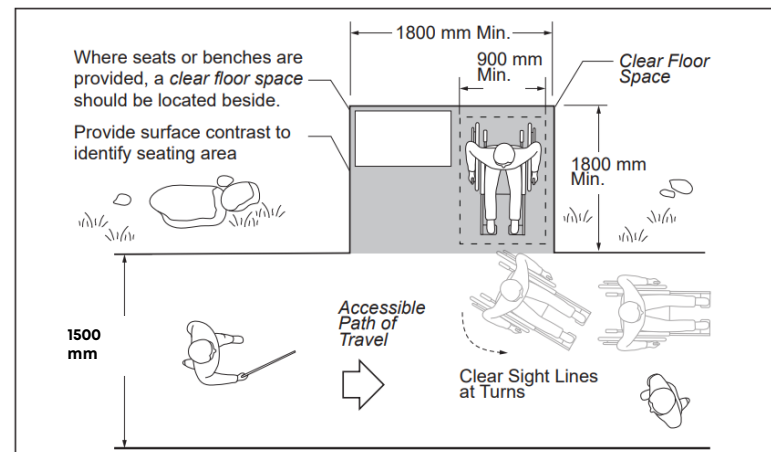
Minimum overhead clearance if rest area includes a shelter for weather protection

3,000 mm (3 m)

Additional Notes

- Ensure the space is a dedicated rest area with a minimum of one (1) bench with clear ground space adjacent to the bench
- Ensure ground surfaces are firm, stable, and slip resistant
- Ensure clear sight lines of the path of travel
- Consider providing contrast through ground finishes, texture, and/or colour tone to distinguish between the rest area and the path of travel

Figure 11: Rest Areas



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2

**ACCESSIBLE
PARKING**

2.0 | ACCESSIBLE PARKING

Application:

This section applies to all new parking structures and surface parking lots. For existing structures and surface parking lots undergoing renovations/alterations, the guidelines and standards of this section should be applied whenever feasible.

Exceptions:

The guidelines and requirements set out in this section do not apply to parking facilities that are used exclusively to park the following types of vehicles:

- Buses
- Delivery vehicles
- Law enforcement vehicles
- Medical transportation vehicles (i.e. ambulances)
- Impounded vehicles

2.1 | Types of Accessible Parking Spaces

There are two (2) types of accessible parking spaces that are required where parking is provided:

- Type A spaces are wider parking spaces which accommodate larger vehicles such as vans that are equipped with transfer ramps
- Type B spaces are standard parking spaces which accommodate users with limited mobility and cannot travel lengthy distances, or use other mobility aids such as canes, crutches, or walkers

Requirements

Type A Parking Spaces <ul style="list-style-type: none">• Minimum width• Minimum length• Additional signage required	3,500 mm (3.5 m) 5,500 mm (5.5 m) “Van Accessible”
Type B Parking Spaces <ul style="list-style-type: none">• Minimum width• Minimum length	2,700 mm (2.7 m) 5,500 mm (5.5 m)
Maximum distance to main entrance(s)	30,000 mm (30 m)

Additional Notes

- Ensure accessible parking spaces are located as close as possible to the nearest main entrance(s) of the building, within a distance not exceeding 30 metres
- Ensure ground surfaces are firm, stable, and slip resistant
- Where an exterior path has openings in its surface:
 - Ensure the openings do not allow passage of an object with a diameter greater than 20 mm, and
 - The openings are oriented perpendicular to the direction of travel

2.2 | Access Aisles

An access aisle access aisle is a space beside an accessible parking space that allows persons with disabilities to get in and out of their vehicles.

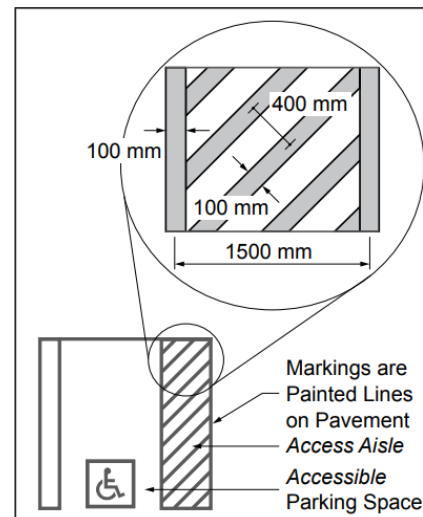
Requirements

Minimum size of access aisles	Width of 1,500 mm (1.5 m) and extends the full length of the parking space
Location of access aisles	<ol style="list-style-type: none"> 1. Parallel to the Type A accessible parking space and may be shared by two (2) adjacent spaces, <i>see</i> Figure 12 2. Perpendicular along the rear of Type A accessible parking spaces, <i>see</i> Figure 13

