

## **Accessible Parking Improvements at Arenas**

Presented To:	Community and Emergency Services Committee
Meeting Date:	December 16, 2024
Type:	Correspondence for Information Only
Prepared by:	Jeff Pafford Leisure Services
Recommended by:	General Manager of Community Development

### **Report Summary**

This report provides information regarding accessible parking improvements required at municipal arenas, including estimated costs, in response to Resolution CES2024-13.

### **Relationship to the Strategic Plan, Health Impact Assessment and Climate Action Plans**

This report refers to the strategic goals 1.1 Optimize Asset Service Life through the Establishment of Maintenance Plans and 5.2 Investment in Infrastructure to Support Community Recreation with a Focus on Quality of Life as identified in the City of Greater Sudbury Strategic Plan 2019-2027.

This report has no direct connection to the Community Energy & Emissions Plan.

### **Financial Implications**

There are no financial implications associated with this report.

## Background

At the Community and Emergency Services Committee of April 22, 2024, the following Council resolution was passed (CES2024-13):

WHEREAS the City of Greater Sudbury is committed to and will continue to work towards making its facilities, programs and services accessible to all citizens;

AND WHEREAS access to recreation is a vital part in creating a sense of community for residents of the City of Greater Sudbury and one way to achieve successful access to recreation is to improve and increase the number of accessible parking at recreational facilities;

AND WHEREAS the City of Greater Sudbury is in the process of coordinating Barrier-free Accessibility Assessments on most of its facilities, including arenas, which would review the number of parking stalls, types of accessible parking spaces required, signage and pathways of travel;

THEREFORE BE IT RESOLVED that the City of Greater Sudbury direct staff to present a report to the Community and Emergency Services Committee prior to the 2025 budget review discussions, which would include the accessible parking improvements required at arenas and the costs to make the necessary improvements.

## AODA Technical Requirements for Newly Constructed or Redeveloped Off-Street Parking Facilities

The Accessibility for Ontarians Act, 2005 and O. Reg. 191/11 Integrated Accessibility Standards establishes requirements for accessibility relating to newly constructed or redeveloped off-street parking facilities. The Ontario Building Code and the Barrier-Free Design section also provide guidance on accessibility for public facilities. The regulations provide the following technical requirements for accessible off-street parking:

### Types of accessible parking spaces

Off-street parking facilities must provide the following two types of parking spaces for the use of persons with disabilities:

1. Type A, a wider parking space which has a minimum width of 3,400 mm and signage that identifies the space as “van accessible”.
2. Type B, a standard parking space which has a minimum width of 2,400 mm.

### Access aisles

Access aisles, that is the space between parking spaces that allows persons with disabilities to get in and out of their vehicles, must be provided for all parking spaces for the use of persons with disabilities in off-street parking facilities.

Access aisles may be shared by two parking spaces for the use of persons with disabilities in an off-street parking facility and must meet the following requirements:

1. They must have a minimum width of 1,500 mm.
2. They must extend the full length of the parking space.
3. They must be marked with high tonal contrast diagonal lines, which discourages parking in them, where the surface is asphalt, concrete or some other hard surface.

### Minimum number and type of accessible parking spaces

Off-street parking facilities must have a minimum number of parking spaces for the use of persons with disabilities, in accordance with the following requirements:

1. One parking space for the use of persons with disabilities, which meets the requirements of a Type A parking space, where there are 12 parking spaces or fewer.
2. Four per cent of the total number of parking spaces for the use of persons with disabilities, where there are between 13 and 100 parking spaces in accordance with the following ratio, rounding up to the nearest whole number:
  - i. Where an even number of parking spaces for the use of persons with disabilities are provided in accordance with the requirements of this paragraph, an equal number of parking spaces that meet the requirements of a Type A parking space and a Type B parking space must be provided.
  - ii. Where an odd number of parking spaces for the use of persons with disabilities are provided in accordance with the requirements of this paragraph, the number of parking spaces must be divided equally between parking spaces that meet the requirements of a Type A parking space and a Type B parking space, but the additional parking space, the odd-numbered space, may be a Type B parking space.
3. One parking space for the use of persons with disabilities and an additional three per cent of parking spaces for the use of persons with disabilities, where there are between 101 and 200 parking spaces must be parking spaces for the use of persons with disabilities, calculated in accordance with ratios set out in subparagraphs 2 i and ii, rounding up to the nearest whole number.
4. Two parking spaces for the use of persons with disabilities and an additional two per cent of parking spaces for the use of persons with disabilities, where there are between 201 and 1,000 parking spaces must be parking spaces for the use of persons with disabilities in accordance with the ratio in subparagraphs 2 i and ii, rounding up to the nearest whole number.
5. Eleven parking spaces for the use of persons with disabilities and an additional one per cent of parking spaces for the use of persons with disabilities, where more than 1,000 parking spaces are provided must be parking spaces for the use of persons with disabilities in accordance with the ratio in subparagraphs 2 i and ii, rounding up to the nearest whole number.

