



**INFRASTRUCTURE & EMERGENCY MANAGEMENT
COMMITTEE HYBRID MEETING
THURSDAY, MAY 8TH, 2025 AT 9:00 A.M.
AGENDA**

Join Zoom Meeting

<https://us02web.zoom.us/j/83205955984?pwd=FC95CWD6Mf2baIOdqrsgVuO6nG5jwJ.>

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Meeting ID: 832 0595 5984

Passcode: 961562

One tap mobile

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- +1 587 328 1099 Canada

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1. On-site at Proposed Riverview Park – 7th Line SW – Walking Trail at 9:00 a.m.
2. On-site in Horning’s Mills – Main Street – Proposed Paved Shoulders at 10:00 a.m.
3. Call to Order

Welcome to all in Attendance and note to the Public – this Committee meeting is being recorded and will be available on the Township website under the Boards and Committee (Infrastructure and Emergency Management Committee) section within 5 business days of the Committee meeting.

4. Land Acknowledgement

We would like to begin by acknowledging that Melancthon Township recognizes the ancestral lands and treaty territories of the Tionontati (Petun/Wyandot(te)), Haudenosaunee (Six Nations), and Anishinaabe Peoples. The Township of Melancthon resides within the lands named under the Haldimand Deed of 1784 and the Lake Simcoe-Nottawasaga Treaty (Treaty 18).

These territories upon which we live and learn, are steeped in rich Indigenous history and traditions. It is with this statement that we declare to honour and respect the past and present connection of Indigenous peoples with this land, its waterways, and resources.

5. Additions/Deletions/Approval of Agenda

Moved by _____ Seconded by _____ be it resolved that the agenda be approved as _____.

6. Declaration of Pecuniary Interest or Conflict of Interest

7. Acceptance of Draft Minutes – April 15th, 2025

Moved by _____ Seconded by _____ be it resolved that the minutes of the Roads Sub-Committee meeting held on April 15th, 2025, be accepted.

8. Business Arising from Minutes

9. Correspondence Items

10. General Business

1. Update from Public Works Superintendent
2. Discussion on 2 On-Sites
3. Road Project Updates & Timeline
4. Ice Storm Debrief
5. Discussion on Establishing a Township Building Capital Needs Plan/Assessment
6. Email from Beverly Byer – 2nd Line NE
7. 2025 Infrastructure and Emergency Management Committee Meeting Schedule
8. Other/Additions

11. Recommendations to Council

12. Public Question Period

13. Confirmation Motion

Moved by _____ **Seconded by** _____ be it resolved that all actions of the Members and Officers of the Infrastructure and Emergency Management Committee with respect to every matter addressed and/or adopted by the Board on the above date be hereby adopted, ratified, and confirmed; and each motion, resolution and other actions taken by the Board members and Officers at the meeting held on the above date are hereby adopted, ratified, and confirmed.

14. Adjournment and Date of Next Meeting

Moved by _____ **Seconded by** _____ be it resolved that we adjourn this Infrastructure and Emergency Management Committee meeting to meet again on _____, 2025 at _____ a.m. or at the call of the Chair.

**CORPORATION OF THE TOWNSHIP OF
MELANCTHON**

<i>Department / Division:</i> Roads	<i>Date of Issue:</i> Nov. 23, 2016	<i>Business Practice #:</i>
<i>Subject:</i> Built Environment – Exterior paths of travel	<i>Revision Date:</i>	<i>Approved by:</i>

Background

The TOWNSHIP OF MELANCTHON is obligated to develop an Accessible Built Environment policy under Ontario Regulation 191/11 the *Integrated Accessibility Standard* which is part of the *Accessibility for Ontarians with Disabilities Act (AODA)*. This regulation establishes accessibility standards for information and communications, employment, transportation and the built environment for public spaces.

Purpose

The purpose of this business practice is to ensure that the TOWNSHIP OF MELANCTHON meets the legislated requirements for exterior paths of travel under the design of public spaces standard.

Business Practice

Sidewalks and walkways

Requirement for sidewalks and walkways include the following:

Firm, stable and slip resistant surfaces

Clear width will be a minimum of 1500 mm but can be reduced to 1200 mm at the top of a curb ramp

Where head room clearance is less than 2100, a cane detectable guard or other barrier will be provided to define where the clear height has been reduced

Surface openings, including horizontal openings, in a ramp or its landings must not allow passage of an object more than 20 mm in diameter and any elongated openings must be oriented perpendicular to the direction of travel.

