

The Corporation of the City of Kawartha Lakes

Additional Agenda

Regular Council Meeting

CC2019-18

Tuesday, July 16, 2019

Open Session Commencing at 1:00 p.m.

Council Chambers

City Hall

26 Francis Street, Lindsay, Ontario K9V 5R8

Members:

Mayor Andy Letham

Deputy Mayor Doug Elmslie

Councillor Ron Ashmore

Councillor Pat Dunn

Councillor Patrick O'Reilly

Councillor Tracy Richardson

Councillor Kathleen Seymour-Fagan

Councillor Andrew Veale

Councillor Emmett Yeo

Accessible formats and communication supports are available upon request.

| | | Pages |
|----------|---|---------|
| 11. | Presentations | |
| *11.1 | CC2019-18.11.1 | 4 - 47 |
| | Downtown Parking Strategy Adam Found, Manager of Corporate Assets Peter Richards, Associate Director-Practice Lead, Transportation Engineering with IBI Group | |
| 14. | Consent Matters | |
| 14.1 | Reports | |
| *14.1.16 | PUR2019-025 | 48 - 52 |
| | 2019-75-CQ Local Asphalt Paving Linda Lee, Buyer Mike Farquhar, Supervisor, Technical Services That Report PUR2019-025, 2019-75-CQ Local Asphalt Paving , be received; That Royel Paving, A division of CRH Canada Group Inc. be selected for the award of 2019-75-CQ Local Asphalt Paving for the total quoted amount of \$762,192.20 plus HST. That subject to receipt of the required documents, the Mayor and Clerk be authorized to execute the agreement to award the contract; and That the Procurement Division be authorized to issue a purchase order. | |
| 14.2 | Correspondence | |
| *14.2.4 | CC2019-18.14.2.4 | 53 - 53 |
| | Memo - Level of Service for Gillis Street, Killarney Bay Road and Grove Road Doug Elmslie, Deputy Mayor | |

That the memorandum dated July 16, 2019 from Deputy Mayor Elmslie regarding **Level of Service for Gillis Street, Killarney Bay Road, and Grove Road** be received;

That Gillis Street, Killarney Bay Road and Grove Road continue to receive the level of service they have traditionally received until an agreement with the City can be enacted; and

That if an agreement is not reached by December 31st, 2021, the matter be referred back to Council for further direction or resolution.



Downtown Parking Strategy



IBI GROUP
City of Kawartha Lakes
Council Presentation
July 16, 2019

Presentation Outline

- Study Scope and Objectives
- Methodology
- Existing Parking Supply
- Consultation
- Preliminary Recommendations
- Next Steps



Study Scope and Objectives

The study will identify opportunities and needs for parking in the core areas of Lindsay, Bobcaygeon, and Fenelon Falls. Key objectives include:

- Determining adequate future parking supply;
- Addressing stakeholder concerns;
- Reviewing parking service delivery models; and
- Meeting growth-related parking demands.

