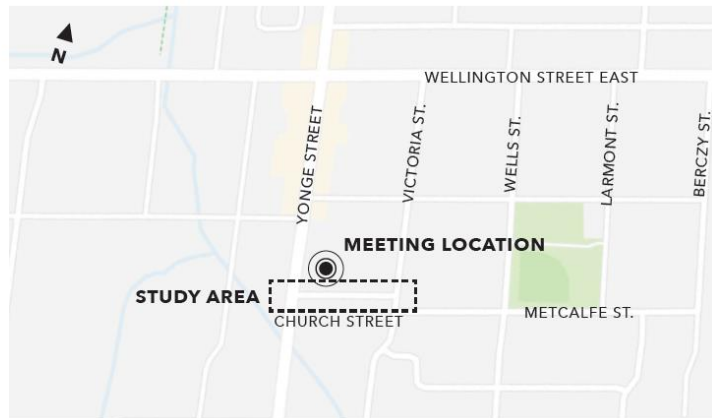


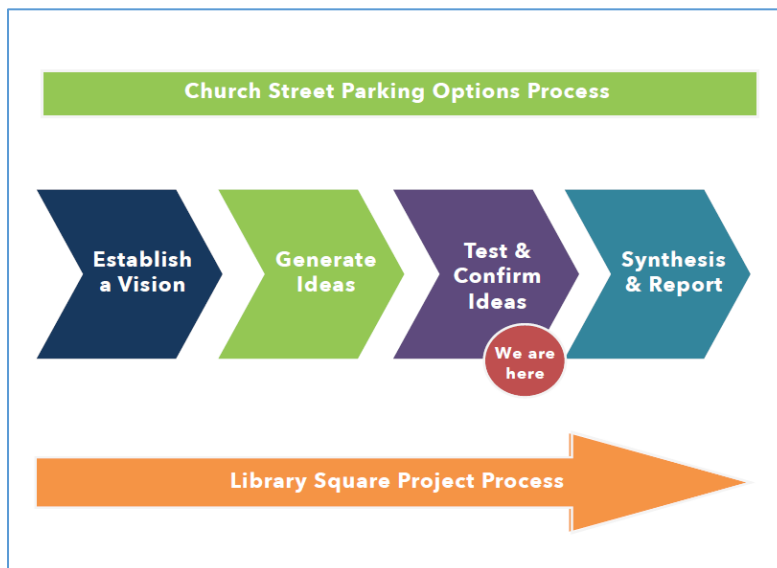
## Church Street Parking (Library Square) Public Open House Summary

### Event Overview

The Town of Aurora and the consultants hired on behalf of the Town (The Planning Partnership and BA Group) hosted a Public Open House on Thursday May 23<sup>rd</sup>, 2019 at the Aurora Public Library (15145 Yonge St, Magna Room). The purpose of the Public Open House was to provide information about the review process, introduce potential options to modify the Church Street right-of-way as part of the Library Square redevelopment, and seek feedback from the public.



The Public Open House included display boards containing information on the Parking Options, which were prepared by the consultant team and Town of Aurora staff. In addition to the consultant team, staff from Planning, Corporate Communications, and Transportation Services were present at the community meeting to answer questions from the public.



Approximately 15 members of the public attended the Public Open House, many who reside or own businesses in the area. Attendees provided feedback by speaking directly with staff, by writing their comments on sticky notes (see photos below) or on a comment card.

### **Parking Options**

Four parking options were presented to the public. The first option was a ‘Do Nothing’ option (see Figure 1). This Option maintains existing on-street parking permissions on the north side of Church Street, retains existing street trees in the boulevard and the position of the existing sidewalk. With the redevelopment of the Library Square site, this Option could provide 3 to 4 additional on-street parking on the north side of Church Street. In total, this Option could see a total of 16 on-street parking stalls (13 of which are existing).



**Figure 1: “Do Nothing Option”**

Option 1 (Figure 2) proposes a slight modification to the “Do Nothing” option by adding a paved area in the boulevard to accommodate three on-street accessible spaces and one on-street loading space. In total, Option 1 could see a total of 12 on-street parking stalls, 3 accessible stalls, and 1 loading stall for a total of 16 (13 of which are existing).