Running slopes can be no steeper than 1:20 (5 percent). However, sidewalks beside roadways can be steeper than 1:20 but must not be steeper than the slope of the adjacent roadway

Cross slopes can be no steeper than 1:20 (5 percent) for hard surfaces or 1:10 (10 percent) in all other cases

Criteria for changes in level (slope requirements) along sidewalks and walkways include:

For a height of 1-5 mm, no bevel is required

For a height of 6-13 mm, the slope must be beveled with a maximum ratio of 1:2 (50 percent)

For a height of 14-74 mm, the slope must be a running slope not steeper than 1:8 (12.5 percent) or a curb ramp must be provided

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Roads	Nov. 23, 2016	
<i>Subject:</i>	<i>Revision Date:</i>	<i>Approved by:</i>
Built Environment – Exterior paths of travel		

For a height of 75-200 mm, the slope must be a running slope not steeper than 1:10 (10 percent) or a curb ramp must be provided

For a height over 200 mm, a ramp will be provided

Ramps

Where steps cannot be avoided or slopes cannot be made less steep, ramps will be added to improve access for people using mobility aids or pushing delivery carts or strollers. Elements such as the steepness of the ramp, space for turning at landings, and handrail design are important features in a ramp's safety and function.

Requirements for ramps include the following:

- Ramps must have a minimum clear width of 900 mm
- Ramps must have a minimum headroom clearance of 2100 mm
- Ramps must be made of a firm and stable surface material
- Ramps must have a maximum running slope of no more than 1:15
- Ramps must not have any openings in the surface that allow the passage of an object with a diameter of more than 20 mm
- Ramps must be equipped with handrails on both sides of the ramp and the handrails must:
 - Be continuously graspable along their entire length and have circular cross-section with an outside diameter not less than 300 mm and not more than 40 mm.
 - Be not less than 865 mm and not more than 965 mm high, measured vertically for the surface of the ramp.
 - Terminate in a manner that will not obstruct pedestrian travel or create a hazard
 - Extend horizontally not less than 300 mm beyond the top and bottom of the ramp
 - Be provided with a clearance of not less than 50 mm between the handrail and any wall to which it is attached.
- Where ramps are more than 2200 mm in width, one or more intermediate handrails which are continuous in length between landings shall be provided and located so that there is no more than 1650 mm between handrails.
- Ramps must also have a wall or guard on both sides and where a guard is provided it must:
 - Be not less than 1070 mm measured vertically to the top of the guard from the ramp surface
 - Be designed so that no member, attachment or opening located between 140 mm and 900 mm above the ramp surface being protected by the guard will facilitate climbing

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<i>Subject:</i>	<i>Revision Date:</i>	<i>Approved by:</i>
Built Environment – Exterior paths of travel		

- Ramps must have edge protection that is provided, with a curb at least 50 mm high on any side of the ramp where no solid enclosure or solid guard is provided, or with railings or other barriers that extend to within 50 mm of the finished ramp surface
- Ramps must be provided with landings that meet the following requirements:
 - Landings must be provided at the top and bottom of the ramp, where there is an abrupt change in the direction of the ramp, and at horizontal intervals not greater than 9 metres apart
 - Landings must be a minimum of 1670 mm by 1670 mm at the top and bottom of the ramp and where there is an abrupt change in direction of the ramp
 - Landings must be a minimum of 1670 mm in length and at least the same width of the ramp for an in-line ramp
 - Landings must have a cross slope that is not steeper than 1:50

Stairs

Requirement for the design of stairs are as follows:

- Surface of treads must be slip resistant
- Rise and run must be uniform in any one flight
- Rise dimensions (between successive treads) must be between 125-180 mm
- Riser configuration must have closed risers
- Run dimensions (between successive steps) must be between 280-355 mm.
- Nosing projection must:
 - Be a maximum 38 mm, with no abrupt undersides
 - Have high tonal contrast markings that extend the full tread-width of each step
- Handrails will be provided on both sides of the stairs and must
 - Be continuously graspable along the entire length
 - Be not less than 865 mm and not more than 965 mm high, measured vertically for the surface of the ramp.
 - Terminate in a manner that will not obstruct pedestrian travel or create a hazard
 - Extend horizontally not less than 300 mm beyond the top and bottom of the ramp
 - Be provided with a clearance of not less than 50 mm between the handrail and any wall to which it is attached.
 - Withstand the loading values obtained from the non-concurrent application of a concentrated load not less than 0.9 kN applied at any point and in any direction and a uniform load not less than 0.7 kN/metre applied in any direction to the handrail

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- Have intermediate handrails provided where stairs are more than 2,200 mm wide. These handrails must be continuous between landings, located so that there is no more than 1650 mm between handrails and meet the requirements for handrails listed above.
- Tactile walking surface indicators (TWSIs) must be provided at the top of all flights of stairs, as follows:
 - Size: TWSIs must be at least 610 mm in depth and extend the full width of the stair, starting one tread depth from the leading edge of the top step
 - Profile: TWSIs must have their tactile elements raised above the adjacent ground surface
 - Tonal contrast: High tonal contrast must be used to differentiate the TWSIs from the adjacent ground surface
- Guards must be provided on each side of a stairway where the difference in elevation between ground level and the top of the stair is more than 600 mm. Guards are not required where there is an adjacent wall or other barrier on that side.
 - Height: Maximum 920 mm, measured vertically to the top of the guard from a line drawn through the outside edges of the stair nosings. Guards should be minimum 1,070 mm around landings.

