

City of Greater Sudbury

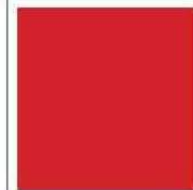
Visions for a New Interpretive Bell Park Garden

STRATEGIC PARKING LOT REDEVELOPMENT IN BELL PARK

FEBRUARY 3, 2015

PRESENTATION TO CGS
COMMUNITY SERVICES COMMITTEE

YELLOWEGA BELANGER ARCHITECTURE



300 meters 100 50 25 10 5

The background of the slide is a photograph of a mountainous landscape. A winding road is visible on the left side of the image. In the foreground, there is a viewing platform with a wooden railing and a set of stairs, where several people are standing and looking out over the valley. The sky is hazy or misty.

Strategic Parking Lot Redevelopment Plan in Bell Park

Visions for a New Interpretive Garden

- 1 PROJECT DESCRIPTION AND MANDATE
- 2 PUBLIC CONSULTATION PROCESS AND KEY FINDINGS
- 3 AREAS OF STUDY
- 4 PROPOSED PARKING STRATEGIES AND DESIGN OPPORTUNITIES



Project Description and Mandate:

The public consultation process and strategic redevelopment plan commenced in early 2013

Comprehensive Design Considerations

- Functionality
- Accessibility
- Safety
- Sustainability
- Beauty
- Quality of green space
- Consistency with Bell Park Covenant

The Scope of Work as per the City of Greater Sudbury Request for Proposal included the following:

- Review impact on adjacent lands;
- Review parking needs for Bell Park;
- Consultation with City Staff, Municipal Council and other stakeholders;
- Public consultation with citizens;
- Review existing reports.

Public Consultation Timeline:

Information Gathering Session

Tom Davies Square - November 21, 2013 (4pm to 7pm)

Online Survey

November to December 2013

Design Development Open House and Questionnaire

Tom Davies Square - January 30, 2014 (4pm to 7pm)

Bell Park Advisory Panel Meeting

Tom Davies Square - March 24, 2014

Common Themes:

1. Community

Representative of, Responds to the needs of,...

2. Identity

Natural Parkland, Welcoming, Unique,...

3. Accessibility

All ages, All abilities, Various types of transportation (foot, bike, skate)

4. Connectivity

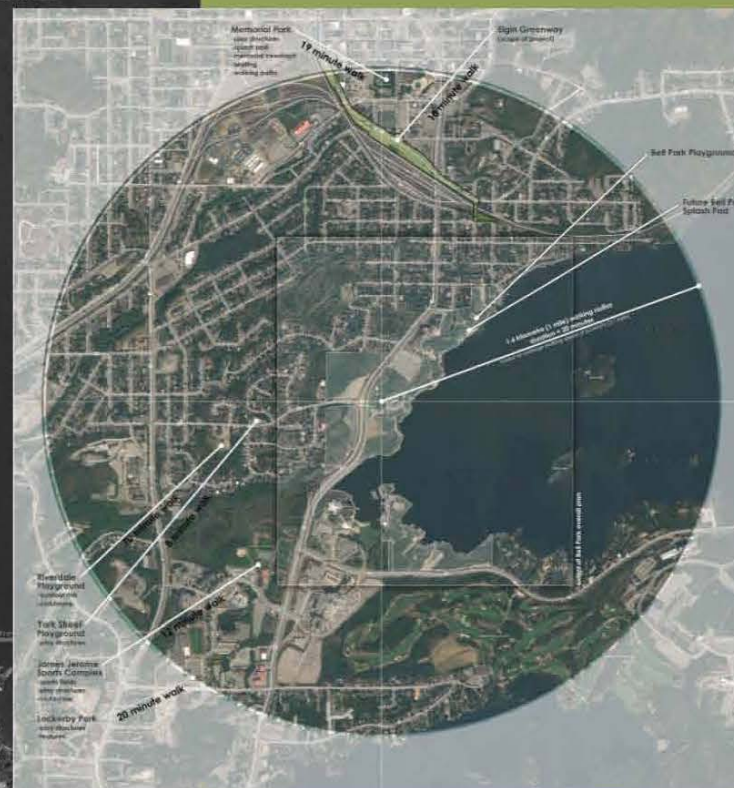
Parking, Transit, Other key monuments in park, Visual, Access, Appearance,...

