

<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON APRIL 24, 2017</b>
<b>FROM:</b>	<b>KELLY SCHERR, P. ENG, MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>PATIO DESIGN GUIDELINES FOR ON-STREET MUNICIPAL PARKING SPACES</b>

**RECOMMENDATION**

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, this report **BE RECEIVED** for information; it being noted that the Patio Design Guidelines will be included in the Urban Design Guidelines.

**PREVIOUS REPORTS PERTINENT TO THIS MATTER**

- Letter Dated April 11, 2012 to Mayor Joe Fontana from Downtown London
- Civic Works Committee – May 29, 2012 – Sidewalk Cafés Pilot Program
- Civic Works Committee – May 6, 2013 – On-Street Boulevard Café Permit Program

**2015-19 STRATEGIC PLAN**

This report supports the objectives identified in the Strategic Plan. The Patio Design Guidelines contribute to **Growing Our Economy – Diverse and Resilient Economy**, by supporting small businesses through improved City processes.

**BACKGROUND**

**Purpose**

This report is to provide Committee and Council with an update on the development of the Patio Design Guidelines and to outline the steps that are being taken by each Division within the City.

The report also responds to a May 14, 2013 Council Resolution stating the Civic Administration BE DIRECTED to finalize and report back on technical and design guidelines for boulevard cafes. This is identified on the Civic Works Committee Deferred Matters List File No. 13.

## Context

Currently, owners of food establishments with a valid business licence can obtain a Boulevard Café Permit which allows the business to operate an outdoor patio on municipally owned sidewalk. A pilot project was introduced in 2012 to allow businesses to operate an outdoor patio within an existing municipally owned on-street parking space. Council has directed staff to develop Patio Design Guidelines which will apply to patios on municipal sidewalks and patios on municipal on-street parking spaces.

## DISCUSSION

Environmental and Engineering Services has been working closely with Planning Services to develop Patio Design Guidelines which are safe for use and sensitive to the context of the street.

A patio which utilizes municipally owned on-street parking can be built in two potential arrangements. Figure 1, below, demonstrates these two potential arrangements. The first is an On-Street Parking Patio which is strictly within the limits of the municipally owned parking spaces and the second is the Combination Patio which uses a combination of both the municipally owned parking spaces and a portion of the municipally owned sidewalk.

