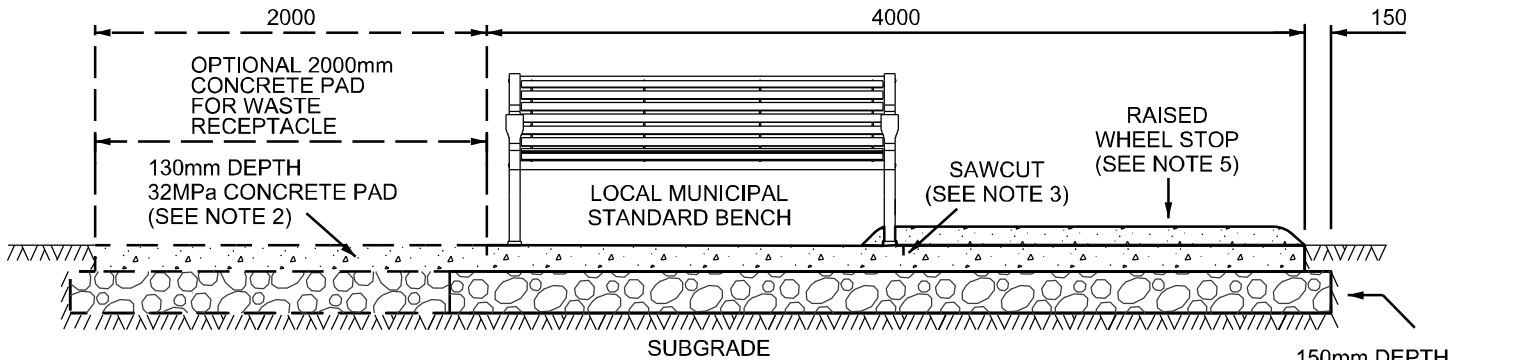
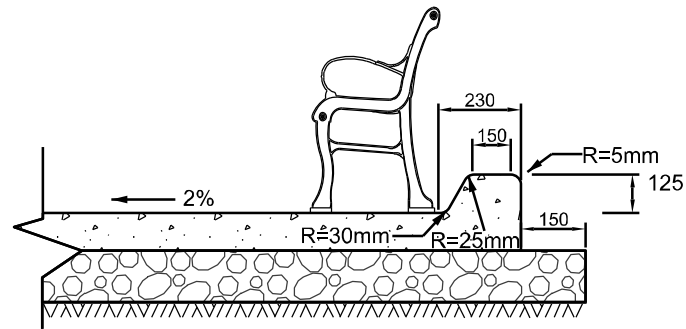


PLAN VIEW



SECTION 'A' - 'A' - FRONT VIEW



SECTION 'B' 'B'- RAISED WHEEL STOP

NOTES

1. THIS DRAWING MUST BE USED IN CONJUNCTION WITH STANDARD DRAWING 5-2-6 AND WITH THE REST AREA GUIDELINE
2. ALL CONCRETE TO BE 32MPa; 7% +/- 1.5% AIR ENTRAINED
3. SAWCUT MUST HAVE A MAX SPACING OF 2.0m AND SHALL BE A 1/3 DEPTH
4. JOINT FILLER SHALL CONSIST OF BITUMINOUS FIBRE MATERIAL ABUTTING ALL RIGID OBJECTS OF OTHER CONCRETE WORKS
5. RAISED WHEEL STOP SHALL BE POURED IN CONJUNCTION WITH CONCRETE PAD
6. BENCH MODEL SHALL BE CONSISTENT WITH THE LOCAL MUNICIPALITY IN WHICH THE REST AREA IS LOCATED
7. WHERE ADDITIONAL SPACE AVAILABLE, A MIN. 600mm FLOW SPACE MUST BE PROVIDED
8. OPTIONAL SPACE FOR WASTE RECEPTACLE SHALL BE 2m WIDE CONCRETE PAD
9. LOCATION OF BENCH AND OTHER OBSTRUCTIONS MUST BE LOCATED 450mm AWAY FROM THE EDGE OF THE SIDEWALK AND OUTSIDE THE CLEAR ZONE WHERE POSSIBLE
10. EXTERIOR PATHS OF TRAVEL MAY BE EITHER A SIDEWALK OR A MULTI- USE PATH
11. THIS DRAWING IS TO BE USED AS A GUIDELINE ONLY AND IS SUBJECT TO SPACE AVAILABILITY