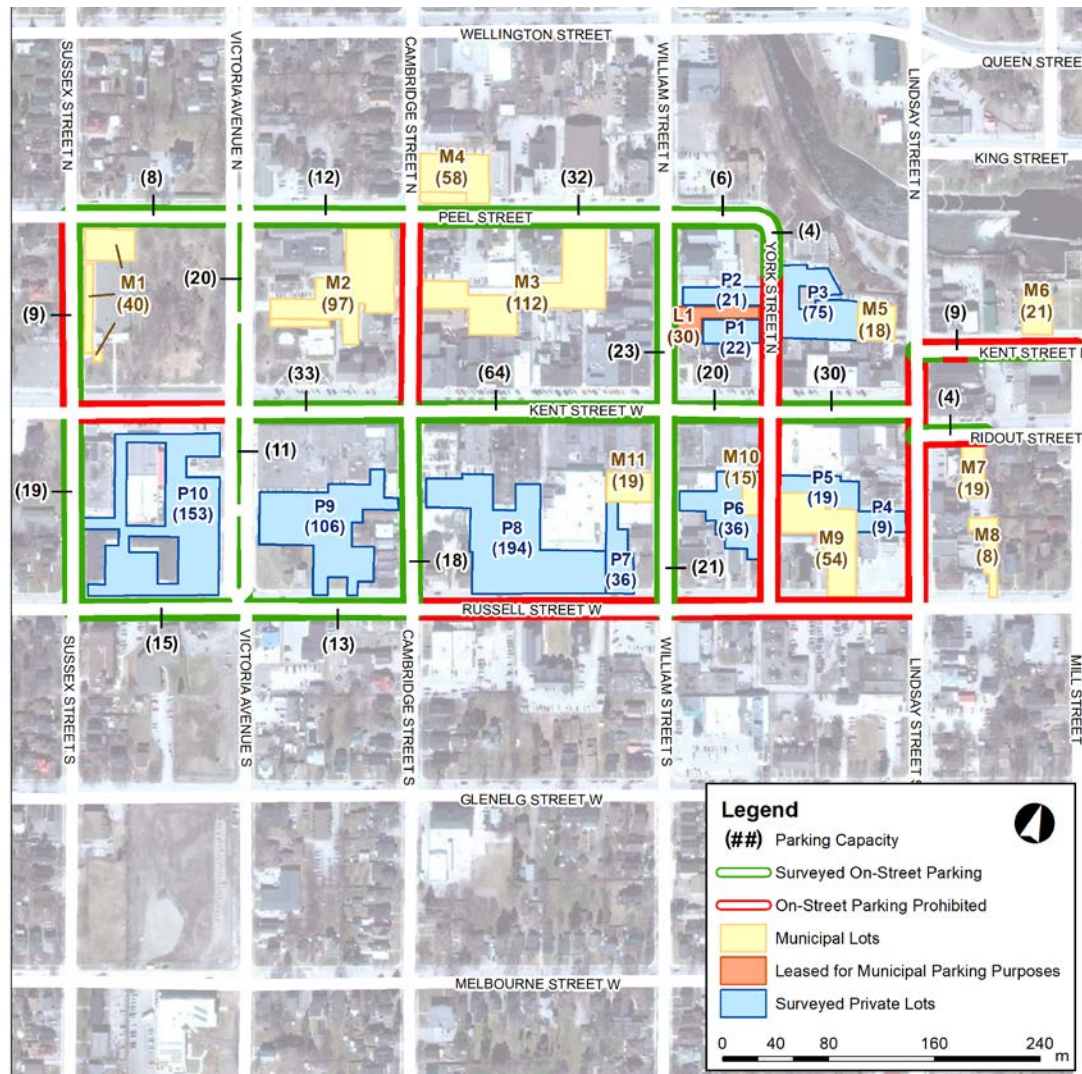
Methodology

- Parking Surveys (Existing Supply and Demand)
 - Winter Counts: Tues, December 18, 2018 and Sat, December 22, 2018
 - Spring Counts: Tues, June 4, 2018, Wed, June 5, 2018 and Sat, June 8, 2018
 - Summer Counts: mid-Summer
- Background Document Reviews
 - Draft Official Plan, Zoning By-Laws, Economic Development Strategy, Strategic Community Improvement Plan, Transit and Transportation Master Plans, Engineering Reports
- Future Parking Needs
 - Completed under a 10 year horizon scenario
 - Targeted utilization threshold of 85-90% effective capacity
 - Determine future parking supply and demand based on existing parking patterns, parking demand growth due to population growth outside Downtown, new developments within the study area, and parking supply losses and gains
 - Identify areas where additional parking supply may be needed and locations that may be suitable for development intensification

Methodology

- Guiding Principles and General Strategies
 - 10 guiding principles will be developed
 - Based on discussions with the City staff, a review of background documents, and a best practices review of similar municipalities
 - General strategies to help achieve the objectives identified in the guiding principles
- Service Model Options
 - Aligned with the Study's guiding principles and general strategies
 - Examines various service model options for addressing existing and anticipated needs
 - Considers capacity, demand and utilization, asset portfolio, operations, costs and financing, and governance
- Public Consultation
 - Public and Stakeholder Consultation
 - Online Survey and Crowdsourcing Map