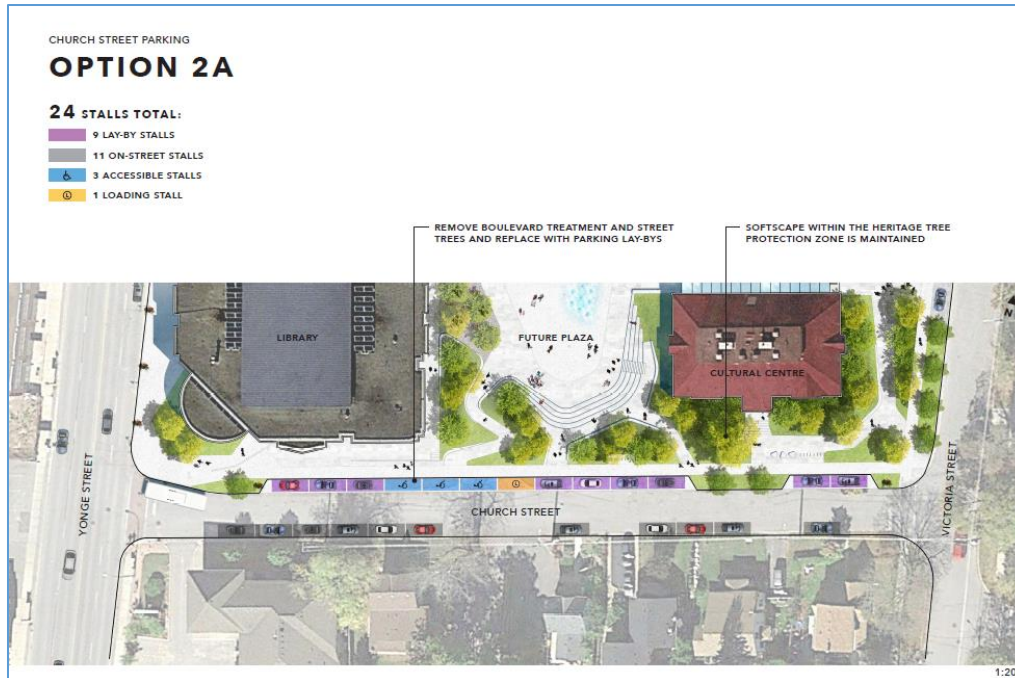


**Figure 2: Option 1**

Public Feedback:

- This option is preferable as it maintains the existing street trees;
- Consider a secondary entrance to the south-east corner of the library for easier access from Church Street;
- Widen the intersection at Yonge Street and Church Street to accommodate bus turning movements;
- Focus on changing behaviours and get people walking rather than adding more parking spaces for cars;
- Consider converting on-street parking on Yonge Street to a 15-minute drop off to take advantage of the accessibility ramp connecting to the west entrance of the Library; and
- Make sure there are enough drop-off spots per building (Library, Cultural Centre, and the new Community Facility).

Option 2A (Figure 3) removes the boulevard treatment and street trees on the north side of Church Street and replaces them with parking lay-bys. A softscape area is provided within the heritage tree protection zone. On-street parking is provided on the south side of Church Street. In total, Option 2A could see a total of 9 lay-by parking stalls, 11 on-street stalls, 3 accessible stalls, and 1 loading stall for a total of 24 stalls.



**Figure 3: Option 2A**

Public Feedback:

Option 2A

- Like pathways through the site that connect to places and streets;
- Consider moving the existing bus stop at Church Street and Yonge Street to a safer location;
- Limit street parking on Yonge Street;
- Consider changing Church Street to one-way movement;
- Take away the left turn movements from Church Street onto Yonge Street to promote safer vehicular and pedestrian movement at this intersection;
- Consider ‘bump-outs’ along the layby to provide space for street tree plantings;
- Provide 2 loading and drop-off/pick-up spaces;
- This option changes the character of houses on the south side of Church Street. Clarify if the houses are offices or homes. The use makes a difference in terms of the level of impact;
- There are not enough parking spots or enough room for emergency services;
- There is currently a lot of through traffic on Church Street;
- Parking on the south side of Church Street will increase pedestrian movement in a south-north and north-south direction across the street. Make sure there are plenty of safe pedestrian crossing;
- Do a survey to see where cars in the library parking lot are currently coming from and consider parking study on a Sunday to monitor church activity in the parking lots and on on-street parking;

- Try Option 2A without parking on the south side of Church Street. Could monitor and implement on-street parking later, if additional parking is required;
- Option 2A looks good. If issue with south side go to option 2B;
- Make the landscaping and building a learning experience for kids; and
- Undertake an analysis of turning movements and traffic flows from existing and new uses.

Option 2B (Figure 4) removes the boulevard treatment and street trees on the north side of Church Street, west side, in front of the Library and replaces them with parking lay-bys. The boulevard treatment, including street trees, in front of the cultural centre and the plaza will be maintained. On-street parking is provided on the south side of Church Street in front of the businesses only (west side of Church Street), mirroring the lay-by stalls on the north side of the street. This option also limits on-street parking on the south side of Church Street in front of the residences. In total, Option 2B could see a total of 3 lay-by parking stalls, 14 on-street stalls, 3 accessible stalls, and 1 loading stall, for a total of 21 stalls.