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SPECIFIED



**PUBLIC WORKS
STANDARD DRAWING**

DATE: AUGUST 2019

APPROVED BY

DRAWN BY

G.K./S.L

N.D

STD. DWG. NUMBER

SCALE

5-2-19

N.T.S.

**REST AREA ALONG EXTERIOR
PATH OF TRAVEL**

GUIDELINE FOR REST AREAS ALONG EXTERIOR PATHS OF TRAVEL

1. Background

1.1 Regional Mandate

Every day, the Region of Peel grows with an increasingly diverse population. The Region of Peel values this diversity and is committed to creating an accessible Region of Peel for all people as laid out in the Region's 2018-2025 Multi-Year Accessibility Plan. In accordance with Regional Official Plan Policy to promote the use of universal accessible design in Peel Region's built environment to enhance safety, mobility, and independence of seniors; and as part of the Region of Peel 2015-2035 Strategic Plan vision of Community for Life, the Region strives to create a more inclusive community that people with all abilities can participate in. The Strategic Plan has three focus areas to build on to achieve a Community for Life: Living, Thriving, and Leading. This guideline focuses on the Thriving focus area - to build communities that are integrated, safe, and complete.

1.2 Regulatory Framework

The Region of Peel is required to comply with the *Accessibility for Ontarians with Disabilities Act, 2005* (AODA). The Integrated Accessibility Standards Regulation (O.Reg 191/11) of the AODA includes a section on the Design of Public Spaces which requires that municipalities consult the public, persons with disabilities, and municipal accessibility advisory committees on the design and spacing of rest areas along newly constructed or redeveloped exterior paths of travel (section 80.29).

1.3 Definitions: Exterior Paths of Travel and Rest Areas

A Guide to the Integrated Accessibility Standards Regulation, 2014, provides the following definitions for exterior paths of travel and rest areas:

Exterior Paths of Travel: Exterior paths of travel differ from recreational trails - these are the sidewalks and walkways intended to provide a functional route from Point A to Point B, rather than those paths that are intended to provide a recreational experience. They can be called by many names – sidewalks, walkways, multi-use paths and so on.

Rest Area: A rest area is a dedicated level area that is intended for public use to allow persons to stop or sit. A typical rest area consists of:

- a bench with armrests and backrests;
- a clear space to accommodate mobility aids; and
- a ground surface that contrasts the sidewalk or multi-use path.

Rest areas are particularly important for people who have limited stamina, difficulty walking long distances or standing for extended periods, or use mobility aids.

1.4 Consultation Approach

The Region has a number of planned sidewalk and multi-use path projects identified in the Sustainable Transportation Strategy. To minimize the need for repeated consultation on the same topic and improve efficiency in project implementation, the Region has developed this guideline in consultation with internal Regional staff, input from local municipal staff, feedback from the public gathered through Public Information Centres, and input from the Peel Accessibility Advisory Committee through a working group meeting.

This guideline was endorsed by the Peel Accessibility Advisory Committee on September 19, 2019.

1.5 Scope and Application

This guideline applies to all sidewalk and multi-use path projects within the Region's road right-of-way that are either being newly constructed or are being reconstructed. This document is intended to be a guideline, rather than a standard, to be used by Regional project managers for consideration when designing new sidewalks or improving existing sidewalks. Certain projects may require additional consultation, such as those located in context-sensitive areas.

This guideline shall be read in conjunction with Standard Drawings 5-2-19 (Standard Drawing for Rest Areas - Appendix A) and 5-2-6 (Standard Drawing for Sidewalks), the Region of Peel's AODA Design of Public Spaces Compliance Checklist for Regional Road Right-of-Ways, the Region of Peel Streetscaping Toolbox, and the Region's Road Characterization Study.

