

# One Ardmore Place Construction Impact Initiatives

## October 9, 2014

The Cricket Business Community through the Ardmore Initiative submitted the following list of recommendations to help address the impact of the upcoming One Ardmore Place construction period. It is very helpful that the business community has developed suggestions for mitigating construction period impacts and Township staff has been working on the task for some time have reviewed the recommendations. Responses are offered below.

Before addressing the specific recommendations it is important to note that the most critical recommendation is that the Township, Ardmore Initiative and the business community need to remain flexible and willing to try various solutions to help mitigate the construction impacts. A construction project of this scale does not have a one size fits all impact for the full two year duration of the project. Rather there will be different impacts at different stages of the construction process so a strategy that works fine during initial construction start-up may not work or may not be needed as the project proceeds to later stages. So the real key to managing the impacts of the project is to remain flexible. For example, once the shell of the building is up and basement/ground floor is poured the contractor will have more on site staging and work area so impacts off the site will be modified. An approach that supports being flexible, able to try various solutions and modify or change them as needed is the best way to ensure the project gets completed in the least amount of time possible plus has the least negative effect on neighboring businesses, residents and visitors.

As the parking space numbers are evaluated it is also important to distinguish between pure parking space counts and parking space need. Multiple Township surveys have shown the utilization rate for parking spaces in the Ardmore area is currently very low on average and also on a peak usage basis. For example there are currently 273 permit spaces made available and 250 permits are sold. However peak demand or usage is only around 180 spaces filled. So it is a mistake to focus only on parking space counts a more meaningful measure is demand and that is a factor the Township can monitor and use to adjust the temporary parking strategy as the project goes forward.

### CBC Bullet Points for LMT consideration:

#### LMT Liaison:

Please clarify if there is/will be one point person from LMT in addition to Josh from Dranoff Properties & CV from AI.

*The best way to ensure quick Township response is to directly contact the department that is appropriate for the issue. The following list should be utilized to obtain prompt Township response to issues as they arise:*

*Emergency Public Safety Matters – 911*

*Other Public Safety matters - Mike McGrath Police Superintendent – [mmcgrath@lowermerion.org](mailto:mmcgrath@lowermerion.org) 610-649-1000*

*Parking Matters – Tom Pintande, Parking Director – [tpintande@lowermerion.org](mailto:tpintande@lowermerion.org) 610-645-6230*

*General Project Coordination – Angela Murray, Assistant Director – [amurray@lowermerion.org](mailto:amurray@lowermerion.org) 610-645-6117*

*Building Code Issues – Art Noel, Assistant Director [anoel@lowermerion.org](mailto:anoel@lowermerion.org) 610-645-6163*

*For all issues that are not resolved at the initial contact level or for issues that do not fit a category in the list above – Ernie McNeely, Township Manager – [emcneely@lowermerion.org](mailto:emcneely@lowermerion.org) 610-645-6103*

*If you experience any problems after normal business hours, you should also call the Police at 610-649-1000.*

### **Township Employee Parking**

Consider having LMT employees park remotely if it is determined that there is insufficient public parking available during construction. Identify remote lot for employees.

*This can be monitored and evaluated for actual need as the project proceeds. The Township has already moved Police officer parking on Thursday/Friday nights and on Saturday/Sundays from the west parking lot that adjoins the SEPTA lot to the Bernicker or east parking lot to free up close to 30 public spaces.*

### **CBC Employee Parking Permits**

Allow parking permits to be shared. Offer up to 3 (?) transferable parking permits at no charge or at reduced charge to each Cricket Business Community business for the duration of construction.

*The Township can try offering Ardmore parking permits that are allowed to be used by multiple license plates to build flexibility into the system. The rate for the permits will not be revised. It is inappropriate to discriminate in permit pricing and there is no objective method to judge which businesses should be eligible for some adjusted rate versus those that are not.*

### **Kiosks:**

Explore use of kiosk instead of additional parking meters to regulate parking in Cricket Terrace parking lot, Santander Bank lot (If Santander allows use of their private lot for public parking.), and public parking spots on Cricket Terrace. IF Santander offers lot for public parking, provide permits to Santander employees at no or reduced cost.

*Meters are a better alternative versus kiosks that cost \$8,000-\$10,000 each. Meters are more efficient for a small number of spaces and more convenient for the parking public in an on-street setting. AI is discussing the possible use of the Santander lot and it could be considered for public parking depending on the outcome of those discussions.*

### **Signage for Private Parking Lots Used by Public During Construction:**

LMT will provide adequate signage to direct drivers to all available parking , including private lots.

*Parking signage has just been updated but further signage adjustments can be made based on parking facility decisions.*

### **Bike Racks**

CBC & AI will evaluate existing bike rack utilization. With the new Tired Hands opening in Schaufele Plaza, we anticipate a need for additional bike racks, (Quantity to be determined) to be provided by LMT or LMT in cooperation with AI. CBC will suggest locations.

*The Township will coordinate with AI to determine if additional bike rack locations are warranted.*

### **Speed Limit Enforcement**

Speed limits enforced through police presence (ticketing). Additional signage "Speed Limit strictly enforced" installed as appropriate throughout the downtown.