Study Area, Inventory, and Needs - Lindsay

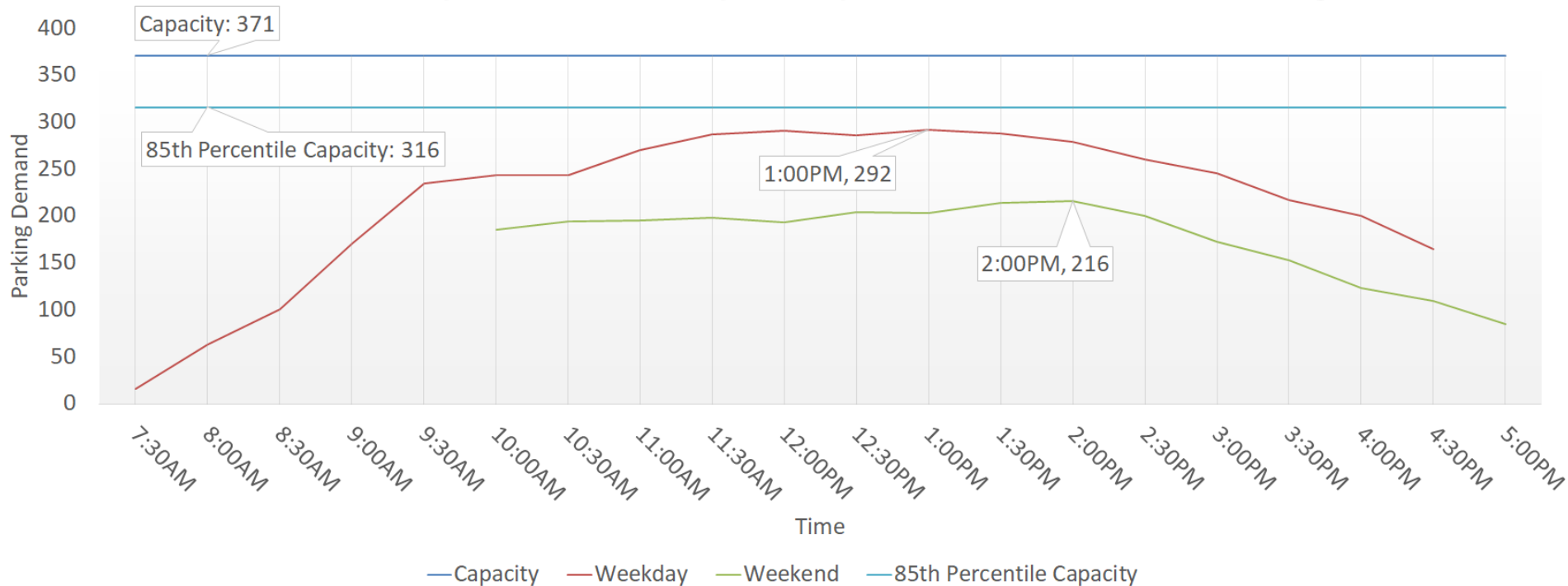


Existing Parking Supply and Demand – Lindsay

Winter 2018 Survey Results | On-Street Parking

- Weekday Utilization = 79%
- Weekend Utilization = 58%

Overall System Occupancy - On-Street Parking

