

<p>Please share your comments on the Erie Street Parking Lot Improvement Project in the City of Stratford</p> <p>Better communication regarding the process & project.</p> <p>Leave the Erie Street parking alone – just repair asphalt, stairs etc.</p> <p>Need parking that is short term and replace the standing alone parking meters back with the old meters – better use of time – now paying too much to park downtown during the year</p> <p>No parking garage or underground parking garage. Not considered safe for people or cars. Cost is more for residents.</p> <p>Remove planters between spaces – in winter time dangerous walking area</p> <p>Remove planters from side of road on Erie Street – causes more difficulty to get out of car on passenger side.</p> <p>Make Cooper Site parking for theatre patrons by providing all day parking for \$5 -\$10. Then residents of Stratford will have parking available all year not just from Dec to April.</p> <p>No hotel on the premises. Takes valuable parking space.</p>
<p>Maintain Type A accessible spaces suitable for accessible vans.</p> <p>Don't like location of accessible spaces near Allen's Alley as you cannot use a ramp in these spaces.</p> <p>The accessible space near CIBC is good.</p> <p>Snow covering aisle lines at accessible spaces. No parking signs should be added along with better snow clearing.</p>
<p>1. Validity of this survey is negated by the ability to respond anonymously. Why was it done this way?</p>

2. Need for additional parking seems paramount by all. In a city that relies so heavily on tourism, parking supply has fallen behind demand.

3. The precise location of the Erie parking lot is ideal for a multi-level parking garage, as it resides both at the intersection of two high traffic highways as well as being central to downtown activities,

4. A multi-level parking lot at Erie would negate the need for so many parking spaces in Market Square, which should be a pedestrian oasis. I would suggest reducing Market Square parking to a few time ruled spots (a short term stopping zone). Note there would not be a need for disabled parking provided ground level spots were made available in the Erie parking garage.

5. These days, architects have been able to make above ground parking structures aesthetically pleasing. (hanging gardens, art murals, etc)

6. Perhaps in the design, some floors could be allocated to local large and small businesses, so that prime Ontario street shoppers' parking would be available to customers and not business owners and staff.

If you have to upgrade the existing sewer and drainage then do so but DO NOT loose any parking spots. Improved sight lines onto Erie St might be nice, but for many years people have figured it out, same with pedestrians, so we don't need pedestrian routes. We need more parking downtown where the stores are. So maybe consider making a parking garage, in either the upper or lower lot.

If the City keeps getting rid of parking spot close to business then it will be on them, when said business close. and yes we could park at the cooper site, but I can't walk from the cooper site to the bank and then back again. So the bank and the pharmacy downtown have already lost my family's business because during the Festival season we can not find quick, close parking and we are but one family. Don't LOOSE any more parking downtown.

I'm in favour of repairs and improvements to existing facility, but strongly opposed to any spending on a tiered parking

structure.
<p>Increase the safety of the lot should be a high priority. Too many near misses inside the parking lot and trying to exit onto Erie Street.</p> <p>Try to improve the beautification and signage from its current condition would be nice too.</p> <p>No parking structure!</p>
<ul style="list-style-type: none"> - No loss of parking spaces - Remove parking on parking lot side of Erie Street, as sightlines are difficult when trying to exit from the parking lot
<p>If one entrance was removed would that increase number of parking spots? In my opinion gaining parking is of most importance!!!</p>
<p>First, the passage that the city is referencing where people drive is called an "aisle", not an "isle", which is short for "island".</p> <p>What I want to see is an above-ground, aesthetically pleasing parking structure that takes the pressure off the Market Square parking, so it can be eliminated entirely -- eventually. Keep it open, airy and safe, not just with lights but with other means as well. Make the rate there as low as possible for a three year period, to incentivize and train people to park there. Yes, it would be expensive, but let's remember that it is a long-term investment, not a short term expense. Create a lane behind the Wellington St. stores to allow deliveries. At the same time, install proper theft-proof bike racks both on the ground floor of the structure and along Wellington St., but taking one or two parking spaces for bikes.</p>
<p>I would not like to see the loss of any parking spaces in this parking area.</p>
<p>Maintain or increase parking spaces, improve sightlines at Erie Street, potential structure & better payment system. I work downtown and hear from a number of people, particularly seniors, who do not understand the pay by plate</p>

machines that they have stopped parking in the lots and circle the streets or park illegally and unsafely, or simply don't come downtown anymore.

I think the lot works pretty well the way it stands, however I believe it needs repair in some areas, I think making it one complete lot with one entry and one exit makes sense. This would create more spaces.