5. Programming/Use

Flexible, Multi-purpose, Natural spaces, Observation, Contemplation,...



Key Plan



CGS Operated Parks

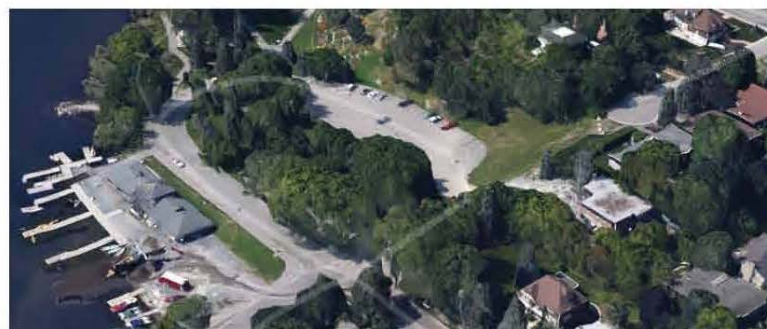
AREAS OF STUDY



Zone A - Former St. Joseph's Hospital Parking Lot
Existing Parking Spaces: 320



Zone B - York Street Parking Lots (North and South)
Existing Parking Spaces: 390



Zone C - McNaughton Terrace Parking Lot
Existing Parking Spaces: 57

AREAS OF STUDY

Parking Zones

The background of the slide is a photograph of a park. In the foreground, there is a curved, light-colored stone or concrete wall that follows the path of a paved walkway. The path is made of rectangular stones. To the right of the path, there are several large, mature trees with dense green foliage. In the background, a body of water is visible, surrounded by more trees and a hilly landscape under a clear sky.

Key Community Responses

- Adequate existing parking spaces provided for Bell Park.
- Parking lots should not be within the core of Bell Park, but should be located along the periphery.
- Increase barrier free pedestrian, cycling and vehicular entry points into the Park.

Community ideas for growth obtained through public consultation:

- Preserve, enhance and showcase the ecological quality of Bell Park
- Eliminate boundaries and strengthen accessibility and connection points to and within the Park
- Provide a balanced combination of a passive natural park, with active recreational zones, complete with interpretive and educational elements throughout
- Preserve the spirit of the Bell Park Covenant



Zone A - Former St. Joseph's Parking Lot

Return this portion of the Park to its natural green state.

Additional parking for Bell Park's activities is not a priority for the community. The restructured parking at the York Street parking area will accommodate the majority of the parking for the Park's activities.

The site offers great vistas toward the Park below and Ramsey Lake from this natural high elevation, a panoramic view is available.

Provide a combination of natural lush vegetation and formal gardens.

To encourage the interpretation and education of nature/geography, our history and the culture of Bell Park and its surrounding areas.

To walk, explore and learn about Bell Park and our environment.

To connect and make accessible the existing beaches, parks, the Jim Gordon walkway, the Grace Hartman Amphitheatre, and the bicycle trails.

To create contemporary landscape architecture that supports both active and passive use in a public park setting.

To create an interpretative Park that builds bridges between landscapes, people and history; reveals stories behind the scenery and creates opportunities for memorable and inspiring experiences.

Barrier-free accessibility for all would form the corner stone for the design and construction of the redevelopment.

Provide limited and priority parking for wheelchair accessibility and encourage cycling and public transit.

