
MANAGEMENT REPORT

Date: July 24, 2024
To: Infrastructure, Transportation and Safety Sub-committee
From: Nick Sheldon, Project Manager
Report Number: ITS24-016
Attachments: 1) Management Report, May 2, 2014 Reconstruction,
2) Newton Group email and Report Parking Structure Options
(including 2 attachments, maps)
3) Management Report, April 24, 2019 (including 2 attachments),
4) Read Voorhees Assessment 1988,
5) Downtown Parking Strategy 2016

Title: Erie Street Parking Lot Surface Treatment

Objective: To provide Council with background and options for proceeding with necessary repairs and surface treatment of the Erie Street parking lot.

Background: The Erie Street Parking Lot infrastructure is at the end of its service life and significant aspects of the lot are in a state of significant disrepair including pavement, stairs, retaining wall, lighting, and storm infrastructure. This has been identified for several years, as evidenced by previous reports attached.

- Management Report May 2, 2014 Erie Street Parking Lot Reconstruction
- Newton Group October 20, 2014 Parking Structure Options email and attachments
- Management Report, April 19, 2019 Erie Street Parking Lot Improvements Open House and attachments (comments, maps)
- Read Voorhees Assessment of Structured Parking on Erie Street Lot – September 1988
- Downtown Stratford Parking Strategy 2016 –Summary

Emergency repairs have been performed in the past but will not address ongoing issues and associated liability until it can be completely rehabilitated or replaced. A project outlining surface treatment requirements was initially approved in the 2022 budget, to be funded from the Parking Reserve Fund. It was unable to commence due to legal barriers related to easements on site. During budget deliberations 2024, this recurring item was discussed again, with options being to resurface or reconstruct. These

discussions did not further the project as the option to not proceed, but instead consider other longer-term solutions for this core downtown space such as a parking garage and/or other development.

Should those latter options wish to be explored the barriers around easements still exist and will likely take significant legal work and time to negotiate around those.

The City also received funding for the installation of EV Charging Stations. The Erie Lot was selected for the installation of level 2 and level 3 chargers. In order to retain the funding, the stations must be operable by January 2025. This means the EV Charging Stations must be installed in 2024.

Analysis: Staff are suggesting there are two options for the shorter-term for Council's consideration; resurfacing or reconstruction.

1. Resurfacing

The intent of a resurfacing project is to address the most pressing concerns to a point that risk is mitigated. The largest component of the work in this case would be resurfacing asphalt as well as storm basin repairs. Resurfacing the parking lot would renew the parking lot for up to another 25 years. Spot replacement and repairs could be considered for the stairs, concrete median and curb, retaining wall, and lighting to contain costs. If the intention is to repurpose the site for a different function, it is recommended to proceed with the bare minimum work as to keep costs as low as reasonably possible. Avoiding costly reconstruction work would mean that there would be no essential changes to the existing design. Based on Staff capacity, the goal would be to have design work required for tendering be completed this Fall, with resurfacing proceeding late spring 2025.

It is estimated that proceeding with minimal storm catch basin rehabilitation scope and resurfacing would cost \$750,000. This scope would not include charging stations (as they would be installed in 2024), lighting, bike parking, retaining wall or stairs improvements. Pricing has not been estimated for this work but is expected to be an additional \$200,000 to \$400,000 depending on selected improvements. This work is not included as the intent for resurfacing is to provide an interim solution to figure out the overall goal of this public space.

2. Reconstruction

Proceeding with a reconstruction project would mean that the site would be redesigned to meet current standards with an expected design life of 40-years and be reorientated to meet the needs of all its users. This would have greater impacts to the number of parking stalls, accessibility, stormwater management, and how the easements function. Past attempts to move this project forward have encountered one main obstacle, being how to make the necessary changes to several existing easements that are in favour of adjacent businesses who are hesitant to change a system that works for them. An

overall redesign will require significant staff time to design and facilitate the necessary easement negotiations and corresponding agreements. The earliest date for design finalization and to have agreements in place to facilitate construction would be 2026.

Full reconstruction is estimated to cost \$2,000,000. This exceeds the 2025 approved expenditure, however, there are sufficient funds in the Parking Reserves R-R11-PRKG to cover these extra costs.

Not proceeding with either of these options in the immediate future will result in increasing risks of claims against the City. The discontinuity in surface regularity, lighting and other failing infrastructure, will continue to result in avoidable claims that can be expensive to resolve, for which the City can be held liable.

Resurfacing the Erie Street Parking Lot essentially avoids changing any of the characteristics of the Parking Lot, including the several legal easements that exist within it.

Reconstructing the Erie Street Parking Lot will include a redesign and alter the way the parking lot functions. As a result, several of the legal easements would likely require to be developed, amended, or removal.

Action has not been taken around the previous reports, and some of this has been due to the desire to explore the Cooper Site in conjunction with this parking area. While the Cooper Site is now progressing from five-to-ten years ago, finalization of the site in its entirety is still into the future and likely more than a few years away.

Therefore, Staff are recommending the resurfacing option to allow Council to explore any alternatives over this or coming terms of Council that could have a further reaching impact to the downtown core.

Financial Implications:

Financial impact to current year operating budget:

There would be no impact on the current year operating budget with either option, as both are funded from existing reserve funds.

Financial impact on future year operating budget:

Resurfacing or reconstruction will reduce the frequent small to medium repair work done year-round by the Public Works Division.

Link to asset management plan and strategy:

The parking lot is part of the asset management plan, and the asphalt condition and storm infrastructure would be updated to reflect the new investment. Future asphalt and storm replacements will be planned for based on estimated useful life. The adjustment to the asset management plan will impact future capital planning forecasts and funding strategies will be updated accordingly.

Legal considerations:

None noted.

Alignment with Strategic Priorities:**Enhance our Infrastructure**

This report aligns with this priority as the surface treatment options address aging infrastructure that is in poor condition.

Intentionally Change to Support the Future

This report aligns with this priority as consideration is given to the sustainable needs of parking lot users, including supporting active transportation.

Alignment with One Planet Principles:**Equity and Local Economy**

Creating safe, equitable places to live and work which support local prosperity and international fair trade.

Travel and Transport

Reducing the need to travel, encouraging walking, cycling and low carbon transport.

Staff Recommendation: THAT Council authorize staff to proceed with the design and issuing a tender for the resurfacing of the Erie Street Parking Lot at this time.

Prepared by:

Nick Sheldon, Project Manager

Recommended by:

Taylor Crinklaw, Director of Infrastructure Services

Joan Thomson, Chief Administrative Officer