



The Corporation of the Town of Tecumseh

Public Works & Environmental Services

To: Mayor and Members of Council

From: Phil Bartnik, Director Public Works & Environmental Services

Date to Council: July 13, 2021

Report Number: PWES- 2021-30

Subject: Tecumseh Road On-Street Parking (Shawnee Road to Bedell Street)

Recommendations

It is recommended:

That Report No. PWES-2021-30 Tecumseh Road On-Street Parking (Shawnee Road to Bedell Street), **be received**.

And that Council **approve** the implementation of on-street parking, on both sides of the road, along Tecumseh Road from Shawnee Road to Bedell Street within the Tecumseh Road Main Street Community Improvement Plan Area.

And further that the expenditure of \$30,000 for the implementation of on-street parking on Tecumseh Road, **be funded** from the Road Lifecycle Reserve.

Executive Summary

Council, at their Regular Council Meeting held February 23, 2021, declined to renew the Parking Lot Lease Agreement between the Town of Tecumseh and J. Kalbol Enterprises Inc. for the Town's exclusive use of 26 parking spaces at Municipal Parking Lot 2, located at 12150 Tecumseh Road (Motion: RCM-53/21). With the removal of 26 off-street parking spaces, Administration was then requested by Council to review parking options for area business owners and/or their customers; specifically, on-street parking on Tecumseh Road (Motion: RCM-80/21).

This report provides Council with a recommendation on an interim condition to provide on-street parking on Tecumseh Road between Shawnee Road and Bedell Street by means of the installation of pavement markings and signage.

Background

At the February 9, 2021 Regular Council Meeting, Report No. CS-2021-03 titled “Parking Lot Lease Agreement Renewal – 12150 Tecumseh Road – J. Kalbol Enterprises Inc.” was presented to Council outlining the terms proposed for the renewal of the Parking Lot Lease Agreement between the Town of Tecumseh (Town) and J. Kalbol Enterprise Inc. (Kalbol) for the Town’s exclusive use of 26 parking spaces at 12150 Tecumseh Road (municipally known as Parking Lot 2).

Council moved to defer the report to the February 23, 2021 Council Meeting (Motion: 37/21) and requested Administration:

- canvass local businesses in the area to determine the use of Parking Lot 2 and to provide comments on existing parking supply in the area; and
- discuss with the owner of 12150 Tecumseh a more modest increase in lease payment as well as a shorter term lease and a six-month notice of cancellation clause.

The results of the canvass were presented to Council at the February 23, 2021 Regular Meeting of Council under Report No. CS-2021-05 titled “Parking Lot Lease Agreement Renewal 12150 Tecumseh Road J. Kalbol Enterprises Inc. – Supplementary.”

The Tecumseh Business Improvement Association (BIA) canvassed area businesses to obtain feedback on the use of Parking Lot 2. Of the 32 businesses canvassed, 12 owners indicated that either they and/or their customers use this parking lot and nine of the business owners indicated that the lot was used for overflow parking.

Administration contacted the owner (Kalbol) regarding Council’s request for Kalbol to consider a change in terms of the Lease Agreement. Kalbol revised his proposal: he was agreeable to a shorter term lease and a six-month notice of termination clause in the agreement. Kalbol was not accepting of a lower lease payment; rather, he requested a combined lease payment and tax rebate of \$6,989.74 from the Town, plus 50 percent of maintenance costs.

Council moved to decline Kalbol’s proposed terms for renewal of the Parking Lot Lease Agreement for the Town’s exclusive use of 26 parking spaces at 12150 Tecumseh Road (Motion: RCM-53/21).

Subsequent to the foregoing, 26 off-street parking spaces are no longer available to area business owners and/or their customers. Council, at the March 9, 2021 Regular Council Meeting, requested Administration review the options available, on an interim basis, for on-street parking on Tecumseh Road (Main Street) (Motion: RCM-80/21). The purpose of this report is to provide Council with a recommendation regarding this matter.

Comments

Tecumseh Road Community Improvement Plan (CIP) & Streetscape

Introducing on-street parking on Tecumseh Road (Main Street) is a vital component of the Tecumseh Road Main Street Community Improvement Plan.

The Council-adopted Tecumseh Road Main Street Community Improvement Plan (CIP) applies to an area that represents the historical commercial core of the Town and comprises an approximate 1.2 kilometer corridor centred on Tecumseh Road from the VIA Railway on the east to the Town's border with the City of Windsor just beyond Southfield Drive on the west (see CIP Area in Figure 1 below).



The design direction of the CIP Area is to:

- Create a quality streetscape and 24/7 all season community destination that encourages a small town/village feel, respects the heritage character and assets, and is pedestrian oriented.
- Design for “quality downtown traffic” instead of “commuter traffic”.
- Design to create a safe and comfortable pedestrian environment.
- Design the street to accommodate different modes of transportation that explores opportunities for improving the pedestrian experience, transit and bicycle infrastructure.

The Tecumseh Road Main Street CIP provides guidance on how best to restructure the right-of-way in terms of the organization of elements and design treatments. The CIP demonstrates a vision of the manifestation of Tecumseh Road into a thriving and beautiful traditional “main street”.

