

City Clerk's Division
COUNCIL FOLLOW-UP NOTICE

TO: Carolyn Biggs
Coordinator, Committee Services, Council & Budgets
Office of the City Clerk

DATE: March 11, 2011

FROM: Stephanie Paparella
Legislative Assistant,
Office of the City Clerk

RE: **City Council Meeting – March 9, 2011**
Audit, Finance & Administration Committee Report 11-004, Item 17(a)

A. RESOLUTIONS:

At its meeting of Wednesday, March 9, 2011, Council approved Item 17(a) of the Audit, Finance & Administration Committee Report 11-004, as shown below. Please note that the background information respecting this Item is attached:

17. Proposed Integrated Accessibility Regulation under the Accessibility for Ontarians with Disabilities Act, 2005 (FCS11026) (City Wide) (Item 8.7)

- (a) That Appendix A to Report FCS11026 – Proposed Integrated Accessibility Regulation under the Accessibility for Ontarians with Disabilities Act, 2005 containing Comments on the Proposed Regulation, be referred to the General Issues Committee.

Please take the necessary steps to execute the directions of Council with respect to the Item above.

Thank you!

Attachment Appendix A to Report FCS11026

Proposed Integrated Accessibility Regulation
under the Accessibility for Ontarians with Disabilities Act, 2005

City of Hamilton Comments
March, 2011

1. How will the proposed standard help to improve accessibility for people with disabilities?

The proposed regulation will help improve accessibility for people with disabilities in many ways. Many of the proposed requirements are initiatives that our community members and Advisory Committee for Persons with Disabilities have been seeking for some time.

2. What needs to be changed about the proposed standard?

The following changes are proposed:

- Need to address conflict with Ontarians with Disabilities Act over Accessibility Plans and timing of accessibility plans, or repeal the ODA
- Need to address livery vehicles
- A minimum final threshold for accessible taxis should be established in the regulation. The City of Hamilton proposes that 100% of taxis should be accessible by 2025.
- Livery vehicles and the requirement not to charge a higher fee for accessible vehicles should be reinstated.
- The term “courtesy seating” in the Transportation Standard should be replaced with “priority seating”, and impacts on others who currently use courtesy seating, including seniors and people with small children, should be given further consideration
- A more streamlined project model for the dates could be adapted (as per the **Association of Municipalities of Ontario (AMO)** response to the Province with respect to the Built Environment Standard) as shown below:
 - assess, identify areas of non compliance and prioritize and budget (deadline 2012)
 - create policies and procedures as determined in our assessments (deadline 2015)
 - train, communicate policies / procedures to both staff and the public (deadline 2018)
 - implement (deadline 2020 with shortfalls identified before 2025)

3. Is the proposed standard clear and understandable?

For the most part the proposed standard is clear and understandable

There could be greater clarity in the timelines for provision of training and for provision of documents in accessible formats – some sections have deadlines which are earlier than would be required in other sections. Clarity could also be provided in the Transportation Standard in identifying what a person with a disability would need to do to demonstrate the need for a support person

4. What will be some of the potential negative or positive effects on our organization?

The overall premise and principles of the AODA and the final implementation will have a positive impact on our ability to service the public in a more universal way which is very positive.

The costs of coordination, development and roll out are very high tapping resources (financial, material, staff) that are not necessarily available currently. Time is also a commodity; without clear direction and integrated planning at all stages for future initiatives, a negative impact results in that service delivery to both internal and external clients suffers. The Province should provide financial assistance for the implementation of the standards.

5. Are the requirements of the proposed standard appropriate in terms of scope, application, technical feasibility, and timelines for implementation?

The fact that the Built Environment standard has not been included within this integration, is still of concern. There are many unanswered questions in areas where Standards overlap with the Built Environment for example the accessible accommodations for employees, retrofit of existing spaces and the integration with emergency procedures.