

November 24, 2014

To: His Worship the Mayor
and Members of City Council

Re: Supplementary Report:
Application for Discretionary Use (14-DU-17)
Proposed Shopping Centre - 4450 Rochdale Boulevard

RECOMMENDATION

This report be RECEIVED AND FILED.

CONCLUSION

This supplementary report provides further clarification on access issues and parking demand in response to discussion and questions raised at the Regina Planning Commission meeting of November 12, 2014.

The Administration concludes that relocating the Stockton Street access further north as shown in the proposed site plan will address conflict with vehicles queuing on Stockton Street to make a left turn at Rochdale Boulevard and will as a result improve egress onto Stockton Street from the site. To further enhance the performance of this driveway the Administration supports widening this driveway to accommodate a right-out egress lane at Stockton Street.

Further information is provided in this report on the projected parking demands and parking allocations per land use/building. The Administration is confident that sufficient parking existing of site to accommodate an array of future commercial uses and that the parking demand analysis demonstrates that there are offsetting peak parking demands for different uses on site that would allow for legal shared parking arrangements. Ultimately, this allows for more efficient use of land

BACKGROUND

At the November 12, 2014 meeting of Regina Planning Commission (RPC), RPC requested that more information be provided with respect to the distance from Rochdale Boulevard to the Stockton Street parking lot access and the potential for a “right out” only egress lane from the site at Stockton Street. RPC also requested further clarification of the parking space allocation breakdown by building/use and requirements related specifically to the grocery store, the potential for shared use parking agreements, as well as any long term implications related to a reduction in parking

DISCUSSION

Distance of Stockton Street access point from Rochdale Boulevard intersection

The Traffic Impact Assessment (TIA) submitted by the applicant has indicated that the proposed development does not trigger the need for any upgrades to traffic infrastructure and controls at the four key accesses at the subject property in peak hour conditions at full build out. However, the Administration required the relocation of the access on Stockton Street by 21m to

approximately 60 metres total from the Rochdale Boulevard intersection to a mid block location. There are strong rationale and benefit for this change including:

- Providing more space and stacking distance for about three average vehicle lengths for southbound vehicles queuing on Stockton Street, which reduces the likelihood of those vehicles blocking the southbound left turning vehicles from exiting from the site;
- Providing more separation from the Rochdale Boulevard and Stockton Street intersection, and to allowing drivers more time and space to safely manoeuvre;
- Alignment with an existing access on the other side of Stockton Street; and
- Meeting the minimum corner clearance as outlined in the Transportation Association of Canada Geometric Design Guide for Canadian Roads.

There are also additional on-site benefits to the access relocation. Namely, the grade transition at the access will be lowered with longer approach ramp from the site to Stockton Street; the angular driveway through the revised site plan will also help to calm on-site traffic; and more parking would be provided in the vicinity of Building A, while also catching the natural parking pool for the Superstore building.

Potential Rights-out Access onto Stockton Street

Currently the driveway at Stockton Street is two lanes wide, providing one lane each for access and egress. Regina Planning Commission requested comment from the Administration on the feasibility of providing an additional right turn egress lane to Stockton Street to move traffic more efficiently at this location. This additional right turn lane would also contribute to the improvement of on site stacking by allowing for independent left out and right out movements with 5-7 vehicle stacks, and Stockton left turn stacking lane improves to minimum of 8 vehicles.

The Administration would have no concerns with modifying the site plan to accommodate this. The applicants have shown commitments to accommodate this concern in post-commission meeting with the administration. Should City Council wish to ensure this change is made to the site plan the Administration recommends that a condition of approval be added to the discretionary use to read “The proposed driveway crossing at Stockton Street be widened to accommodate a dedicated right-out only egress.”