Rest areas

The TOWNSHIP OF MELANCTHON will consult with the public, people with disabilities and the accessibility advisory committee (where on exists). These consultations must address not only where rest areas are to be provided along paths of travel, but also how the rest areas will be designed.

Curb ramps

Requirements for the design of curb ramps are as follows:

- Clear width: Minimum 1200 mm (exclusive of any flared sides)
- Running Slope:
 - Elevation change less than 75 mm, no steeper than 1:8
 - Elevation change 75 mm-200 mm, no steeper than 1:10
- Direction: Curb ramps along an exterior path of travel must align with the direction of travel
- Cross slope: Not steeper than 1:50
- Flared side slope: not steeper than 1:10
- Tactile walking surface indicators (TWSIs) must be provided as follows:
 - Location: Provide TWSIs at the bottom end of curb ramps used for pedestrian crossings

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- Size: TWSIs must be at least 610 mm in depth
- Extend the full width of the curb ramp, set back 150 mm – 200 mm from the curb edge
- Profile: TWSIs must have their tactile elements raised above the adjacent ground surface
- Tonal contrast: High tonal contrast must be used to differentiate the TWSIs from the adjacent ground surface

Depressed curbs

Requirements for depressed curbs are as follows:

- Running slope: No steeper than 1:20
- Alignment: Align with the direction of travel
- Tactile walking surface indicators (TWSIs):
 - Location: Provide TWSIs at the bottom end of depressed curbs that are flush with the roadway at pedestrian crossings
 - Size: TWSIs must be at least 610 mm in depth
 - Set back: 150 mm – 200 mm from the curb edge
 - Profile: TWSIs must have their tactile elements raised above the adjacent ground surface
 - Tonal contrast: High tonal contrast must be used to differentiate the TWSIs from the adjacent ground surface

Pedestrian signals

Requirements for the design of pedestrian signals are as follows:

- Audible tones: The locator tones must be distinct for the walk indicator tone
- Location: Must be installed with 1500 mm of the edge of the curb
- Distance between pedestrian signal controls: Where two pedestrian signal controls are installed on the same corner, they must be located a minimum of 3000 mm apart
- Exception: Where a 3000 mm separation cannot be met due to site constraints or existing infrastructure, the two accessible pedestrian signal assemblies can be installed on a single post. Where this occurs, a verbal announcement must clearly state which crossing is active
- Mounting height: The activation button of the accessible pedestrian signal control must be a maximum 1100 above the ground
- Tactile arrows: Accessible pedestrian signal control must include tactile arrow symbols aligned with the direction of crossing

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- Both manual and automatic activation features must be included
- Walk indicators must be provided both audibly and through vibro-tactile indicators

Heritage

Where the TOWNSHIP OF MELANCTHON can demonstrate that cultural heritage, natural heritage, national historic interest or ecological integrity would be negatively impacted by applying requirements of the standard, exceptions may be granted. Exceptions may also be permitted where existing physical or site constraints do not allow for modifications or additions.

How to make public spaces accessible

Learn how to make public spaces accessible, including trails, beach access routes, parking, service counters and fixed waiting areas, eating areas, play spaces and paths of travel.

Accessibility requirements

The *Accessibility for Ontarians with Disabilities Act, 2005*

(<https://www.ontario.ca/laws/statute/05a11>) (AODA) is the law that sets out a process for developing, implementing and enforcing accessibility standards. Government, businesses, non-profits and public sector organizations must follow the standards.

Accessibility laws and standards (<https://www.ontario.ca/page/about-accessibility-laws>) help to reduce and remove barriers and make Ontario more inclusive for everyone.

How to comply for Designated Public Sector organizations

If you are a designated public sector organization, you must make the following outdoor and/or indoor public spaces accessible if you are creating new spaces or making major changes to existing spaces:

- trails and beach routes
- outdoor eating areas
- outdoor play spaces
- outdoor paths
- parking
- service counters and waiting areas

- maintain accessible elements

How to comply for Businesses or Non-profit organizations

If you are a business or non-profit organization with **one or more employee(s)**, you must make the following outdoor and/or indoor public spaces accessible if you are creating new spaces or making major changes to existing spaces:

- trails and beach routes
- off-street parking
- service counters and waiting areas

If you are a business or non-profit organization with **50 or more employees**, you must make the following outdoor and/or indoor public spaces accessible if you are creating new spaces or making major changes to existing spaces:

- outdoor eating areas
- outdoor play spaces
- outdoor paths
- maintain accessible elements

Additional requirements

Additional technical requirements are found in the Design of Public Spaces Standards (<https://www.ontario.ca/laws/regulation/110191#BK92>).