*The Police Department will monitor and enforce speed limit regulations plus make recommendations if there is additional signage needed.*

### **Crosswalks/Crossing Guard(s)**

Enhance safety of existing Lancaster Ave. cross walks through signage, blinking lights and use of crossing guard. We are polling affected businesses to determine when a guard might be most needed (9am-1pm Mon-Friday)

*Signage and blinking lights are strictly controlled by PennDOT regulations on Lancaster Avenue. The Police Department will monitor pedestrian activity to determine if crossing assistance could be needed. This service would have to be provided by a Police Officer due to the amount of traffic and the multi-lane configuration of Lancaster Ave.*

### **Parking Meter Attendants**

LMT will ensure an adequate number of parking meter attendants are in place to properly enforce the meter usage directly surrounding the Cricket Avenue parking lot during metered hours.

*The Parking Department will increase monitoring and enforcement of parking regulations in the area surrounding the project.*

### **LMT Employee Parking**

LMT employees or police will not park in any public spots. LMT will allow the Township parking lot to be used for valet parking if needed beginning at 5:00pm weeknights and all day on Saturdays.

*The Township has already moved Police officer parking on Thursday/Friday nights and on Saturday/Sundays from the west parking lots to the east parking lot to free up public spaces. If a valet program is operated they would be free to park in public spaces in Township parking lots after 5pm on weeknights and all day on Saturdays.*

### **Parking Signage**

LMT will enhance/highlight existing Public Parking signage as well as create additional Public Parking signage to clearly identify/call attention to parking.

*Parking signage has just been updated but further signage adjustments can be made based on parking facility decisions.*

### **Former Cardone Printing Parcel**

Allow demolition of this building, along with building adjacent to 43 Cricket to provide additional parking during construction.

*The property owner presented this to the Historic Architectural Review Board but has not proceeded to the Board of Commissioners for a decision. The Township would have to consider the long term impact and precedent set by granting approval to demolish a historic building to create a parking lot that could ultimately be used for parking for an auto body shop.*

### **Lancaster Ave. Road Closure**

Use of parking lots for special events will not be practical with the close of the Cricket Lot. We ask LMT to allow closure of certain portions of Lancaster Ave for special events. These would be held on a Sunday & on a portion of Lancaster Ave. that does not have any or much on-street parking.

*Closure of a state highway with the traffic volume of Lancaster Avenue is controlled by PennDOT. Staff suggests consideration of other smaller road closures for special events to reduce traffic disruption in the Ardmore area. This would also avoid the need for PennDOT approval.*

### **Additional Info Kiosks & Bulletin Boards**

Included in AI's request for financial allocation from LMT is funding for additional informational kiosks/bulletin boards

*The AI request is under consideration along with other non-profit funding requests in the Board of Commissioners Ad Hoc Contributions Committee.*

### **Local Delivery Loading/Unloading Zone**

LMT will remove two (2) metered parking spaces at the north end of Cricket Avenue to create a No Parking/Loading Zone for Tractor/Trailer deliveries.

*The Township is willing to try this parking revision and would suggest the loading zone be limited to daytime hours so the spaces are available for business in the evenings.*

LMT will install one (1) Parking Meter directly in front of McCloskeys, which is currently used as a Loading Zone for box trucks/small vehicles only (attached please find Exhibit C2).

*The Township is willing to try this parking revision*

### **Cricket Avenue Parallel Parking**

LMT will install parallel parking spaces and parking meters along the East side of Cricket Avenue between Cricket Terrace and West Athens Avenue, to be used during construction.

*The latest information indicates the construction will require approximately half of Cricket Ave adjacent to the site to be dedicated to construction and materials delivery area. This will not allow enough space for parking on the East side of Cricket Ave. Even if the construction area need is less than half the roadway there would still be inadequate clearance left to provide for the 16-20 feet needed for effective fire engine operation.*

### **10-Minute/Handicap Parking Space: Cricket Avenue**

LMT will install one Short-Term Parking Meter (10-15 minutes max) in front of pucciManuli to be used primarily for Viking Pastries and Merrick Pharmacy pick-ups during construction.

*Short term meter(s) can be tried where spacing will allow and a 15 minute meter may be the better solution for the purpose of turnover. If this is limited to a handicap spot, it cannot be used by drivers without disability licenses or placards.*

### **Cricket Terrace Parking Spaces**

Evaluate how many parking spots might be gained by making Cricket Terrace one-way. Consider installing angled as well as parallel parking.

*Evaluating this but it appears that the increased parking is limited if the SEPTA buses cannot be relocated.*

### **SEPTA Cricket Terrace Bus Stop Relocation**

Is this an active bus stop? Business owners have been told by Septa that Septa buses do not pick up on that spot, rather they just "rest" there. If that is the case, can the spot be relocated for the duration of the construction period?

*SEPTA has advised that Cricket terrace is an active bus stop and not just for layover. Discussions have been initiated with SEPTA about the bus routing.*

**Short-Term Parallel Parking Spaces: Parking Lot Thruway**

Dranoff will create as many short-term parallel “Pick-up” parking spaces as possible directly behind the Lancaster Avenue businesses along the thruway from Cricket Avenue to W. Athens Avenue to be used for short-term customer parking.

If necessary, can LMT (Or AI?) rent private parking spaces behind 14 W. Lancaster Avenue to be used as 10 Minute, short-term parking spaces primarily for business pick-ups and/or drop-offs.

*Can be evaluated subject to AI discussion with property owners but the area is currently used by store owners and employees for parking and loading.*

**Car Charging Station**

Provide charging station for electric cars (on street or in Cricket garage)

*This has no relationship to construction impacts but is a concept that could be explored for the public parking garage portion of the project.*