

Toronto Accessibility Design Guidelines

Update to the Toronto Accessibility Advisory Committee

Presented By: Corporate Real Estate Management

Date: June 2, 2021



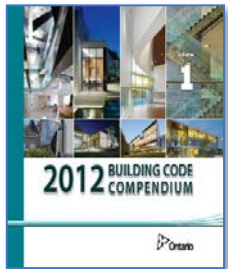
Agenda

1. [Toronto Accessibility Design Guidelines Updates](#)
2. [Stakeholder Review, Consultation & Feedback](#)
3. [Milestones and Council Approval](#)



1. Toronto Accessibility Design Guidelines (T.A.D.G.) Update

Why? To harmonize legislative requirements and best practices



Ontario Building Code – 2012
Including all Amendments to Barrier-Free Section 3.8



City of Toronto Accessibility Design Guidelines, 2004



A.O.D.A
Integrated Standards Regulations (I.S.A.R.)
Design of Public Spaces, (Provincial-2014)



A.O.D.A Final Proposed Built Environmental Standard (Provincial-2010)

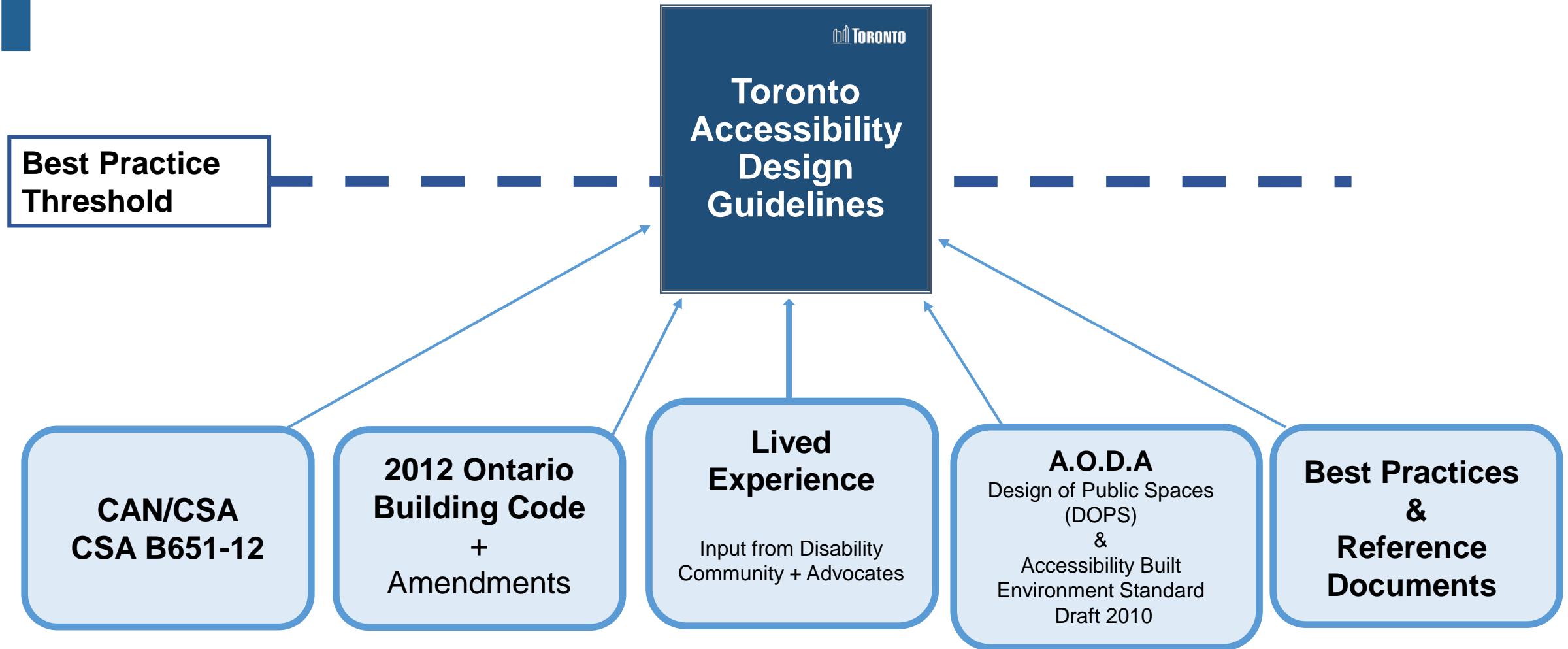



Toronto Accessibility Design Guidelines

CURRENT STATE

FUTURE STATE

T.A.D.G. will be a new best practice



T.A.D.G. - Examples of Accessibility Upgrades



1. Signage and Wayfinding



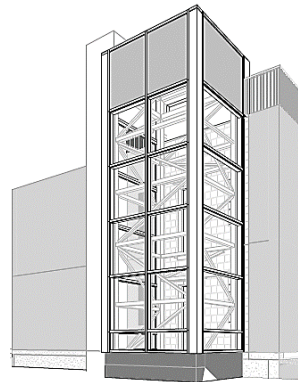
2. Power Door Operators



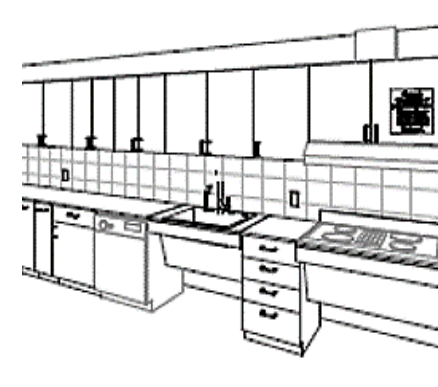
3. Service Counters



4. Washrooms



5. New Elevators



6. Kitchens

What's new in the T.A.D.G.?

1. Formatting

- Five (5) Distinct Parts:
 - 1.0 - Exterior
 - 2.0 - Interior
 - 3.0 - Systems and Controls
 - 4.0 - Exterior and Interior Maintenance
 - 5.0 - Appendices
- User friendly layout (Easy to Navigate)
- Accessible Formatting
- Updated Illustrations - Diagrams, Figures, and Photos

2 2.1. Interior Paths of Travel
2.1.1. Interior Accessible Paths of Travel

2.1.1.1. Interior Accessible Paths of Travel

Rationale
Interior accessible paths of travel should provide a continuous, unobstructed route providing interior access to elements and spaces throughout a building. It is important to assess the intended users of a building in order to implement adequate space to ensure the highest level of access is provided.

Application
The scope of this section applies to interior aisles, corridors and hallways.

Related Sections

- 1.1. Exterior Paths of Travel

Related References

- Office Modernization - Accessibility Toolkit
- Office Design Guidelines

Key Considerations

Location
