# Joan Thomson

From: Sent: To: Subject: Attachments: Andre Morin October-27-14 2:00 PM Charlene Lavigne; Joan Thomson FW: Parking Structure - 91 Erie Street, Stratford Stratford PBP Itr Oct 16 14.pdf; SK 001 Siteplan Option 1.pdf; SK 002 Siteplan Option 2.pdf

FYI



André Morin, CPA, CGA Director of Corporate Services City of Stratford P.O. Box 818, 1 Wellington Street Stratford, ON N5A 6W1 Phone: (S19) 271-0250 Ext. 201 Fax: (S19) 273-5041 Email: <u>amorin@stratfordcanada.ca</u> Web: <u>www.stratfordcanada.ca</u>

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From: Ed Dujlovic Sent: Monday, October 27, 2014 10:13 AM To: Andre Morin Cc: George DeGroot Subject: FW: Parking Structure - 91 Erie Street, Stratford

Andre,

Please see attached. For Option 1 the cost is \$35,000 for each net spot and for Option 2 \$24,000.

Ed

From: Joanne Bertrand [mailto:jbertrand@Kiwi-Newton.com] Sent: October-20-14 8:36 AM To: Ed Dujlovic Cc: Ed Newton; Thomas Koester Subject: Parking Structure - 91 Erie Street, Stratford

Good morning Ed,

Please find attached a preliminary budget letter for the proposed parking structure in Stratford at 91 Erie Street. As you will see from the draft drawings, we have relocated the structure to provide you with the most cost efficient solution for

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that property and we have also provided you with two different options for your review and discussion. Please review the attached and don't hesitate to contact me should you wish any further information.

Best regards,



Joanne Bertrand Sales & Marketing Manager F 519 822 6159 41 Massey Road Guelph ON Canada N1H 7M6 www.kiwi-newton.com

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October 16, 2014

City of Stratford 82 Erie Street, 3<sup>rd</sup> Floor Stratford ON N5A 2M4

via email: edujlovic@stratfordcanada.ca

# Attn: Ed Dujlovic, P.Eng. Director of Infrastructure and Development Services

Dear Ed,

### Re: Parking Structure 91 Erie Street, Stratford

Newton Parking Structures Ltd. is pleased to provide the following preliminary budget numbers for the parking structure at 91 Erie Street, Stratford.

We are providing you with two different options for your review and discussion. Please review the attached drawings. We have relocated the parking structure to run parallel to Erie Street. This will maintain a reasonable setback to the existing buildings on neighbouring properties. There are no obstructions for delivery traffic to access the rear of the stores. The ramp location at the rear of the structure allows for a comfortable turning space for inbound and outbound traffic towards the parking structure and sufficient queuing area for vehicles entering and exiting the structure. One suspended level maximizes the relation between traffic area and amount of parking stalls. It also optimizes the cost per stall.

## **Option 1:**

51 stalls on the upper level Loss of 10 stalls at ground level to allow for ramp Loss of 2 stalls at ground level to allow for staircase area Total number of stalls in structure: 114 Net additional stalls: 39

## **Option 2:**

71 stalls on the upper level Loss of 10 stalls at ground level to allow for ramp Loss of 2 stalls at ground level to allow for staircase area Total number of stalls in structure: 154 Net additional stalls: 69

These counts are draft only and may fluctuate based on precise site measurements and the final design.

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#### Newton Parking Structures Ltd.

Newton Parking Structures Ltd. includes the following scope of work for both options to complete the parking structure building including labour, material, equipment and all other supplied and installed:

- 1. Engineering (Structural and M&E) and Project Management including stamped drawings to go with the project permit set.
- 2. Detailed design work, project management, procurement and mobilization
- Foundation including footings, retaining walls, earthwork as per our attached drawings.
  The CANADACAR Parking Deck structure system including: hot dip galvanized steel columns, beams, bracing, anchor bolts, precast footings and retaining walls with connections for the complete structural steel system. The beams will span the 18.0m to match the parking bays and aisles with no columns in between parking spots.
- 5. Precast floor plates and precast ramps with protective topping at grouted joint areas. Parking stall size is 5800mm x 2750mm on ground level; parking stall on upper level and underneath the ramp area is 5500m x 2750mm. Aisle width is 7000mm. Floor to floor height provides for 2100mm clear height under this structure.
- 6. Galvanized non climbable mesh façade at open perimeters where fall protection is needed with hot dipped galvanized traffic bumpers and a galvanized pipe guardrail system.
- 7. Stainless steel floor drains set into the deck plates and drained into an underground storm pipe system with downpipes. The drain system for the ground level will remain. No heat tracing, insulation or elbow traps included as it is assumed silt and gas traps will be underground, sanitary and storm.
- 8. Electrical lighting, internal, strip fluorescent fixtures in T5 series or equivalent throughout parking structure plus outdoor lighting posts at the upper level. These lights will also provide sufficient illumination for the parking areas east of the structure. If the roof option is taken, there will be fluorescent light fixtures instead of the light posts.
- 9. Two (2) enclosed stairhouses with roof, stairs, fire door, lights, exit sign and glass and/or precast panels at outer walls.
- 10. Basic signage, non-LED or non-lighted.
- 11. Façade of the front side can be integrated into the proposed landscaping by adding "green wall" segments.
- 12. Engineering for all of the above including stamped drawings.
- 13. The services are assumed to be brought to within 1.5m of parking structure building.

Not included:

- 1. Architectural overview drawings and site plan
- 2. Application for and payment of site plan approval fee, development fees, building permit by owner.
- 3. No mechanical ventilation or sprinkler systems are required as the façade has more than 25% opening per level in the façade.
- 4. Roof, except there are roofs on the two stair shafts. The roof above the entire parking structure is priced separately below.
- 5. Pumping down of ground water in case it is above the footing line
- 6. Cost for asphalt underneath the parking structure is not included. It is assumed that the proposed parking lot will be built by others after the parking structure is completed.

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7. Removal of environmental contaminants or objects in the ground other than soil reported.

## **Option 1:**

As a turnkey DESIGN+PREFAB+BUILD project, 39 net additional spaces designated as a parking structure utilizing the CANADACAR parkade, total including General Conditions are as follows: Total Cost Budget: \$1,367,297. + HST

Price for optional roof: \$332,992. + HST

### **Option 2:**

As a turnkey DESIGN+PREFAB+BUILD project, 69 net additional spaces designated as a parking structure utilizing the CANADACAR parkade, total including General Conditions are as follows: Total Cost Budget: \$1,649,855. + HST

Price for optional roof: \$445,597. + HST

### Schedule

The time frame of onsite construction, start to finish, is estimated to be six (6) months. During the detailed engineering and drawing phases and while the permit application is being approved, Newton Parking Structures will begin on the pre-fabrication of the steel and precast concrete works well in advance of the construction schedule. The minimum lead time from rewarding the contract to start on site is four (4) months. A detailed schedule will be coordinated and charted as the project progresses.

NOTE: This quotation and prices are valid for 60 days from the date of this letter.

Thank you for the opportunity to provide this quotation. Please don't hesitate to contact us for further discussion or clarification. We look forward to working with you on this project.

Yours truly,

NEWTON PARKING STRUCTURES LTD.

Edwin (Ed) Newton President

MS:jb Encl.

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