Town of Huntsville Staff Report

Meeting Date: September 25, 2019

To: Operations and Protective Services Committee


Confidential: No

Author(s): Brandon Hall, Steve Hernen,

Subject: Expanded Parking at River Mill Park

Report Highlights

Review the options for expanding parking at River Mill Park

Recommendation

For Information Only

Background

The issue of expanding the number of parking spots in River Mill Park off of Dara Howell Way has been discussed in the past with different configurations and designs being considered in an effort to relieve the traffic congestion and illegal parking in that area.

Prior discussions and recommendations are as follows:

- staff report (TI-2016-01) dated Jan 11, 2016 providing 2 possible options
- Jan 11, 2016 motion of committee (GC3-16) approving option 2 in staff report subject to consultation of minor variation
- Jan 25, 2016 motion of Council to defer Report TI-2016-01 to allow for public consultation and preparation of a final design concept
- staff report (TI-2016-10) dated March 24, 2016 with results of public consultation and final concept design
- March 29, 2016 Council deferred recommendation No GC3-16 until next regular council meeting
- April 27, 2016 Council defeated the motion to expand the parking in River Mill Park in a recorded vote and directed staff to report back to committee on additional parking options in the downtown core
- June 27, 2018 the Streetscape consultant that was retained to work with the community to create a vision for Main Street redevelopment and look at alternative parking solutions for downtown reported the following in regards to parking:
o Huntsville downtown parking supply appears to be at the high end of the range compared to similar municipalities
  o there is significant supply of parking within 2 minutes walk of Main Street
  o 2050 total parking spaces within 8 minute walk of downtown

- July 18, 2019 BIA meeting minutes requested additional parking in the area of Dara Howell Way and extension of allowable parking time from 2 hours to 3 hours
- Aug 26, 2019 council meeting directed staff to report back on the BIA request noted above

Discussion

This report will look at possible options for expanding parking spaces off of Dara Howell Way only, as the Development Services (By-Law) committee will be dealing with extending allowable parking times and By-Law enforcement options.
Staff have reviewed the original recommendation contained within report TI-2016-01 and concur that the only option to expand parking spaces in the area of Dara Howell Way is by encroaching into River Mill Park on the north side of Dara Howell Way. However, due to the landscaping and vegetation now in place behind the Town dock the number of spaces has been reduced by 6 spaces from the original concept drawing so that no vegetation or trees will need to be removed.

Options

Option #1 – Add no additional parking in this area and use methods of restriction and enforcement measures to reduce traffic congestion.

Option #2 – Add parallel parking on the north side of Dara Howell Way for approximately 40 meters which will add 6 parking spaces. This would require a 3 meter wide strip of grass park land to be removed and a proper asphalt base to be applied. A 1.5 meter hard surface walking path could also be installed between the parking spaces and the park to provide for a safe pedestrian path between the main River Mill parking lot and the Town dock. If directed to install the 1.5m hard surface walking path, it would require the removal of an additional 1.5m of grass park land for a total of 4.5m. Please see sketch A attached.

Option #3 – Add angle parking on the north side of Dara Howell Way for approximately 40 meters which will add 15 parking spaces. This would require a 6 meter wide strip of grass park land to be removed and a proper asphalt base to be applied. A 1.5 meter hard surface walking path could also be installed between the park spaces and the park to provide for a safe pedestrian path between the main River Mill parking lot and the Town dock. If directed to install the 1.5m hard surface walking path, it would require the removal of an additional 1.5m of grass park land for a total of 7.5m Please see sketch B attached.

Capital

Any expansion of parking spaces in this area will require an investment of capital funds which could be included in the 2020 Transportation Capital Budget, and funded through the Public Works Reserve account if directed by Council. As the capital plan is currently underfunded any additional capital work to be done will need to be funded in the future.
Option #1 – No additional parking = No capital cost
Option #2 – Add 6 parallel parking spaces at an estimated cost of $57,000.00
Option #3 – Add 15 angled parking spaces at an estimated cost of $67,000.00
Operational

Snow removal, line painting, sweeping and routine maintenance will be added to operational budget but is not expected to have a significant negative impact.