If an obligated organization provides more than one off-street parking facility at a site, the obligated organization shall calculate the number and type of parking spaces for the use of persons with disabilities according to the number and type of parking spaces required for each off-street parking facility.

In determining the location of parking spaces for the use of persons with disabilities that must be provided where there is more than one off-street parking facility at a site, an obligated organization may distribute them among the off-street parking facilities in a manner that provides substantially equivalent or greater accessibility in terms of distance from an accessible entrance or user convenience.

For this purpose, the following factors may be considered in determining user convenience:

1. Protection from the weather
2. Security
3. Lighting
4. Comparative maintenance

In addition to technical requirements associated with off-street parking, O. Reg. 191/11 includes requirements for signage, pathways of travel, curbing, etc. which need to be observed when designing or reconstructing off-street parking facilities.

## **Barrier-free Accessibility Assessments**

Barrier-free Accessibility Assessments (BAA) have been undertaken on municipal facilities, including community arenas, to confirm conformance to 2005 Accessibility for Ontarians with Disability Act (AODA) which references the 2012 Ontario Building Code (OBC), amended in 2015 to include Section 3.8 Barrier-Free Design, and O. Reg. 191/11 Integrated Accessibility Standards.

The OBC Section 3.8 Barrier-free addresses the built environment within the building (entrance doors, path of travel, washrooms, etc.) and the O. Reg. 191/11 addresses the exterior built environment (parking lots, curb ramps, pedestrian walkways, etc.).

As part of BAAs, building elements were evaluated visually and/or with measuring devices such as a conventional/digital measuring tape, digital slope-meter, force gauge, etc. Building elements or a subset of building elements that did not meet the regulations or guidelines, were marked as “non-compliant.” BAAs include high-level opinions of probable costs for improvement recommendations. The opinions of probable costs are based on walk-through, non-invasive observations of buildings only and are intended for global budgeting purposes only. It is recommended that prior to undertaking any improvement that the services of an architect/contractor be retained to confirm the cost provided.

## **BAA Summary for City of Greater Sudbury Arenas**

A summary of Barrier-free Accessibility Assessments for municipal arenas (not including the Sudbury Community Arena) follows. Information regarding recommendations for parking improvements and exterior walkways is included, as well as the overall opinion of probable cost for accessibility improvements for the entire facility.

### **Cambrian Arena**

- Improvement of the parking, which includes repaving the parking lot, construction of Type A and Type B parking spaces, providing access aisles, and installing compliant signage.
- Improvement of the walkway, which includes addressing the change in gradient, constructing of a compliant exterior path, and installing Tactile Walking Surface Indicators.
- Re-construction of the curb ramp.
- Estimated costs for improvements above - \$47,080
- Total estimated improvement costs for facility - \$534,014

### **Capreol Community Centre & Arena**

- Improvement of the parking, including construction of Type A and Type B parking, providing access aisles and passenger leading zone.
- Improvement of the walkway, including installing tactile walking surface indicators.
- Estimated costs for improvements above - \$49,200
- Total estimated improvement costs for facility - \$1,236,213

### **Carmichael Arena**

- Improvement of the parking lot by providing access aisles and installing compliant signage.
- Improvement of the walkway, which includes addressing the change in gradient, constructing of a compliant exterior path, and installing tactile walking surface indicators.
- Estimated costs for improvements above - \$29,090
- Total estimated improvement costs for facility - \$624,781

