Present: T. Nolan (Chair)  
K. Nolan, F. Chesney, T. Manzuk, B. Helwig, B. Lane, R. Semkow, M. Smithson, T. Wallis  

Regrets: Councillor B. Morelli, D. Burkett, P. Cameron, R. Cameron, S. Derkach, A. Mallett  

Also Present: E. Lee, Community Relations Advisor, Mayor’s Office  
J. Lee, M. Carter, Customer Service, Access & Equity  
R. Sabo, Legal Services  
H. Solomon, Manager, Public Works  
A. Fletcher, S. Hamilton, Planning and Economic Development  
M. Meyer, City Clerk’s Office  

FOR THE INFORMATION OF COMMITTEE:  

The meeting was called to order at 4:05 p.m.  

(a) Appointment of Vice-Chair (Item A)  

Fran Chesney was nominated for the position of vice-chair.  

(K. Nolan/T. Wallis)  
That Fran Chesney be appointed Vice-Chair of the Advisory Committee for Persons with Disabilities for the remainder of the 2006-2010 term.  

CARRIED  

(b) CHANGES TO THE AGENDA (Item 1)  

The Clerk advised of the following changes to the agenda:  

Added as Item 4.3 is a presentation respecting the City Hall Renovations.
Item 5.1, the Transportation Sub-Committee Update, is deleted from the agenda, as this month’s meeting was cancelled. The Built Environment Sub-Committee update was deferred at the last meeting and will become Item 5.1 instead.

Added as Item 6.1 is the resignation of Sharon Derkach from the Advisory Committee for Persons with Disabilities.

On a motion (B. Semkow/T. Wallis), the agenda was approved as amended.

(c) DECLARATIONS OF INTEREST (Item 2)

There were no declarations of interest.

(d) MINUTES (Item 3)

(i) Minutes of the Advisory Committee for Persons with Disabilities meeting held on January 20, 2009 (Item 3.1)

The minutes of the Advisory Committee for Persons with Disabilities meeting held on January 20, 2009 were amended by including the request for regular reporting on snow removal complaints in the Snow Removal presentation section.

(K. Nolan/T. Wallis)
That the minutes of the Advisory Committee for Persons with Disabilities meeting held on January 20, 2009 be approved as amended.

CARRIED

(e) PRESENTATIONS (Item 4)

(i) Regulation of Drive-Throughs (Item 4.1)

The Committee welcomed Al Fletcher from the Economic Development and Planning Department to address the regulation of drive-throughs in the City of Hamilton.

Highlights of the presentation included:
- In November 2008, Council directed staff to look at prohibition or regulation/restriction of drive-throughs.
- Drive-throughs cannot be prohibited outright as they are an accessory use to a business.
- Many municipalities have, however, restricted the use of drive-throughs.
- Traffic concerns: when drive-through lines extend onto the street or completely surround a restaurant
Public Health concerns: idling at intersection, big industry, particulate matter on the streets are more pressing issues.

Drive-throughs are prohibited in the downtown core.

The City is looking to restrict drive-throughs in the BIAs where the focus is on the pedestrian.

Currently design is done through the site plan guidelines, which are not mandatory. However, staff would like to make some of the guidelines part of the zoning regulations. For example:

- The number of stacking spaces
- Ensuring that stacking spaces not located in the parking lot aisle
- Ensuring that stacking spaces are not located between required parking and the restaurant door
- Ensuring that the drive-through lane is not located between the street and the building
- Solid board fences abutting residential properties, planting strips

Staff wanted to include the accessibility component in the report.

Some discussion ensued, including but not limited to the following:

Accessibility for persons with disabilities in vehicles – reasonable access to service would be through the drive-through but if, for example, a bank withdrawal machine had keys that were too high, it would be inaccessible. Is there a possibility of identifying access criteria to ensure that the drive-through is accessible to persons of all abilities?

- Can regulate use and location but not built form.

Does the stacking of limits in line have a limit to the property?

- There is a clear safety issue when the vehicles stack across sidewalks and streets. The City cannot regulate a specific user, but can talk to Municipal Law Enforcement about how to deal with travel portion of the streets.

Should consider having a requirement that businesses must have a paved walkway from the sidewalk to the building with a proper crosswalk if it crosses a vehicle area so that vehicle operators know that this is a pedestrian crosswalk.

The by-law should include a provision that any time the retail establishment makes changes, they have to upgrade to the new guidelines.

There should be guidelines respecting visibility if there is going to be fencing and planting.

(T. Wallis/M. Smithson)

That the presentation respecting the Regulation of Drive-Throughs be received.