Council Strategic Direction / Relevant Policies / Legislation / Resolutions

Economic Development - ensure a vibrant downtown

Report TI-2016-01
Resolution GC3-16

Direction from Council meeting August 24, 2019 to review and report back

Attachments

TI-2016-01
TI-2016-10
15-4018-RIVER MILL PARK-Sept 6-2019-Schedule A
15-4018-RIVER MILL PARK-Sept 6-2019-Schedule B

Consultations

Colleen MacDonald, Manager of Parks and Cemeteries
Ken McDougall, Lead Hand Parks
Kirstin Maxwell, Director of Development Services

Respectfully Submitted: Brandon Hall, Steve Hernen,

Manager Approval (if required): _____________________________

Director Approval: Stephen Hernen, Director of Operations and Protective Services

CAO Approval: Denise Corry, Chief Administrative Officer
Background

Public Works Town staff was directed to investigate options to improve the parking in River Mill Park as per “GC217-15 resolution”.

Discussion

Public Works staff met with Parks Staff to look at options to “improve” parking in River Mill Park.

Attached is option ONE (1) – this option takes into consideration the request of Parks Staff to maintain/increase green space. This option would only allow for the gain of 3 parking spaces.

Attached is the “Cost Estimate” for Option ONE (1).

Attached is option TWO (2) - this option is Public Works recommendation as this option would allow for the gain of 14 parking spaces with the removal of some green space.

Attached is the “Cost Estimate” for Option TWO (2).

Financial Implications

Capital:

Capital Item?  □ Yes  ☒ No

If yes, is there a Capital Asset Plan?  □ Yes  □ No

If no, explain:

Operational:

Current Implications

Parking in River Mill Park is very limited and not very well defined.

Future Implications

Improve parking by adding additional parking spaces with the loss of some green space, adding line
painting to help delineate what is parking and help with maintaining traffic flow.

Funding Source
N/A

Insurance / Risk Management Implications

Human Resources Implications

Sustainability Implications

Accessibility Implications

To increase parking in River Mill Park.

Council Strategic Direction (i.e. Approved Plans)
Resolution GC217-15

Relevant Policies / Legislation / Resolutions
Resolution GC217-15

Public Notice Required
☐ Yes ☑ No

Attachments
Appendix A – Option ONE (1)
Appendix B – Cost Estimate for Option ONE (1)
Appendix C – Option TWO (2)
Appendix D – Cost Estimate for Option TWO (2)

Consultations
Jason Krynicki – Executive Director of Transportation Infrastructure
Ted Maurer – Tulloch Engineering

Respectfully Submitted,

Brandon Hall, Engineering Technologist

Manager Approval (If Required)

Executive Director / CAO Approval

Signed

Choose an item.

Signed

Jason Krynicki, Executive Director of Transportation Infrastructure
Report Reviewed by:

Human Resources Implications (Executive Director of Human Resources & Corporate Information): □

Financial Implications (Manager of Finance/Treasurer): □

Insurance / Risk Management Implications (Risk Management & Purchasing Coordinator): □

Sustainability Implications (Sustainability Coordinator): □
River Mill Parking - Concept 1 (Angled Parking)  (21 Spaces / Gain of 14 spaces)  
ESTIMATE OF COSTS  24-Dec-15

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<tr>
<th>Item No.</th>
<th>Description</th>
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<th>Est. Qty</th>
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Sub-Total (Excl. HST) $57,440.00
Background

As per resolution No. 14-16, Council deferred Report No. TI-2016-01 – Parking in River Mill Park until the March 29th, 2016 Regular Council Meeting to allow for public consultation and preparation of a final design concept.

On March 29th, resolution No. 79-16 was passed deferring the report again to the April 27th Council meeting.

Discussion

As directed by Council, Town of Huntsville Staff conducted an "Open House" on March 8th, 2016 from 6pm – 8pm in Partners Hall to obtain the public’s feedback on proposed parking concepts in River Mill Park.

At the Open House, the general public was able to review the proposed parking concept plans 1 & 2 as well as an overhead view of the park's existing current conditions.

Staff and some members of Council were present to answer questions and to provide an overview of the proposed concepts.

Comment sheets and a comment box were available for the public to submit their comments relating to the issue at hand. Staff accepted comments until Friday March 11, 2016 at 4:30pm.

Comments could be received by public open house, drop off or email.

In consultation with the Parks Department it is important to note the loss of green space to the park. The addition of the bandshell has already decreased the overall green space available in the park. The addition of parking as outlined in Appendix "B" will further reduce to total useable green space.