Interior accessible path of travel should be located at both high-use and low-use areas.

Clear Widths
The clear width of interior accessible paths of travel should be free from obstacles such as temporary or permanent obstructions, protrusions and overhead objects. High-use, interior accessible paths of travel should provide clear widths to allow for the simultaneous passage of two persons using mobility devices. Low-use, interior accessible paths of travel should provide clear widths to allow for the passage of one person using a mobility device.

Passing Areas
Passing areas should be provided at interior accessible paths of travel to create an unobstructed space for persons using mobility devices to turn and change their direction of travel. They should be located at high-use areas, and corridors and hallways that have long travel distances to allow two persons using mobility devices to pass one another.

Clear Turning Spaces
Clear turning spaces should be provided at interior accessible paths of travel to create space for persons using mobility devices to

184 **TORONTO** City of Toronto Accessibility Design Guidelines

The Rationale section identifies the reasoning of why the subsection is written and some key overarching points that should be considered when reviewing the subsection.

The Application section clarifies where the Key Considerations and Requirements should be applied. The Application section has been added in select subsections where clarification have most likely been required. Not all subsections have an application statement.

The Related Sections list identifies other subsections within this guideline that have requirements that should be read in conjunction with the current subsection.

The Related References list identifies other documents that were used to inform the requirements identified in the subsection.

The same headings are used for Key Considerations and Requirements. The Key Considerations section outlines the rationale and relates primarily to the qualitative elements of the Requirements.

Sample

What's new in the T.A.D.G.?

2. Application and Implementation
3. Quality Assurance and Compliance
4. Exemptions and Approvals

Proposed Exemption Process:



Goal: Achieve the highest level of accessibility possible and maximize adherence with the T.A.D.G.