In accordance with the Council-approved CIP, Tecumseh Road will function primarily as a vehicular, pedestrian, and cycling route. To help achieve this vision, the street cross section will reflect reduced lanes (from four lanes to two lanes) from the Windsor border easterly to the VIA tracks, with the curb lanes dedicated to a mixture of on-street parking and landscaping, with lower speed limits and curb extensions, which will act to calm traffic and promote pedestrian and cyclist use and circulation.

In order to achieve a traditional “main street” the public boulevard (3.5 meters on either side of Tecumseh Road) will include a generous 2.0-meter walking zone and a 1.5 meter planting and furnishing zone. To augment the width of the boulevard, parallel on-street parking spaces are proposed to be grouped (four maximum) within parking bump-outs to provide additional public realm, tree planting and furnishing space.

Subsequent to the adoption of the Tecumseh Road CIP, Council authorized the commencement of the Tecumseh Road Main Street CIP – Streetscape Plan and Design (Tecumseh Road CIP Streetscape Design). This project has been ongoing and is intended to provide a detailed design that will implement the various design features identified in the Tecumseh Road CIP, including the change in the street cross-section to a two-lane corridor with on-street parking on both sides. The Tecumseh Road CIP Streetscape Design project included the undertaking of a traffic analysis in order to determine the impact of traffic growth within the CIP Area and evaluate any opportunities for mitigation, while also identifying potential impacts to the surrounding roadway network arising from concerns identified by major stakeholders.

Traffic Study

In 2016, Dillon Consulting Limited (Dillon) completed the ‘Tecumseh Road CIP Streetscape Improvements – Traffic Analysis Report’ (TAR) and subsequently, in April 2020, Dillon completed the Tecumseh Road Microsimulation, Impact of CIP Streetscape Improvements Report (TRM). These reports provided an assessment of the Tecumseh Road corridor and examined the impact of population growth and a revised Tecumseh Road lane configuration (from 4-lanes to 2-lanes) on the transportation network. Both studies support the reduction of travel lanes between Southfield Drive and Bedell Street, as recommended through the Tecumseh Road Main Street CIP. The traffic studies were conducted under **future ultimate** conditions i.e. full reconstruction of the Tecumseh Road corridor with driveway closures at specific locations and the inclusion of on-street parking.

Implementation of On-Street Parking under Existing Conditions

Traffic Conditions

Dillon was requested to review an interim condition, whereby on-street parking is provided in advance of the full reconstruction of the Tecumseh Road corridor to fulfill the CIP streetscape project. A copy of Dillon’s analysis is provided in Attachment 1.

Under the existing conditions, Dillon examined the reconfiguration of travel lanes by converting the eastbound and westbound curb lanes to parking spaces, **between Shawnee Road and Bedell Street**, while maintaining existing driveway access points along this section of

Tecumseh Road. The assessment assumes that the footprint of the roadway, including signalized intersections, will not be altered and existing concrete islands will remain. The existing lane widths at the Tecumseh Road and Lesperance Road intersection will be maintained and therefore under this interim condition, shared bicycle/travel lanes cannot be accommodated, as the minimum 4.0m through lane width is not achieved under existing conditions. The proposed interim solution is illustrated in Attachment 2.

Reducing Tecumseh Road from four lanes to two lanes **from Shawnee Road easterly to Bedell Street** under **existing** conditions (i.e. with all driveway accesses open) will accommodate 64 on-street parking spaces: 37 spaces on the north side and 27 spaces on the south side.

Under this interim scenario, traffic signal modifications will be required for both the Tecumseh Road and Lesperance Road intersection and the Shawnee Road and Tecumseh Road intersection.

To facilitate the reduction from two eastbound lanes to one eastbound lane at Shawnee Road under interim conditions, Dillon recommends that the eastbound curb lane transition to a right-turn lane which will terminate at the Shawnee Road intersection. This configuration is illustrated in Attachment 2. Pavement markings and regulatory signage will be required to identify this lane drop.

Parking Assessment

A comparison of the parking spaces available along Tecumseh Road between Shawnee Road and Bedell Street is provided in the tables below, including both municipal parking lots and on-street parking. The tables compare the number of parking spaces available under **2021** conditions (including the Kalbol Spaces) versus **interim** conditions (prior to the full reconstruction of Tecumseh Road and excluding the Kalbol Spaces) and **future ultimate** conditions (following the full implementation of the Tecumseh Road Streetscape Design and excluding the Kalbol Spaces).

Parking Lot	Available Municipal Parking Lot Spaces (2021 Conditions including the Kalbol Spaces)
Lot 1: 12130 Tecumseh Road	20 spaces; 1 accessible space
Lot 2: 12150 Tecumseh Road (Lease Agreement with J. Kalbol)*	27 Spaces; 2 accessible spaces
Lot 3: 12326 Lesperance Road	42 spaces; 4 accessible spaces
Total	89 spaces; 7 accessible spaces**

*In 2021, the lease agreement was not renewed with Kalbol (Council motion: RCM-53/21).