Per the Town of Huntsville Parks Master Plan: "Huntsville recognizes the importance of providing a high quality of life for its residents and visitors. Both economic and environmental health must be balanced to create a community that can grow responsibly while providing for the needs of its residents. Expectations for the planning, development and ongoing maintenance of a variety of types of green spaces are also ever increasing”.

See additional notes regarding the impact of green space under the sustainability section of this report.
Please see attached Appendix "A", the results from the River Mill Park Parking "Open House".

**Financial Implications**

**Capital:**

- Capital Item? ☑ Yes ☐ No

If yes, is there a Capital Asset Plan? ☑ Yes ☐ No

If no, explain: Public Works currently has $50,000.00 in the Capital budget to complete the approved drainage project on Dara Howell Way. The proposed parking in either concept plan is not budgeted and would be an additional expense to the original project.

**Operational:**

Current Implications

Public Works Department currently has $50,000.00 in their capital budget to regrade Dara Howell Way.

Staff will be moving forward with this budgeted project unless otherwise directed by Council.

Consulting fees associated with this proposal incurred are $966.72 and have been charged to Roads Consulting budget. No further consulting fees would be incurred with this project.

Future Implications

Concept Plan # 1 in regards to the additional angled parking is NOT budgeted. This would cost approximately an additional $20,000.00 to construct on top of the existing budgeted drainage project. Please see Appendix "B" for concept plan #1 (Option #2) and cost estimate.

Please see Appendix "C" for concept plan #2 and cost estimate.

**Funding Source**

Concept Plan # 1 in regards to the additional angled parking is NOT budgeted. This would cost approximately an additional $20,000.00 to construct on top of the existing budgeted drainage project.

Funds for this project could be drawn from the Cash In Lieu of Parking Facility Obligatory Reserve Account, this account currently has a balance of $51,079.28

**Insurance / Risk Management Implications**

Contractor to have the proper Insurance requirements

**Human Resources Implications**

**Sustainability Implications**

Green Space: Parks are less enjoyable when surrounded by parking. With the new band shell and added parkland the Town is poised to improve on a park that is a great asset to Huntsville. Increase parking in this area would deter from these efforts, especially when there are other areas to increase parking space near the downtown core.

Pedestrian Flow: Every driver becomes a pedestrian once they get out of the car. Therefore improving pedestrian traffic should also be a priority in this project.
Pedestrian Flow: River Mill Park is visited by people who are there to recreate (park, playground, waterfront). These pedestrians are not en route to their vehicles and need to connect safely from one space to the other within the park.

Cycling Traffic: The Town recently installed/painted “sharrow” (space for bikes) on Dara Howell Way and Caroline St. These are painted anew each year as part of the line painting budget. The proposed parking spots in both scenarios put cyclists in danger by placing them directly alongside parked cars either pulling out from angled or parallel parking on Dara Howell Way. The uses are not compatible.

Place for people: Parks help create a place where people want to come and spend time (and money). If we create places for people, they will be willing to walk a couple of blocks to get there from their parking spot. Better yet, they will be more likely to ride their bike or walk in the first place if it is safe and convenient.

Enjoyment: The above point is especially true if we prioritize creating a downtown where it is enjoyable to walk. This can be done easily and cheaply through things like trees and flowers, park benches, big storefront windows, interesting features along the walk from the parking area.

Other Modes: one of the best ways to reduce parking demands is to encourage other modes of transportation. River Mill Park has potential to be a hub for active transportation modes (bikes, pedestrians, non-motorized boats).

**Accessibility Implications**

If either parking concept plan is approved, accessibility will be maintained by providing additional accessibility parking spots.

**Council Strategic Direction** (i.e. Approved Plans)


Unity Plan

Goal #4: Transportation

4.1 Develop active transportation infrastructure that is safe, accessible and inter-connected, supporting the mobility needs of all citizens

4.5 Promote sustainable alternatives to personal vehicle use

4.7 Implement sidewalk needs study to ensure sidewalks are connected

Focus on pedestrian-friendly design (downtown)

Goal #5: Land Use Planning

5.1 Develop requirements to meet smart growth objectives such as compact design and reduction of sprawl, incorporating best practice criteria

Continue to modify land-use designations and bylaws so that the downtown core remains walkable, attractive and a destination for pedestrians

5.3 Support development of sustainable neighbourhoods within Huntsville that promote the Unity Plan vision

Goal #9: Healthy Active Living

9.1 Support and encourage healthy, active lifestyles for all residents
9.3 Create multi-use trails and an interconnected network of walking/bike trails throughout Huntsville