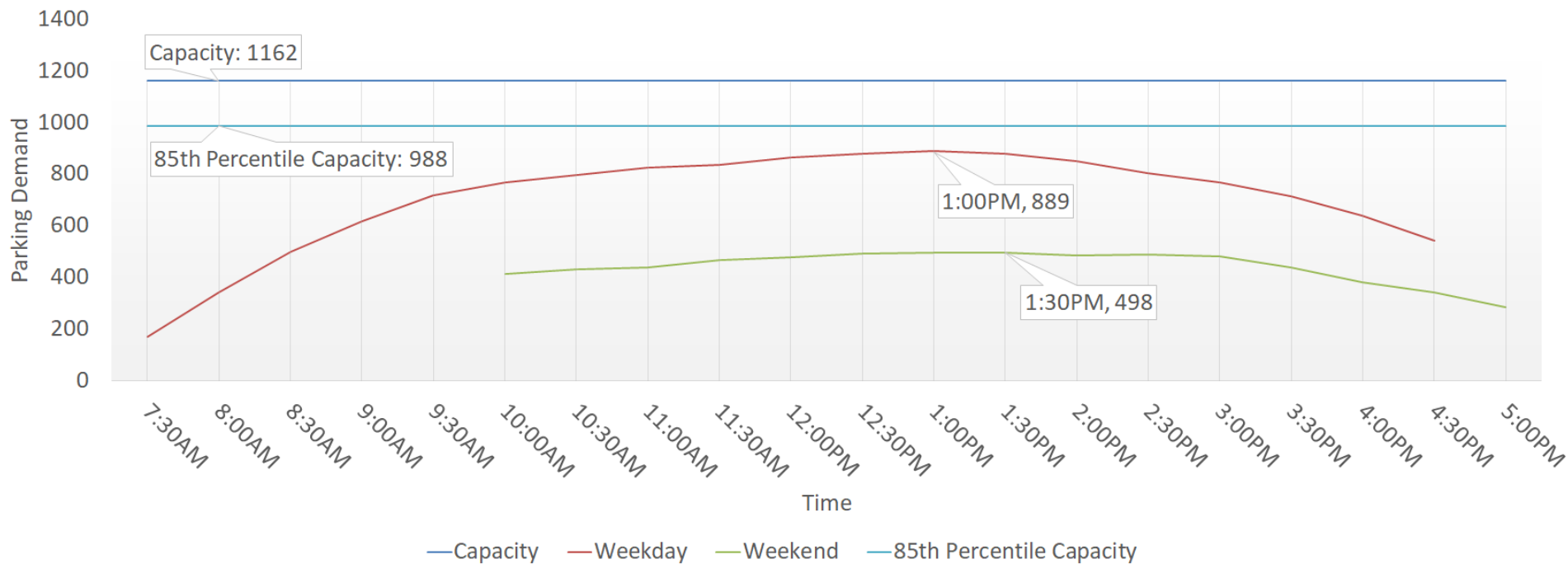


Existing Parking Supply and Demand – Lindsay

Winter 2018 Survey Results | Off-Street Parking

- Weekday Utilization = 77%
- Weekend Utilization = 43%

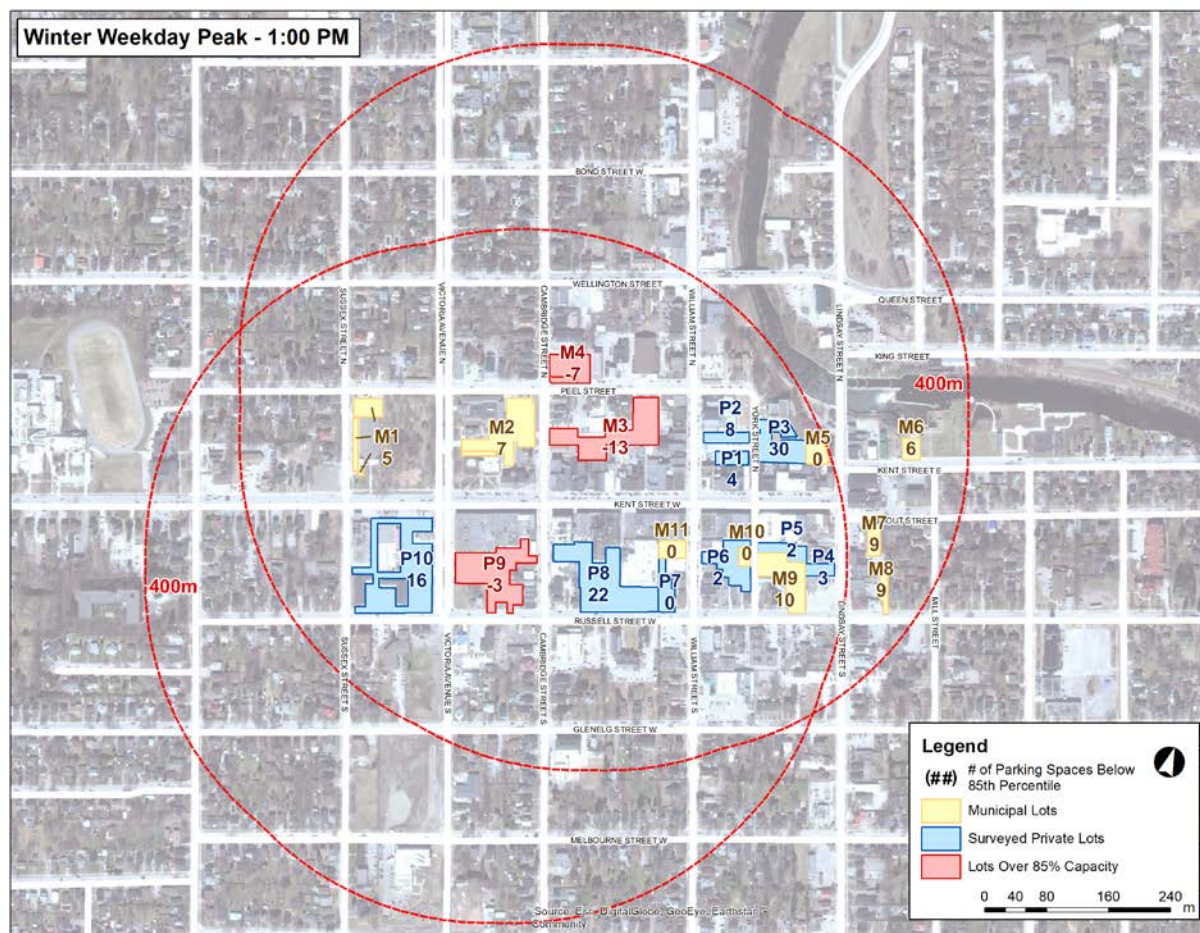
Overall System Occupancy - Off-Street Parking



