

List of Background Studies

Background Studies	Descriptions
Master Transportation Operations Study	In 2002, the Town conducted a Master Transportation Operations Study that indicated that there was an adequate amount of both on and off-street parking in the downtown area to meet demand.
Downtown Core Area Parking Study	In 2007, the Town retained Marshall Macklin Monaghan (MMM) to update the parking component of the 2002 study to assess whether parking supply was still adequate in response to concerns raised by the Aurora Public Library. The MMM report reviewed existing parking supply and demand, and determined that the core area in Downtown Aurora generally had enough parking and was expected to continue to do so in the future, with the exception of library parking which was operating at capacity.
Aurora Promenade Urban Design Strategy	In 2010, the Town of Aurora approved the Aurora Promenade Urban Design Strategy. The purpose of the Urban Design Strategy was to guide and manage growth in a way that realizes the Official Plan and Secondary Plan vision for revitalizing the Yonge and Wellington corridors into a vibrant place to live, shop, work and play. Key to the strategy is reinforcing and enhancing the Cultural Precinct by leveraging cultural assets, enhancing public spaces and promoting a distinct streetscape.
Downtown Traffic Management Plan	In 2016, in response to a Council motion, staff initiated a Downtown Traffic Management Plan for Library Square to assess a number of issues in the area, including traffic infiltration, parking demand and a plan to convert on-street parking to angled parking on the Church Street, Victoria Street and Mosley Street boulevard, and traffic operation configuration on these streets to one-way only.
Cultural Precinct Study	In 2016, Fotenn prepared a vision and concept plan for the Cultural Precinct as identified in the Aurora Promenade Plan. This study builds on the foundation established through the Aurora Cultural Master Plan (2014), the guiding principles for the Cultural Precinct contextualize the town's overarching cultural goals, and set the framework for the development of a community focused, economically viable and culturally vibrant district for Aurora.

Study Area Existing Parking Supply

Locations	Parking Supply
Library Parking Lot	77 spaces
School House Parking Lot	15 spaces
Off-street Public Parking Facility	59 spaces
Off-street Private Parking Facilities	410 spaces
On-street Parking	425 spaces
Total (with private parking lots)	986 spaces
Total (without private parking lots)	576 spaces

Note:

- 1) Since the existing on-street parking is not delineated by markings, the parking counts varies depending on several factors including the size of the vehicles and the distance left between vehicles. Therefore, the on-street parking supply represents an approximate count.

Wider Area Existing Parking Demand

Locations	Parking Supply	Parking Demand	Utilization
On-street Parking:	425 spaces	76 spaces (96 spaces)	18% (14%)
Off-street Parking:	561 spaces	323 spaces (237 spaces)	58% (42%)
Total:	986 spaces	399 spaces (333 spaces)	40% (34%)
Parking Available:	587 spaces (653 spaces)		60% (66%)

Notes:

- 1) 79 off-street parking spaces are demand from the Library and School House; and,
- 2) Without bracket represent Friday values – e.g. 76 spaces (With bracket represent Saturday values – e.g. 96 spaces).

Focus Area Existing Parking Demand

Locations	Parking Supply	Parking Demand	Utilization
On-street Parking:	219 spaces	62 spaces (78 spaces)	28% (35%)
Off-street Parking:	151 spaces	119 spaces (117 spaces)	79% (77%)
Total:	370 spaces	181 spaces (195 spaces)	49% (53%)
Parking Available:	189 spaces (175 spaces)		51% (47%)

Notes:

- 1) 79 off-street parking spaces are demand from the Library and School House; and,
Without bracket represent Friday values – e.g. 62 spaces (With bracket represent Saturday values – e.g. 78 spaces).

Changes to Focus Area Existing Parking Supply

Locations	Supply Removed	Supply Replaced	Net Supply
Library and school House	- 92 spaces	+ 78 spaces	- 14 spaces
Victoria Street (between Church Street and the northern limit of the site)	- 7 spaces	+ 16 spaces	+ 9 spaces
Church Street (between Yonge Street and Victoria Street)	- 14 spaces	+ 20 spaces	+ 6 spaces
Total	- 113 spaces	+ 114 spaces	+ 1 space

Estimated Event Attendance and Occupancy Capacity

Events	Weekday	Weekend
Proposed Library Multi-Purpose Rooms	160 people	160 people
Proposed Theatre	246 people	246 people
Existing Aurora Public Park	30 people	70 people
Existing Farmer's Market	-	200 people
New Armoury Uses	240 people	240 people
Total	676 people	916 people

Focus Area Future Day-to-Day Parking Demand

Locations	Parking Supply	Parking Demand	Utilization
On-street Parking:	234 spaces	92 spaces (113 spaces)	39% (48%)
Off-street Parking:	137 spaces	118 spaces (111 spaces)	86% (81%)
Total:	371 spaces	210 spaces (224 spaces)	57% (60%)
Parking Available:	161 spaces (147 spaces)		43% (40%)

Notes:

- 1) 78 off-street parking spaces are demand from the Library and School House; and,
- 2) Without bracket represent Friday values – e.g. 92 spaces
(With bracket represent Saturday values – e.g. 113 spaces).