Parking Calculation and Accommodations

On the basis of submitted plans, the gross calculation of the parking requirement is presented in the following table:

Gross Maximum Parking Requirements

Building type	Type	Area (m ²) or no. of seats	Standard	Calculation	Required Parking.
Superstore (existing)	Commercial/ Retail	13,100.0	1 stall/ 20 m ²	13100/20	655
Building A (proposed)	Commercial/ Retail	1,067.0	1 stall/ 20 m ²	1067/20	54
Building B (proposed)	Commercial/ Retail	956.9	1 stall/ 20 m ²	956.9/20	48
Building C (Proposed)	Commercial/ Retail	1,625.8	1 stall/ 20 m ²	1625.8/20	82
Building D Proposed	Restaurant	132 seats	1 stall/ 5 seats	132/5	26
Building E	Restaurant	173 seats	1 stall/ 5 seats	173/5	35
				Total	900

The parking calculations as noted above are based on a highest and maximum parking demand scenario, based principally on the parking demands for retail which is one of the highest parking ratios under the Zoning Bylaw. It is not likely that all commercial space will be occupied by retail use. Other land uses that are likely to occupy portions of the spaces would require less parking and reduce the parking requirement. For example, as building permits are reviewed to accommodate individual tenants it is likely that portions of retail spaces will be occupied with retail storage areas, which would require parking at 1 stall per 150m² or that small office or medical clinics would occupy some of the space, which require parking at 1 stall per 60m².

As noted in the report, the applicant has submitted a parking study prepared by a qualified professional engineer that concludes the parking amount will be sufficient to accommodate demand. This is based on the notion that different uses will have different peak times of operation and that users of shopping centers will naturally combine trips by attending several businesses on site in one trip and reduce the overall parking demand. The report indicates that the proposed shopping centre would require approximately 800 parking stalls to satisfy typical peak demand as follows:

Estimated Parking Demand

Building type	Type	Area (m ²) or No. of Seats	Required no. at 2 PM
Superstore (existing)	Commercial/ Retail	13100.0	633
Building A (proposed)	Commercial/ Retail	1067.0	31
Building B (proposed)	Commercial/ Retail	956.9	29
Building C (proposed)	Commercial/ Retail	1625.8	81
Building D (proposed)	Restaurant	132 seats	12
Building E (proposed)	Restaurant	173 seats	16
		Total	802

The gross parking stall calculations identify a shortfall of 60 stalls. However, based on the peak parking demand analysis in the above table, the current parking inventory on site would exceed the projected peak parking demand by 38 parking stalls.

If it is determined at some point following all tenant improvements that there remains a slight deficiency in on site parking, then other provisions under *Regina Zoning Bylaw No. 9250* could be considered including:

- A formalized Shared Parking Agreement which is registered in Title; or
- Application for a Minor Zoning Variance where the deficiency in parking stalls is 10% or less. It is noted that if the full 900 parking stalls were required, that based on the 840 parking stalls the degree of variance would be less than 10%.

It is also noted that according to research by the Administration, the City's Zoning Bylaw calculates parking for regional shopping centers differently than most other cities. Most other cities would assign a flat rate for all leasable space based on the nature and location of the shopping centre rather than calculating the parking for individual uses within the shopping centre. This approach acknowledges the inherent sharing of parking in such shopping centers and is simpler to regulate and administer in the long term. The Administration will be considering this approach in future housekeeping amendments and ultimately in a comprehensive review of *Regina Zoning Bylaw No. 9250*.

RECOMMENDATION IMPLICATIONS

Financial Implications

This report is being provided for informational purposes only.

Environmental Implications

This report is being provided for informational purposes only.

Policy and/or Strategic Implications

This report is being provided for informational purposes only.

Other Implications

This report is being provided for informational purposes only.

Accessibility Implications

This report is being provided for informational purposes only.

COMMUNICATIONS

T All those on the contact list for the associated report concerning the discretionary use have been sent a copy of this report

DELEGATED AUTHORITY

City Council's approval of the associated discretionary use is required pursuant Part V of *The Planning and Development Act, 2007*.

Respectfully submitted,



Fred Searle, Manager
Current Planning Branch

Respectfully submitted,



Diana Hawryluk, A/Executive Director
City Planning and Development

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