Existing Parking Supply and Demand – Lindsay

Winter 2018 Survey Results | Off-Street Parking

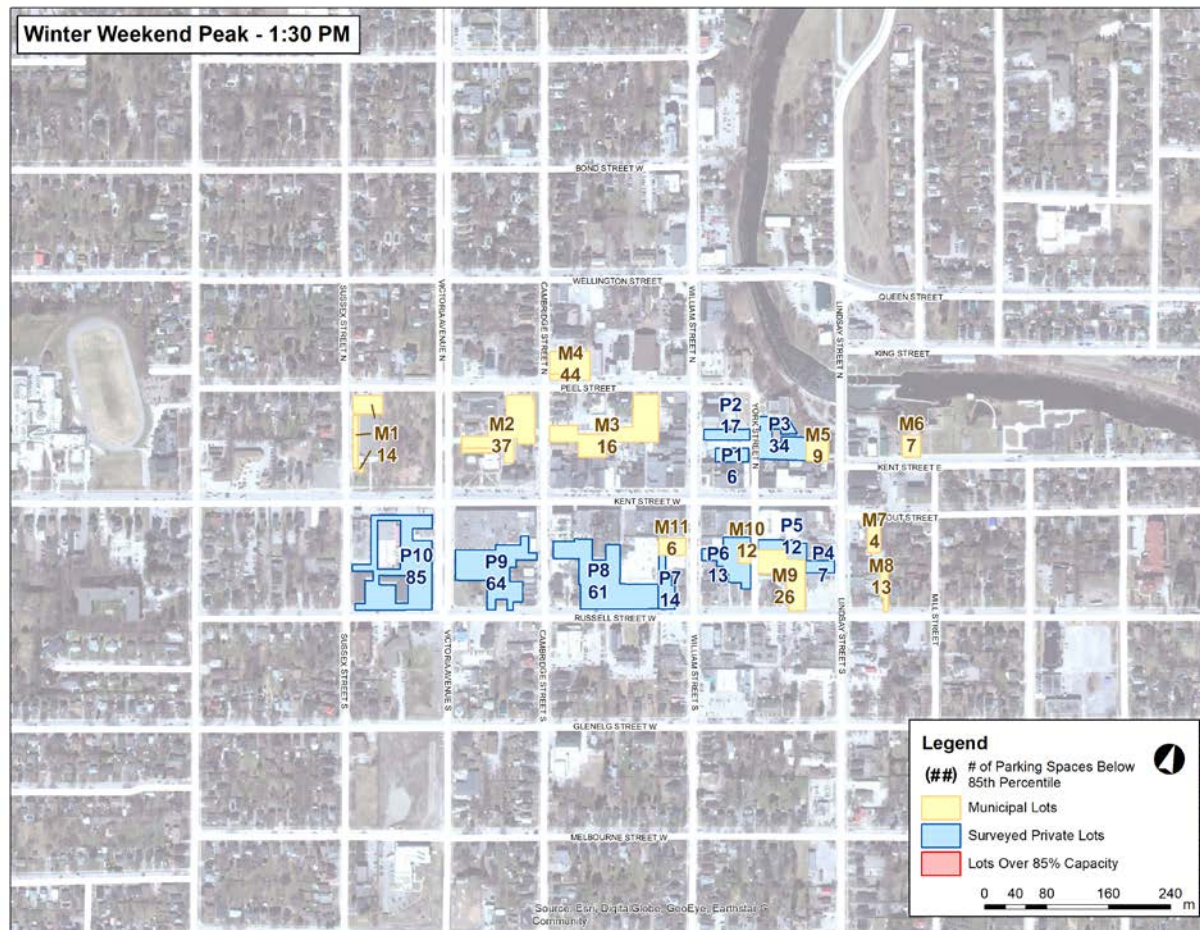
- Weekday Utilization = 77%



Existing Parking Supply and Demand – Lindsay

Winter 2018 Survey Results | Off-Street Parking

