Mississauga Facility Accessibility Design Standards Update

Community Services
Facilities & Property Management
Standards, Training & Compliance
June 16th, 2025

MISSISSAUGA

Purpose

- Update
- Key changes
- Not a page turn review
- Timeline and next steps

Agenda

- Overview & approach
- Structure:
  - Layout & language
- Significant changes
- Notable changes

Overview

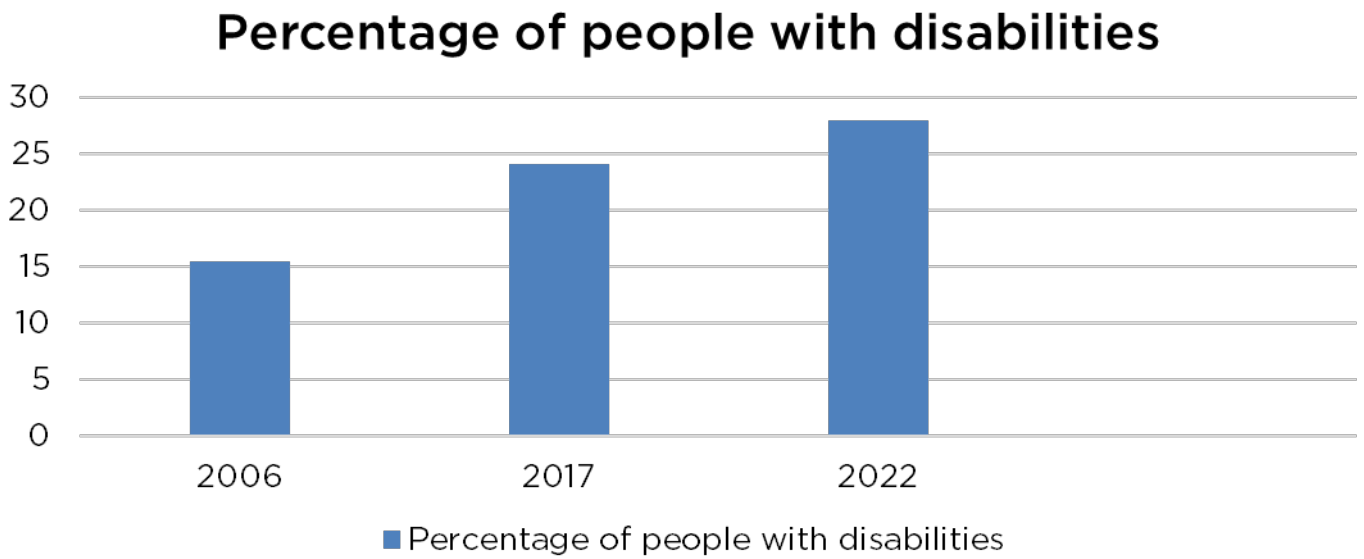
- 2008: Adopted City of London's FADS
- 2015: Created City's own FADS
- 2025: Update to create universal design standards and incorporate:
  - OBC updates: 2020 & 2024
  - Best practices
  - Lessons learned

Approach

- Who was consulted?
- How did we make the changes?
- Timeline – go to Council in Fall

Canadian Survey

Percentage of people with disabilities



Canadian Survey

Percentage of most prevalent disabilities

- 16.7% - Pain related
- 10.9% - Flexibility
- 10.6% - Mobility
- 10.4% - Mental-health related
- 7.4% - Seeing
- 5.6% - Hearing

Goal

Create a user-friendly set of requirements that ensures City facilities and public spaces are accessible for all by:

- Building on an already solid foundation
- Incorporating best practices
- Implementing what we have learned

Structure and layout

Structure and layout

	2015 FADS	2025 FADS
Columns	3	1
Plain language	X	✓
Requirements	Difficult to find: Included within body text	Easy to spot: Highlighted through headings
Images	Included and adequate most of the time	Updated and added more images to improve clarity

Benefits of new format

- Faster compliance checking
  - Designers and staff can easily locate specific requirements
- Reduced interpretation errors
  - Clear, actionable statements minimize ambiguity

Benefits of new format

- Improved accessibility
  - Screen readers and assistive technologies work better with structured content
- Easier updates
  - Individual requirements can be modified without affecting surrounding content

Structure: before

DESIGN REQUIREMENTS

An *accessible route* shall be provided from each designated parking *space* to an *accessible entrance* into the *facility*.

