

STAFF REPORT: Engineering and Public Works Department



REPORT TO: Council
MEETING DATE: March 22, 2010
REPORT NO.: EPW.10.035
SUBJECT: Hester Street Parking Lot and Road
 Improvements – Budget Increase and
 Land Use Agreements

PREPARED BY: Reg Russwurm – Director of Engineering
 and Public Works

A. Recommendations

THAT Council receive Report EPW.10.035 “Hester Street Parking Lot – Budget Increase and Land Use Agreements”, and

THAT Council approve an increase in the 2010 Capital Budget for the construction of the Hester Street Parking Lot and Road Improvements by \$221,000 from \$8,000 to \$229,000, and

THAT Council authorise the Mayor and Clerk to execute the Hester Street Parking Lot Land Use Agreement with various landowners in order to construct a municipal parking lot adjacent to Hester Street upon the recommendation of the Director of Engineering and Public Works and the Town’s Solicitor, and

THAT Council authorise a by-law be prepared to one-way Hester Street from Bridge Street (Highway 26) to 70m south of Bridge Street.

B. Background

On February 8, 2010 within Report EPW.10.018 Council directed “*to Staff to attempt with all expediency and effort to gain agreement with the owners whose property form a portion of the Hester Street Parking Lot in order for the (Parking) Lot Improvements to proceed and then complete the related final design and construction activities prior to the planned start of the Beaver River Bridge Rehabilitation Project in mid June 2010*”. To achieve this goal Staff has prepared a concept plan and met with the four involved property owners to present the plan and outline the general terms of a land use agreement.

Currently, Staff is preparing the detailed design, engineering estimate and tender documents internally. The plan considers that the area generally composed of the granular area adjacent to Hester Street which is an informal parking area be excavated and reinstated as a municipal parking lot and that Hester Street be improved from Bridge Street (Hwy 26) 70m southerly to facilitate and complement the construction of the municipal parking lot as well as provide some on street and angle parking. The area of work is outlined in Attachment #1.

Project Budget

Staff has prepared an engineering cost estimate as outlined in Table 1.

Table 1

**Hester Street Parking Lot and Road
Improvements Project Budget Estimate**

Engineering Services	\$4,000
Parking Lot Construction	\$130,900
Road Improvements	\$88,100
Geotechnical	\$3,000
Advertising, Misc	\$1,000
Legal allowance	\$2,000
Total	\$229,000

The 2010 Capital Plan included \$8,000 for the Town to retain specialised engineering services as needed to assist in the preparation of the design. In order to undertake the construction work anticipated for the parking lot and road improvements, Staff recommend that the 2010 Capital Budget be increased by \$221,000 from \$8,000 to \$229,000. The increase is to be funded from Roads Reserves current in excess of 1.6 million and anticipated to have a year end balance at 2012 of \$217,000. It should be noted that the 2010 Capital Budget considered \$204,000 in 2011 for the parking lot reconstruction only. The increase in construction cost is mainly contributed to the road work required on Hester Street which was not budgeted for in 2011. It is more cost effective to reconstruct a portion of Hester Street at the same time as constructing the parking lot. The parking lot design has been refined and Staff have been able to reduce the estimated cost from \$199,000 (const cost) to \$130,900 (const cost) plus \$10,000 engineering and miscellaneous fees. The additional work on Hester Street which is estimated at \$88,100 will provide an additional 7 parking stalls and will configure the street layout to accommodate converting Hester Street to a one way from the Bridge to 70 m south as discussed below. To limit the budget impact some works contemplated in the conceptual design will be deferred. These works include parking lot lighting (although duct work installed), second lift of asphalt, sidewalk, curb and resurfacing of all of Hester Street.

The design presently provides for a total of 56 parking stalls in the parking lot and on the street. The cost per parking stall is estimated to be \$5,196 not including land acquisition costs.

Pre-authorize Execution of Land Use Agreement

The project is currently on schedule for construction in May 2010 however the key unknown is the timing of the execution of the Land Use Agreement by the four property owners.

In order to expedite the pre-construction timeline, Staff recommend that Council authorize the Mayor and Clerk to execute the Land Use Agreement individually with the four property owners upon the recommendation of the Director of Engineering and Public Works and the Town's Solicitor.