- Weekend Utilization = 43%

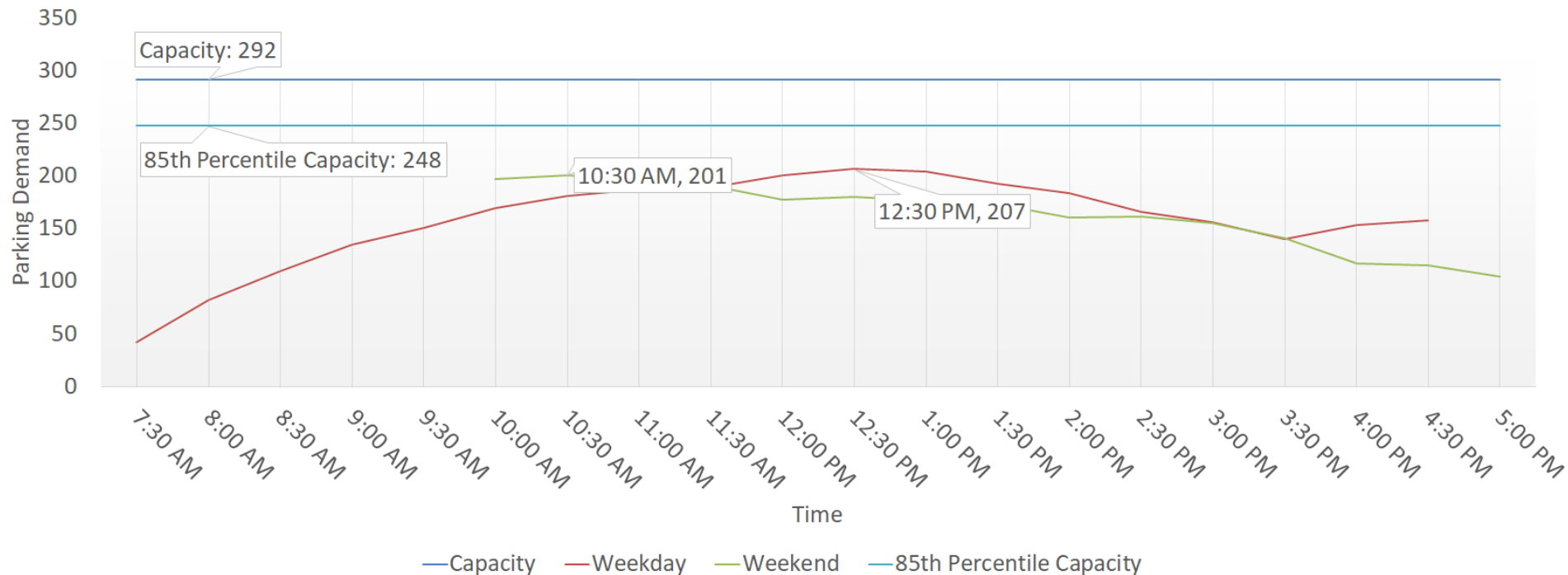


Existing Parking Supply and Demand – Lindsay

Spring 2019 Survey Results | On-Street Parking

- Weekday Utilization = 71%
- Weekend Utilization = 69%

Overall System Occupancy - On-Street Parking