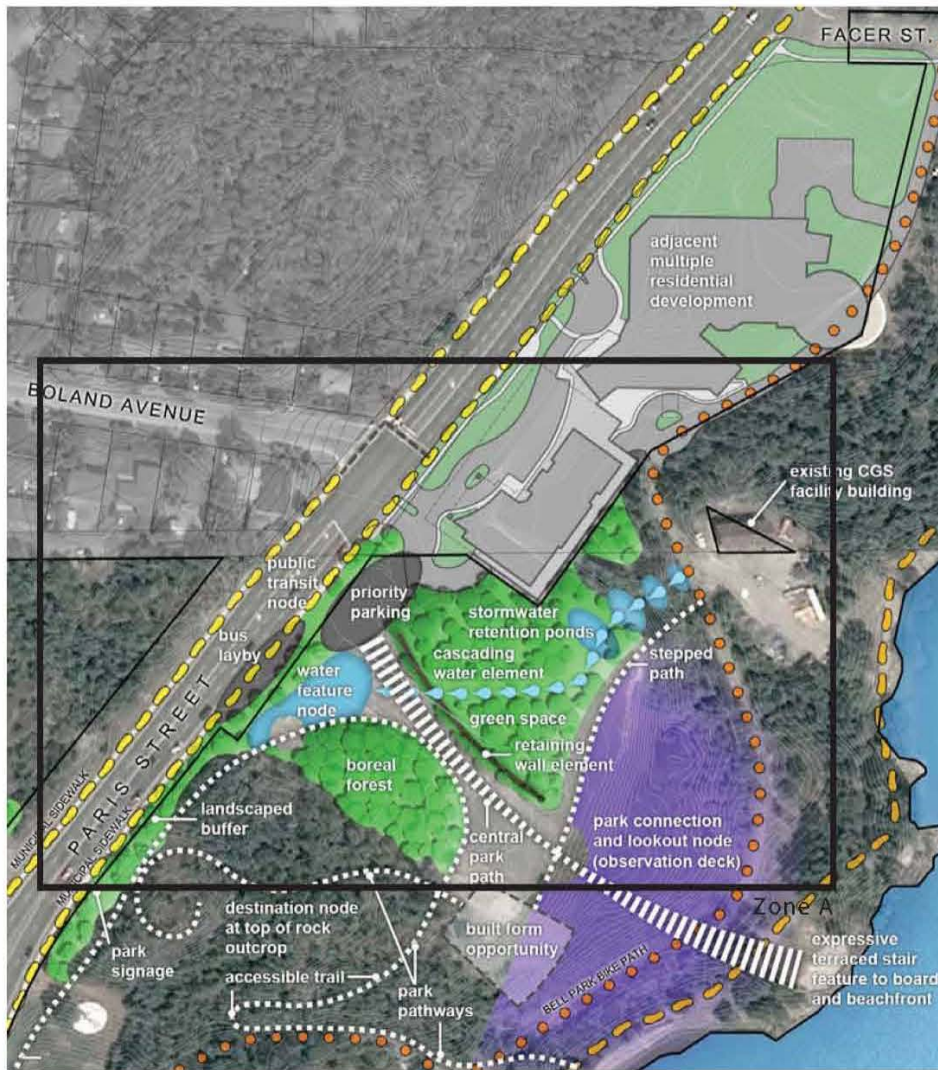
Zone A - Former St. Joseph's Parking Lot

Design Concepts

- Interpretive Garden (zone) within the Park
- Water feature and cascading water retention ponds
- Public transit bus layby and a small parking area near Paris Street for priority barrier free parking
- Natural vegetation and formal gardens
- Quiet seating and walking areas
- Boardwalk and Look Out (Observation Deck)
- New accessible pathways, stairs and connections
- Small interpretive interventions/art pieces
- Small, sustainable designed structure, built into the natural topography for programming opportunities

This interpretative Park would be:

- A series of different trails available and designed to explore different aspects of this section of the Park
- Intended to inform, support stewardship and gain respect for our environment and sustainability
- An intensification of nature and green space in the heart of the City
- A greening showcase of ecological restoration
- A chance to describe the origins of the Park, the pre-Bell Family history of our area, our forests, vegetation and geography
- A chance to demonstrate and showcase the treatment of stormwater runoff through the construction of a natural bioswale system that would prevent the pollutants from reaching Ramsey Lake