**Relevant Policies / Legislation / Resolutions**

Resolution 14-16 and 79-16

**Notice required as per the Town’s Notice Provision Policy?**

☐ Yes  ☒ No

**Communication** (Additional to the Town’s Notice Provision Policy)

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<th>By-law to be Posted on Town Website</th>
<th>Committee</th>
<th>Media Release</th>
<th>Notification to Affected Participants</th>
<th>Provincial / Federal Notification</th>
<th>Signage Posted</th>
<th>Social Media</th>
<th>Stakeholders Circulated</th>
<th>Town’s Bids &amp; Tenders Webpage</th>
<th>Other / Additional: Click here to enter text.</th>
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**Attachments**

Appendix "A" – Results from Public Open House  
Appendix "B" – Concept 1 Plan/Cost Estimate  
Appendix "C" – Concept 2 Plan/Cost Estimate

**Consultations**

Jason Krynicki, Executive Director of Transportation Services  
Kari Lambe, Executive Director of Community Services  
Colleen MacDonald, Manager of Parks & Cemeteries

Respectfully Submitted,

Brandon Hall, Engineering Technologist

Manager Approval (If Required)  
Choose an item.

Executive Director / CAO Approval  
Choose an item.

Jason Krynicki, Executive Director of Transportation Infrastructure

**Report Reviewed and Approved by:**

- Human Resources Implications (Executive Director of Human Resources & Corporate Information): ☐
- Financial Implications (Manager of Finance/Treasurer): ☒
- Insurance / Risk Management Implications (Risk Management & Purchasing Coordinator): ☒
- Sustainability Implications (Sustainability Coordinator): ☒
## QUESTION: Would you like to see any changes to River Mill Park Parking?