Wider Area Future Event (100% Capacity) Parking Demand

Locations	Parking Supply	Parking Demand	Utilization
On-street Parking:	440 spaces (395 spaces)	352 spaces (395 spaces)	80% (100%)
Off-street Parking:	157 spaces	142 spaces (157 spaces)	90% (100%)
Total:	597 spaces	494 spaces (552 spaces)	83% (100%)
Parking Available:	103 spaces (0 spaces)		17% (0%)

Notes:

- 1) 78 off-street parking spaces are demand from the Library and School House;
- 2) Without bracket represent Friday values – e.g. 352 spaces
(With bracket represent Saturday values – e.g. 395 spaces); and,
- 3) On-street parking will be reduced by 45 spaces when Farmer's Market is in operation on Saturday.

Short-Term Options

- a) Option 1 – Use existing area parking supply & proposed 78 Site parking spaces and additional 15 on-street parking spaces:

As concluded in the Parking Study, there is sufficient parking supply in the vicinity of the Site to accommodate the existing and future parking demand for the day-to-day uses and most of the events.

This option requires no Town intervention except for the current plans to redevelop the Site. The Town can also provide information at the library and school house that outlines the location of public parking in the vicinity of the Site, so that visitors to the Site know the options available to them. The parking demand should be monitored following the redevelopment of the Site to ensure that the supply is adequate to address the new parking demand.

- b) Option 1B – Enhance and encourage use of the existing parking supply (quick wins):

There are numerous short-term measures that can significantly enhance the existing parking supply and alter how area residents and visitors utilize the parking supply. These can be considered ‘quick wins’ that can be implemented prior to medium and long-term measures in order to maximize the opportunities in the area.

The quick wins are outlined below.

- Maximize use of existing off-street public parking;
- Revisit Yonge Street parking restrictions;
- Encourage long-term parking in less desirable lots (e.g. through agreement with the United Church located at 15186 Yonge Street and/or the Trinity Church located at 79 Victoria Street); and,
- Transportation Demand Management (e.g. cycling support, pedestrian connectivity, carpooling support, area parking management (by pricing and/or restrictions), transit passes and communication and promotion).

Medium-term Options

- a) Option 2 – Build additional parking on-site:

Consideration should be given to constructing surface or structured parking with an additional 35 parking spaces than what is currently proposed through the redevelopment of the Site. The 35 parking spaces would accommodate the additional

day-to-day forecast parking demand and the existing demand that cannot be accommodated by the proposed parking supply on-site. Thus, the existing and proposed on-street parking supply would not be required to support the day-to-day parking demand of the Site.

Long-Term Options

a) Option 3A/B – Consolidate area parking:

The area surrounding the Site and the Downtown Area consists of many small, private surface parking lots that serve individual businesses. Over time, the Town can slowly transition from private parking lots to larger, shared public parking lots. Consolidated public lots would increase efficiency, design quality, and access opportunities. This would also increase the area parking supply, which would be more efficient in accommodating the existing and future parking demand.

This can be achieved through two options:

- Option 3A: Consolidated Surface Parking Lot; and,
- Option 3B: Below-Grade Parking Structure with Development Above (Off-site).

Similarly to the medium-term options, Option 3A and 3B are long-term strategies that will address and mitigate the shortfalls of the proposed parking supply. However, these options do not need to be pursued right away in order to be implemented. The Town can continue to explore the medium-term options and reevaluate the long-term options following the redevelopment of the Site in order to determine if it is necessary based on the observed parking demand for the Downtown Area in the future.

Installing a new traffic signal at the intersection of Yonge Street and Church Street

Benefits	Drawbacks
<ul style="list-style-type: none"> Provides enhanced access to and from Church Street, especially southbound left and westbound left movements; 	<ul style="list-style-type: none"> Increased delays for vehicles, especially along Yonge Street;
<ul style="list-style-type: none"> Additional pedestrian crossing opportunities along Yonge Street; 	<ul style="list-style-type: none"> Reduces travel speed at an irregular intersection;
<ul style="list-style-type: none"> Enhanced pedestrian safety, as it will hopefully reduce the amount of jay-walking at this intersection; and, 	<ul style="list-style-type: none"> The traffic volumes on Church Street does not warrant a signalized intersection; and
<ul style="list-style-type: none"> Longer term potential for the site adjacent to the intersection should it be redeveloped. 	<ul style="list-style-type: none"> The existing driveway on Yonge Street (adjacent to the intersection) makes the signalization of the intersection less than ideal.

Converting the 2-way 'Stop' to an 'All-way Stop' at the intersection of Victoria Street and Church Street

Benefits	Drawbacks
<ul style="list-style-type: none"> Enhanced pedestrian safety, as the 'All-way Stop' will provide a controlled pedestrian crossing of Victoria Street, which is an existing pedestrian movement that is completed through jay-walking; 	<ul style="list-style-type: none"> Increased delays for vehicles;
<ul style="list-style-type: none"> The intersection is irregular and the additional 'Stop' controls will force vehicles approaching the intersection to slow down and stop; 	<ul style="list-style-type: none"> Potential queuing northbound on Victoria Street, which could block Metcalfe Street; and,
<ul style="list-style-type: none"> Will act as a traffic calming measure with the additional traffic resulting from the Project and area event spaces; and, 	<ul style="list-style-type: none"> It does not address the existing offset at this intersection.
<ul style="list-style-type: none"> It is a relatively low-cost traffic management strategy. 	