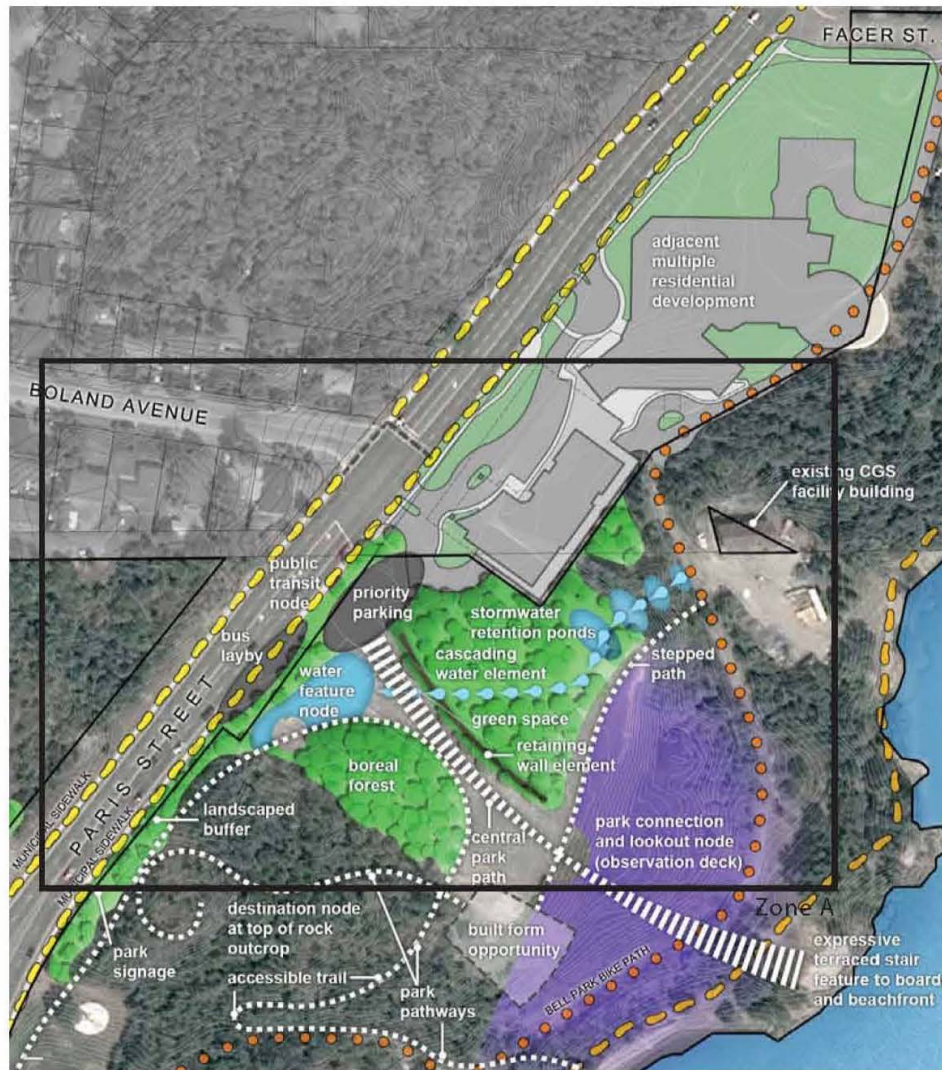
First Nation Garden Pavillion, Montreal



National Tourist Route, Norway



First Nation Garden Pavillion, Montreal



Zone A - Cost Estimate/ Phasing

Zone A former St Joseph's Hospital parking lot

Phase 1; re greening

Removal of existing parking area/retaining walls, naturalization of area, development costs and contingencies

\$875,000 to \$950,000

Phase 2; accessibility

Priority parking/bus lane, trail to York St area, development costs and contingencies

\$650,000 to \$1,000,000

Phase 3; views

Lookout at ridge, new trails within area, landscaping, development costs and contingencies

\$2,000,000 to \$3,100,000

Phase 4; stewardship

Storm water retention/filtration ponds, water feature, landscaping, interpretive structures, development costs and contingencies

\$3,000,000 to \$4,600,000

Phase 5; connections to lake

New trails to remainder of Park and Lake Ramsey, landscaping, development costs and contingencies

\$500,000 to \$775,000

DESIGN OPPORTUNITIES



National Tourist Route, Norway



ThunderBay Waterfront



Zone B - York Street Parking Lots

York Street Parking Lots - Zone B

- Promote safe crossing at Paris Street for pedestrians and vehicles; consider a pedestrian crossing through an above or under ground pedestrian system to enhance safety and convenience
- It is currently a challenge for barrier-free accessibility
- It is a visual eyesore in the middle of the Park
- Requires reorganization, re-greening and landscaping
- Heavily congested parking during large events