**In 2021, the current number of parking spaces is 62 spaces and 5 accessible spaces.

Available total parking spaces, combining municipal parking lots and Tecumseh Road on-street parking, under the various conditions, are provided in the table below:

Scenario	Available Municipal Parking Lot Spaces	Available On-Street Parking Spaces	Total Available Parking Spaces
2021 Conditions (Including Kalbol Spaces)	89 spaces; 7 accessible spaces	0 (full time) spaces ¹	89 spaces; 7 accessible spaces
Interim Conditions	62 spaces; 5 accessible spaces	64 spaces	126 spaces; 5 accessible spaces
Future Ultimate Conditions	60 spaces; 7 accessible spaces	78 spaces	138 spaces; 7 accessible spaces

The Tecumseh Road corridor can offset the loss of municipal parking lot spaces through the introduction of on-street parking spaces under both the **interim** and the **future ultimate** conditions.

Attachment 3 illustrates the on-street parking under **future ultimate** conditions from Shawnee Road to Bedell Street.

Municipal Class Environmental Assessment

The *Ontario Environmental Assessment (EA) Act* recognized that certain municipal undertakings occur frequently, are small in scale, have a generally predictable range of effects or have a relatively minor environmental significance. To ensure that a degree of standardization in the planning process is followed throughout the Province, the EA Act contemplated the use of the Class Environmental Assessment (Class EA) procedure for projects which require approval under the Act but which are not considered to be major environmental works. The Municipal Engineers Association (MEA) document titled 'Municipal Class Environmental Assessment (October 2000 as amended in 2007, 2011 and 2015), describes the procedure for undertaking a Class EA for municipal projects.

¹ Limited on-street parking is available within the westbound north curbside lane between 6am and 6pm, for 1 hour parking

Projects undertaken by municipalities vary in their environmental impact, and are classified within the Class EA document in terms of Schedules: A, A+, B and C.

Schedule A+ projects are limited in scale, have minimal adverse environmental effects and include a number of municipal maintenance and operational activities. The implementation of parking spaces along Tecumseh Road is considered to be a Schedule A+ project; the potential changes to general traffic patterns are not anticipated to be significant.²

Should Council decide to implement on-street parking along Tecumseh Road as an interim condition in advance of the full reconstruction of the road in accordance with the Tecumseh Road CIP Streetscape Design, public notification will be required to inform the public of what is to be undertaken in their local area. There is no appeal process to the Ministry of the Environment, Conservation and Parks.

Traffic and Parking By-law

Town of Tecumseh By-law 2001-36 regulates traffic and parking on highways and private roadways under the jurisdiction of the Corporation of the Town of Tecumseh.

Currently, on-street parking is permitted for one hour between 6:00AM and 6:00PM along two sections of the north side of Tecumseh Road, west of Lesperance Road, by signage only:

1. Fronting 12218 – 12230 Tecumseh Road
2. Fronting 12136 and 12140 Tecumseh Road

Other than the two locations noted above, on-street parking is signed “not permitted” along the entire length of Tecumseh Road.

Section 5(f)(ii) of the Traffic By-law states that “No person shall Park a Vehicle on any Highway named and/or described in column 1 of Schedule D to this by-law, on the side or sides of the Highway set out in column 2 of the said Schedule during the times and/or days set out in column 3 of the said Schedule for a longer period of time than set out in column 4 of said Schedule.”

In accordance with Schedule D of the Traffic By-law, where an authorized sign is displayed, parking is restricted to no longer than one hour on both sides of Tecumseh Road. Should Council decide to introduce on-street parking on Tecumseh Road, an amendment to Schedule D of the Traffic By-law will therefore be required to remove this restricted parking time on Tecumseh Road between Shawnee Road and Bedell Street.

² Based on the 2020 proposed Class EA Amendment, currently in draft form, reconstruction where the road will be for the same use/capacity and where parking is added is still considered a Schedule A+ project. Clarification has been added to the 2020 proposed Class EA Amendment that notes, if travel lanes are reduced, that the project is still considered a Schedule A+.

Section 5(j) of the Traffic By-law states that “Where an authorized sign is on display, no person shall at any time Stop a Vehicle on a Highway named and/or described in Schedule G to this by-law on the side or sides of the streets set out in Column 2 of said Schedule, the area set out in column 3, of said Schedule.”

In accordance with Schedule G of the Traffic By-law, stopping and/or parking a vehicle is not permitted on both sides of Tecumseh Road in the area between the Easterly Boundary and the Westerly Boundary of the Municipality. Therefore, should Council decide to introduce on-street parking along Tecumseh Road from Shawnee Road to Bedell Street, an amendment to Schedule G of the Traffic By-law will be required to permit stopping and/or parking along Tecumseh Road.

County Connecting Links

There are a few roads under the Town’s jurisdiction that serve to connect the County road system and are referred to as County Connecting Links. The Town of Tecumseh and the County of Essex have entered into a Connecting Link Agreement to share maintenance costs for those roads, which includes Tecumseh Road from the City of Windsor boundary to the Municipality of Lakeshore boundary.