**Centennial Community Centre & Arena**

- Improvement of the parking, including construction of Type A and Type B parking, providing access aisles and passenger leading zone.
- Improvement of the walkway, including installing tactile walking surface indicators and compliant exterior path.
- Estimated costs for improvements above - \$62,770
- Total estimated improvement costs for facility - \$871,059

**Chelmsford Community Centre & Arena**

- Construction of a Type A and Type B accessible parking stalls accompanied with an access aisle.
- Construction of compliant exterior path.
- Estimated costs for improvements above - \$14,990
- Total estimated improvement costs for facility - \$969,563

**Dr. Edgar Leclair Community Centre & Arena**

- Improvement of the parking, which includes construction of Type A and Type B parking stalls with access aisles and sign posts.
- Construction of a compliant exterior path for the Community Centre.
- Estimated costs for improvements above - \$45,545
- Total estimated improvement costs for facility - \$714,431

**George Armstrong Community Centre & Arena**

- Improvement of the parking, which includes construction of Type A and Type B parking stalls with access aisles and sign posts.
- Construction of compliant exterior walkway.
- Estimated costs for improvements above - \$101,550
- Total estimated improvement costs for facility - \$1,021,317

**Gerry McCrory Countryside Sports Complex**

- Improvement of the parking, which includes repainting parking stalls, and construction of Type B parking spaces with their access aisles and signposts.
- Install tactile walking surface indicators to the curb ramp.
- Estimated costs for improvements above - \$5,000
- Total estimated improvement costs for facility - \$1,462,277

**I.J. Coady Memorial Arena**

- Construction of Type B accessible parking stalls accompanied with an access aisle, and wheelchair parking sign.
- Installation of tactile walking surface indicators on the walkway.
- Reconstruction of the curb ramp.
- Estimated costs for improvements above - \$18,600
- Total estimated improvement costs for facility - \$863,749

**McClelland Community Centre & Arena**

- Improvement of the parking, which includes adding a wheelchair symbol, providing compliant accessible signposts.
- Improvement of the walkways, which includes construction of compliant exterior paths, address changes in gradient, and installing tactile walking surface indicators.
- Estimated costs for improvements above - \$30,300
- Total estimated improvement costs for facility - \$930,464

### **Raymond Plourde Arena**

- Improvement of the parking, which includes construction of Type A and Type B parking stalls with access aisles and signposts.
- Construction of a compliant exterior path.
- Estimated costs for improvements above - \$48,925
- Total estimated improvement costs for facility - \$801,904

### **T.M. Davies Community Centre & Arena**

- Improvement of the parking includes repainting parking stalls, and construction of Type A and Type B parking spaces with access aisles and signposts.
- Improvement of the walkway, which includes constructing of a compliant exterior path, and address change in gradient.
- Install tactile walking surface indicators to the curb ramp.
- Estimated costs for improvements above - \$19,790
- Total estimated improvement costs for facility - \$794,698

### **Toe Blake Memorial Arena**

- Improvement of the parking, including construction of Type A and Type B parking, providing access aisles and passenger leading zone.
- Improvement of the walkway, including installing tactile walking surface indicators.
- Estimated costs for improvements above - \$27,425
- Total estimated improvement costs for facility - \$757,689

Total estimated improvement costs associated with parking improvements, exterior walkways and curbing is \$500,265 across all thirteen facilities. Total estimated accessibility improvement costs for all facilities are \$11,582,159. The provided costs are high-level estimates and do not include soft costs such as design, project management, contingency, etc. As noted previously, it is recommended that prior to any project execution the costs be confirmed for scope and cost.

## **Summary**

This report provides a summary of the applicable legislation for off-street parking facilities and the costs associated with recommended improvements for the City of Greater Sudbury arenas.

Recommended improvements are not currently included in the City's capital budget program. To advance accessibility improvements at municipal facilities, the City uses information from barrier-free accessibility audits to capture the required improvements and costs relating to accessibility legislation. These audits help inform the capital prioritization process used as part of budget processes.

As the report indicates, prior to undertaking any improvement it is recommended that the services of an architect/contractor be retained to refine project costs. In accordance with the City's Accessibility Consultation Policy, the Accessibility Advisory Panel is also to be consulted.

## **Resources Cited**

O. Reg. 191/11: Integrated Accessibility Standards  
<https://www.ontario.ca/laws/regulation/110191>