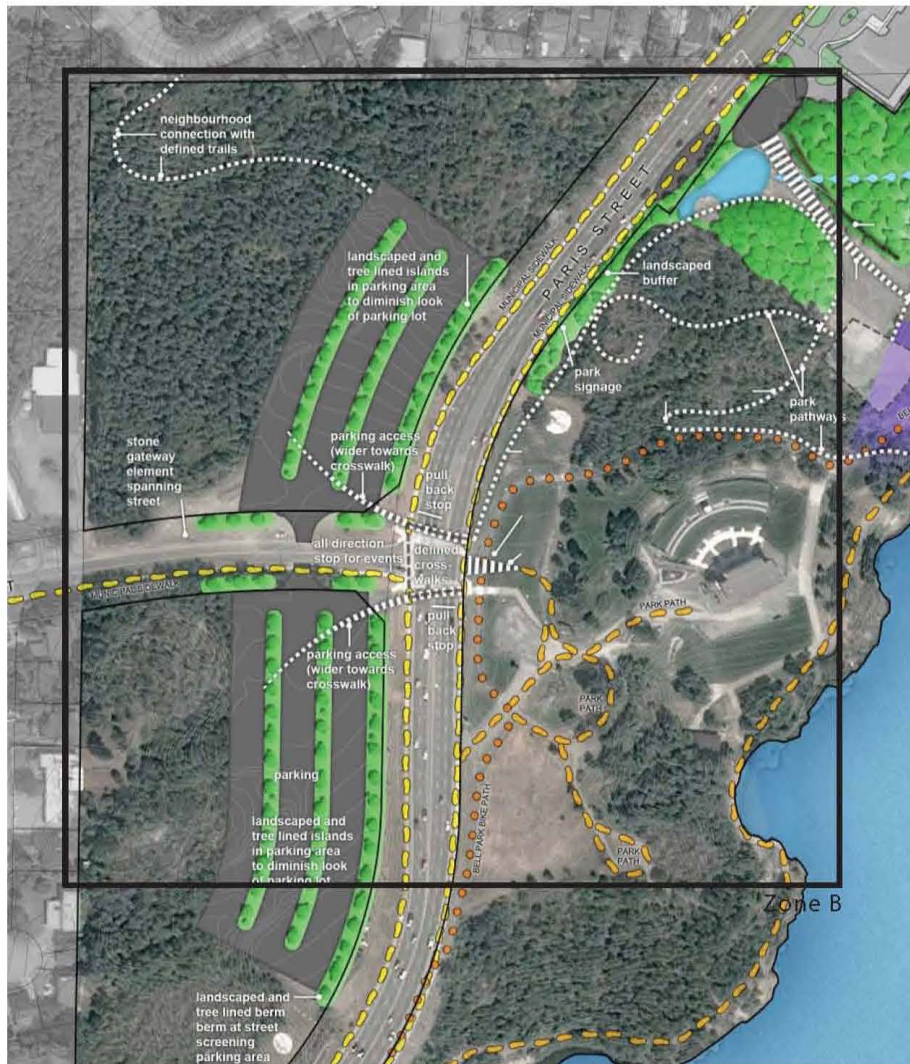
Current Challenges

- Limited options for pedestrians to cross
- Encourages jaywalking
- Pedestrian congestion at sidewalks and roadway
- Crossing guard requirement for large groups
- Backed up of traffic on Paris Street and York Street
- Limited Barrier-Free parking and accessibility
- Unorganized and inefficient parking
- Lack of Storm Water Management, drainage control is limited