2. Design and Spacing of Rest Areas

2.1 Benches Details

The bench model shall be consistent with that of the local municipality which the rest area is located in to ensure uniform design (see **Figure 1**). At a minimum, the bench model should:

- a. Ensure the seat height is between 450mm and 500mm from the ground
- b. Provide back support and arm rests

Figure 1: Local municipal bench models



*Use non-customized bench

For additional details and specifications regarding benches, refer to **Appendix B**.

2.2 Concrete Pad and Layout

Concrete pads shall abut the exterior path of travel with consideration for safety. Standard Drawing 5-2-19 prescribes the general dimensions and layout of the rest area (see **Appendix A**). Where rest areas are provided, ensure the following:

Figure 2: Overall Rest Area Components and Specifications

Concrete Pad Surface	<ul style="list-style-type: none"> Surface is firm, level, stable, and slip-resistant Surface has a slope no greater than 1:50 (2%) to allow suitable drainage and the maneuverability of mobility aids Provide contrast between the rest area concrete pad and adjacent path of travel
Bench	<ul style="list-style-type: none"> Bench with back and arm rests is provided Bench is located min 450mm away from the side of the sidewalk and is outside the clear zone
Clear Space and Flow Space	<ul style="list-style-type: none"> A clear space area adjacent to the bench that is at least 920mm by 1370mm to accommodate mobility aids Where space is available, provide an additional flow space adjacent to the clear space area of at least 600mm for the maneuverability of mobility aids into and out of the clear space
Raised Wheel Stop	<ul style="list-style-type: none"> Provide a raised wheel stop behind the clear space (and flow space area where applicable) where appropriate, that prevents rolling backwards
Optional Space for Waste Receptacle	<ul style="list-style-type: none"> Inclusion of a waste receptacle may be considered by the project manager If a waste receptacle is provided, waste management must be consulted

2.3 Rest Area Spacing

As pedestrian activity along exterior paths of travel varies by the character of the roadway, this guideline provides a spacing recommendation by the road characters identified in the Region's Road Characterization Study (see **Figure 3**). Depending on the local context and pedestrian activity in the area, such as proximity to seniors' homes and hospitals, closer spacing of the rest areas may be warranted. In addition to the recommendations in **Figure 3, Section 2.4** of this guideline should also be considered when determining the spacing between rest areas:

Figure 3: Maximum spacing recommendations by road character

Road Character	Road Character Description	Spacing between Rest Areas
Rural Road*	Typically, little to no pedestrian traffic	N/A
Rural Main Street	Short area of concentrated development; Moderate to high pedestrian traffic	~500m
Urban Main Street	Downtowns of large to mid-size municipalities; Heavy pedestrian traffic & public meeting space	~500m
Suburban Connector	Auto-oriented development; Generally moderate pedestrian activity with isolated examples of high pedestrian activity	~700m
Commercial Connector	Higher density of commercial activity than residential; Pedestrian activity is low to moderate	~800m
Industrial Connector	High amount of warehousing and industrial development; Low pedestrian traffic	~1000m

*Rural road cross sections do not include sidewalks

2.4 Additional Considerations

Considerations for the *design* of rest areas:

- a. Ensure the path of travel is obstacle-free;
- b. Ensure the rest area has adequate lighting and visibility;
- c. Ensure storm runoff does not drain onto sidewalk;
- d. Consider using pervious concrete for the concrete pad;
- e. Ensure the rest area does not impede sightlines for vehicles;
- f. Consider the provision of shade where possible and protection from the elements;
- g. Consider the local context and surrounding area when determining if inclusion of the wheel stop is appropriate. Do not include wheel stop if the surrounding context could prompt pedestrians to cut across rest area and trip on wheel stop;
- h. Consider the provision of a waste receptacle where possible; and

