
MANAGEMENT REPORT

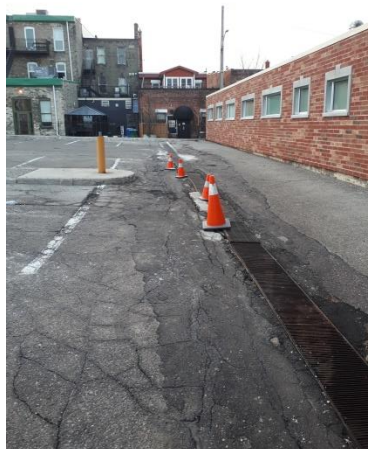
Date: April 24, 2019
To: Infrastructure, Transportation and Safety Sub-committee
From: Tatiana Dafoe, Deputy Clerk
Report#: ITS19-032
Attachments: Erie St Parking Lot 2019 Open House Summarization
Erie St Parking Lot 2019 Comments Received

Title: 2019 Erie Street Parking Lot Improvements Open House

Objective: To present the comments and concerns from the open house on the Erie Street parking lot improvements.

Background: The Erie Street parking lot contains 141 parking spaces and is located in the downtown core of the City of Stratford. In 2014, City staff undertook a review of reconstructing the Erie Street parking lot and following completion of the review, the project was deferred and no improvements were made.

The infrastructure in the Erie Street parking lot is nearing the end of its service life. The pavement structure requires replacement and its current state of disrepair resulted in sections of the storm infrastructure failing in 2018 as the image shows below.



As a result, motorists were unable to drive over this section and an emergency repair was undertaken. This reduced parking and the overall functionality of the parking lot as repairs were being prepared and made. Repairing infrastructure as it fails does not address the issue and is often more costly. More involved maintenance will be required for the parking lot until it is completely rehabilitated or replaced. The pavement structure shows signs of substantial fatigue and overall failure. The retaining wall structure shows signs of deterioration. A detailed assessment and design may improve upon existing conditions in a cost effective manner. In preparing to address the deteriorating infrastructure nearing the end of its service life staff included funds in the 2019 Parking Capital Budget to undertake a review of the Erie Street parking lot, including consideration for design and reconstruction once again.

Analysis: On February 22, 2019 a notice of Open House containing project information was mailed to property owners and residents within 120m of the lot. Information about the open house was also included on the City's website and social media sites and in the Town Crier.

The open house was held on March 6, 2019, in the City Hall Auditorium from 4:00pm - 6:00pm. The Deputy Clerk, the Customer Service Clerk II from the Clerk's Office, the Project Engineer, and the Engineering Design Technician were available throughout the open house to answer questions raised by attendees. Individuals who were unable to attend were asked to submit comments through the City's website by March 20, 2019.

A total of 13 people were in attendance at the Open House and a total of 17 comments were received by the deadline of March 20, 2019.

Attached to this report is:

- An open house summarization containing a detailed list of questions asked at the open house and staff's corresponding responses and responses to activities from the open house; and a
- list of feedback received on the comment cards and through the City's website.

Overall, the project received both positive and negative responses. A majority of responses indicated there should not be a loss of parking as a result of this project. Staff are in agreement and hope to maintain or increase the number of parking spaces in this lot.

Additional comments include:

- keep the design of the lot status quo and address infrastructure issues;
- do not construct a parking structure;
- construct a parking structure;
- improve pedestrian and vehicle sightlines;
- remove an entrance to improve sightlines;
- do not remove an entrance;
- do not remove delivery zones;
- complete construction in two phases to minimize impact on businesses;
- create a cycling path through the lot to Allen's Alley;

- add additional short term parking; and
- a traffic study should be done on vehicle queueing at the Erie Street and Ontario Street intersection as it may impact the functionality of the parking lot.

The next step of this project is to prepare a conceptual design with preferred options. The design and preferred options would be presented at a public open house to seek feedback. Following the collection of feedback, staff will prepare a second report recommending a preferred design.

At the Open House, staff presented the following tentative schedule for this project:

March 6, 2019	Open House – Information Gathering
April 24 – May 28, 2019	ITS Sub-committee, Committee & Council – Report on Feedback (For Information Purposes Only)
June 2019	Open House – Conceptual Design with Preferred Options
July 22 – Sep 6, 2019	ITS Sub-committee, Committee & Council – Report Re: Selection of Preferred Design
November 2019	Detailed Design and Construction Open House
Nov 27 – Dec 16, 2019	ITS Sub-committee, Committee & Council – Open House Feedback Report
January 2020	Tender Issued (subject to budget approval)
February 2020	Tender Closed
March 1, 2020	Construction Starts

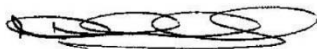
Financial Impact: The 2019 capital budget included \$100,000 to evaluate the condition of the Erie Street parking lot, gauge public opinion and develop a design plan for desired improvements.

Staff intends to forward the construction of the project to the Finance and Labour Relations 2020 Budget Committee for consideration as part of next year's draft budget submission.

Staff Recommendation: THAT the report entitled "2019 Erie Street Parking Lot Improvements Open House" be received for information.