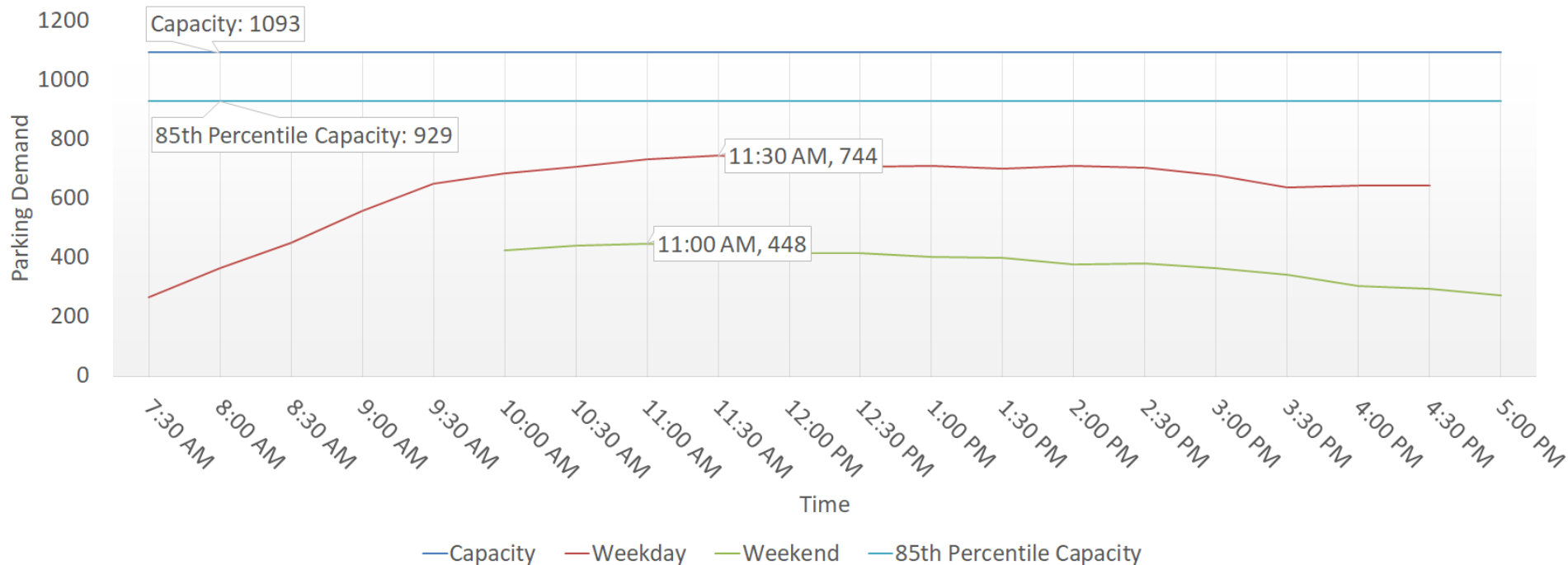


Existing Parking Supply and Demand – Lindsay

Spring 2019 Survey Results | Off-Street Parking

- Weekday Utilization = 68%
- Weekend Utilization = 41%

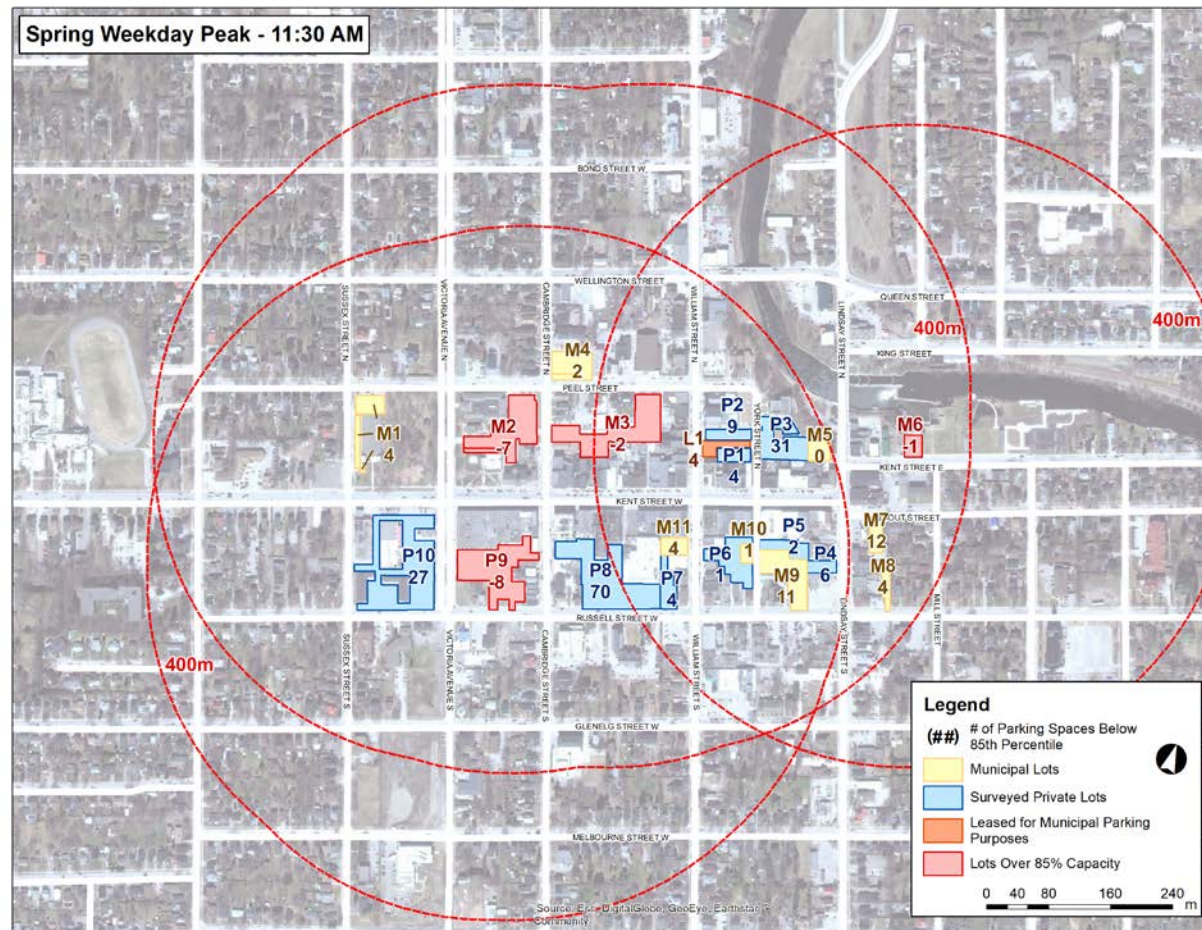
Overall System Occupancy - Off-Street Parking