Additional Notes

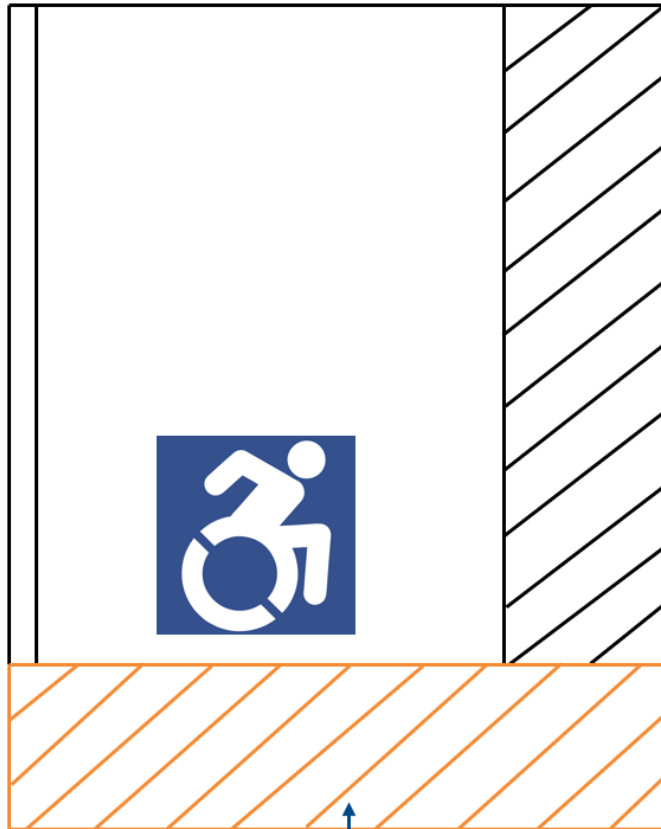
- Must be provided adjacent and parallel to each accessible parking space.
- Where accessible spaces are provided adjacent to each other, they may share an access aisle.
- Must be marked with high tonal contrast diagonal lines to discourage parking in them (Figure 12).
- Ensure access aisles lead directly to accessible path and/or curb ramp without requiring users to walk behind other parked vehicles.

Figure 12: Access Aisle Detail



2.2 | Access Aisles

Figure 13: Rear Access Aisle Example



Proposed access aisle
extension for Type A spaces

Best Practice

Type A accessible parking spaces should include an access aisle at the rear to provide extra space for on and off-loading.

The purpose of the rear access aisle is to mitigate nearby traffic for safer loading. The rear access aisle helps to indicate the area as a continuation of the Type A parking space.

2.3 | Minimum Number and Type of Accessible Parking Spaces

Total Parking Spaces	Minimum Number of Accessible Parking Spaces Required
2-12	1 Type A space
13-100	4% of the total number of spaces
101-200	1 parking space + an additional 3% of the total required parking spaces
201-1,000	2 parking spaces + an additional 2% of the total required parking spaces
1,000 +	11 parking spaces + 1% of the total required parking spaces

Additional Notes

- Accessible parking spaces are required for all non-residential uses and visitor parking for multiple dwellings and townhouses on a private street.
- The number of accessible parking spaces shall be calculated based on the total number of required parking.
- The calculated number of accessible parking spaces must be rounded up to the nearest whole number with the following ratio:
 - Even number of spaces required: equal number of Type A and Type B spaces
 - Odd number of spaces required: the additional parking space remaining may be Type B

Best Practice

The appropriate number of accessible parking spaces may also be calculated based on the anticipated demand. A facility expecting a higher proportion of people with disabilities (ex. Healthcare, Long Term Care, and/or Senior's facilities) may require more accessible parking spaces.

2.4 | Signage and Pavement Markings

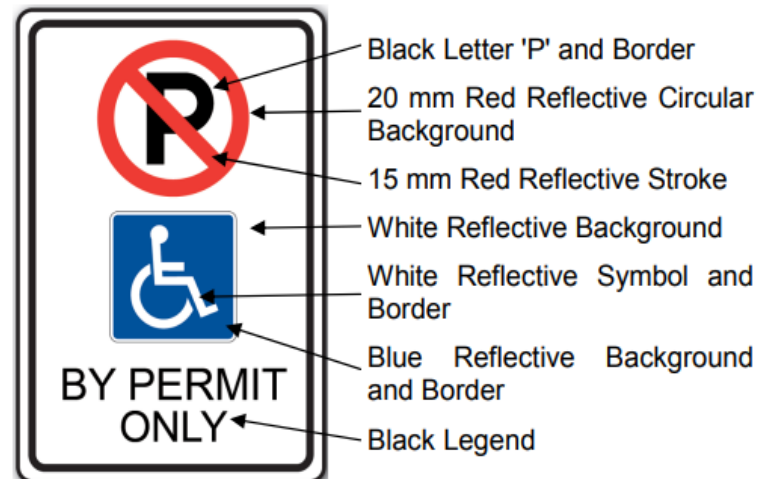
Requirements

Accessible Parking Signs <ul style="list-style-type: none"> • Minimum size • Mounted height 	450 mm in height x 300 mm in width 1,500-2,500 mm mounted at the centre of the parking space
Pavement Markings <ul style="list-style-type: none"> • Minimum size 	1,525 x 1,525 mm