Zone B - York Street Parking Lots

FIRST PHASES OPPORTUNITIES

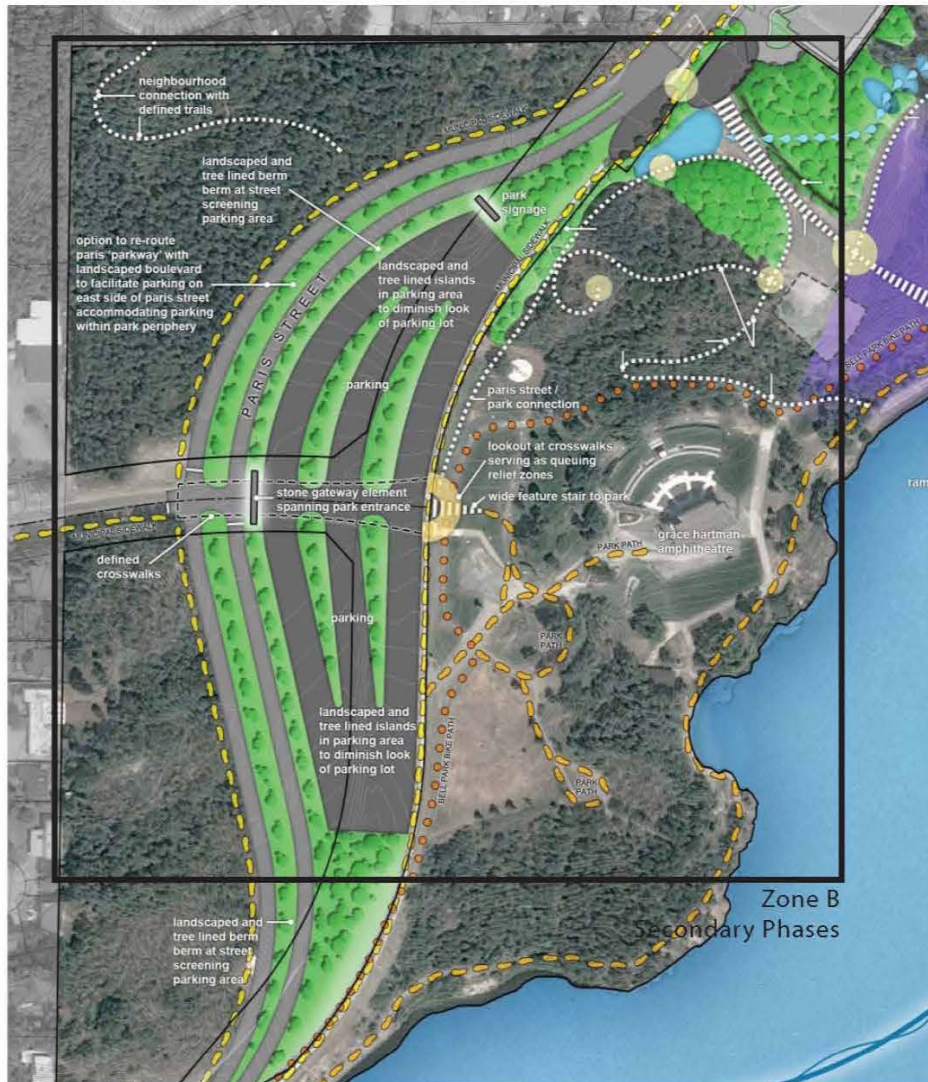
- Re-organize parking lots to accommodate more formal and organized parking within existing parking lot boundaries by introducing landscaped islands
- New tree-lines islands
- Built in pedestrian walkways
- Permeable surfaces
- Line Paris and York with trees, berms and vegetation to screen the parking lots
- Provide wider sidewalks
- Move the traffic lights further away from the intersection
- Enhance the accessibility into the Park by creating a wider and safer pedestrian crossing at Paris Street
- Create a lookout at top of existing stair to Grace Hartman Amphitheatre
- Provide safe pedestrian queuing areas and relief zone along Paris Street
- New architecturally designed feature stair at existing stair location
- Provide new 'Gateway' signage
- Maintaining the existing 390 spaces



Piazza Nember, Italy



Piazza Nember, Italy



Olympic College, Bremerton WA



Ryton Gardens, UK

Zone B - York Street Parking Lots

SECONDARY PHASES & OPPORTUNITIES

- Provide a clear main entrance to the Park
- Re-route a section of the Paris Street corridor around the Western edge of the York Street parking lots to position all of the parking directly against the Park and avoid any street crossings
- This would enhance safety, provide accessible entry and intensify and expand the green space within Bell Park
- The parking area would be totally integrated with natural elements such as landscaped islands between parking rows, berms to camouflage the vehicles from the roadway and controlled lighting
- Create a landscaped median to divide the vehicular traffic and to celebrate the Park's boundaries

Community Ideas

- Underground tunnel
- Overhead pedestrian bridge

COST ESTIMATE

Phase 1; re greening

Parking lot structuring and naturalization, landscaping, development costs and contingencies

\$2,900,000 to \$4,600,000

Phase 2; accessibility

Enhance pedestrian crossing at York Street, new stairs/ramp down to Park, lookout/terrace on east side of intersection, landscaping, development costs and contingencies