Tatiana, Deputy Clerk



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March 6, 2019

Erie Street Parking Lot Improvements Open House Questions, Comments and Responses

The following list includes questions, comments and responses generated from the Erie Street Parking Lot Improvements Open House, held March 6, 2019, from 4:00 pm to 6:00 pm at the City Hall Auditorium.

Question 1: Will there be development on the site or a parking structure?

Response 1: No it is not anticipated that development will be considered. A parking structure is being considered, along with a variety of other options.

Question 2: Will a parking study be undertaken?

Response 2: No a parking study will not be undertaken. The study completed in 2015/16 advised there is sufficient parking in the downtown core and this study accounted for changes to the parking inventory such as the removal of parking spaces in Market Square

Question 3: When would construction commence?

Response 3: The earliest start date for construction is March 2020.

Question 4: How would construction be completed, in one phase or two?

Response 4: While it would depend on the design, construction could be completed in two phases to limit the impact on residents and businesses. Consultation would be undertaken on preference for completing construction in one or two phases.

Question 5: What is the purpose of the Erie Street Parking Lot Improvement project?

Response 5: Purpose is to develop and plan for addressing infrastructure deficiencies and issues. This process will consider all options including, but not limited to, keeping the lot status quo, reconstruction and a parking garage.

Question 6: Will accessible parking spaces be maintained?

Response 6: Yes, accessible parking spaces will be maintained.

Question 7: How many spaces were proposed to be lost with the original design for the lot?

Response 7: It was suggested 30 spaces were going to be lost with the original design presented in 2014 but that number could not be confirmed.

Question 8: How many parking spaces could be lost and what will affect the number of lost spaces?

Response 8: Until a design is completed we are unable to advise how many spaces could be lost. The intent is to maintain or increase the number of parking spaces, however the City needs to comply with current City standards outlined in the Zoning By-law which could affect future designs.

Question 9: Is this project redundant if the Cooper site is developed?

Response 9: No, the infrastructure in the Erie Street parking lot has reached its end of life and improvements will have to be made to ensure it is safe for use and there is not a timeline for development at the Cooper site.

Question 10: If a parking structure is not added at Cooper and one is required at the Erie Street parking lot does it make this work redundant?

Response 10: No, improvements still need to be made at the Erie Street parking lot as the infrastructure has reached its end of life.

Question 11: It was questioned why this project is being considered now?

Response 11: Following the failure of infrastructure in the lot in 2018 staff identified the need to develop a plan for addressing the infrastructure issues in the lot. As part of this review, staff are considering all options.

Comment 1: Consideration should be given to mailing notices to all residents in the City or including information in the tax bill.

Comment 2: Single space meters should be put back in the lots and the pay and display machines removed.

Comment 3: Parking spaces should be maintained or increased.

Comment 4: The parking lot should remain status quo.

Comment 5: Additional 30 minute spaces should be added.

Comment 6: The infrastructure issues should be addressed but the lot should remain as is.

Comment 7: Concern with removal of any entrance of the lot as it is difficult for delivery trucks to enter and navigate through to complete loading/un-loading. Reduction to two entrances will result in traffic back-up as turning left onto Erie Street is difficult during festival season.

Comment 8: Concern with creating one lot as grading will affect businesses with steps at rear entrances.

Comment 9: We do not need a pretty parking lot, but it can be prettier.

Comment 10: A parking structure should not be added to the Erie Parking Lot.

Comment 11: Consideration should be given to adding a parking structure to the Erie Lot.

Comment 12: Underground parking should be considered as an option.

The following comments were listed on the "I want to see..." display board:

1. Minimal to no loss of parking
2. A structure, multi-level
3. Increased parking, new structure
4. Possible retail/residential, multi-use building
5. No loss of parking
6. Below grade structure
7. Condo or hotel above to generate property taxes
8. Increase in spaces
9. Parking where the stores are, close, convenient
10. No loss of parking
11. No loss of parking spaces
12. Repair the asphalt and stairs as needed
13. Remove the flower boxes in the parking area and on Erie Street
14. No loss of parking – shelter over parking pay stations
15. No loss of parking!
16. 52 gone for a cement pad behind City Hall, enough!
17. No loss of parking
18. Maintain 3 entrance
19. Maintain grade
20. Fix infrastructure while preserving parking spots and keep spending to a minimum
21. One parking lot, one way in, one way out. Space for delivery trucks (Large)

Please share your comments on the Erie Street Parking Lot Improvement Project in the City of Stratford

Better communication regarding the process & project.

Leave the Erie Street parking alone – just repair asphalt, stairs etc.

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

No parking garage or underground parking garage. Not considered safe for people or cars. Cost is more for residents.

Remove planters between spaces – in winter time dangerous walking area

Remove planters from side of road on Erie Street – causes more difficulty to get out of car on passenger side.

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.

No hotel on the premises. Takes valuable parking space.

Maintain Type A accessible spaces suitable for accessible vans.

Don't like location of accessible spaces near Allen's Alley as you cannot use a ramp in these spaces.

The accessible space near CIBC is good.

Snow covering aisle lines at accessible spaces. No parking signs should be added along with better snow clearing.

1. Validity of this survey is negated by the ability to respond anonymously. Why was it done this way?

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.