Additional Notes

- Accessible parking signs must include:
 - Black letter “P” and border
 - 2 cm red reflective circular border
 - 1.5 cm red reflective interdictory stroke
 - White reflective background
 - White reflective symbol and border
 - Blue reflective background and outline
 - Black legend

Figure 14: Accessible Parking Sign



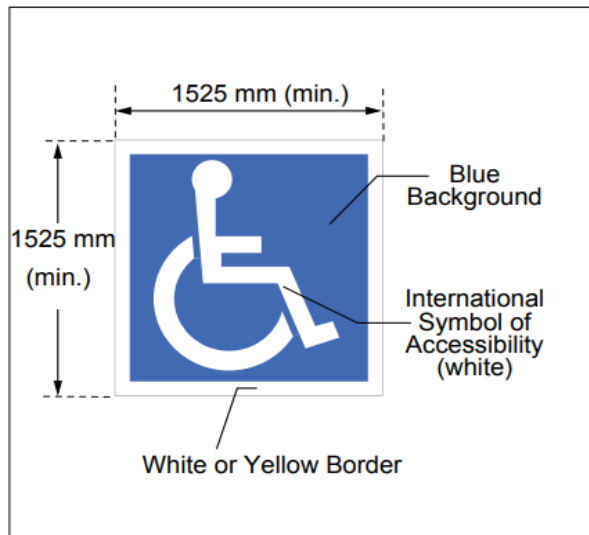
City of Mississauga Accessible Parking By-law #10-2016

2.4 | Signage and Pavement Markings

Additional Notes

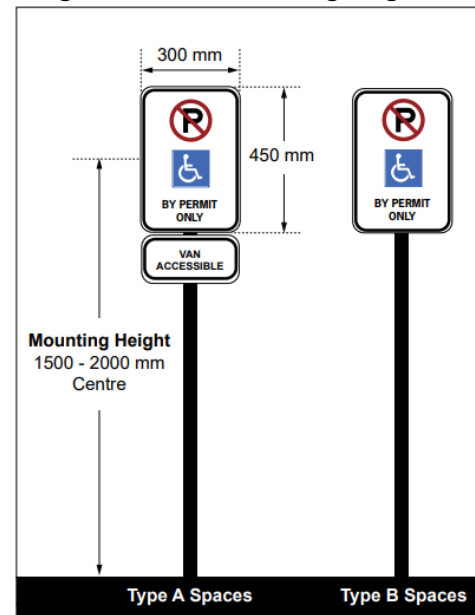
- Pavement markings must:
 - Have the international symbol of Accessibility
 - Provide a white border with a blue background
 - Be located at the entrance of the parking space or centered for parallel parking spaces. For parallel spaces, the pavement marking should be located at the street/lane edge of the space for improved visibility.
 - Be slip resistant and clearly visible through the use of high tonal contrast compared to the surface of the parking space

Figure 15: Pavement Marking



Oshawa Accessibility Design Guidelines (2022)

Figure 16: Vertical Signage



Markham Accessibility Design Guidelines (2022)

2.5 | On-street Parallel Parking

Requirements

Minimum width	2,700 mm (2.7 m)
Minimum length	6,700 mm (6.7 m)
Minimum distance for each side that is beside a wall or obstruction	300 mm
Maximum running and cross slope	1:50 (2%)

Additional Notes

- Ensure ground surfaces are firm, stable, and slip resistant
- Ensure spaces are clearly indicated by high contrast and white colour line markings
- Ensure vertical signage is located at the front of the space, on the sidewalk and the pavement signage is at the centre of the space