Trails and beach routes

By law, you must make beach access routes and recreational trails accessible if you are:

- a designated public sector organization or a business or non-profit organization with 1 or more employee(s); and
- building new public recreational trails or beach access routes and planning to

- maintain them; or
- making major changes to existing public recreational trails or beach access routes and planning to maintain them.

Exceptions to trails and beach routes

- wilderness trails, backcountry trails and portage routes
- trails only meant for cross-country skiing, mountain biking or the use of motorized recreational vehicles, such as snowmobiles and all-terrain vehicles
- areas of trails where modifications for accessibility would negatively impact ecology or heritage
- cases where making the trail or beach access route accessible would be impossible or inappropriate – for example, where rocks bordering the route make it impossible to meet minimum width requirements
- cases where making the trail or beach access route accessible would have a negative effect on properties protected under the:
 - Ontario Heritage Act* (<https://www.ontario.ca/laws/statute/90o18>)
 - Canada National Parks Act* (<https://laws-lois.justice.gc.ca/eng/acts/n-14.01/>)
 - Historic Sites and Monuments Act (Canada)* (<https://laws-lois.justice.gc.ca/eng/acts/H-4/>)
 - United Nations Educational, Scientific and Cultural Organization's (UNESCO's) World Heritage List (<https://whc.unesco.org/en/statesparties/ca>)
- cases where making the trail or beach access route accessible would have a negative effect on water, fish, wildlife, plants, invertebrates, species at risk, ecological integrity or natural heritage values

How to comply

- Consult with the public and people with disabilities when building or making major changes to recreational trails. You must consult about:
 - the trail's slope
 - the need for and location of ramps on the trail

- the need for, location and design of rest areas, passing areas, viewing areas, amenities and other features of the trail

Municipalities must also consult with their accessibility advisory committees (<https://www.ontario.ca/page/municipal-accessibility-advisory-committees>) when building or making major changes to recreational trails.

- For constructed paths, boardwalks and ramps:
 - meet the minimum requirements for width and head clearance
 - keep slopes within the set limits
 - ensure they comply with other technical requirements
- For recreational trails, post the required signs at the start of the trail. Signs, brochures, web sites and other media must include:
 - the length of the trail
 - the type of surface of which the trail is constructed
 - the average and minimum width of the trail
 - the average and maximum running slope and cross slope
 - the location of amenities, where provided

For example: a municipality is constructing a new recreational trail. They consult with the public and the Municipal Accessibility Advisory Committee on the slope of the trail and the location of certain features. At the same time, they take steps to ensure the trail meets the technical requirements for things like width and head clearance.

Parking

By law, you must make both on-street and off-street parking accessible if you are:

- building new parking spaces and planning to maintain them
- redeveloping existing parking spaces and planning to maintain them

You do not have to change your organization's existing parking areas to comply with the AODA (<https://www.ontario.ca/laws/statute/05a11>).

On-street parking

If you belong to a designated public sector organization, you must make new on-street parking accessible.

This includes parking spaces provided by designated public sector organizations for public use on:

- streets
- highways

To meet the requirement, you must consult with the public and people with disabilities on the need, location and design of accessible on-street parking spaces.

Municipalities must also consult with their Accessibility Advisory Committees (<https://www.ontario.ca/page/municipal-accessibility-advisory-committees>).

Off-street parking

You must make new off-street parking accessible if you are a:

- designated public sector organization
- businesses or non-profit organizations with 1 or more employee(s)

Off-street parking includes parking areas created for public use, such as:

- a parking lot for a doctor's office
- a shopping centre's parking garage

To meet the requirement, you must include a minimum number of each of type of accessible parking space. Types of parking spaces include:

- wider spaces for people who use mobility aids (for example, wheelchairs)
- standard-width spaces for people who use mobility-assistive devices (for example, canes, crutches and walkers)

Include extra spaces, called access aisles, between parking spaces. The access aisles must be wide enough for people with disabilities to get in and out of their vehicles.

Clearly mark all accessible spaces with the required signage.

Exceptions to off-street parking

You do not have to meet the requirement if:

- parking areas are not intended for public use
- extra parking areas are not designed for people with disabilities because accessible parking is already available on the same site
- parking areas are not located on a barrier-free path of travel (as defined under *Ontario's Building Code* (<https://www.ontario.ca/laws/regulation/120332>))
- your organization has multiple off-site parking facilities on a single site that serve a building or facility
- areas are used exclusively for parking buses, delivery vehicles, law enforcement vehicles, ambulances, or impounded vehicles

If you are limited by physical constraints on the site, you must work within these constraints to comply with the requirements, as much as possible. This may mean providing fewer accessible parking spaces than required.