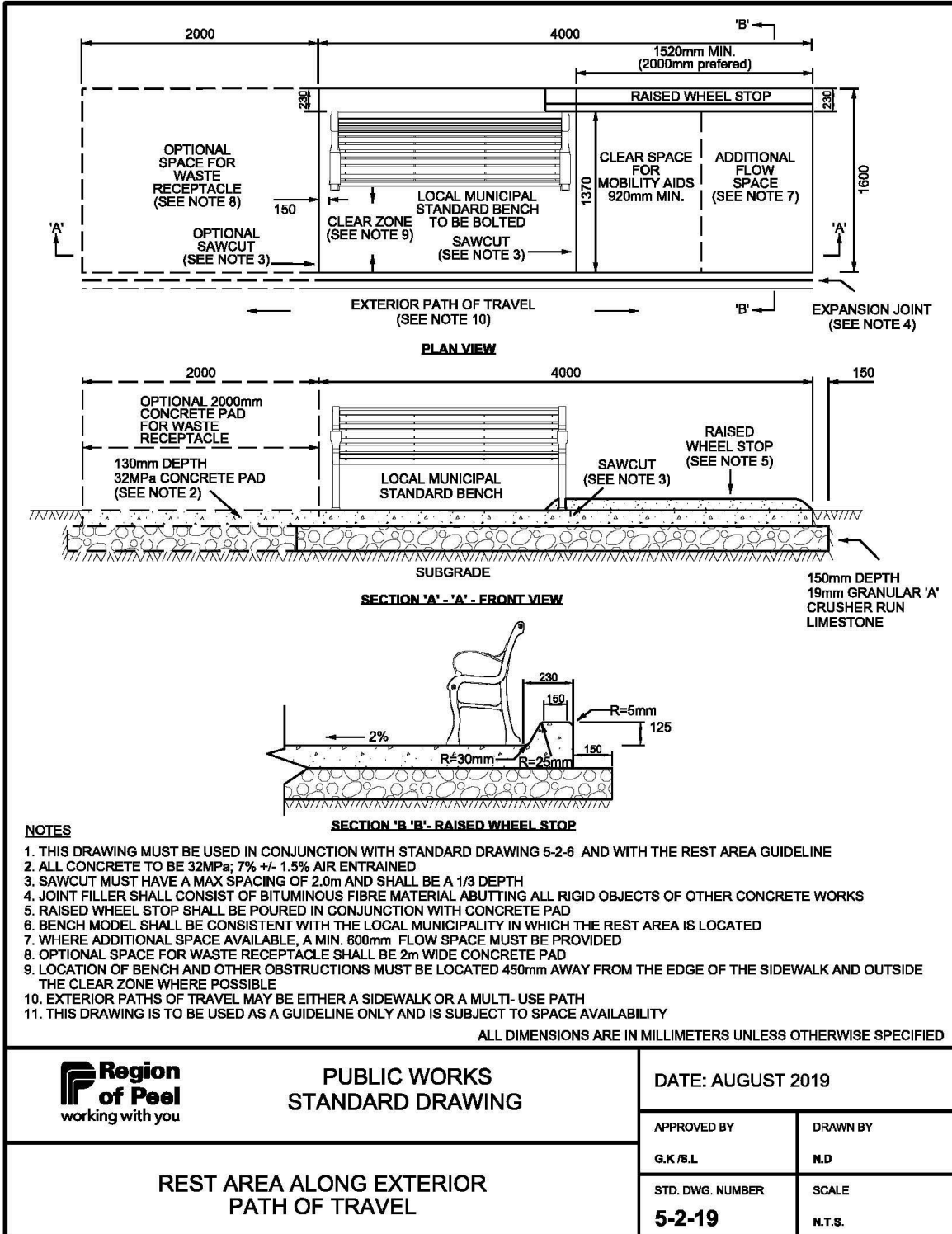
Considerations for determining *spacing* between rest areas and the *location* of rest areas:

- a. Rest area spacing may be contingent on property constraints, environmental feature constraints, and cultural heritage feature constraints;
- b. Where seating is provided at a transit stop without an adjacent clear space for mobility aids, consider coordinating with local transit agencies to upgrade it to a rest area by providing an adjacent clear space;
- c. Consider locating rest areas near and around transit stops and mobility hubs;
- d. Consider locating rest areas where the surrounding land uses may generate high volumes of pedestrian traffic, e.g. hospitals, senior homes, educational institutions, etc.
- e. Consider the safety and desirability of rest areas along roads with high vehicular traffic or designated truck routes; and
- f. Consider the local context in the spacing and location of rest areas




--- end ---

Developed by: Tracy Tang & Richa Dave, Strategic Policy & Projects
Last Updated: August 13, 2019

Appendix A: Standard Drawing for Region of Peel Rest Area Along Exterior Paths of Travel



Appendix B: Local Municipal Bench Details Municipal Bench Model Comparison Chart


Detail	Caledon	Brampton	Mississauga
Vendor	Maglin Site Furniture	Paris Equipment Manufacturing LTD.	Toronto Fabricating & Manufacturing Co.
Model	MLB300 series, with backs	Vintage curved Parisian bench	Bench style #S-7201
Colour/Finish	Black metal	RAL 5013 COBALT BLUE	Respective colour that matches the ones used on-street
Website	https://maglin.com/products/bench/mlb300series.html	https://www.peml.com/series/vintage-benches	http://www.tfmc.com/tfmc1/e5/1/productdetail.asp?ID=151&G=1&S=0
Image			
Approximate Supply Cost in 2019	<ul style="list-style-type: none"> • \$1,200 plus tax 	<ul style="list-style-type: none"> • \$2,500 plus tax* 	<ul style="list-style-type: none"> • \$1,495 plus tax
Lifecycle & Warranty	<ul style="list-style-type: none"> • Typical lifespan of 20+ years • Includes 5 year warranty against defects and finishes 	<ul style="list-style-type: none"> • Estimated lifespan of at least 10-15 years • Includes 3 year warranty against structural failure and defects 	<ul style="list-style-type: none"> • Typical lifespan without maintenance of 50+ years in rural settings or 20-25 years in urban settings • Includes lifetime warranty

*ROP to use non-customized bench

Appendix B: Local Municipal Bench Details Town of Caledon Bench Details

MLB300-M

300 SERIES



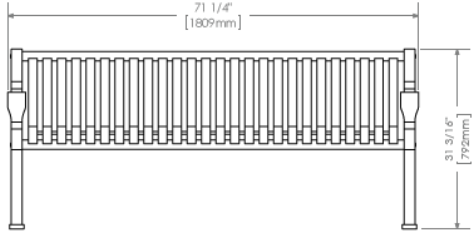
MATERIALS: Bench ends are made from solid cast aluminum. The seat employs flat bar straps and H.S. steel tube.

FINISH: All steel components are protected with E-Coat rust proofing. The Maglin Powdercoat System provides a durable finish on all metal surfaces.

INSTALLATION: The bench is delivered pre-assembled. Holes (0.5") are provided in each foot for securing to base.

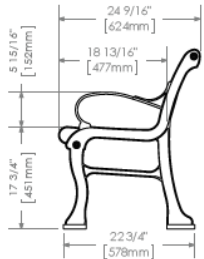
TO SPECIFY: Select MLB300-M
Choose:
- Powdercoat Color

OPTIONS:
- Center Arm
- Plaque
- Skate Deterrent
- Personalization



71 1/4"
[1809mm]

31 3/16"
[792mm]



5 1/5/16"
[132mm]


24 9/16"
[624mm]

18 13/16"
[477mm]

17 3/4"
[451mm]

22 3/4"
[578mm]

DIMENSIONS:
 Height: 31.19" (79.2cm)
 Length: 71.25" (180.9cm)
 Depth: 24.56" (62.4cm)
 Weight: 130.3lbs (59.1kg)