The Land Use Agreement will include terms to the effect that:

- i. Owner grants the Town approval to place a municipal parking lot on their lands
- ii. Town is solely responsible for construction and on-going maintenance of the parking lot
- iii. Town will indemnify the property owners against any legal action related to the operation of a municipal parking lot
- iv. The Town will vacate the site upon 60 days notice and will remove any improvements as requested other than granular materials

A copy of the draft agreement is provided as Attachment #2. Owner specific terms to be added are expected to address right of access easements that exist between 2 of the owners and that any future parking in lieu calculations make allowance for the land occupied by the municipal parking lot.

One-way Hester Street

Another initiative that should be undertaken at this time is to prepare a by-law to one-way Hester Street to be entry only (south bound) off Bridge Street (Hwy 26). The one-way by-law will only be for 70m south of Bridge Street and will be adjacent to the parking lot. Past this point, the road will be two-way. The primary reason for limiting the length of one-way is to permit users to access the parking from two directions and avoid the inconvenience of missing the Hester Street entrance and not being able to just circle the block. Furthermore, the work contemplated at the Beaver River Bridge in 2010 will require Hester Street to be one-way during construction. Moreover, the bridge work will reduce the already compromised site lines for traffic entering Bridge Street. Thus, Hester Street should be permanently made one-way to improve the road operation for both the parking lot and the bridge work. Therefore Staff recommend that a by-law be prepared to one-way Hester Street for a distance of 70m south of Bridge Street to be implemented at the discretion of the Director of Engineering and Public Works. The one-way signage will be installed when either the parking lot works are done or when the bridge construction begins.

Prior to Hester Street being converted to a one-way street, Staff will coordinate with the County of Grey to consider modifications to Bruce Street (GR13). The intersection of Louisa Street and Bruce Street is less than ideal from a site lines perspective. Once Hester Street is one-way, all traffic that may have otherwise used Hester Street to access Highway 26 will now have to make a right turn onto Bruce Street at Louisa Street first.

This increase in traffic warrants an increase in warning signage and perhaps the reconfiguration of parking stalls near the intersection to facilitate truck turning.

It must be noted that the driveway entrance at the rear of 7 Bruce Street S (Wong's Restaurant) must be closed to traffic exiting the current or reconstructed parking lot once Hester Street is made one-way. Otherwise, parking lot patrons will tend to exit this exist which would lead to more traffic entering Bridge Street where poor site lines exist. The property owner prefers the access point remain open. Staff are trying to find a means by which the access point can be blocked from parking lot traffic while permitting the owner's use. This may result in no parking lot works occurring on this property and the placement of a barrier to restrict users from leaving the parking lot onto Wong's property.

Staff have authority to close Hester Street for construction and therefore explicit authorization is not necessary.

Next Steps

To achieve the aggressive timeline for the work, Staff are continuing to finalise the design and prepare the tender package. In addition, discussions are ongoing with the affected land owners regarding the Land Use Agreements. If discussions are favourable, Staff will issue the tender but will not recommend the award of the contract until all Land Use Agreements are duly executed. Construction will need to occur in May 2010 in order to precede the Beaver River Bridge Rehabilitation work.

C. The Blue Mountains' Strategic Plan

These works address the Town's Strategic Plan Goal #2 "Addressing the Town's Municipal infrastructure needs".

D. Environmental Impacts

Greenhouse gases will be generated as part of this work along with noise and dust typically associated with construction activities. Given that the work is very near the Mill Pond and the Beaver River, proactive measures will be required of the Contractor to mitigate direct environmental effects such as may result from fuel spills.

E. Budget Impact

The 2010 Capital Budget included \$8,000 for the work however the works are expected to be \$229,000 since the project has been advanced one year. This results in an increase of \$221,000.

It has been confirmed with the Finance and Information Services Department that the budget increase can be funded from existing Road Reserves noting that this will make a severely depleted Reserve and that the contemplated expenditure of \$204,000 in 2011 will no longer be required.

F. Attached

1. Hester Street Parking Lot and Road Improvements Location and Limits of Construction.

Respectfully submitted,

Reg Russwurm
Director, Engineering and Public Works

For more information, please contact:

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Hester Street Parking Lot and Road Improvements

Conceptual Plan