In accordance with the Agreement, the Town is responsible to maintain and keep in proper state of repair all necessary curbs, gutters, catch basins, combined sewers, storm sewers or drains, sidewalks traffic signal systems, street lighting and road signing or any other special work. The County will maintain the pavement and roadway on the said road by performing or arranging for the performance of the following or whenever necessary or required: spray patching, cold and hot mix patching, surface sealing, routing and sealing of cracks, centreline pavement marking, and snow removal.

The County completes maintenance on Tecumseh Road for the **centre seven metres only** (centre two lanes). Any works outside of the centre two lanes is the responsibility of the Town. Accordingly, the costs associated with implementing on-street parking would be the sole responsibility of the Town.

As stated above, snow removal for the centre seven meters of Tecumseh Road is completed by the County of Essex. With the introduction of on-street parking, snow removal from the travelled portion of the road will ‘push’ the snow toward the parking spaces/parked vehicles. When heavy snowfalls are predicted, it is therefore recommended that the Town advise patrons of local businesses and business owners not park on Tecumseh Road. This will reduce the chance of plowing in parked vehicles and allow for a more efficient plowing operation. This is also in accordance with section 170 of the Highway Traffic Act (it is an offence to park or stand a vehicle in such a manner as to interfere with the movement of traffic or the clearing of snow from a highway).

Consultations

Financial Services
Planning & Building Services
Dillon Consulting Limited

Financial Implications

Administration reviewed Dillon Consulting's plans showing the extent of proposed on-street parking. In order to fully sign and adjust the line markings in this corridor the costs could vary based on a number of factors. For the purpose of this report, the cost will be considered for installation of signage indicating full time on-street parking for the extents described, as well as any line painting installations and/or line removal that is required as part of the scope of work. A high level estimate of cost would be in the range of \$30,000 and requires Council approval as this cost was not considered in the 2021 Approved Budget. Administration recommends funding this cost from the Road Lifecycle Reserve.

Link to Strategic Priorities

Applicable	2019-22 Strategic Priorities
☒	Make the Town of Tecumseh an even better place to live, work and invest through a shared vision for our residents and newcomers.
☒	Ensure that Tecumseh's current and future growth is built upon the principles of sustainability and strategic decision-making.
☐	Integrate the principles of health and wellness into all of Tecumseh's plans and priorities.
☒	Steward the Town's "continuous improvement" approach to municipal service delivery to residents and businesses.
☐	Demonstrate the Town's leadership role in the community by promoting good governance and community engagement, by bringing together organizations serving the Town and the region to pursue common goals.

Communications

Not applicable ☒

Website ☐ Social Media ☐ News Release ☐ Local Newspaper ☐

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Cheryl Curran, BES
Project Technician

Reviewed by:

Kirby McArdle, P.Eng.
Manager Roads & Fleet

Reviewed by:

Brian Hillman, MA, MCIP, RPP
Director Planning & Building Services

Reviewed by:

Tom Kitsos, CPA, CMA, BComm
Director Financial Services & Chief Financial Officer

Reviewed by:

Phil Bartnik, P.Eng.
Director Public Works & Environmental Services

Recommended by:

Margaret Misek-Evans, MCIP, RPP
Chief Administrative Officer

Attachment Number	Attachment Name
1	Tecumseh Road Main Street Community Improvement Plan – Parking Memo, dated May 12, 2021
2	Figure 1 – Interim On-Street Parking
3	Figure 2 – Ultimate On-Street Parking Configuration



MEMO

TO: Phil Bartnik, P.Eng., Director Public Works & Environmental Services,
Town of Tecumseh

FROM: Laura Herlehy, P. Eng., Project Manager, Dillon Consulting Limited

DATE: May 12th, 2021

SUBJECT: Tecumseh Road Main Street Community Improvement Plan - Parking Memo

OUR FILE: 21-1785

1.0 Introduction

The purpose of this memo is to provide the Town of Tecumseh (Town) an assessment of available parking and traffic conditions along the Tecumseh Road Community Improvement Plan (CIP) Main Street, between Shawnee Road and Bedell Street, in the Town of Tecumseh. This assessment has been requested by the Town to review an interim condition, whereby on-street parking is provided in advance of the full reconstruction of the Tecumseh Road corridor to fulfill the CIP streetscape project.

Two conditions were reviewed as part of this assessment, interim conditions and ultimate conditions. These conditions are summarized below:

Interim Conditions:

Reconfiguration of travel lanes by converting the eastbound and westbound curb lanes to parking spaces, between Shawnee Road and Bedell Street. Under this condition, existing driveway access points along this section of Tecumseh Road will be maintained.

The need for an interim solution comes from the Town Council Meeting held on February 23, 2021, when Council moved to decline the proposed terms for renewal of the Parking Lot Lease Agreement with J. Kalbol Enterprises, for the Town's exclusive use of 29 off-street parking spaces at 12150 Tecumseh Road. Subsequent to the foregoing, 29 parking spaces (27 Non- Accessible and 2 Accessible) are no longer available to area business owners and/or their customers, therefore a review of an interim parking solution for business owners and customers was requested by Council.