\$1,000,000 to \$1,950,000

Phase 3; connections

Strengthen pedestrian/ bicycle connections to Park and neighbourhoods, re greening of Park's boundaries, development costs & contingencies

\$500,000 to \$1,000,000

Phase 4; security

Relocate portion of Paris Street, adjust parking areas, landscaping, development costs and contingencies

\$4,000,000 to \$6,500,000



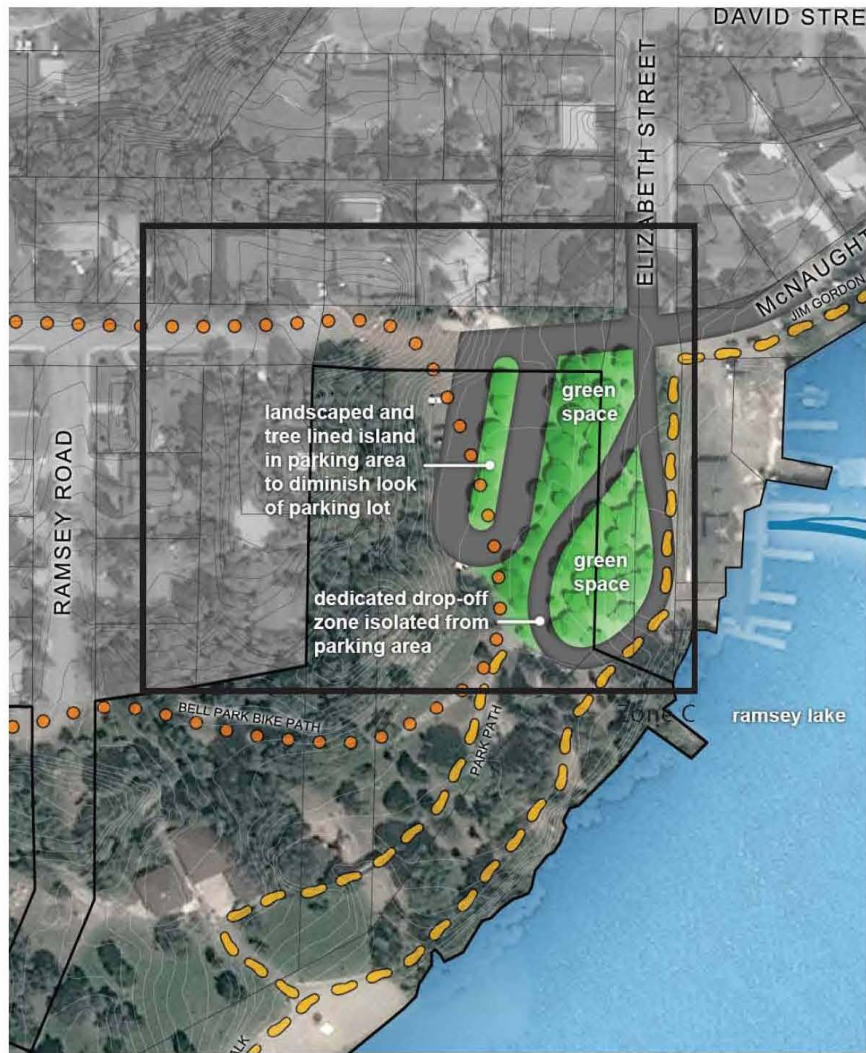
Zone C - Key Findings

McNaughton Terrace Parking Lot - Zone C

- Not an efficient use of the existing parking area and drop off area
- Potential to be a Gateway to the Park

Current Challenges

- Inefficient use of the parking lot area
- Existing parking lot is too wide with a large section of asphalt paving at the centre
- Existing drop off zone is informal
- Area does not act as a gateway/entrance to the Park



Zone C - McNaughton Terrace Parking Lot

Design Opportunities

- Transform existing parking lot into a parking zone integrated with nature
- Dedicated Drop Off area with wide accessible sidewalks leading to the existing trails
- Signage to indicate areas as gateway to the Park
- Area to act as a gateway and drop off area to the Park
- Increase parking from 57 to 75 spaces

COST ESTIMATE

Restructure parking spaces, landscaping, reconfiguration of drop off zone, development costs and contingencies

\$125,000 to \$185,000



Highline, Chicago



Prince Arthur's Waterfront, Thunder Bay Waterfront



Hunter's Point South Waterfront Park