

MANAGEMENT REPORT

Date: May 2, 2014
To: Corporate Leadership Team
cc:
From: Ed Dujlovic
Re: Erie Street Parking Lot Reconstruction

OBJECTIVE: Finalize the design for the reconstruction of the Erie Street Parking Lot.

BACKGROUND: Presentations were made to City Centre Committee and Protection to Persons and Property on April 15th and 16th respectively, on the proposed reconstruction of the Erie Street Parking Lot. A total of 5 scenarios were developed and narrowed down to 2, Scenario 4 and 5, following input from the public. The design impacts are as follows:

Erie Street Parking Lot Rehabilitation									
Parking Conditions									
	Number of Parking Stalls					Hard Surface m ²	Green Space m ²	% Hard Surface	% Green Space
	Upper	Lower	Street	Accessible	Total				
Existing Conditions	55	81	12	5	153	6560	210	97%	3%
Scenario #4 - Relocate Entrance & Remove Retaining Wall	39	73	10	5	127	5840	930	86%	14%
Scenario #5 - Remove Entrance & Remove Retaining Wall	42	79	14	5	140	5780	990	85%	15%
*Hard Surface and Green Space based on proposed conditions and final numbers may change based on Community Services feedback									
*Number of parking stalls are not counting designated spots for businesses									
Dimensions & Typical									
	Stall Dimensions								
	Depth	Width	Drive Aisle						
Existing Conditions	5.2	2.7	Varies (7.3 to 4.5)						
Proposed Conditions	5.8	2.8	7.0						
Typical Conditions	6.0	2.8	7.0						

Concerns were raised by a number of businesses with regard to the proposed designs. Generally, they did not support the reduction in available spots to allow for green space and that short term individual metered parking was required. A number of City Councillors agreed and suggested that the proposed green space areas be reduced in order to maximize the number of parking spots.

At the April 28th, 2014 Council Meeting, staff was also requested to provide a report on the development of a parking garage. In spring of 2005, the City issued an RFP for the development of the Erie Street Parking lot. The development of the site included a parking garage, minimum of 200 spots for public parking, that was to be owned and operated by the City, and a Hotel and ancillary uses that would be owned by the proponent. Three submissions were received with costs of approximately \$16,000 to \$20,000 per parking spot.

Concerns were expressed by a number of downtown businesses. Their preference was that a parking garage be located elsewhere and that short term surface parking was required. They also conducted a survey of customers which indicated that the majority would not use a parking garage.

ANALYSIS: In proceeding with the parking lot design a number of factors need to be considered such as:

Planning Act

"development" means ... the laying out and establishment of a commercial parking lot.

Site Plan Control By-law

- The City of Stratford uses the same definition of "development" as exists in the Planning Act.
- If a private property owner wanted to alter an existing commercial parking lot to the extent that they were establishing a new layout, relocating driveways, altering grades and connecting to City services, we would require them to go through site plan approval.
- Similar to what occurred for the splash pad, the City should submit an application for site plan approval for the parking lot to ensure proper circulation of the proposal and to demonstrate a consistent application of municipal standards for all development. Also consistent with the splash pad, we would not enter into a Development Agreement with ourselves or require securities.

Existing City of Stratford Landscape Guidelines

- Landscaping should be used to mitigate the visual impacts of parking areas.
- Enhance the public perception of a proposed development in terms of aesthetic quality, comfort and convenience of pedestrian and screening of less attractive elements of development (screening of parking, service and storage areas). This can be accomplished through the use of landscaped islands and buffering planting strips.

Proposed Urban Design and Landscape Guidelines

- Planting strips, landscaped traffic islands and/or paving articulation should be used to define smaller "courts", improve edge conditions, provide pedestrian walkways and

screen storage and utility areas. The amount of landscaping should be proportionate to the overall parking lot size.

- Major internal vehicular routes should be defined by raised and curbed traffic islands planted with trees and low level vegetation to maintain visibility.

Proposed OPA Sections

- **4.4.8 Parking** The supply, cost and convenience of parking in the 'Downtown Core', both on-street and off street, is considered a vital element to its continued economic health. The City will, therefore, maintain and increase (where feasible) the supply of parking in the 'Downtown Core'. Where redevelopment or traffic management measures would lead to a loss of municipally owned or operated, off-street parking or on-street parking, every effort will be made to ensure an equivalent amount is provided at a comparable cost and location.
- **4.4.1.v)** To make more efficient and productive use of municipally owned land used for public parking in the Downtown while at the same time not abandoning the City's long practice of providing convenient, inexpensive parking.
- **6.2.3 Streetscape Design** vii) parking areas for non-residential uses or apartments or other large scale residential uses shall be designed to minimize areas where they directly front on the street, and where they do front on the street to reduce their visual impact both on the adjoining streetscape and on users by:
 - a) screening of the parking lot at the street through the use of such features as low fences, walls and a substantial landscaping buffer, excluding the area of any buildings and driveway crossings;
 - b) locating the building and parking on the site in a manner which reduces their impact on the street, and where buildings are located close to the streetline, no parking shall be permitted between the buildings and the street;
 - c) a reduction in the scale of large parking areas through their compartmentalization into smaller areas by means of landscaping; and,
 - d) joint access where feasible

Although the above guidelines do not provide the percentage of area to be landscaped, the 3% that that is currently provided is not sufficient.

At the request of Corporate Services, Engineering is also looking at design options for the Downie/Cooper site to increase the number of parking spots and provide parking for motor coaches. Preliminary designs indicate the potential of an additional 200 spots. Surface parking can be provided at a cost of \$4,000 to \$5,000 per spot and parking garages at \$20,000 to \$25,000 per spot.

FINANCIAL IMPACT: A budget of \$500,000 has been established for the Erie Street parking lot redevelopment. The funding will be provided by the Parking Reserves.

STAFF RECOMMENDATION: Staff proceed with design of the Erie Street Parking Lot with increased landscaping and in addition to Pay & Display Machines installing parking meters to provide short term parking and;

Staff continue with design options to increase parking at the Downie site.