The proposed interim (**Figure 1**) solution illustrates the reconfiguration of lanes from Shawnee Road to Bedell Street with pavement markings, in order to accommodate on-street parking within the existing right of way, prior to the full road construction of the CIP streetscape project. It is assumed that the footprint of the roadway, including signalized intersections, will not be altered and existing concrete islands will remain. The existing lane widths at the Tecumseh Road and Lesperance Road intersection will be maintained and therefore under this interim condition, shared bicycle/travel lanes cannot be accommodated (minimum 4.0 m through lane width is not achieved).

Ultimate Conditions

This scenario represents the framework outlined in the Tecumseh CIP, adopted by Council in January 2016, which recommends conversion of the eastbound and westbound curb lanes to parking spaces,



MEMO

between Southfield Drive and Tecumseh Road and the implementation of a new road cross section and intersection layouts (**Figure 2**). This condition assumes that the proposed reciprocal access plan and driveway consolidation strategy is in place resulting in a reduction in direct driveway access points along Tecumseh Road.

To facilitate the ultimate condition, phased reconstruction of Tecumseh Road and Lesperance Road corridors is required to complete necessary utility relocations, road reconstruction, streetscaping, streetlighting and traffic signal construction to accommodate the new road and intersection footprint. Timing of this first phase of construction is unknown and will be dependent on the availability of external federal and/or provincial funding sources.

2.0 Interim Traffic Conditions

In 2016, Dillon Consulting Limited (Dillon) completed the 'Tecumseh Road CIP Streetscape Improvements - Traffic Analysis Report' (TAR) and subsequently, in April 2020, Dillon completed the Tecumseh Road Microsimulation, Impact of CIP Streetscape Improvements Report (TRM). The purpose of these reports was to provide an assessment of the Tecumseh Road corridor and review the impact of population growth and a revised Tecumseh Road lane configuration on the transportation network. Both studies support the reduction of travel lanes between Southfield Drive and Bedell Street, as recommended through the Tecumseh Road Main Street CIP.

The TAR recommended geometric design for each signalized intersection along this corridor and considered future traffic volumes including traffic demand prior to the proposed improvements to the County Road 22 and Lesperance Road intersection (grade separation) have been implemented. Future traffic volumes are based on existing corridor conditions, proposed intensification and background population growth. The Tecumseh Road and Lesperance Road intersection configuration recommended in the TAR, also supports the new lane configuration under the interim conditions which are proposed in **Figure 1**.

Under this interim scenario, traffic signal modifications will be required for both the Tecumseh Road and Lesperance Road intersection and the Shawnee Road and Tecumseh Road intersection.

To facilitate the reduction from two eastbound lanes to one eastbound lane at Shawnee Road under interim conditions, it is recommended that the eastbound curb lane transition to a right-turn only lane which will terminate at the Shawnee Road intersection. Pavement markings and regulatory signage will be required to identify this lane drop.

Transitioning to a single eastbound lane at the Shawnee Road intersection is preferred over a mid-block transition either upstream or downstream of Shawnee Road. Both upstream and downstream of this intersection, there are multiple driveways on the south side of Tecumseh Road. To safely transition from two eastbound lanes, to a single eastbound lane, would require a parallel lane of 80-150 metres and a mid-block taper of 85 metres (based on a design speed of 50 km/h). Attempting to do this either immediately following Southfield Drive or Shawnee Road is not possible without the taper section crossing

MEMO



numerous driveways on the south side of Tecumseh Road. A significant taper (i.e., lane drop) across these driveways would introduce additional vehicular conflicts and safety issues, which is not desirable.

The alternative (a lane drop at Shawnee Road) results in a “forced right turn” which may lead to some motorists infiltrating into the neighbourhood to the south of Tecumseh Road, as a means of by-passing the busy Tecumseh Road and Lesperance Road intersection. Even without the lane drop at Shawnee Road, motorists can infiltrate into the neighbourhood today at this location (since Arbour Street has been extended through the former Ste. Anne High School property to Shawnee Road). It is more likely that motorists wanting to by-pass Tecumseh Road and Lesperance Road will get as close as possible to Lesperance Road and then gauge whether to use either Poisson Street or St. Anne Street to by-pass the intersection, and not necessarily use Shawnee Road.

So while the “forced right turn” at Shawnee Road could lead to some additional motorists turning right at Shawnee Road, the alternative option (introducing a mid-block taper across numerous Tecumseh Road driveways) is less desirable.

3.0 Parking Assessment

Based on the findings of this traffic report, the ultimate proposed roadway modification includes a reconfiguration of Tecumseh Road, such that the existing four-lane cross-section is reduced to two lanes (not including any auxiliary turn lanes). This change allows a greater portion of the right-of-way to be allocated to other uses, including landscaping, street furniture, and on-street parking. The intention of

the modification is to rebalance the function of the street so there is less of a priority on the movement of traffic, and a greater emphasis on the street’s role in serving the immediate area and creating an environment more conducive to pedestrian activity.

Under ‘baseline conditions’, three municipal parking lots are available along Tecumseh Road, between Shawnee Road and Bedell Street. As noted in *Section 1.0* above, the Parking Lot Lease Agreement with 12150 Tecumseh Road will not be renewed and therefore Council has requested that options for on-street parking be reviewed to accommodate the loss of parking. *Table 1.0* below summarizes the parking spaces available under this baseline condition, in which all three parking lots are active, as a comparison.

