

Town of East Gwillimbury

Parking Lot and Drive-Through Urban Design Guidelines

Council Workshop Summary Report

April 10, 2018

Organizer:

Moiz Behar, OAA, MRAIC, MCIP, RPP
M. Behar Planning and Design Inc.

1.0 Introduction and Council Workshop Intent

On April 10, 2018 a Council Workshop was held to present an overview of the draft Parking Lot and Drive-Through Urban Design Guidelines (Design Guidelines) to the Town of East Gwillimbury members of Council. The Council Workshop was a key component of the study process to retain feedback and comments from the Councilors while also identifying any issues or challenges that are currently being faced by the Town. The input received at the Council Workshop will be used to assist with the preparation of the draft Design Guidelines.

2.0 Presentation

The Council Workshop commenced with a presentation by Moiz Behar of M. Behar Planning & Design Inc. The presentation provided an overview of the vision, goals and objectives of the Study. Council members were also shown the draft guiding principles and guidelines alongside various examples of parking lots and drive-through facilities demonstrating how they could be implemented.. The presentation can be found attached as *Appendix A*.

3.0 General Discussion

Following the presentation, Council members provided comments related to the draft guiding principles and guidelines and provided additional insight on items to be considered in the preparation of the draft Design Guidelines. The following is a summary of their comments:

Pedestrian Safety & Amenities

- Pedestrian safety should be a main point of focus for the study.
- Drive-through facilities provide economic advantages for retailers. The guidelines should balance this with the needs of pedestrians (i.e. seating areas, walkways).
- Internal pedestrian circulation was identified as a key consideration. Ensure that pedestrians can access commercial entrances from within the parking lots in a way that reduces pedestrian/vehicular conflicts.
 - Use clearly delineated pedestrian walkways (i.e. decorative paving, permeable paving etc.).
 - Ensure stacking lanes are designed and located on the site to not interfere with pedestrian movement.
 - Try to eliminate the conflict where possible. Where it does occur, minimize those conflicts and implement safety measures that give the priority to the pedestrian.
- Explore additional options to promote safety besides painted lines.
- Provide internal sidewalks of a sufficient width (to accommodate different accessories such as shopping carts, strollers, etc.) and shortest distance to the main entrances of the stores.
- Provide and encourage safe pedestrian connections within adjacent sites. Avoid barriers between parking lots for pedestrians such as fences.
- Sustainability is of significant importance to the Town. Consider the incorporation of low-impact development measures where possible such as permeable paving for pedestrian walkways.

Active Transportation

- Encourage direct pedestrian connections from within a site to adjacent public transit infrastructure (i.e. bus stops, public transit loops)
- Design sites to accommodate transit infrastructure, such as a transit loop where feasible.

Site Context (Building and Entrance Placement)

- The Design Guidelines should discourage 'false' street entrances. Having buildings near/at the street and functional access to building entrances from the street is important.

Retrofitting Drive-through Facilities

- Ensure that the guidelines also apply to existing drive-through facilities that are considering site plan changes as well as commercial uses which seek to add a drive-through component to their existing operation.

Landscaping

- In many instances, landscaped islands within commercial areas are not large enough to sustain the long-term health of trees. Ensure islands within parking lots are sized to accommodate sufficient soil volumes.
- The LSRCA has recommended that the Town incorporate landscape strips at-grade.

Parking Lot Design

- Parking lots are often designed based on short-term solutions. The Design Guidelines should provide a holistic, more long-term view of future parking lot expansions and drive-through facilities.
- Ensure the Design Guidelines are consistent with the Town's standards for universal accessibility as well as compliance with the Accessibility for Ontarians with Disabilities Act (AODA).
- Encourage the provision of street furniture where possible. Incorporate items such as waste receptacles in these areas.
- Consolidate green spaces on site. It is preferable to maintain one larger feasible space rather than a series of smaller unusable spaces that may not survive.
- Electric charging stations are noted as a good idea that reflects the growing use of these facilities.

Site Grading

- Explore whether the Design Guidelines could help address significant grading differences between a site and the public street.
- Where grade differences are significant, ensure safe pedestrian access.
- Within the Town, namely Yonge Street and Green Lane, the varying grades separate pedestrians from the buildings. This does not contribute to a pedestrian supportive streetscape.