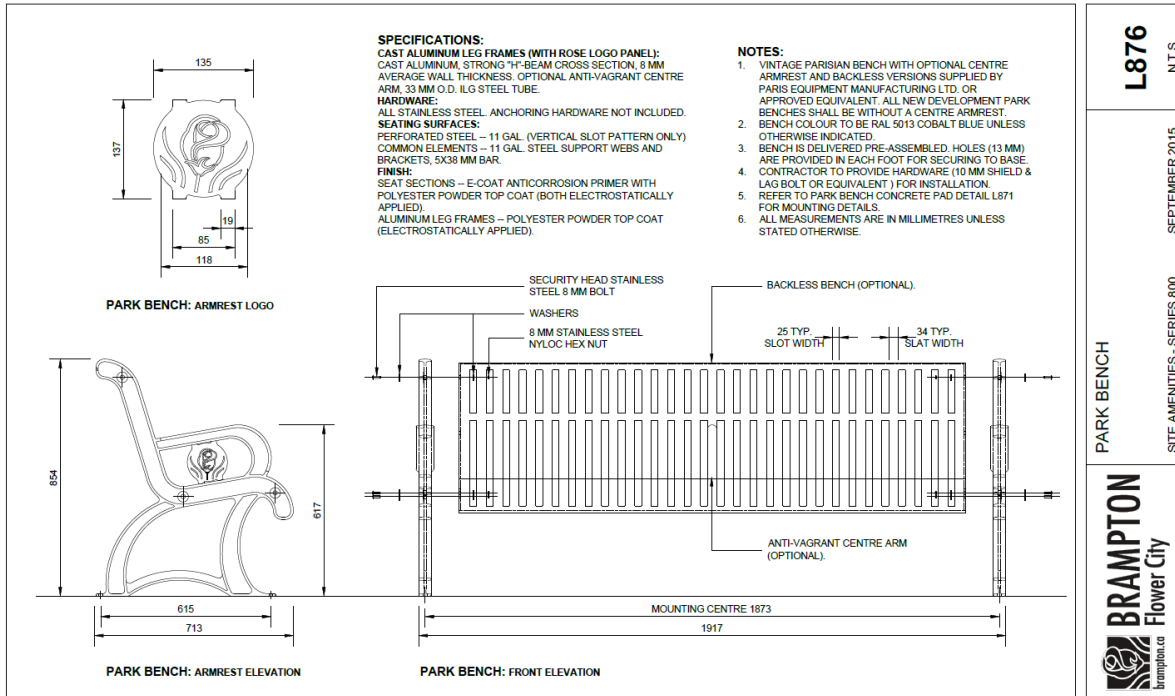


MAGLIN

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 F 877-880-9393
 WWW.MAGLIN.COM
 SALES@MAGLIN.COM

- All drawings, specifications, design and details on this page remain the property of Maglin Site Furniture Inc. and may not be used without Maglin authorization.
 - Details and specifications may vary due to continuing improvements of our products.