MEMO

Table 1.0 - Summary of Municipal Parking Lots

Parking Lot	Available Municipal Parking Lot Spaces
Lot 1: 12130 Tecumseh Road	20 Spaces 1 Accessible Spaces
Lot 2: 12150 Tecumseh Road ¹ (Lease Agreement Only)	27 Spaces 2 Accessible Spaces
Lot 3: 12326 Lesperance Road	42 Spaces 4 Accessible Spaces
Total	89 Spaces 7 Accessible Spaces

Note 1: Number of available spaces is based on the Feb. 23, 2021 Council Report.

The total number of available parking spaces both in parking lots and on-street is summarized in *Table 2.0*. The estimate of on-street parking spaces is based on the detailed design completed to date based on on-street parking criteria included in the Ontario Traffic Manual Book 11.

Table 2.0 - Available Parking under Various Conditions

Scenario	Available Municipal Parking Lot Spaces ¹	Available On-Street Parking Spaces	Total Available Parking Spaces
Baseline Conditions	89 Spaces 7 Accessible Spaces	0 Spaces ²	89 Spaces 7 Accessible Spaces
Interim Conditions	62 Spaces 5 Accessible Spaces	64 Spaces	126 Spaces 5 Accessible Spaces
Ultimate Conditions	60 Spaces 7 Accessible Spaces	78 Spaces	138 Spaces 7 Accessible Spaces

Notes:

1. Number of spaces available in municipal parking lots reflects the number of parking spaces available within the Town Owned parking lots at 12130 Tecumseh Road and 12326 Lesperance Road and the 27 spaces available within the Parking lot at 12150 Tecumseh Road.
2. On-street parking is available within the westbound north curbside lane between 6 am and 6 pm, for 1 hour parking.

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Interim Conditions - **Figure 1** illustrates the required modifications to the pavement marking from Shawnee Road to Bedell Street, to accommodate 64 on street parking spots prior to the Tecumseh Road Streetscape Project construction. Under this condition, a total of 37 parking spaces are added to this area, which is a net increase to the number of parking spaces available for local businesses.

Ultimate Conditions - **Figure 2** illustrates the ultimate CIP Main Street conditions, which reflects the conversion of the eastbound and westbound curb lanes into parking spaces between Shawnee Road and Bedell Street. This plan shows the proposed curb bulb-outs and high level landscape conceptual plan. Under this condition, a total of 78 parking spaces are added to this area. A net total of 14 additional parking spaces can be accommodated from the interim condition to the ultimate condition scenario.

Under both scenarios, the total number of accessible parking spaces does not change, however the Town should consult with the Town's Accessibility Committee, the Town BIA and local businesses on the need to provide accessible parking in strategic locations along the corridor.

4.0 Summary

We trust that this memo provides the Town with the necessary information to determine if implementing on-street parking, in advance of the planned Tecumseh Road CIP Streetscape project, is warranted. As demonstrated in this memo, the Tecumseh Road corridor can offset the loss of off-street parking under both the interim and in the future conditions. Should you have any further questions, we would be pleased to discuss the results of this assessment in further detail.