Service counters and waiting areas

By law, you must make both service counters and waiting areas accessible if you are:

- a designated public sector organization or a business or non-profit organization with one or more employee(s); and
- building new service counters, fixed waiting lines or fixed seated waiting areas; or
- making major changes to existing service counters, fixed waiting lines or fixed seated waiting areas. You do not have to change existing service counters, waiting lines or seated waiting areas to comply with the AODA (<https://www.ontario.ca/laws/statute/05a11>) .

Service counters

Service counters may be desks or counter spaces where people have face-to-face conversations with staff to receive service. Some examples are reception desks,

ticketing windows, foodservice counters and check-out counters. The service areas can be indoors or outdoors. To meet the accessibility requirements, you must:

- make at least one service counter accessible to people who use mobility aids, such as wheelchairs. The area should be low enough to allow the person with a disability to interact with the person providing service. There should also be enough room under the counter for the knees of a person sitting in a wheelchair
- make all service counters accessible if your organization has a single wait line for all service counters
- provide at least one accessible counter for each of your organization's services (for example, a grocery store must offer at least one accessible service counter for each of its express, self-service and regular service lanes)
- clearly identify all your accessible service counters with signs

Fixed waiting lines

These requirements apply to fixed queuing guides or permanent fences or railings that require customers to line up and follow a set path (for example, line up for rides at an amusement park). To meet the requirements, you must:

- ensure the fixed waiting line is wide enough for people with disabilities to move through easily with their mobility aids (for example, wheelchairs, scooters, canes, crutches and walkers)
- ensure there is enough room for people using mobility aids to navigate around corners where the line changes direction
- ensure that people using canes can find the fixed waiting line (for example, by tapping on posts or railings set close to the ground)

Waiting areas with fixed seating

In many waiting areas, the seating is fixed to the floor (for example, in hospitals). To meet the accessibility requirements for these areas, you must make at least 3% of all seats accessible. When creating new fixed seating areas, always provide at least one accessible seat.

For example:

- Jason, a lawyer, plans to create a new waiting room with 6 built-in fixed seats for his clients. At least 1 seat must be accessible.
- A large medical clinic offering several different kinds of therapies is renovating its waiting area. When complete, there will be 100 seats. At least 3 of them must be accessible.

Outdoor eating areas

By law, you must make public outdoor eating areas accessible if you are:

- a designated public sector organization or a business or non-profit organization with 50 or more employees; and
- building new public outdoor eating areas with tables and planning to maintain them; or
- making major changes to existing areas with tables and planning to maintain them

You do not have to change your organization's existing tables to comply with the AODA (<https://www.ontario.ca/laws/statute/05a11>).

Public outdoor eating areas are places located outside where members of the public can sit at a table and eat (for example, outdoor food courts at amusement parks, picnic tables in parks, on hospital grounds or on university campuses).

How to comply

To meet this requirement, you must:

- determine how many new tables must be accessible
 - if you buy 1 to 9 new tables, you need to make at least 1 accessible
 - if you buy 10 or more new tables, you need to make at least 20% of them accessible
- ensure the ground leading to and under the accessible tables is level, firm and stable

- provide enough clear space around and under the tables so that people using a wheelchair or other mobility aid can easily access the tables

For example: Sandra is in charge of buying picnic tables for a public park in her town. The town decides it needs to buy 7 new tables. By law, Sandra will have to make sure one new table is accessible.

Outdoor play spaces

By law, you must make outdoor play spaces accessible if you are:

- a designated public sector organization or a business or non-profit organization with 50 or more employees; and
- building new public outdoor play spaces and planning to maintain them; or
- making major changes to existing spaces and planning to maintain them.

You do not have to change existing outdoor play spaces to comply with the AODA (<https://www.ontario.ca/laws/statute/05a11>).

Public outdoor play spaces include:

- play equipment and structures (for example, slides, swings and splash pads)
- natural features (for example, logs, rocks, sand or water intended for play)

How to comply

To meet the requirement, you must:

1. consult with the public and local people with disabilities before you design and build public outdoor play spaces (municipalities must also consult with their accessibility advisory committees (<https://www.ontario.ca/page/municipal-accessibility-advisory-committees>)).
2. enhance the play area with features that will allow children and caregivers with a wide range of abilities to play
3. make the surface of the play space firm and stable so people using mobility devices can move around easily and prevent injuries

4. ensure there is enough space around the play features; children and caregivers with disabilities should be able to move easily into the play areas and around play equipment

For example: a municipality is planning to build a new outdoor play space in their community. First, they consult with their accessibility advisory committee and community members about what they will need in the play space.