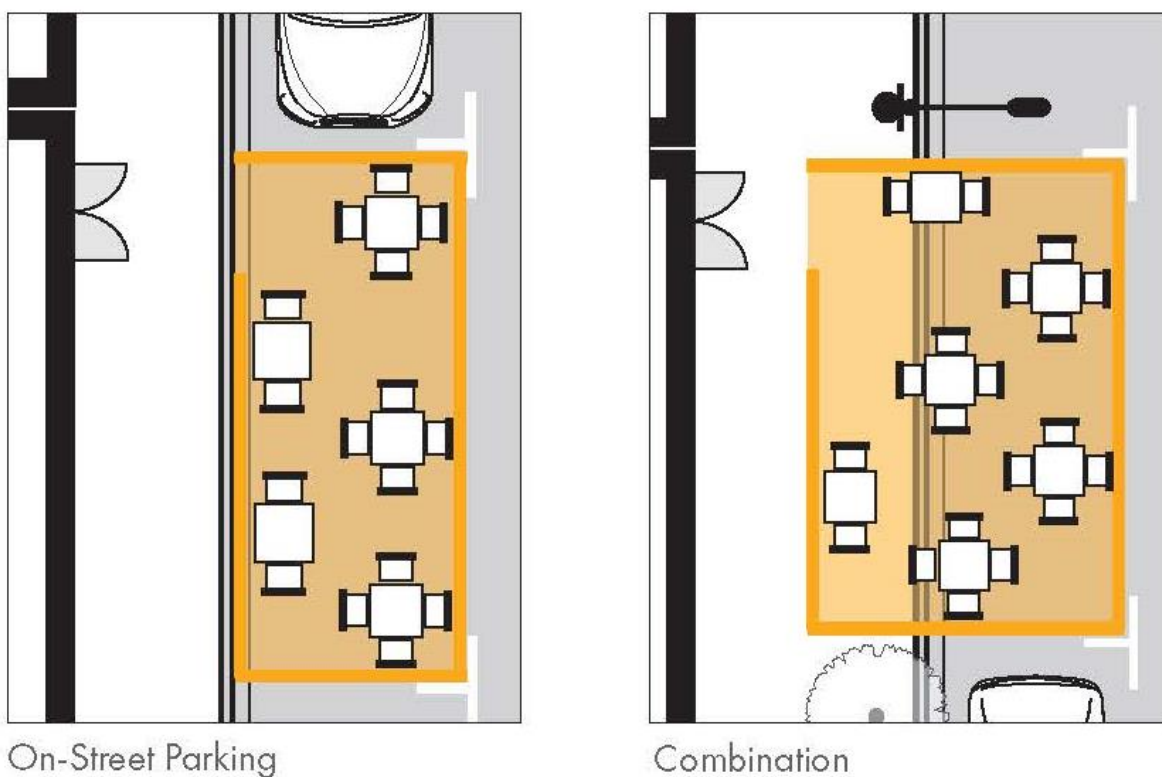


Figure 1: Patios utilizing municipally owned on-street parking spaces.

The Patio Design Guidelines will be incorporated into the City-wide Urban Design Guidelines which is currently being developed by Planning Services. Engineering & Environmental Services is participating in the development of the Patio Design Guidelines in order to ensure safety and engineering aspects are fully considered.

Below are elements which will be included in the Patio Design Guidelines as a result of this collaboration between Service Areas:

- Adjacent Parking: Full parking space length must be used. Parking area that remains available on either side of the patio must provide one or more full parking spaces of 6.7 m length.
- Travel Lane Clearance: The outside edge of the patio must be at least 0.5 m from the travel lane, creating a 0.5 m clear zone.
- Wheel Stop: At each end, wheel stops must be placed 1.2 m from the edge of patio to provide a buffer from the next parking stall.
- Flexible Reflective Posts: Patios must have flexible reflective posts, at least 1.2 m high, placed 0.5 m from both corners of the patio which are in the roadway. The reflective elements should be in line with the edge of the patio that is parallel to the travel lane.
- Guardrail: Guardrail must present on at least the three sides of the patio within the roadway.
  - The guardrail must be not less than 1.07 m high.
  - The guardrail must be designed and attached in a manner to resist;
    - A concentrated load at any point of not less than 1 kN, and
    - A uniformly distributed load of 0.75 kN/m.
  - Guardrail Openings: Open guardrail is encouraged to reduce the risk of high winds using the guardrail to move the patio structure.
    - Openings through guardrail shall be of a size that will prevent the passage of a spherical object having a diameter of 100 mm.
- Storm Water: The design of the patio structure should not inhibit the adequate drainage of storm water runoff. Small channels between the base and the platform should facilitate drainage.

The Patio Design Guidelines will include a section pertaining to patios within a flexible street environment (Dundas Place). In this situation, the business wishing to apply for a permit will meet with City of London staff in order to discuss the specific requirements of the patio in the context of the flexible street.

The above elements will be included in the Patio Design Guidelines which are currently being finalized by Planning Services. Planning Services will be presenting the complete Patio Design Guidelines as part of the City-wide Urban Design Guidelines to the Planning and Environment Committee later this year.

## CONCLUSION

This report provides an update on the steps being taken by staff to develop Patio Design Guidelines. Engineering & Environmental Services has been working closely with Planning Services to develop Patio Design Guidelines which will safety enhance the vitality of the City's streets.

## Acknowledgements

This report was prepared with the assistance of Michelle Morris, E.I.T. of the Transportation Planning & Design Division.

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cc. Planning Services