Designated *accessible* parking *spaces* shall

- be located on an *accessible route* complying with 4.1.4;
- be provided within 30m (98 ft. 5 in.) of an *accessible* building entrance;
- have a firm, level surface with a maximum of 1.5% *running slope* for drainage;
- have a maximum *cross slope* of 1%;
- have a height clearance of at least 2750 mm (9 ft.) at

Accessible parking *spaces* shall

- be provided in two sizes;
  - Type A shall have an unobstructed rectangular area with a minimum width of 3400 mm (11 ft. 2 in.) and a minimum length of 5200 mm (17ft);
  - Type B shall have an unobstructed rectangular area with a minimum width of 2400 mm (7 ft. 10-1/2 in.) and a minimum length of 5200 mm (17ft);
- incorporate pavement markings containing the International Symbol of Access in accordance with Figure 4.4.7.4. Markings to include a 1525 x 1525 (5 ft. x 5 ft.) white border and symbol with a blue

the vehicle access and egress routes,

- of at least 2750 mm (108 in.) at outdoor parking; and
- of at least 2590 mm (98 in.) at indoor parking, including vehicular entrances.
- Ontario Building Code (OBC) stipulates that the minimum unobstructed height of a below grade parking structure is 2.1m.

It is preferred that the above dimensions are followed; however, in a retrofit situation where it is technically infeasible, use OBC dimensions.

Accessible parallel parking stalls should be at least 7250 mm

Trail Surface

A firm and stable ground surface should be provided to reduce the risk of tripping hazards and the potential discomfort experienced by persons using mobility devices or a white cane. Trails should provide surfaces that:

- Are firm and stable
- Have openings that:
    - Are located outside of an accessible path of travel
    - Allow for drainage
    - Are oriented perpendicular to the direction of travel (See Figure 14)
    - Are a maximum of 13 mm wide

Slopes

Where slopes are provided on trails, they should be designed to have a gradual transition to allow for better control and ease of movement for persons using mobility devices. Slopes on trails should:

- Provide a slope that is as gentle as possible, as permitted by the terrain, to minimize the amount of strength and stamina required to use the trail
    - Running slope should be no greater than 1:20 or have adjacent steps and ramps
    - Where this is not possible due to site constraints, a 1:10 slope is acceptable
    - If greater than 10%, consult with the AAC
- Provide a cross slope that is as gentle as possible, as permitted by the terrain, to provide an even surface for diverse users, including people using mobility aids or have difficulty with balance
- The slope on foot bridges shall not exceed 1:10

Ramps

Ramps provide the ability to overcome grade and elevation changes. Their slopes should have a gradual transition as they allow for better control and ease of movement for individuals using mobility devices. Ramps provided on trails should:

Language: before

- Technical language
  - Accessible routes are permitted to include ramps, curb ramps, stairs (alongside ramps), elevators or other elevating devices where a difference in elevation exists

Language: after

- Plain language
  - Where there are height differences, provide ramps, curb ramps, elevators or other accessible ways to change levels

Terminology standardization

Before	After
Unobstructed passage dimension	Clear width
Accessible path, clear path, clear route, accessible route	Accessible route consistently used throughout
Wheelchair, motorized scooter etc.	Mobility device replaces various wheelchair references
2440 mm, 96”	Consistent use of metric measurements

Significant changes

Outdoor accessibility

- Parking
  - New accessible Type-C parking space
- Raised road pedestrian crossings

Interior accessibility

- Automatic door operators
- Entrances
- Single-use washrooms

Notable changes

Bicycle infrastructure

- Accessible bike racks and storage
- E-scooter/e-bike accommodations
- Clear separation from pedestrian areas
- Intersection accessibility

Doors and windows

- Improved door maneuvering clearances
- Vision panels
  - Updated size/placement
- Windowsill and hardware positioning

Circulation and space

- Turning space: clarification for both 90 and 180 degree turns
- Exterior passing areas every 30m
- Accessibility requirements for traffic islands

Next steps

- Continue consultations with committees/staff
- In-depth reviews
- Timeline – Council in the Fall

Thank you!