Based on these suggestions, the town decides to include an area with a sandbox and other tactile play features. This means that children can use different senses to enjoy the play space.

Additionally, the town decides to include an area for caregivers with disabilities to sit and comfortably watch the children play.

Outdoor paths

By law, you must make public outdoor paths accessible if you are a designated public sector organization or a business or non-profit organization with 50 or more employees **and** either:

- building new paths of travel and planning to maintain them
- making major changes to existing outdoor paths of travel and planning to maintain them

You do not have to change existing public outdoor paths of travel to comply with the AODA (<https://www.ontario.ca/laws/statute/05a11>) .

Examples of public outdoor paths of travel include:

- sidewalks and walkways that serve a functional purpose, like walking to work or school
- ramps, stairs and curb ramps that are part of public outdoor pathways (these are separate from ramps and stairs inside of buildings and do not affect the way buildings or entrances to buildings are constructed)

Exceptions to outdoor paths

- existing paths of travel that you are not changing, updating or maintaining
- recreational trails not meant for pedestrians, such as bike paths
- paths regulated by *Ontario's Building Code* (<https://www.ontario.ca/laws/regulation/120332>) , such as walkways between buildings that are close together
- the parts of paths located where conditions make it impossible to meet some or all of the requirements, such as next to a highway or other existing structure
- cases where changes to a path would have a negative effect on properties protected under the:
 - *Ontario Heritage Act* (<https://www.ontario.ca/laws/statute/90o18>)
 - *Canada National Parks Act* (<https://laws-lois.justice.gc.ca/eng/acts/n-14.01/>)
 - *Historic Sites and Monuments Act (Canada)* (<https://laws-lois.justice.gc.ca/eng/acts/H-4/>)
 - United Nations Educational, Scientific and Cultural Organization's (UNESCO's) World Heritage List (<https://whc.unesco.org/en/statesparties/ca>)
- cases where changes to a path would have a negative effect on water, fish, wildlife, plants, invertebrates, species at risk, ecological integrity or natural heritage values

How to comply

To meet the requirement, you must:

- meet the minimum requirements for width and head clearance
- keep slopes of sidewalks, walkways, ramps and depressed curbs within the set limits
- make sure the surfaces of ramps and stairs are firm, stable and slip-resistant (provide required handrails and guards to help prevent people from slipping)
- provide clear contrast markings and tactile walking surface indicators on stairs, curb ramps and depressed curbs
- install accessible pedestrian signals wherever new pedestrian crossing signals are installed at crosswalks or intersections

- consult with the public and people with disabilities about including rest areas along paths (for example, benches will allow people who have difficulties walking to stop and rest). Municipalities must also consult with their accessibility advisory committees (<https://www.ontario.ca/page/municipal-accessibility-advisory-committees>)

For example: a municipality is redeveloping a stretch of sidewalk. There is a large tree that prevents the municipality from meeting the minimum width requirement. Only the portion of the sidewalk surrounding the tree is exempt from the width requirement. This part of the sidewalk must still meet other requirements, such as head clearance and slope.

Maintaining areas

By law, you must maintain the accessible parts of your public spaces if you are:

- a designated public sector organization
- a business or non-profit organization with 50 or more employees

You must have a multi-year accessibility plan (<https://www.ontario.ca/document/how-create-accessibility-plan-and-policy>) in place. This plan explains how you will:

- manage when accessible parts of your outdoor paths of travel are not working or available
- maintain the accessible parts of your public outdoor eating area – both regular and emergency maintenance

For example: a private parking lot operator has set aside the required number of spaces for accessible parking. Every few years, the company resurfaces the lot. During those days, the accessible parking spaces are unavailable to the public. The company's multi-year accessibility plan says that when this happens, it will post a sign to explain the disruption and set up a temporary accessible parking area.

Accessibility in buildings

The *Accessibility for Ontarians with Disabilities Act* and Design of Public Spaces Standards **does not** apply to buildings.

Learn more about the accessibility requirements for buildings such as entrances, ramps, elevators and washrooms in *Ontario's Building Code* (<https://www.ontario.ca/laws/regulation/120332>) .

Disclaimer

The aim and purpose of this webpage is to help individuals and organizations with information related to the *Accessibility for Ontarians with Disabilities Act, 2005* (<https://www.ontario.ca/laws/statute/05a11>) and its associated Integrated Accessibility Standards regulation O. Reg. 191/11 (<https://www.ontario.ca/laws/regulation/110191>) .

While we aim to provide relevant and timely information, no guarantee can be given as to the accuracy or completeness of any information provided. This guidance is not intended to provide official advice and should not be relied upon or treated as official advice. Those seeking legal advice should consult with a qualified legal professional.

