

Subject: Meridian Community Centre Temporary Parking Lot
Cost Estimate

Recommendation:

BE IT RESOLVED THAT Council receive Report #2022-0186 Meridian Community Centre Temporary Parking Lot Cost Estimate, for information;

AND THAT Council approve the additional expenditure for the construction of a temporary parking lot on the north section of the lands adjacent to the Meridian Community Centre known as Part 4, in the amount of \$47,720, funded from the Road Reserves account;

AND THAT Council recognizes that the use of the north section of the lands adjacent to the Meridian Community Centre known as Part 4 as a temporary parking lot is a use of the lands for purposes of a public service provided by the Town, as described in section 6.20 of Town of Pelham Zoning By-law No. 1136(1987), as amended, and is therefore an appropriate and authorized use of the lands;

AND THAT Council further recognizes that the use of the north section of the lands adjacent to the Meridian Community Centre known as Part 4 as a temporary parking lot is a use of the lands by the Town as a public authority, as described in section 3.26 of the new Town of Pelham Comprehensive Zoning By-law, and is therefore an appropriate and authorized use of the lands.

Background:

At the regular meeting on June 20, 2022, Council of the Town of Pelham received a staff report titled "Parking and Development Options for Lands Adjacent to MCC" regarding Parking and Development Options for Lands Adjacent to Meridian Community Centre, and endorsed the following:

BE IT RESOLVED THAT Council receive Report #2022-0144 Parking and Development Options for Lands Adjacent to Meridian Community Centre, for information

AND FURTHER BE IT RESOLVED THAT Council direct staff to retain all the lands at this time;

AND THAT Council direct staff to report back to Council by August 22, 2022 with respect to an updated cost for creating a temporary parking lot on the lands adjacent to the MCC – known as Part 4.

The lack of available parking during peak times at the Meridian Community Centre (MCC) has been a concern for some time now. The parking deficiency is in large part due to the rapid growth of Pelham, and the increasing popularity of the MCC by various users. The Town of Pelham Parking Strategy Report that was prepared by R.V. Anderson, and was received by Council on June 20, 2022, indicates that within the next 10 years, the forecasted parking demand of the MCC will be between 351 – 395 parking spaces, which exceeds the current capacity of 265 parking spaces by 86 – 130 spaces. The report also noted that an additional 10% reserve capacity is recommended for the MCC, which means that an additional 120 – 170 parking spaces should be planned over the long term to be provided at the MCC in the future.

Staff has previously prepared and presented numerous reports to Council regarding the parking concerns of the MCC, and have identified lands adjacent to the MCC, known as Part 4, 59R-16105 (henceforth referred to as "Part 4") as a possible location for expansion of the parking lot to accommodate the additional parking requirements. Due to the high capital costs associated with converting Part 4 to a permanent parking solution for the MCC, the lot has not been developed and parking at the MCC remains deficient in accordance with RVA's report.

Based on Council's direction, Staff have analyzed opportunities to provide temporary parking on both the entire Part 4 lot, and just the north section of it. Staff have previously investigated the option of using virgin granular material to construct a temporary parking lot, and have reevaluated that option based on a design and grading plan that was recently prepared by a consulting engineering firm on behalf of the Town.

Engineering Staff have also identified an opportunity to provide a temporary solution to the address the parking issues at the MCC, at a reduced capital cost, through the use of recycled materials from ongoing Town capital projects. The temporary parking lot would address the parking deficiencies until a permanent solution can be approved in a Capital Budget in the near future.

Analysis:

A conceptual parking lot design for the lands adjacent to the MCC was prepared for the Town by Upper Canada Consultants (UCC) in 2018, and included 172 parking spaces, which would address the future parking demand shortfall of up to 130 spaces that was identified in the Town's Parking Strategy Report. The permanent solution for the parking lot would be an asphalt pavement parking lot with conventional storm sewer collection methods. The estimated cost to construct a paved asphalt parking lot, including stormwater management, lighting, engineering design, and contract administration is approximately \$1.2M. Due to the high capital cost of constructing a paved asphalt parking lot, and the need for the Town to complete other pertinent infrastructure projects, constructing a permanent paved asphalt parking lot to address the parking deficiencies at the MCC has been deemed unfeasible at this point in time. However, since the Parking and Development Options for Lands Adjacent to Meridian Community Centre report was presented to Council on June 20, 2022, Engineering Staff have developed a cost-effective temporary solution to address the parking deficiencies at the MCC.