Appendix B: Local Municipal Bench Details City of Brampton Bench Details



L876
N.T.S



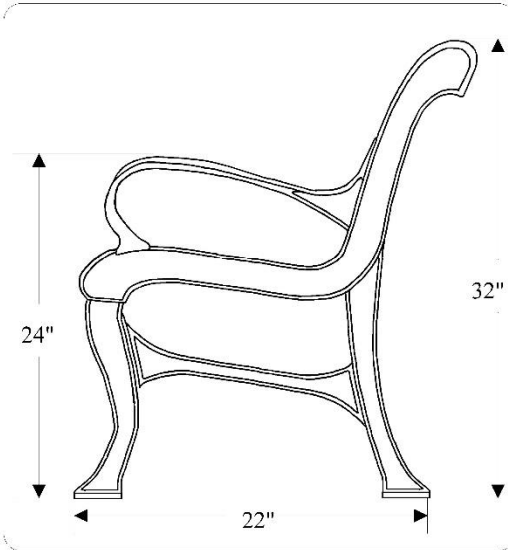
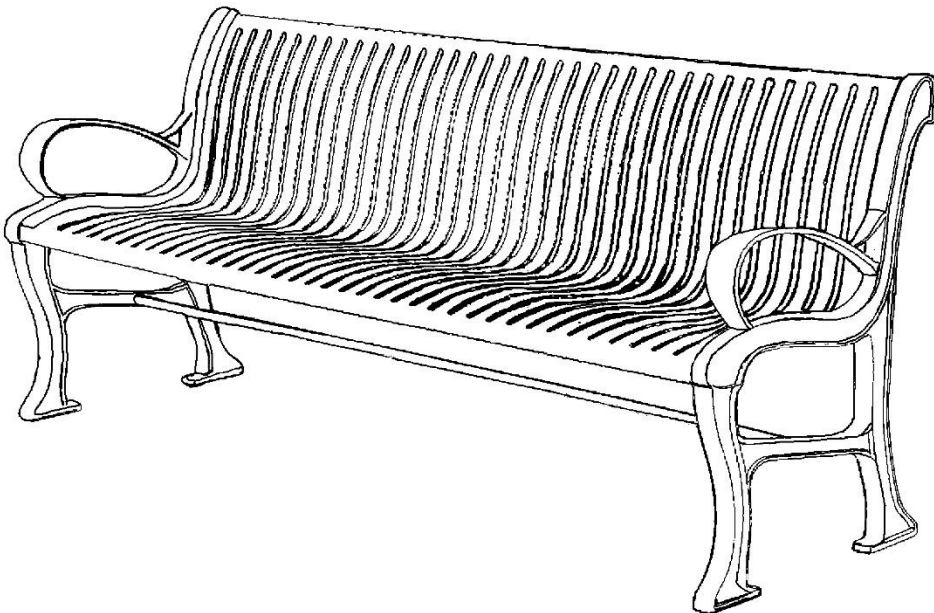
SEPTEMBER 2015

SITE AMENITIES - SERIES 800

PARK BENCH



Appendix B: Local Municipal Bench Details
City of Mississauga Bench Details

	<p>TORONTO FABRICATING & MFG. CO.</p>		<p>1021 RANGEVIEW ROAD MISSISSAUGA ONTARIO CANADA L5E-1H2 PHONE: 905 891-2516 FAX: 905 891-7446 WEBSITE: www.tfmc.com E-MAIL: sales@tfmc.com</p>
<p>STYLE # 1077-S MISSISSAUGA SERIES BENCH</p>			
<p>COMPLETELY MANUFACTURED IN CANADA BY TORONTO FABRICATING & MFG. CO. LENGTH - 6' ENDS - CAST ALUMINUM 356 ALLOY SEAT - HOT DIPPED GALVANIZED 1-1/2" X 1/4" THICK STEEL BAR SECURED TO FRAME WITH STAINLESS STEEL HARDWARE WITH 1/8" SPACING BETWEEN BARS. FINISH - ALL METAL PARTS ARE CLEANED AND PREPARED PRIOR TO PAINTING AND SHALL BE FREE FROM ALL DEFECTS AND IMPERFECTIONS. ALL STEEL PARTS ARE HOT DIPPED GALVANIZED, PRESSURE WASHED, PRIMED AND PAINTED. (SEE PAINT SPEC.) MOUNTING - HOLES DRILLED IN EACH LEG TO ACCOMMODATE 3/8" BOLTS. (HARDWARE FOR BOLTING NOT SUPPLIED) ROD - THE BOTTOM SUPPORT ROD IS 3/4" DIA. HOT ROLLED GALVANIZED SOLID STEEL BAR SECURELY MOUNTED TO END CASTINGS. HARDWARE - STAINLESS STEEL. SPECIAL - CITY LOGOS AND CREST CAN BE ADDED AS REQUESTED. SKATEBOARD PROTECTORS CAN BE ADDED AS REQUESTED. OPTIONAL LOGOS, PLAQUES OR SIGN MOUNTS AS REQUESTED.</p>			
			
<p><small>SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE, LINE ART TO BE USED AS A GUIDE ONLY. DRAWINGS MAY NOT BE TO SCALE.</small></p>			