In case of discrepancy between website content and Ontario legislation and regulations, the official version of Ontario Acts and Regulations (<https://www.ontario.ca/Laws>) as published by the King's Printer for Ontario will prevail.

The Ministry for Seniors and Accessibility and the Government of Ontario do not endorse or recommend any accessibility consultant(s), their advice, opinions or recommendations.

Related

Accessibility in Ontario (<https://www.ontario.ca/page/accessibility-in-ontario>)

Guide: Accessible Community Engagement (<https://www.omssa.com/accessible-engagement.php>)

Guide: Accessible outdoor recreational spaces (<https://www.prontario.org/public/training/Pathways%20to%20Recreation.pdf>)

Illustrated Technical Guide to the Design of Public Spaces (<http://gaates.org/DOPS/loc.php>)

Updated: March 28, 2023
Published: June 03, 2015



A community that grows together

Report To: Warden Horner and Members of County Council

Meeting Date: April 24, 2025

Subject: Overview of the Spring 2025 Severe Weather Events

From: Steve Murphy – Manager – Preparedness, 9-1-1 and Corporate Projects

Recommendation

THAT the report from the Manager of Preparedness, 9-1-1 and Corporate Projects, Report #Office of the CAO-2025-020, Overview of the Spring 2025 Severe Weather Events, be received;

AND THAT staff be directed to conduct a thorough debriefing of the severe weather events detailed in this report;

AND THAT the debriefing process include engagement with the members of the community who wish to contribute to the process;

AND THAT a complete After-Action Report with recommendations be presented to County Council for consideration.

Executive Summary

- Between March 14, 2025 and April 3, 2025 the County of Dufferin was battered by a number of severe weather events including widespread flooding, snowstorms, heavy rainfall, severe winds and a record setting ice storm.
- Staff from the local municipalities, the County and the Province of Ontario worked tirelessly along side volunteers from various organizations to ensure the well-being of hundreds of vulnerable families.
- An upcoming series of debriefings and discussions with everyone who was involved will build a better picture of what happened, where any weaknesses

were observed and what actions were taken that preserved lives, property and the natural environment.

Background & Discussion

Flooding

The winter of 2024/2025 was described by one lifelong resident as ‘one to rival the good ol’ days’ and, by all accounts, he was correct. In early March, there was indication that 120 cm (48 inches) of heavy packed snow was sitting on the ground throughout Dufferin County. A few warm days and a lot of rain melted much of that snowpack and with the frozen ground unable to absorb the melt, the water levels in all local rivers and streams were elevated.

On March 14, 2025, the Grand River Conservation Authority (GRCA) issued a flood watch for the entire GRCA watershed which included Melancthon, Grand Valley, Amaranth, and East Garafraxa. By March 16, 2025, the flood watch had become a flood warning and the Town of Grand Valley, as well as the Townships of Amaranth and East Garafraxa, were experiencing flood conditions that forced multiple road closures, threatened critical infrastructure, flooded private property and put the health and wellbeing of residents at risk.

The response to this flood event involved local, county and provincial resources and was the first active deployment of Emergency Management Ontario’s Ontario Corps.

On March 17, 2025, the Nottawasaga Valley Conservation Authority (NVCA) issued a flood watch for the NVCA watershed including, Mulmur, Mono and Shelburne.

Ice and Snow Event

The event was followed by a moderate ice and snow event on March 22, 2025 across the northern portion of Dufferin County. This was followed by a wider spread winter storm on March 24 and 25 which impacted the entire County.

Ice Storm

Then on March 28, 2025, an ice storm began to impact Dufferin County and most of central Ontario. Freezing rain continued to accumulate for two days and eventually lead to widespread power outages throughout Dufferin County and much of southern and central Ontario. For some Dufferin County residents, the power outage lasted eight (8) days.

The response to the widespread power outage was hampered by several challenges, not the least of which was another severe storm beginning on April 1 and lasting through April 3, 2025. This storm system included snow, freezing rain, high winds, thunderstorms, intense rainfall and a risk of a tornado. During this same period, the NVCA flood watch was upgraded to a flood warning.

Flood Watch

On April 2, 2025, the GRCA issued another flood watch for Grand Valley and Amaranth due to rainfall of close to 75 mm. This watch was upgraded to a flood warning on April 3, 2025.

Response

On April 3, 2025, the Township of Mulmur declared an emergency to mobilize resources for the safety and well-being of their residents. This declaration remained in effect for four (4) days and was terminated on the morning of April 7, 2025.

By the time Council receives this report, most of the storm debris will have been cleared and the final repairs to the electrical grid should be completed. Additionally, the projects and routine tasks that staff had to put on pause during the event will have resumed and, with time, get back on schedule.