The Part 4 lands adjacent to the MCC where the temporary parking lot would be constructed is approximately 7,200 m² in size, and can be broken up into two (2) sections, the north section which is approximately 3,560 m² in size, and the south section which is approximately 3,640 m² in size. Given that the north section of Part 4 currently has a curb cut and access from the existing MCC parking lot, Staff examined the possibility of constructing a temporary parking lot on the entire Part 4 lands, and on just the north section of Part 4. The entire lot has an estimated parking capacity of 172 parking spaces, and the north section of Part 4 has an estimated parking capacity of 60 parking spaces. Constructing a temporary parking lot on the entire lot would provide more parking spaces and address the parking shortfall at the MCC, but would cost more than constructing a temporary parking lot on the north section of Part 4 which would partially address the parking deficiencies of the MCC. A temporary parking lot would be constructed using only granular material and no asphalt. However, using virgin material is still cost prohibitive for construction this year, and will have to be deferred until sufficient funds are available in the next Capital Budget. Therefore, to reduce the overall cost of constructing a temporary parking lot, Staff examined the possibility of reusing material from other Town capital projects which would reduce hauling and disposal costs.

The Town is currently undertaking capital project RD 11-22, Pelham Street Reconstruction Phase 3, which is located 3km from the MCC. Based on the geotechnical report prepared for the Pelham Street Phase 3 project there is an average of 575mm of granular material beneath the road asphalt surface. Samples of the granular material were taken and underwent numerous tests, including a

sieve analysis to determine the granular grain sizing. The sieve analysis of the samples that were taken typically meet the requirements for Granular B Type 1. Granular B is typically used as a sub-base (bottom layer of stone) for parking lots and roads as it provides additional support. Due to the minor exceedance of the amount of fines in the granular samples, and the Pelham Street Reconstruction Phase 3 Engineer's design choice to use only Granular A on the project, the existing granular material under the roadway is to be removed from site and deposited at a third-party dump site. Town Engineering Staff have examined the geotechnical analysis of the granular material and determined that it would be appropriate to use as a sub-base for a temporary parking lot at the MCC. Reclaimed Asphalt Pavement (RAP) from the Pelham Street Phase 3 Reconstruction project will be used to bring up the temporary parking lot to final grade.

To calculate the amount of granular material that is required to be brought onto Part 4 to build up the area to be appropriate for parking, Staff retained Kerry T. Howe Engineering Ltd. to undertake a topographic survey of the site, develop a grading plan for the parking lot, and determine the quantity of material needed. Based on the topographic survey and design of the temporary parking lot, approximately 3,100m³ (7,400 tonnes) of material needs to be brought on site to construct a temporary parking lot at the MCC.

Based on the Pelham Street Reconstruction Phase 3 project length of 950m and an estimated roadway surface width of 7m, there is approximately 3,823m³ (9,175 tonnes) of granular material located under Pelham Street within the project section. Staff have consulted with the contractor of the Pelham Street Reconstruction Phase 3 project, Rankin Construction Inc., to provide a quote to haul the excess material from the Pelham Street project site to the Part 4 lands and grade the area accordingly, including using RAP to surface the temporary parking lot which will perform similarly to a hot-mix asphalt surface. The price to undertake this work is \$47,720 for the northern section of Part 4. The low cost to undertake the work to construct the temporary parking lot is due to the amount of material that is to be reused from the Pelham Street Phase 3 Reconstruction project, and the reduced truck hauling distance from Pelham Street to the MCC.

Based on the grading plan and quantity of material required to construct the temporary parking lot that was prepared by Kerry T. Howe Engineering Ltd., the estimated cost to construct a temporary parking lot using virgin granular material is \$250,000 for the entire Part 4 lot, and \$125,000 for the north section of the lot. Therefore, the cost to build the temporary parking lot using virgin granular material is much greater than the cost to build the temporary parking lot using recycled material from the Pelham Street Phase 3 Reconstruction project.

It is the recommendation of Staff to proceed with sole source engaging Rankin Construction Inc. to use the excess material that is to be disposed of from the Pelham Street Reconstruction Phase 3 project to build up the Part 4 lands and construct a temporary parking lot on the north section of the lot in the amount of \$47,720 thus providing approximately 60 additional parking spaces for the MCC. The reason why it is recommended to engage with Rankin Construction Inc. to undertake this work is that they are considered to be the owner of the excess material once it is excavated and leaves the Pelham Street construction site. Therefore, they have final say in where the material gets deposited.