It would be great if the construction could be done in sections to minimise disruption to business. also perhaps at a time of year when business is slower

I also feel that people don't know about the lot, perhaps it could be promoted more and Allens alley could be promoted also as easy access to downtown

I would not like to see any loss to the delivery zones behind the Wellington Street businesses. I'm attaching a picture from yesterday to show how busy it gets.



Hope that a solution is found that helps business, patrons and Stratford in general.

I feel that the Erie street lot has functioned well at providing parking for the downtown as it is for the past 40-50 years and as such the design should be maintained as is. There is a need to keep 3 entrances/exits in order to allow the proper flow of vehicles and delivery trucks in and out of the lot without causing major backups for those exiting or entering the

lot. If the middle entrance were to be closed, the northern exit would be backed up and nearly impossible to turn left out of due to the traffic that is often waiting to cross Ontario street especially in the tourist season when many cars are heading down to the river and the theatre. If one of the many delivery trucks is unloading in the lot, traffic will again be backed up if there is not some sort of break in the rows of parking. I also feel that changing the grade will negatively impact our back door traffic and deliveries which we rely heavily on from our many couriers and Canada Post delivery vehicles for our postal outlet. I also feel it will impact the private parking area behind Ross's Bikes, Sirkel and Carmans. We cannot afford to lose any parking spaces out of that lot as we have already lost many in front of our businesses. I feel that with the city's large debt load that the least expensive option to repair the infrastructure in this lot should be explored and that the usefulness of the lot should be maintained which means fixing the drainage, and repairing the base and resurfacing the lot while removing the old worn out benches and bricks and repairing the retaining wall. This could be done in two stages, one in each end of the lot so as to reduce the impact of the construction on surrounding businesses customers. By only repairing the lot rather than redesigning it, new codes will not be needed to be met and we can maintain the existing inventory of parking spaces.

Thank you.

On a personal level I live close enough to downtown that I walk for almost all my errands, but if I am going to buy anything heavy or multiple purchases I do like to have a car close enough by that I can drop things off at. For business, I park downtown three to four times a week, for either 15mins or about one to two hours. I appreciate that I can park close to the businesses that I work for and would like that to continue. Walking from the Cooper Site really isn't an option due to time constraints, being able to park close to the business is the only way I can meet my deadlines in a day. Any loss of parking spaces in this area will make it harder for some of the downtown business to continue business as usual. Many companies make deliveries (sometime of heavy objects) from their stores so being able to have a vehicle close at hand is the most cost effective. If the vehicle was parked away from the store, the cost of having to pay an employee to get the vehicle and then return it several times a day gets expensive.

I would like to see a feasibility study on a parking structure, I have seen other structures and they can be built to look quite nice with the correct green space and/or artistic flair. We could encourage longer term (employee) parking on the higher levels and leave the lower levels for those that only need short term parking. I wonder if we could get the Festival to rent one floor or section and they could sell passes to people for the Avon Theatre. I am not sure what the objections are about a parking structure but I think we should continue to revisit it as I believe that it is the truly the only solution

for the long run.

Figuring out a better spacing/routing for delivery trucks would help the car drivers as well as the truck drivers.

I would like to see clear and safe routes for pedestrians. This is very important because all drivers become pedestrians when they get out of their cars!. Safe and inviting pedestrian paths leading to downtown are important.

Secondly, I would like to see a marked cycle path. Cycling on the downtown streets (especially Ontario) is dangerous, and this parking lot provides a way to get to Market Square while avoiding some crazy intersections. If there could be a cycle path linked to Allen's Alley with signage for cyclists to dismount and walk through the alley, that would be ideal. There's cycle parking on Wellington that riders can walk to from there if they are staying in the area.

Loss of parking spaces in the downtown core should be done with extreme precaution and consideration.
Possibility of construction done in stages, so part of lot is still usable at all times during construction.
Alternate parking spaces available during construction and after if there is a loss of space.
Consideration of increasing downtown parking spaces with parking garage/multi-level infrastructure.

Public notice if there will be loss of parking spaces to the lot sent out publicly before construction plan is finalized.

There is absolutely no need for a parking structure in the Erie Street lot . On your average day the lot is not even close to being full. I strongly oppose the idea of taking money from the city's reserve fund for a parking structure. I understand that city counsellors may sometimes hear complaints from locals that they have trouble finding a parking spot directly in front of the store they are going too. But there certainly is parking available downtown especially if you're willing and able to walk a few blocks. Money from the reserve fund would be better used to add a pedestrian crossings (with painted lines on the roadways) in our city so that it's clear and easy for people to walk a few blocks from the parking that is already available.