Next Steps

The next steps will include several debriefing meetings. These meetings will include the municipalities, the emergency services, the volunteers and the County departments that were directly involved in the response. These meetings will provide a detailed picture of the actions taken and the results of those actions which will be compiled into three (3) separate after-action reports (AAR).

- AAR 1 – Grand River Flooding
- AAR 2 – Ice Storm Impacts Throughout Dufferin County
- AAR 3 – Mulmur’s 2025 Ice Storm Emergency Declaration

To ensure that these reports are thorough, inclusive and equitable, it is felt by staff that the public should be engaged to provide their perspectives. It is anticipated that this engagement will provide the most valuable feedback to the process.

Staff are suggesting that the community engagement consist of a town hall meeting in each municipality over the coming weeks to allow people to come forward and share

Kaitlin Dinnick

From: Beverly Byers [REDACTED]
Sent: Sunday, March 30, 2025 2:17 PM
To: Kaitlin Dinnick
Cc: Roads Department; Denise Holmes
Subject: Re: 2nd Line NE

Sure
Beverly Byers

On Mar 26, 2025, at 11:40 AM, Kaitlin Dinnick <kdinnick@melancthontownship.ca> wrote:

Good Morning Beverly,

We have an Infrastructure and Emergency Management Committee Meeting scheduled for Monday March 31st, 2025 at 9:30am please advise if you would like me to add your email to the agenda for discussion.

Thank you.

Kaitlin Dinnick



Kaitlin Dinnick | Deputy Clerk/Planning Coordinator | Township of Melancthon | kdinnick@melancthontownship.ca | PH: 519-925-5525 ext 103 | FX: 519-925-1110 | www.melancthontownship.ca |

The Administration Office will be open to the public Monday to Friday from 8:30 a.m. to 12:00 p.m. and 1:00 p.m. to 4:30 p.m. There will be no public access between 12:00 p.m. to 1:00 p.m. as the Office will be closed.

Please consider the environment before printing this e-mail. This message (including attachments, if any) is intended to be confidential and solely for the addressee. If you received this e-mail in error, please delete it and advise me immediately. E-mail transmission cannot be guaranteed to be secure or error-free and the sender does not accept liability for errors or omissions.

From: Beverly Byers [REDACTED]
Sent: Wednesday, March 26, 2025 11:25 AM
To: Kaitlin Dinnick <kdinnick@melancthontownship.ca>
Cc: Roads Department <roads@melancthontownship.ca>; Denise Holmes <dholmes@melancthontownship.ca>
Subject: Re: 2nd Line NE

I understand driveway maintenance is to the home owner but instead of grading the road properly they just keep adding gravel and spreading it. The next day or after a rain fall the road is back to the way it was before full of pot holes. You can barely drive on the road. They have addd so much gravel the road has been raised 2 feet. This is a bit ridiculous for home owner to have to maintain raising drive ways we can barely get our cars in and out without them bottoming out.

Beverly Byers

On Mar 20, 2025, at 11:58 AM, Kaitlin Dinnick
<kdinnick@melancthontownship.ca> wrote:

Hi Beverly,

There have been no discussions regarding the paving of 2nd Line NE at the Infrastructure and Emergency Management Committee or Council level. If you would like to discuss this matter further, you are welcome to submit an email to be included on the next Infrastructure and Emergency Management Committee agenda or request to speak as a delegation at the Committee's next meeting.

Please note that driveway maintenance and any associated costs are the responsibility of the Property Owner.

Thank you.

Kaitlin Dinnick

<image001.jpg>

Kaitlin Dinnick | Deputy Clerk/Planning Coordinator | Township of Melancthon | kdinnick@melancthontownship.ca | PH: 519-925-5525 ext 103 | FX: 519-925-1110 | www.melancthontownship.ca |

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From: Beverly Byers [REDACTED]

Date: March 20, 2025 at 10:24:29 AM EDT

To: Roads Department <roads@melancthontownship.ca>

Subject: Re: 2nd Line NE

Who can I contact to find out any plans for this?

It is damaging our vehicles and we are having troubles accessing our driveway due to the rise in the road.

Like I said in my previous email they continue to add gravel every year to road it has raised approximately 2' since we've moved in.

Will they pay to raise the end of the driveways to accommodate the amount of gravel they've added?

Beverly Byers

On Mar 19, 2025, at 8:32 PM, Roads Department <roads@melancthontownship.ca> wrote:

No plans in the near future that I know of

Sent from my iPhone

On Mar 19, 2025, at 5:14 PM,
Beverly Byers

 wrote:

Hello, are there any plans yet to fix this road? It was heading yesterday and it's like it never was graded. Since we moved in there has been so much gravel added to road it is hard getting cars and our in and out of the driveway. There has been about 2' of gravel added to the road. Which make this difficult to enter drive ways. When we bought the house the road was paved and then tore up and we were told it would be re paved.

Beverly Byers