Due to the Pelham Street Reconstruction Phase 3 project not starting construction until September, the contractor will stage the construction so that approximately half of the Pelham Street project section will be completed in 2022, with the remaining section being completed in 2023. Due to this, there will be not enough excess material available to construct a parking lot on the entire Part 4 lands in 2022. However, there will be enough material available to construct a temporary parking lot on the north section of the Part 4 lands. Constructing a parking lot on only the north section of the Part 4 lands in 2022 will also provide Staff with the opportunity to evaluate the effectiveness of the temporary parking lot and determine if there is a need for even more parking in 2023.

A temporary parking lot built with recycled material was identified as an opportunity based on the amount of granular material that was estimated to be discarded as part of the Pelham Street Reconstruction Phase 3 project. It would temporarily address the parking deficiency at the MCC that was identified in the Town's Parking Strategy Report, provide the Town with additional time to put a permanent solution into a Capital Budget, and reduce the overall environmental impact associated with the Pelham Street Phase 3 Reconstruction project as the large tri-axle trucks can reduce their distance travelled.

Financial Considerations:

The cost to construct a permanent asphalt paved parking lot is an estimated \$1.2M. The Town currently does not have \$1.2M in available funds to construct a permanent parking lot that would address the parking deficiencies at the MCC. A project of this nature would need to be approved through a future Capital Budget. It would also cost an estimated \$250,000 to construct a temporary parking lot on all of Part 4 using virgin granular material, which would also need to be approved through a future Capital Budget. The low cost of \$47,720 to construct a temporary parking lot on the north section of Part 4 that addresses the parking deficiencies of the MCC and provides the Town with additional time to develop a long-term solution is an opportunity that Staff strongly recommend. Based on the estimated 60 parking spaces that will be provided by the temporary parking lot, it is an average

cost of \$795 per spot, which is much less than the estimated \$6,977 per parking space that it would cost to construct a permanent asphalt parking lot, and much less than the estimated \$2,083 per parking space that it would cost to construct a temporary parking lot using virgin granular material. It is estimated that the cost to construct a temporary parking lot on just the north portion of Part 4 using virgin granular materials is \$125,000.

Only the north section of the Part 4 lands will be able to have a cost effective temporary parking lot constructed on it using recycled materials as there will be a reduced amount of excess material associated with the Pelham Street Phase 3 Reconstruction project in 2022 due to the construction staging and the contractor only being able to fully complete half of the project section this year. Staff are also confident that the excess material coming from the Pelham Street Phase 3 Reconstruction project meets clean fill requirements. However, Staff are unsure if the fill material will reduce the property value of the Part 4 lands. Therefore, constructing a temporary parking lot on the north section of the Part 4 lands using the available recycled material from the Pelham Street Phase 3 Reconstruction project will provide a cost-effective solution for providing additional parking at the MCC, and will also provide Staff with additional time to determine if using the fill material on the southern section of the Part 4 lands will reduce the value of the property if the Town were to ever sell it.

As there is currently no approved capital budget to fund this project, a transfer from the Road Reserves account is required.

Alternatives Reviewed:

Council could direct Staff not to proceed with the additional expenditure and construction of the temporary parking lot on the north section Part 4. This would mean that the parking space deficiency at the MCC remains, and that the time-limited opportunity to provide temporary parking for the low cost of \$47,720, thanks to the ability to reuse material from the Pelham Street Phase 3 Reconstruction project, would be lost. Staff are not supportive of this decision because additional parking is currently required at the MCC during peak times.

Council could also direct Staff to proceed with constructing a temporary parking lot on the entire Part 4 lands. Staff are not supportive of this action as the amount of excess material that will be generated by the work being undertaken on the Pelham Street Phase 3 Reconstruction project will be reduced due to the staging of the construction in 2022 and 2023, and therefore additional virgin material will be required which will increase the price of the temporary parking lot. Staff are also unsure how depositing fill material onto the Part 4 lands will affect the value of the southern section of the property should it ever be sold by the time, and require more time to determine the impact that may have.

Strategic Plan Relationship: Build Strong Communities and Cultural Assets

Meeting the parking needs of the community at the MCC is important in building strong communities and support the success of the MCC. Constructing a temporary parking area at the MCC will address the existing parking deficiencies and support the success of the programs and events at the MCC in the immediate term. A permanent parking solution can be constructed in the future once there is an approved budget to undertake those works.

Consultation:

Director of Community Planning and Development

Director of Corporate Services and Treasurer

Associated Engineering

Kerry T. Howe Engineering Ltd.

Other Pertinent Reports/Attachments:

APPENDIX A – Part 4 Lands and Temporary Parking Lot Concept

2022-0144 Parking and Development Options for Lands Adjacent to Meridian Community Centre

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