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<tr>
<th>Date</th>
<th>Comments</th>
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</thead>
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<tr>
<td>03/09/2016</td>
<td>Yes, Painted directional arrows (and signage if necessary) to get traffic flow going in the same direction.</td>
</tr>
<tr>
<td>03/09/2016</td>
<td>Yes, I feel that the entire area needs to be re-examined and it's many issues fixed. Paid parking should re-instated &amp; a fund created to purchase land to create parking in more logical locations. The angled parking option is the best of the 2 options.</td>
</tr>
<tr>
<td>03/09/2016</td>
<td>No</td>
</tr>
<tr>
<td>03/10/2016</td>
<td>Yes, There shouldn't be parking at all, except for loading trucks/employee vehicles. It's odd that there's a parking lot right by the children's play area. Should change the old Dollarama lot into parking for downtown.</td>
</tr>
<tr>
<td>03/10/2016</td>
<td>Yes, 1. No cars in park, buy Brendale, south end for all parking. 2. Switch current lot and playground - now, before prices go even higher. 3. The more park, the better.</td>
</tr>
<tr>
<td>03/10/2016</td>
<td>No</td>
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<tr>
<td>03/10/2016</td>
<td>Yes, The proposal to extend parkland across the spillway to the town dock and replace the parking there with parking along Dara Howell Way should be a no-brainer to support. It both increases quality parkland and parking spaces at the same time at the only expense of marginal parkland along the road. The 90 degree parking is the better option as it both provides more parking and is easier access than parallel parking. Other Ideas: 1. The path should be extended both easterly (behind old band shell to waterfront and over to the town dock) and westerly (parallel to the parking and playground to West Street North). 2. The River Mill Parking can be reconfigured to a square shape providing more grassland linking the playground to the west of the park and still providing equivalent amount of parking. 3. Depending on the fate of the present Chamber of Commerce property, parking would be further enhanced by running a laneway from West Street to King Street, making 90 degree parking on both sides. 4. The lane from Brunel Main intersection to Dara Howell Way should be made into a pedestrian/bicycle pathway from downtown to the town docks. Vehicular traffic can access the Park on King Street. Cars turning off Main Street at the intersection are both a nuisance and a hazard. The parking along Dara Howell Way can and should be accessed from King Street and Caroline Street.</td>
</tr>
<tr>
<td>03/10/2016</td>
<td>Yes, Parking in this area is a disaster in the summer time. People park right under the no parking signs every single day and often crossways into the roadway. We have, on occasion, been blocked into the spot behind our building, unable to get out. Something definitely needs to change - at the very least, enforcement of the no parking zones.</td>
</tr>
<tr>
<td>03/10/2016</td>
<td>Yes, Exchange playground and parking area. Use same West Street (reduced speed) for parking. Remove community gardens and locate elsewhere. I'm sure someone would volunteer an area for these gardens, especially if they received a portion of the produce.</td>
</tr>
<tr>
<td>03/10/2016</td>
<td>Yes, Move band shell away from almost exact middle in the green space.</td>
</tr>
<tr>
<td>03/10/2016</td>
<td>Yes, We need more parking but do not want to lower the park area. With the addition of the property and angle parking would seem to satisfy both these thoughts.</td>
</tr>
<tr>
<td>Date</td>
<td>Comment</td>
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<tr>
<td>03/10/2016</td>
<td>Yes, I have observed the park (green space) getting smaller and smaller. I would like to see limited places for cars and more green space for people and kids. I would like you to consider changing the existing parking lot to the playground and the playground to parking lot. It would not be a lot of money because you could harvest the materials and reuse them.</td>
</tr>
<tr>
<td>03/10/2016</td>
<td>No, No change. No reason to chop up our crown jewel to provide more free parking. What the town needs is enforcement of parking regulations, which are non-existent. Example: on any given day, you will find up to 10 vehicles that have been parked in River Mill lot and/or Susan/West Street lot all day. I know this as I have checked the lots and plate numbers over a recent 3 day period. Freeing up these spaces would give you the 10 spaces you are trying to obtain. Why not chop up Kent Park and/or the area east of the bridge and turn them into parking lots?</td>
</tr>
<tr>
<td>03/10/2016</td>
<td>Yes, The angle parking or option 1 seems to be more efficient, however, for SUV and truck parking, the parking spots should be perpendicular to the street rather than the angled to favor entrance by east bound traffic.</td>
</tr>
<tr>
<td>03/10/2016</td>
<td>Yes, The park will be greatly improved by the addition of angle parking. I believe the angle should be rotated to allow easier reversing out. This plan will increase the green space and usability of the park and strongly support it.</td>
</tr>
<tr>
<td>03/10/2016</td>
<td>Yes, Parallel parking works better, but road should be as skinny as it can be.</td>
</tr>
<tr>
<td>03/10/2016</td>
<td>Yes, Move existing playground to existing parking; reverse locations. Buy Brendale Square to add to parking for park and downtown and town dock concerts. No cars in park; how nice to have more park. Don't ever give up the wooded area. Kids love to play in the woods.</td>
</tr>
<tr>
<td>03/10/2016</td>
<td>Yes, Might as well maximize the parking with 21 diagonal spaces. We really need more parking downtown!</td>
</tr>
<tr>
<td>03/11/2016</td>
<td>Yes, I would like to see the existing parking behind the main street businesses eliminated and the park expanded in that area toward the town docks. I do not believe that adding more parking in the area of River Mill Park is in the best interest of the town as we need that space for the many events that are planned throughout the year. These events bring people to the downtown core. Let's accommodate recreation in the park and cars elsewhere.</td>
</tr>
<tr>
<td>03/11/2016</td>
<td>Yes, Parking is currently very confusing for both public and tenants. Which are the public areas? So: Do not allow any public parking along Dara Howell Way. Restrict access east of King Street to tenants and service (delivery, etc?) vehicles only. Do not add addition parking spots into the existing park boundary. Switch placement of playground and public parking lot at western side of park to integrate playground with park. Consider expansion of park into Klahanie Community Garden, which should be relocated. Purchase and promote parking areas outside of inner area and encourage more pedestrian access downtown.</td>
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<tr>
<td>03/11.2016</td>
<td>Yes, 1. Parking lot and playground should be switched. 2. There should not be parking on the north side of Dara Howell Way. East of King on Dara Howell Way should only be pedestrian and tenant access.</td>
</tr>
<tr>
<td>03/15/2016</td>
<td>Yes, Put parking lot where playground is. You could enter or exit on two streets. Move playground to parking lot site. Utilize all the property for park instead of garden sites. Make park as wide as possible. Eliminate parking sites facing docks and waterfront. Make beach swimming area from end of dock to property line north to Bill Wright's property line. Make this a real park. Rope off area in park for kids to swim.</td>
</tr>
</tbody>
</table>
APPENDIX “B”
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Unit</th>
<th>Est. Qty</th>
<th>Unit $</th>
<th>Estimated Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Asphalt Removal</td>
<td>m²</td>
<td>1100</td>
<td>$5.00</td>
<td>$5,500.00</td>
</tr>
<tr>
<td>2</td>
<td>Earth Excavation</td>
<td>m³</td>
<td>233</td>
<td>$10.00</td>
<td>$2,330.00</td>
</tr>
<tr>
<td>3</td>
<td>Parking Curb Removal</td>
<td>L.S.</td>
<td>1</td>
<td>$300.00</td>
<td>$300.00</td>
</tr>
<tr>
<td>4</td>
<td>Granular A - 150mm</td>
<td>tonne</td>
<td>500</td>
<td>$24.00</td>
<td>$12,000.00</td>
</tr>
<tr>
<td>5</td>
<td>Asphalt Paving (75mm-HL3)</td>
<td>tonne</td>
<td>250</td>
<td>$140.00</td>
<td>$35,000.00</td>
</tr>
<tr>
<td>6</td>
<td>Topsoil &amp; Cover</td>
<td>m²</td>
<td>240</td>
<td>$10.00</td>
<td>$2,400.00</td>
</tr>
<tr>
<td>7</td>
<td>Line Painting</td>
<td>L.S.</td>
<td>1</td>
<td>$750.00</td>
<td>$750.00</td>
</tr>
<tr>
<td>8</td>
<td>Asphalt Gutter - 600mm wide</td>
<td>m</td>
<td>35</td>
<td>$50.00</td>
<td>$1,750.00</td>
</tr>
<tr>
<td>9</td>
<td>Concrete Curb - All Types</td>
<td>m</td>
<td>60</td>
<td>$70.00</td>
<td>$4,200.00</td>
</tr>
<tr>
<td>10</td>
<td>Rip Rap - incl. geotextile</td>
<td>m²</td>
<td>80</td>
<td>$40.00</td>
<td>$3,200.00</td>
</tr>
<tr>
<td></td>
<td>Sub-Total (Excl. HST)</td>
<td></td>
<td></td>
<td></td>
<td>$67,430.00</td>
</tr>
</tbody>
</table>
River Mill Parking - Concept 2 (Parallel Parking) (10 Spaces / Gain of 3 Spaces)