T.A.D.G. and Council Commitment to Building an Accessible City

Toronto City Council Statement of Commitment to Building an Accessible City [\(link\)](#)

Corporate Accessibility Policy

Multi-Year Accessibility Plan

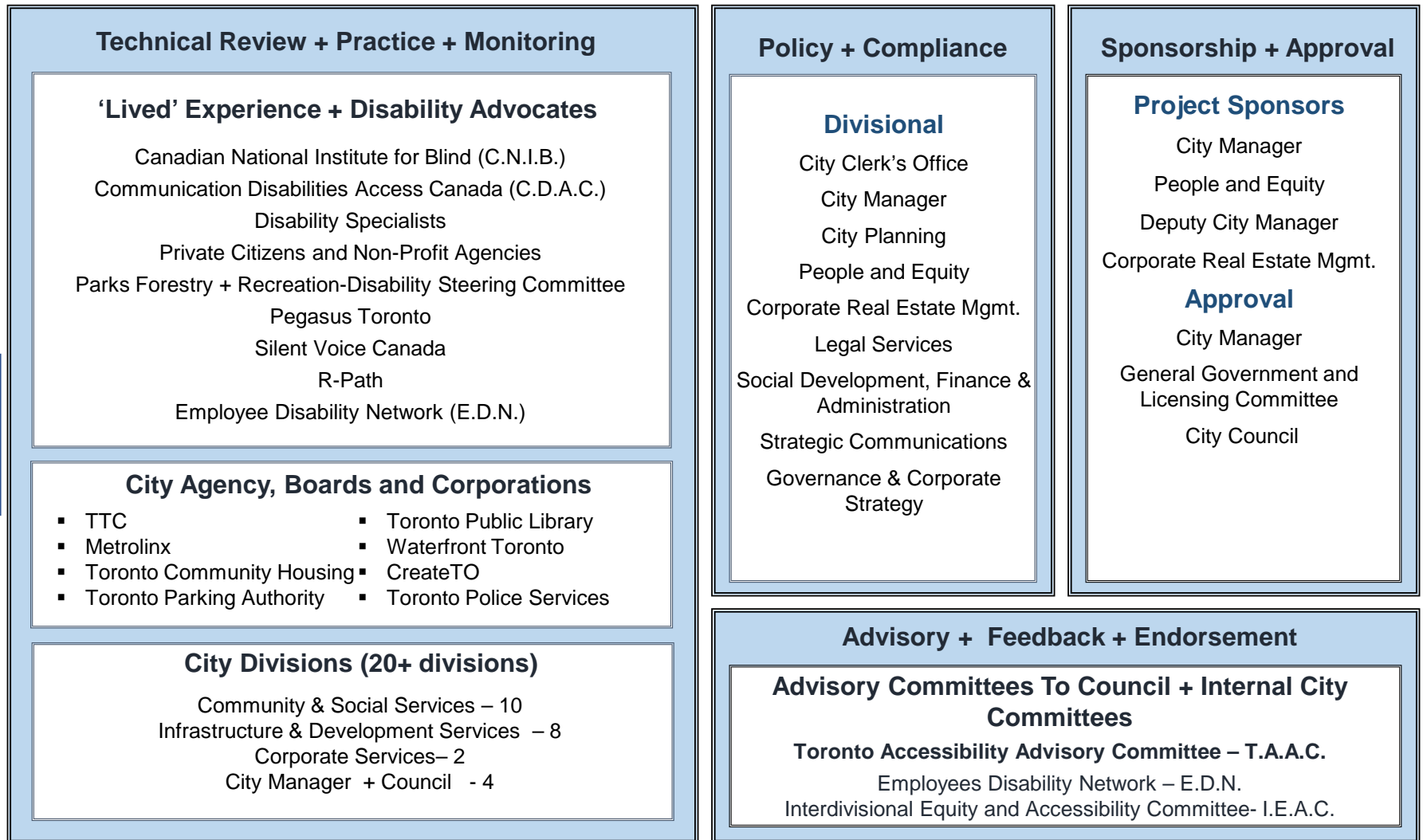
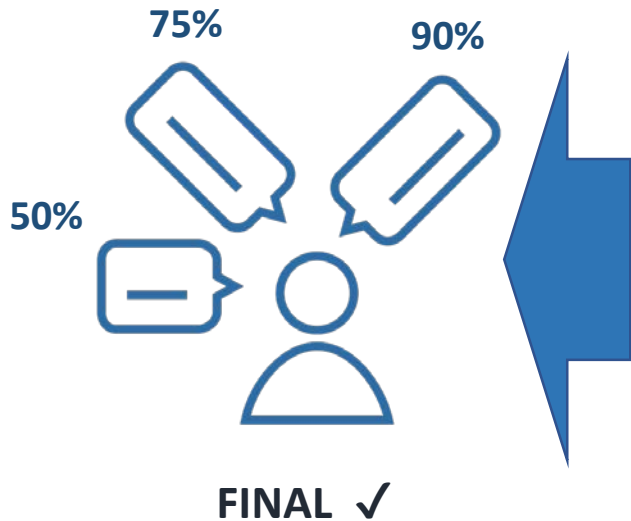
<ul style="list-style-type: none">• Customer Service Guidelines	<ul style="list-style-type: none">• Purchasing Guidelines and Templates	<ul style="list-style-type: none">• Digital Accessibility Standard,• Information & Communication Guidelines	<ul style="list-style-type: none">• Employment & Accommodation Policies and Guidelines	<ul style="list-style-type: none">• Complete Streets Guidelines, Taxi Bylaws,• Ferry Guidelines	<ul style="list-style-type: none">• Toronto Accessibility Design Guidelines
---	---	--	--	--	---



2. Stakeholder Review, Consultation & Feedback

Stakeholder Review – Who did we engage?