Best Practice

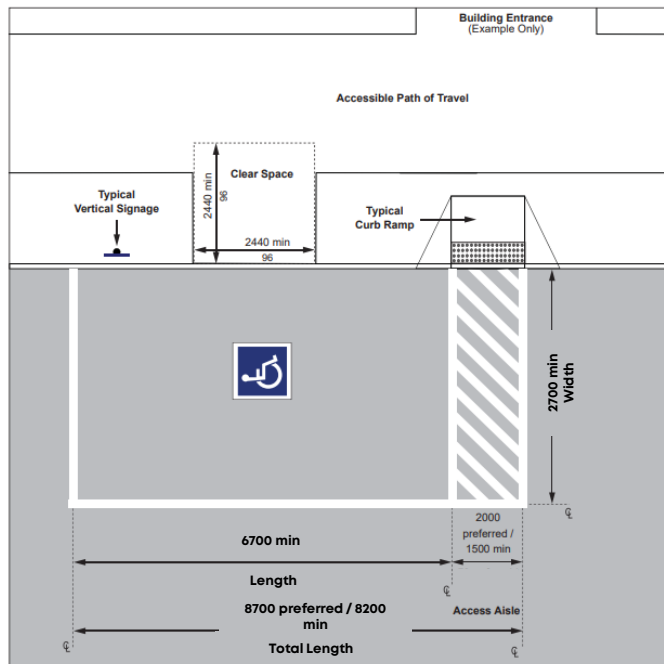
Pavement marking (Figure 15) is to be drawn at the street edge of the parallel parking space to improve visibility while driving in a vehicle.

2.5 | On-street Parallel Parking

Additional Notes

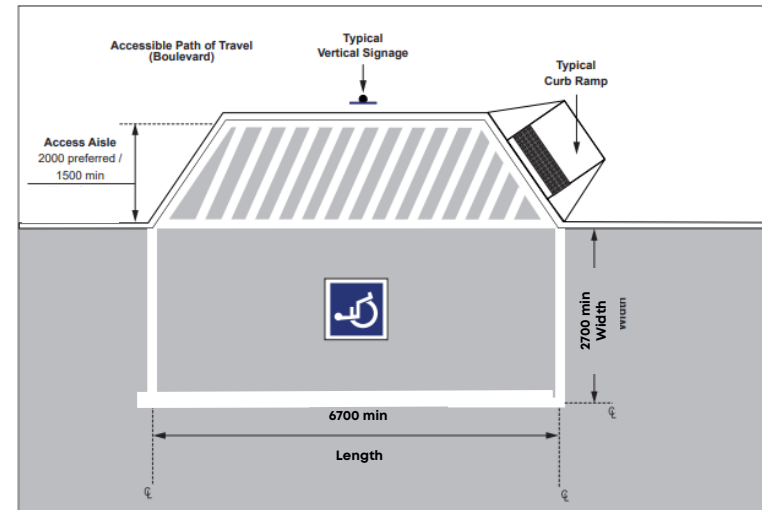
- Provide access aisle at the rear of the space or recessed into the adjacent boulevard that:
 - Extends the full width or length of the space
 - Is 2,000 mm wide (preferred) or 1,500 mm (minimum), where feasible
 - Clearly indicated by high contrast and white colour diagonal pavement markings
- Ensure access aisle at the rear or side of space leads directly to accessible curb ramp and path of travel

Figure 17: On-street Parking with Rear Access Aisle



Norfolk County Accessibility Design Guidelines (2019)

Figure 18: On-street Parking with Recessed Access Aisle



Norfolk County Accessibility Design Guidelines (2019)

3

APPENDIX

3.1 | Glossary

Term	Definition
Access Aisles	An accessible and safe pedestrian space or route used for loading and off-loading from a vehicle.
Cross Slope	The slope that is perpendicular to the direction of travel. Opposite of running slope.
Curb Ramp	A ramp that is cut through a curb at a roadway and slopes up to a sidewalk.
Depressed Curbs	A seamless gradual slope at transitions between sidewalks, walkways, and highways, and is usually found at intersections.
Flared Sides	A sloped surface that flanks a curb ramp and provides a graded transition between the ramp and the sidewalk. Flared sides are not considered part of the accessible route.
Guard	Protective barrier to prevent accidental falls at openings in floors and at the open sides of stairs, landings, and ramps. Handrail supports often act as guards.
Mobility Aids or Devices	A term used to encompass the variety of assistive devices used by people with mobility and/or physical types of disabilities, including manual and power wheelchairs, scooters, canes, and crutches.
Ramp	An inclined surface for joining two different levels.

3.1 | Glossary

Term	Definition
Running Slope	The slope that is parallel to the direction of travel expressed as a ratio of rise to run. Opposite of cross slope.
Stable Surface	A surface that does not deform or erode under the angular forces of permitted users travelling in a straight line or turning.
Tactile	Describes an object that can be perceived using the sense of touch and typically provided for users with vision loss.
Tactile Walking Surface Indicators (TWSI)	A surface detectable underfoot or by a long white cane, to assist persons with low vision or blindness by alerting or guiding them.