CARRIED
(ii) Wheelchair Ramps (Hart Solomon) (Item 4.2)

The Committee welcomed Hart Solomon from the Operations and Maintenance Division of Public Works to discuss wheelchair ramps.

Highlights of the presentation included:
- Currently wheelchair ramps exist only where there is stoppage of traffic – never where there is permanent flow
- Persons in wheelchairs should be able to cross the street where ambulatory persons can cross
- The concern is with visually impaired community and how to make the crossing safe for them.
- The Urban Braille design standard is on hold pending this decision. This will also have an impact on road construction in 2010.

Some discussion ensued, including but not limited to the following:
- If lines are cut into the sidewalk, it tells the visually impaired that it is okay to cross, except that there is no traffic stoppage.
- Is there another symbol that is used besides the chevron lines for direction? The little lip that told the visually impaired that they were moving from non-traffic to traffic has been removed to make it easier for wheelchairs, but in this case it may be needed.
- Have other municipalities been surveyed with respect to their guidelines on this issue?

(T. Manzuk/F. Chesney)
(i) That the issue of wheelchair crossings where there is no stoppage of traffic be referred to the Built Environment Sub-Committee; and
(ii) That the Manager of Traffic Engineering provide any information that is available.

CARRIED

Committee also suggested that Daiene Verissimo from CNIB be invited to attend that meeting.

(K. Nolan/R. Semkow)
That the presentation respecting Wheelchair Ramps be received.

CARRIED

(iii) City Hall Renovations Update (Added Item 4.3)

The Committee welcomed representatives from the following architectural firms to provide an update on City Hall Renovations:
Site Accessibility: Wendy Shearer, Landscape Architect

Highlights of the presentation included:
- Introduction
- Building and site have been designated.
- Series of steps and retaining walls – part of reason for designation
- 12 new ramps will be inserted where there are currently stairs – stairs will be divided into two sections so there will be stair on one side and ramp adjacent.
- The 12 ramps will have a 1:12 slope, clearance for handrails, a slight curb so wheelchair can’t have wheel go off side, and new handrails with extensions at top and bottom for additional support
- 3 additional ramps designed to a different standard as exiting ramps.
- Will be putting guards in for along the top of retaining walls for safety.
- Two places where, instead of a guard, will put in barberry hedge.

A question period ensued, including but not limited to the following:
- Has there been any consideration of visibility through the higher level handrails so that someone sitting in a wheelchair can see through them?
  - The design of railing is galvanized metal that is fairly thin so transparency through the railings is quite good.
- Are the ramps roughed up so that they are not slippery?
  - Still have some fine-detailing to the tender package so will bear that in mind.
- Are there benches so that people can rest?
  - Intend to reuse as many of the original benches as possible.
- Is it possible to put a bench between the DARTS drop-off and the City Hall entrance?
  - Issues about additional site furniture have yet to be confirmed
- There should be a provision for a drop-off at the side of City Hall
- 1:12 slope is too big.
- Is the ramp only wide enough for one wheelchair? The AODA Standards may require ramps to be big enough for two wheelchairs.
  - The advantage of a ramp designed for one wheelchair is that they could grasp the railing on both sides. Also, have to balance heritage components. This was a compromise and balance of those aspects.
- Will you be using interlocking stone or brick? That’s problematic for persons with disabilities (canes and wheelchairs).
Interlocking is part of the heritage components – will be pouring a concrete base to put them in so that there is no settling.

Building Entrances: Garwood-Jones & Hanham Architects – Ross Hanham

Highlights of the presentation included:
- Proposed expansion of existing barrier-free parking and DARTS drop-off near entrance.
- New outdoor patio at east end of building.
- DARTS drop-off will be a circular lay-by – consulted with DARTS.
- Expanding barrier-free parking at the lower level from 5 spots to 8 spots.
- There will be curb depressions and ramps to allow people to move from sidewalks to vehicles.
- There will be a patio at the east end with a food service area that can be leased out.
- A new ramp will be built to allow people to enter at both parking levels.
- 3 barrier-free parking spots will be added to the second level.
- The doors at the second level will be replaced with new sliding glass doors that automatically open.
- Most of the doors on the first level will be replaced with automatic sliding glass doors, with the exception of three of the four front doors.
- Decals in the glass will make doors more visible.