Toronto Accessibility Design Guidelines Stakeholder Review



Consultation – How will we engage stakeholders on the final version?

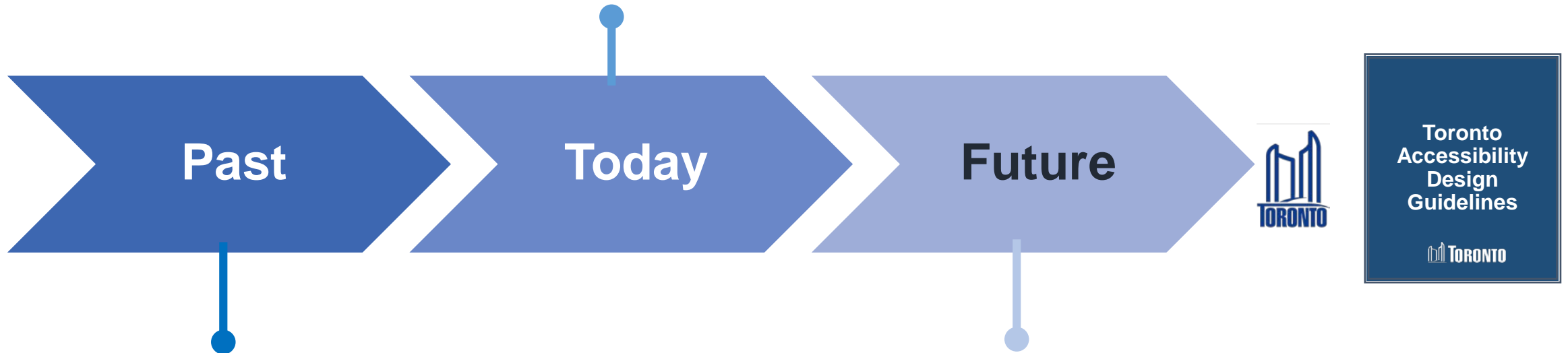
1. Final T.A.D.G. available for comment – June 2021
2. Public Virtual Town Halls, a survey, email feedback and social media promotion – June/July 2021
3. Inter-Divisional sessions– June/July 2021
4. Living Document – ongoing consultation and feedback is welcome



3. When? Next Steps and Milestones

Timelines

- Final T.A.D.G.– June 2021
- Public Virtual Town halls + Surveys + Divisional Sessions- June/July 2021
- Today – Toronto Accessibility Advisory Committee**



- ✓ Established Stakeholder Committee
- ✓ Hired Consultant
- ✓ Established Technical Working Groups
- ✓ Engaged Key Stakeholders
- ✓ T.A.D.G. Distributed to Several Projects for Implementation

- September 15th – General Government and Licensing Committee
- September 30th – City Council for Adoption
- Staff Awareness & Support
- Ongoing Monitoring and Compliance



Thank you!

Questions?



Appendices

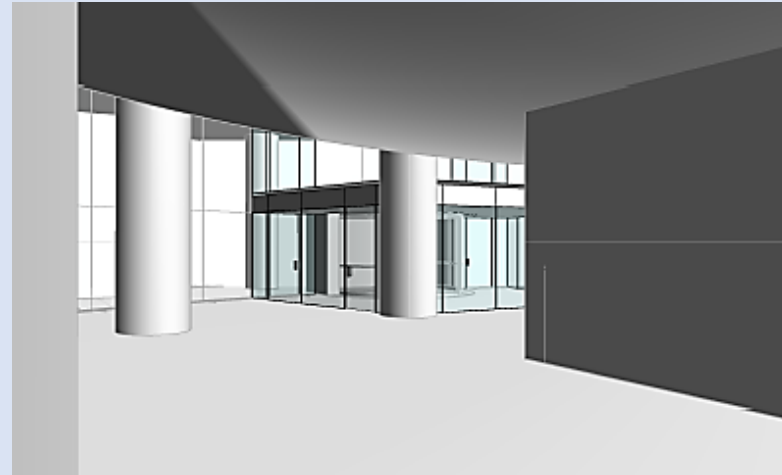
T.A.D.G. - Program Application in Corporate Real Estate Management