**Figure 4: Option 2B**

Public Feedback:

- Option 2B is a good compromise that saves trees.
- Option 2A is preferable over option 2B. If you change the design of the road and boulevard, do it all, not just half the plan (in 2A);
- Consider a parking study on Sundays to monitor Church activity and parking needs;
- Consider the possibility of allowing food trucks and vending machines in or near the square;

- Put a bin/book drop off spot on Yonge St. near the Library Square entrance;
- Consider speed bumps as a traffic calming measure on Church Street;
- This option is preferable because it introduces traffic calming with parking on both sides of the street;
- Consider changing the bus route on Church Street with this option;
- Church Street has significant landscaping on Victoria Street. Mirror this landscape treatment on the west side of Victoria Street;
- By not providing parking, it is an incentive for people to walk to the site;
- Consider a dedicated pedestrian crossing at Church Street and Yonge Street Parking
- More cars parked on Church Street is not acceptable.

### General Feedback from the Public on the Parking Options

- Street parking on Church Street creates sightline issues at the corner going around the church;
- For aging people it will be difficult because they have to walk a far distance to the entrance of the library;
- Parking on Church Street will make it more dangerous to get out of cars, especially if someone has children;
- With the new plan, many people that only want to return books will have to park farther, whereas now they only park in front of the door and immediately come back;
- Consider traffic calming on the laneway using different paving materials or a gate;
- Library needs a loading space near the north entrance;
- Concern not enough parking in any option to service combined draw of Library, Cultural Centre and events at Library Square;
- Concerns about the total number of parking spaces in the parking lot.
- There is the potential for more public parking in the lot south of the creek, where there is currently a sales office;
- Make sure the laneway is 1-way movement only;
- Consider controlling turning movements and traffic on Church St during peak hours;
- Closest wheelchair parking spots should be under cover;
- Introduce traffic calming on Victoria Street;
- Make Victoria Street one way with angled parking;
- Keep trees; do not take out existing landscaping;
- Place Library book return drop-off close to the driveway (laneway, north side);
- Permeable pavers should be used for the parking lot to address runoff and stormwater flows;

While the intent of the Church Street Public Open House was to solicit feedback from the public on the design options for this street, members of the public also provided more general comments on the Library Square Plan and surrounding context. These comments are listed below:

- Consider shifting some indoor programming from the Library into the Square;
- Make it an inclusive space for people of all ages and abilities;
- When buses travel on Church Street there is currently not enough space for cars going in opposite direction;
- Change bus route because Church Street is not narrow enough;
- Project would help revitalize Yonge Street and bring new development to the area;
- The plaza should be enclosed for year round activities;
- The plaza will become a skateboard park; consider a skateboard park in Town Park;
- Consider parking limits (1 hour)
- As population increases, more people come to the neighborhood and will increase traffic congestion;
- The corner of Church Street and Victoria street is congested, there are accidents at this intersection;
- Extend bridge structure to provide “carport” style cover (snow and wheelchairs don’t mix);
- Create a walking path from Berczy Street to Library Square to connect to the Metrolinx parking lot;
- This project would help retailing to Yonge Street and bring development to the area;
- Accessibility pathways seem to be limited and there may be issues arising at the "new" North Laneway to Yonge Street;
- Infrastructure to deter cars, like traffic buffers, to create single accessibility purpose lanes to the front doors of the library and from Victoria Street. The same can be applied to the corner of Church Street and Yonge Street, and for bicycle paths to the library;
- Reduce the number parking areas to reduce emissions, pollution and noise to the public;
- Put pedestrian weather protection on the front doors of the Library and/or Cultural Centre. Pedestrian weather protection is especially helpful for seniors, those who have accessibility needs and those who need assistance, reduce costs run for snow and ice clearing and provide protection from the sun & rain;
- A green friendly area should not be all concrete;
- We always want to encourage walking and cycling; and
- Reducing traffic congestions and pedestrian is a major concern. Drop-off access points are critical based on people’s routes and behaviours. The goal of the area is to make it Town friendly and to complement Town Park in this urban area.

## Questions and Answers

- Are there bicycle racks in front of the library?
  - *Bicycle racks are currently located at the parking lot entrance off of Church Street. Bicycle racks will continue to be provided as part of the re-design of the site.*
  
- Where are emergency routes in the three parking scenarios?
  - *The fire access route for the existing building and addition will be from Church Street, with access to the fire hydrant at this location.*
  
- With the amphitheatre right at Church Street, will there be sufficient room for a snowplow to operate on the right-of-way and will it be wide enough to accommodate a wide front end plough? The road seems to be less 9m wide.
  - *Based on the Town's Design Criteria Manual, the pavement width for residential streets are between 8.0 to 8.5 metres. Any modifications to the design of the Church Street right-of-way would need to meet this minimum standard. The pavement widths outlined in The Town's Design Manual should accommodate snow plow operations*