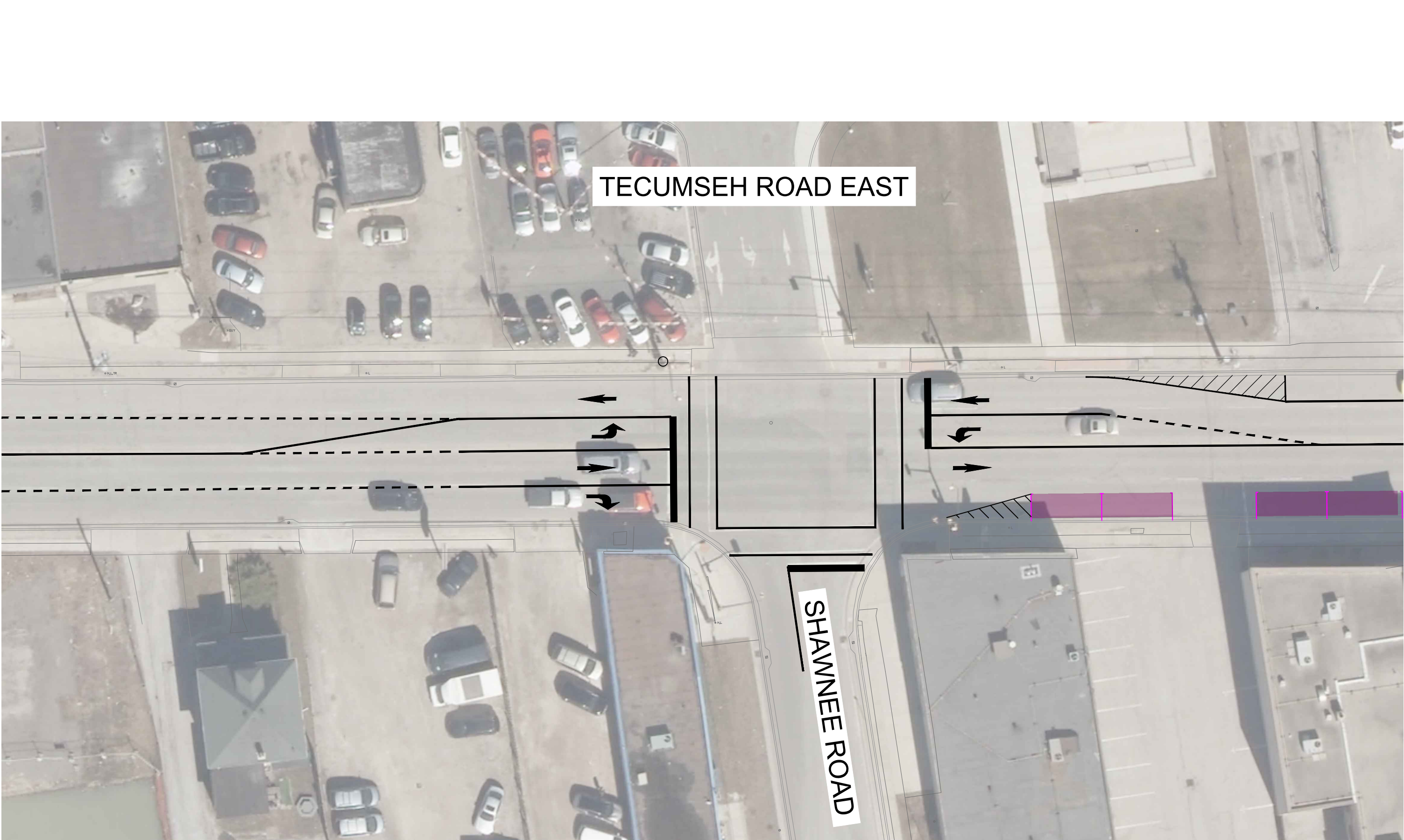
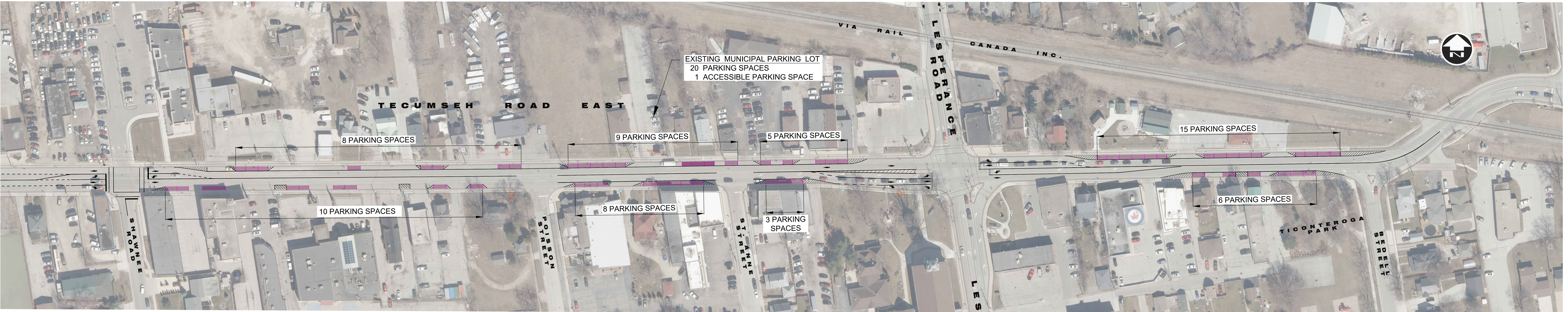
Yours Sincerely,

DILLON CONSULTING LIMITED

A handwritten signature in black ink that reads "Laura Herlehy".

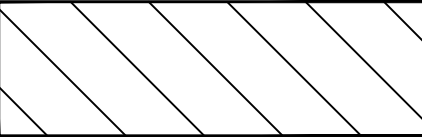
Laura Herlehy, P.Eng.
Project Manager

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PROPOSED INTERIM CONDITION
TECUMSEH ROAD ON-STREET PARKING
SHAWNEE STREET TO BEDELL STREET