- Corporate Real Estate Management - A.O.D.A Program Audits + Projects
- Customer Experience Transformation – Service Hub Counters
- ModernTO – Workplace Modernization Program

Metro Hall A.O.D.A Modifications – Fall 2021




Exterior view



Interior view

T.A.D.G. – Comparison Process Matrix

Component for Evaluation	Ontario Building Code 2006	Updates to the 2012 Ontario Building Code	CSA CAN/CSA B651 12	AODA Proposed Accessible Built Environment Standards, 2010	Toronto Accessibility Design Guidelines (TAG), 2004	Toronto Accessibility Design Guideline (TAG), 2014 **Reference: Suggested Update**	Toronto Accessibility Design Guideline (TAG) 2014 July 18, 2014 Outcomes
INTERIOR ACCESS AND CIRCULATION							
Accessible Interior Routes							
	3.8.	3.8.	5.1	4.1	2.2.1, 2.2.2		
*Turning Circle (parked)	1500 mm	Varies between 1500-1800 mm	1500 mm	2500 mm	1600 mm	<i>lDeA:</i> 2500, 2300, 2100 mm	<i>The item is to be determined.</i>
*Clear Width (parked)	1100 mm	1100 mm	920 mm	1100 mm minimum	1100 mm minimum 1675 mm minimum (High Use) (recommended)	<i>London FADS 4.1.1:</i> High Traffic 1800 mm Low Traffic 1100 mm At U-Turns, 180 Degree Turns 1100 mm	High traffic 1800 mm and Low traffic 1100 mm are agreed. <i>At U-turn, 180 and 90 degree turns and turn around obstacle, it requires a value that should be further discussed.</i>
*Unobstructed Passing Areas/ Resting Areas (parked)	1600 x 1600 mm, located every 30 m	1800 mm x 1800 mm, located every 30 m	1600 mm x 1600 mm, located every 30 m	Passing area 30 m apart for routes less than 1620 mm in width Clear floor space greater than 1830 x 2200 mm	Passing areas located every 20 m apart for routes less than 1100 mm in width Clear floor space greater than 1600 x 1600 mm	<i>All Docs:</i> Passing areas located every 30 m apart for routes in corridors that do not allow for a turning circle **Passing areas should allow for 360 turning circle and not be used as storage	<i>To be determined:</i> 1. <i>Should an intersection accommodate a turning circle</i> 2. <i>Should an unobstructed passing area accommodate a turning circle</i> 1800 x 1800 for lay-by space is agreed.
*Convex mirrors	-	-	-	-	-	<i>Discussion:</i> Used in corners of high traffic areas Used at Passing/Resting Areas	Used in corners of high traffic areas, passing/resting areas; and intersection and quiet areas for security reasons at a ceiling height (except washroom).
*Universal Mobility Device Size(Scooter)/Clear Floor Space Requirement	-	-	750 x 1200 mm min	-	660 mm (w) x 1345 mm (l)	<i>lDeA:</i> 860 x 1480 mm, therefore clear floor space suggested 900 x 1500 mm	agreed that the clear floor space is 900 mm x 1500 mm
Overhanging and Protruding Objects							
	3.4.3.5		4.5	3.7	1.2; 2.1.1; 2.2.5		
*Protrusion	2100-680 mm AFF may protrude 100 mm from wall <680 mm cane detectable protrusion	2100-680 mm AFF may protrude 100 mm from wall <680 mm cane detectable protrusion	2100-680 mm AFF may protrude 100 mm from wall <680 mm cane detectable protrusion	2100-680 mm AFF may protrude 100 mm from wall <680 mm cane detectable protrusion	<680 mm cane detectable protrusion	<i>All Docs:</i> 2100-680 mm AFF may protrude 100 mm from wall if anything larger than 100 mm and <680 mm AFF cane detectable protrusion	Agreed: 2100-680 mm AFF may protrude 100 mm from wall if anything larger than 100 mm and <680 mm AFF cane detectable protrusion
*Clearance Height	2100 mm	2100 mm	2030 mm	2100 mm	1980, 2030 mm	2100 mm	2100 mm
*Clear Width	Protruding objects shall not reduce the clear width	Protruding objects shall not reduce the clear width	Protruding objects shall not reduce the clear width	1100 mm	-	Protruding objects shall not reduce the clear width	Protruding objects shall not reduce the clear width

 = shaded areas indicate proposed guideline recommended from workgroup consultations

Toronto Accessibility Design Guidelines Governance