**ESTIMATE OF COSTS**

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Unit</th>
<th>Est. Qty</th>
<th>Unit $</th>
<th>Estimated Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Asphalt Removal</td>
<td>m2</td>
<td>1000</td>
<td>$ 5.00</td>
<td>$ 5,000.00</td>
</tr>
<tr>
<td>2</td>
<td>Earth Excavation</td>
<td>m3</td>
<td>160</td>
<td>$ 10.00</td>
<td>$ 1,600.00</td>
</tr>
<tr>
<td>3</td>
<td>Parking Curb Removal</td>
<td>L.S.</td>
<td>1</td>
<td>$ 300.00</td>
<td>$ 300.00</td>
</tr>
<tr>
<td>4</td>
<td>Granular A - 150mm</td>
<td>tonne</td>
<td>410</td>
<td>$ 24.00</td>
<td>$ 9,840.00</td>
</tr>
<tr>
<td>5</td>
<td>Asphalt Paving (75mm-HL3)</td>
<td>tonne</td>
<td>200</td>
<td>$ 140.00</td>
<td>$ 28,000.00</td>
</tr>
<tr>
<td>6</td>
<td>Topsoil &amp; Cover</td>
<td>m2</td>
<td>260</td>
<td>$ 10.00</td>
<td>$ 2,600.00</td>
</tr>
<tr>
<td>7</td>
<td>Line Painting</td>
<td>L.S.</td>
<td>1</td>
<td>$ 750.00</td>
<td>$ 750.00</td>
</tr>
<tr>
<td>8</td>
<td>Asphalt Gutter - 600mm wide</td>
<td>m</td>
<td>35</td>
<td>$ 50.00</td>
<td>$ 1,750.00</td>
</tr>
<tr>
<td>9</td>
<td>Concrete Curb - All Types</td>
<td>m</td>
<td>60</td>
<td>$ 70.00</td>
<td>$ 4,200.00</td>
</tr>
<tr>
<td>10</td>
<td>Rip Rap - incl. geotextile</td>
<td>m2</td>
<td>85</td>
<td>$ 40.00</td>
<td>$ 3,400.00</td>
</tr>
</tbody>
</table>

Sub-Total (Excl. HST) $ 57,440.00