Maintenance

- A more rigorous Property Standards By-law is needed so matters such as public safety could be addressed with more diligence.
- Maintenance is necessary for ensuring that stairs, ramps, walkways, paving and landscaping do not deteriorate over time and ensure pedestrian comfort and safety over the long term.
- Property Maintenance By-law should outline the bodies responsible for the maintenance of landscaping and infrastructure.
- Consider low maintenance planting to ensure longevity of vegetation.

APPENDIX A – COUNCIL WORKSHOP PRESENTATION

Council Workshop

Parking Lot and Drive-Through Urban Design Guidelines

APRIL 10, 2018



VISION



From left to right: Scotiabank (1037 The Queensway, Toronto) and Boston Pizza (18199 Yonge Street, East Gwillimbury)

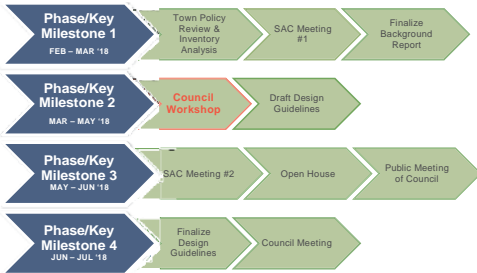
DRIVE-THROUGH FACILITIES - COMPONENTS

- A Stacking lane
- B Landscaping
- C Parking
- D Access point from secondary street



Mr. Greek Drive-Through Facility, 10520 Yonge Street, Richmond Hill

STUDY SCHEDULE



TYPES OF DRIVE-THROUGH FACILITIES IN EAST GWILLIMBURY



Bank Drive-Through Facilities

CIBC Drive-Through
Northeast quadrant of Yonge Street and Green Lane East

Restaurant Drive-Through Facilities

McDonald's Drive-Through
Northeast quadrant of Yonge Street and Green Lane East

Pharmacy Drive-Through Facility

Real Canadian Superstore - Pharmacy
Southwest quadrant of Yonge Street and Green Lane West

SELECTED SURFACE PARKING LOTS IN EAST GWILLIMBURY



AGENDA

- Vision, Goals and Objectives
- Observations and Examples
- Draft Guiding Principles and Design Guidelines

EXISTING DRIVE-THROUGH FACILITIES IN EAST GWILLIMBURY



SURFACE PARKING LOTS - COMPONENTS

- A Corner landscape treatment
- B Landscaping within parking lot
- C Landscaped buffer
- D Buildings close to the street



Plaza at Northeast Quadrant of Yonge Street and Bernard Avenue, Richmond Hill

SURFACE PARKING LOTS - COMPONENTS



Example of compact built form along Main Street South, Newmarket

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VEHICULAR & PEDESTRIAN TRAFFIC

- A Stacking lane
- B Landscaping
- C Parking
- D Access point from secondary street



Plaza at Holland Street West and Langford Boulevard, Bradford

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PEDESTRIAN AMENITIES



Left to right: Landscaping with seating areas at Rogers and beside CIBC drive-through facility (The Boardwalk, Waterloo)

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CONTEXT



Example of interface between a TD drive-through facility and residential (9225 9th line, Markham)

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SAFETY, COMFORT & PEDESTRIAN ACCESS

- A Sidewalk
- B Vehicular access
- C Parking
- D Landscaped buffer



Plaza at Yonge Street and Nottingham Drive, Richmond Hill

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LANDSCAPING



From left to right: Landscaping examples in Burlington and Stoney Creek, Hamilton

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THE PUBLIC REALM

- A Main building façade
- B Landscaping with patio along frontage
- C Pedestrian walkway connected from sidewalk to main entrance
- D Main entrance



McDonald's drive-through restaurant located along street with landscaping (222 Bayly Street, Ajax)

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FUNCTIONAL STACKING



CIBC bank drive-through facility (18269 Yonge Street, NE corner of Yonge Street and Green Lane East, East Gwillimbury)

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SUSTAINABLE DEVELOPMENT



Top to bottom: Rain Garden and Landscaped Island with Trees in Parking Lot at Living City Campus (9550 Pine Valley Drive, Woodbridge)

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SUSTAINABLE DEVELOPMENT



Charging stations at Markville Mall
(McCowan and Highway 7, Markham)

NEXT STEPS

- Draft Design Guidelines
- Public Open House (Community Public Open House)



DISCUSSION