NO STREET PARKING

NORTH SIDE = 37 SPACES
SOUTH SIDE = 27 SPACES



INTERIM ON STREET PARKING

Dillon Project No. 21-1785
May. 10, 2021

Not to Scale

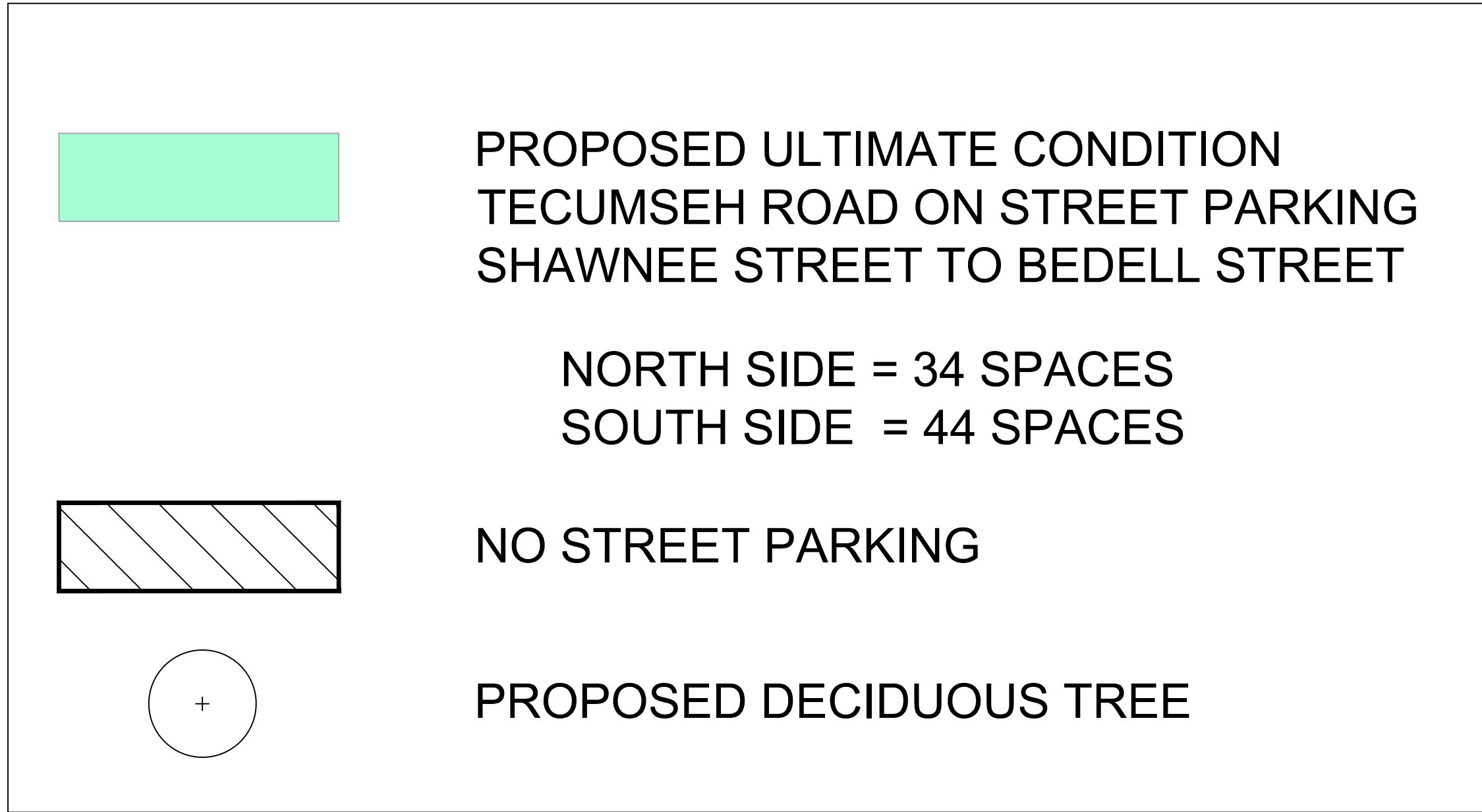
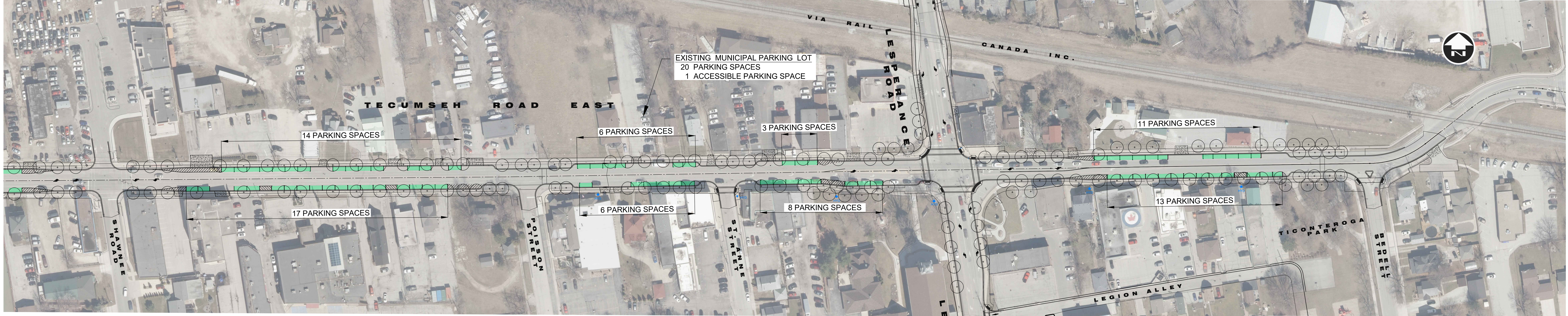
FIGURE 1



DIALOG



FIGURE 2: ON STREET PARKING CONFIGURATION. PREPARED BY: DILLON CONSULTING. DATE: MAY 10, 2021. PROJECT NO. 21-1785. SCALE: NOT TO SCALE.



ULTIMATE ON STREET PARKING
CONFIGURATION

Dillon Project No. 21-1785
May. 10, 2021

Not to Scale

FIGURE 2



DILLON
CONSULTING

DIALOG