A question period ensued, including but not limited to the following:
- These ramp slopes are 1:20, which conforms to the barrier-free guidelines, yet the slope of the ramps on the grounds is 1:12. They do not conform.
- Should have a DARTS drop-off on the East side of the building.
- Decals on the doors should be a contrasting material with depth of colour.
  - On the doors, something like the City logo will likely be used.
- Decals should be at two levels – that of a wheelchair and that of a walking person.
- Stairs should also have contrast so the edging is marked.
  - Will look into that.
- How many City employees are there and where do they park?
  - Planning to have 400 staff come back to City Hall. Working on differentiating between staff parking and visitor parking. Will accommodate those staff with accessibility issues when they return to City Hall.
Building Interior Accessibility: McCallum Sather Architects

Highlights of the presentation included:

- Service counters will be low so as to conform to the barrier-free guidelines.
- The curved ramp will be removed from the Council Chambers, as will the chairs and tables on one side to create a floor area for 4 or 5 wheelchair locations.
- The washroom on the ground floor will be converted to a barrier-free washroom. A stall in the female washroom will be wheelchair accessible.
- On the second floor, there will be a universal washroom. As well, the existing “barrier-free” washroom will be renovated to conform to the barrier-free guidelines.
- Adult change tables will be put in some of the washrooms.
- Some doors will always be open on the second floor and some doors that will have automatic door openers.
- Turning radii and aisle widths

A question period ensued, including but not limited to the following:

- The thick carpet in the Council Chambers is difficult to wheel on
  - Will be changing all of the carpet to a lower pile
- What happens if a Councillor has a disability?
  - Would have to look at that at that time – currently have not been directed to modify any of the furniture that’s there now.
- Will there be seating in public areas for rest stops (i.e. in hallways, lobby, etc.)
  - That’s part of the plan
- There will still be stairs to the public area of the gallery in the Council Chambers. Needs to be addressed.
- Concerns that maybe not enough accessible washrooms
- The hold-open doors at the entrance to the office areas on all floors off of the elevator lobby – once closed, will be push-pull. Concerns with this. All the doors should be accessible. It might be reasonable to have kick plates on the doors.
- Will there be motion sensors for the lights in washroom?
  - It is being investigated


Highlights of the presentation included:

- Lighting across all stairs, anywhere there is a change in elevation, anywhere there are ramps.
- Glare Control – type of lights to be used outside provide good glare control.
Luminary mounted in retaining wall
- Parking lot lighting at second level, across bridge, at canopy, at barrier-free ramp.
- Designed so that you can go from high lighting to low lighting without affecting visibility.
- Public area lighting – linear fluorescent with a frosted lens on bottom. Recessed in ceiling a little bit so no issues with glare. Defines the path of travel.
- Elevator lobby lighting – cove lighting at sides with recessed linear fluorescent in middle.
- Compact fluorescent down-light in work areas.
- Spectral distribution curves – using lights that are similar to daylight.
- Luminary placement

A question period ensued, including but not limited to the following:
- Lighting inside the elevator has been terrible
  - Outside of the scope but have mentioned it and the elevator consultant will be made aware.
  - All washrooms will have occupancy sensors – an ultrasonic type of sensor that doesn’t necessarily interfere with hearing aids because of new guidelines respecting frequency.
- Need to make it so people easily see that where there is a post. Also need to use lighting to highlight dangerous areas, obstructions, and stairways
  - Will do a good job of highlighting vertical areas.
  - The exit stairs all have doors except one. Can change the lighting so that the centre panel is brighter so that the stair area stands out.
- The lighting needs to complement texture and colour so highlight contrasts such as edges of steps.

(R. Semkow/K. Nolan)
That the presentation respecting City Hall Renovations be received.

CARRIED

(f) SUBCOMMITTEE UPDATES (Item 5)

(i) Built Environment Sub-Committee update from the meeting held on November 25, 2008 (Item 5.1)

(B. Lane/R. Semkow)
That the verbal update of the Built Environment Sub-Committee meeting held on November 25, 2008 be deferred to the March 10, 2009 meeting of the Advisory Committee for Persons with Disabilities.

CARRIED
(ii) Customer Service Sub-Committee update from the meeting held on January 21, 2009 (Item 5.2)

(B. Lane/R. Semkow)
That the minutes of the Customer Service Sub-Committee meeting held on December 16, 2008 and the Customer Service Sub-Committee report from the meeting held on January 21, 2009 be deferred to the March 10, 2009 meeting of the Advisory Committee for Persons with Disabilities.

CARRIED

(g) DISCUSSION ITEMS (Item 6)

(i) Resignation from the Advisory Committee for Persons with Disabilities (Added Item 6.1)

(B. Lane/K. Nolan)
That the resignation of Sharon Derkach from the Advisory Committee for Persons with Disabilities be received.

CARRIED

(h) ADJOURNMENT (Item 8)

(R. Semkow/B. Lane)

The Advisory Committee for Persons with Disabilities adjourned at 6:28 p.m.

Respectfully submitted,

Tim Nolan, Chair
Advisory Committee for Persons with Disabilities

Mary-Ann Meyer
Legislative Assistant
February 10, 2009