Existing Parking Supply and Demand – Lindsay

Spring 2019 Survey Results | Off-Street Parking

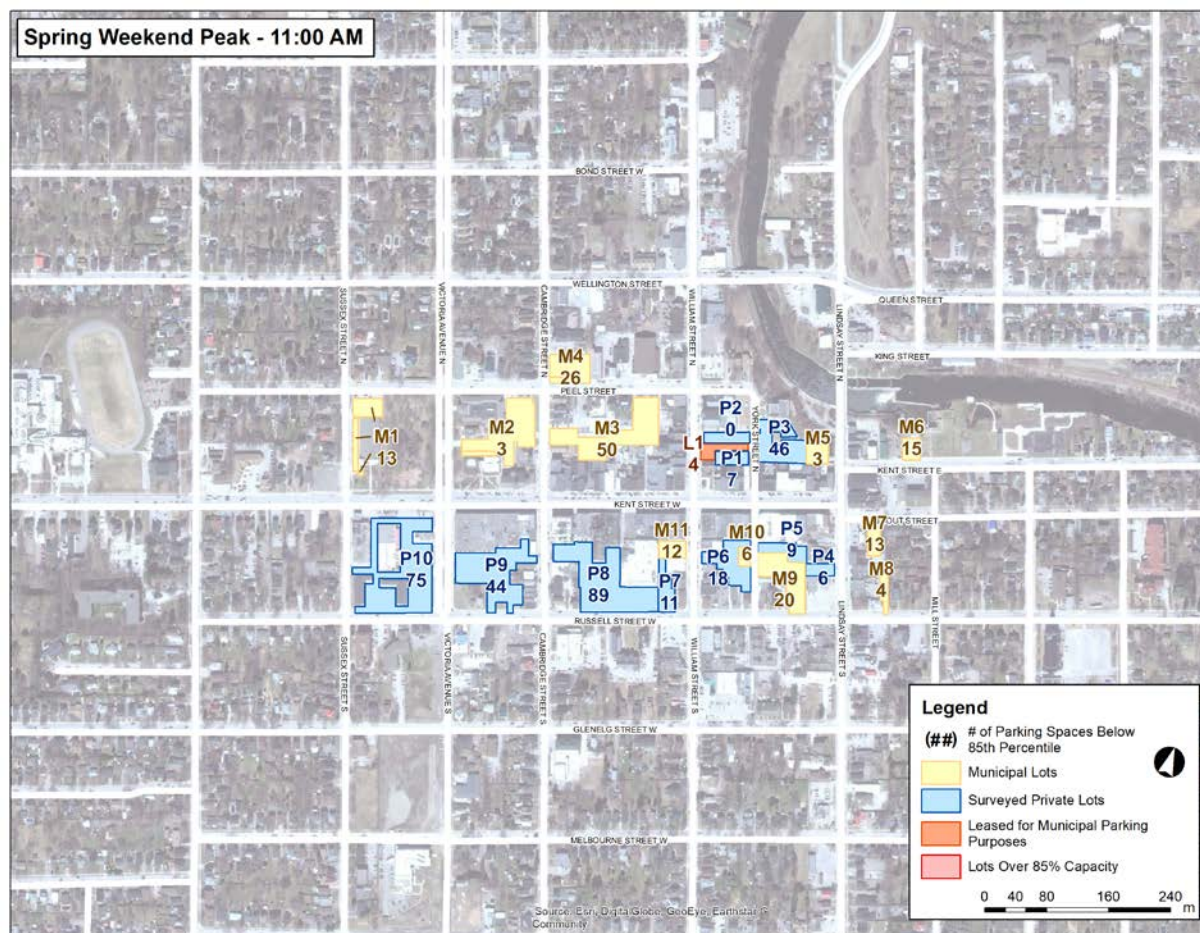
- Weekday Utilization = 68%



Existing Parking Supply and Demand – Lindsay

Spring 2019 Survey Results | Off-Street Parking

- Weekend Utilization = 41%



Study Area, Inventory, and Needs - Fenelon Falls

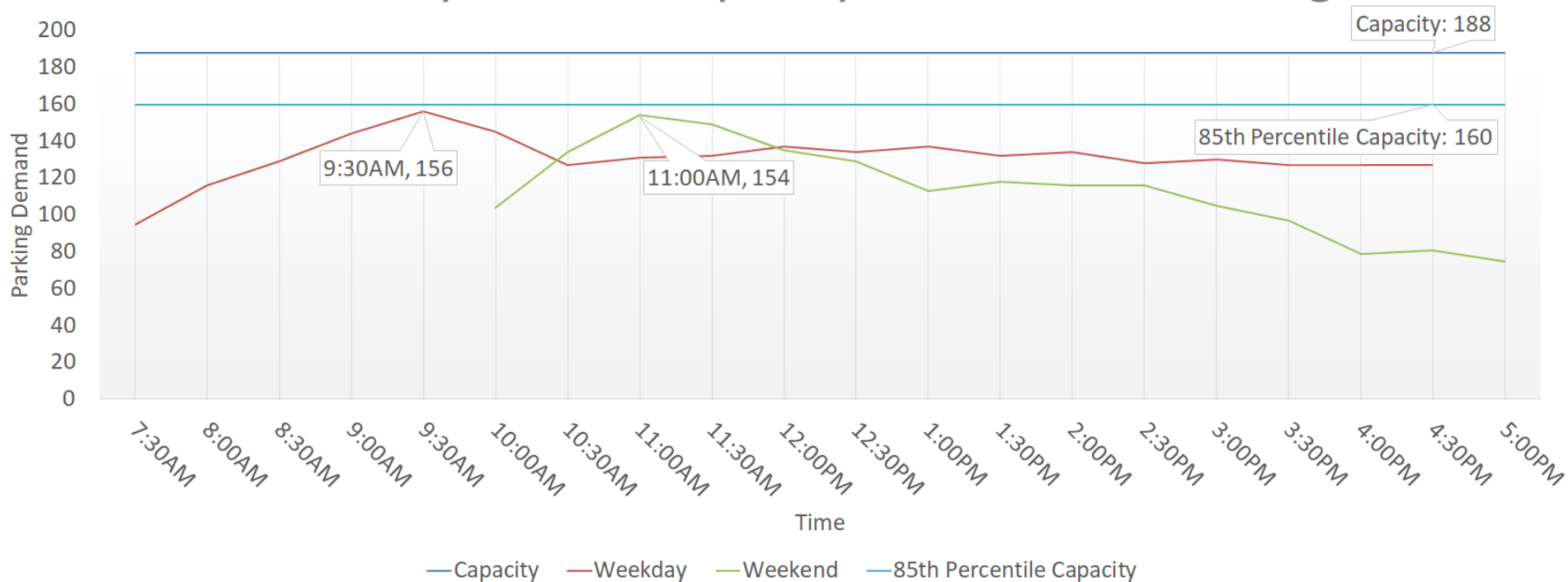


Existing Parking Supply and Demand - Fenelon Falls

Winter 2018 Survey Results | On-Street Parking

- Weekday Utilization = 83%
- Weekend Utilization = 82%

Overall System Occupancy - On-Street Parking

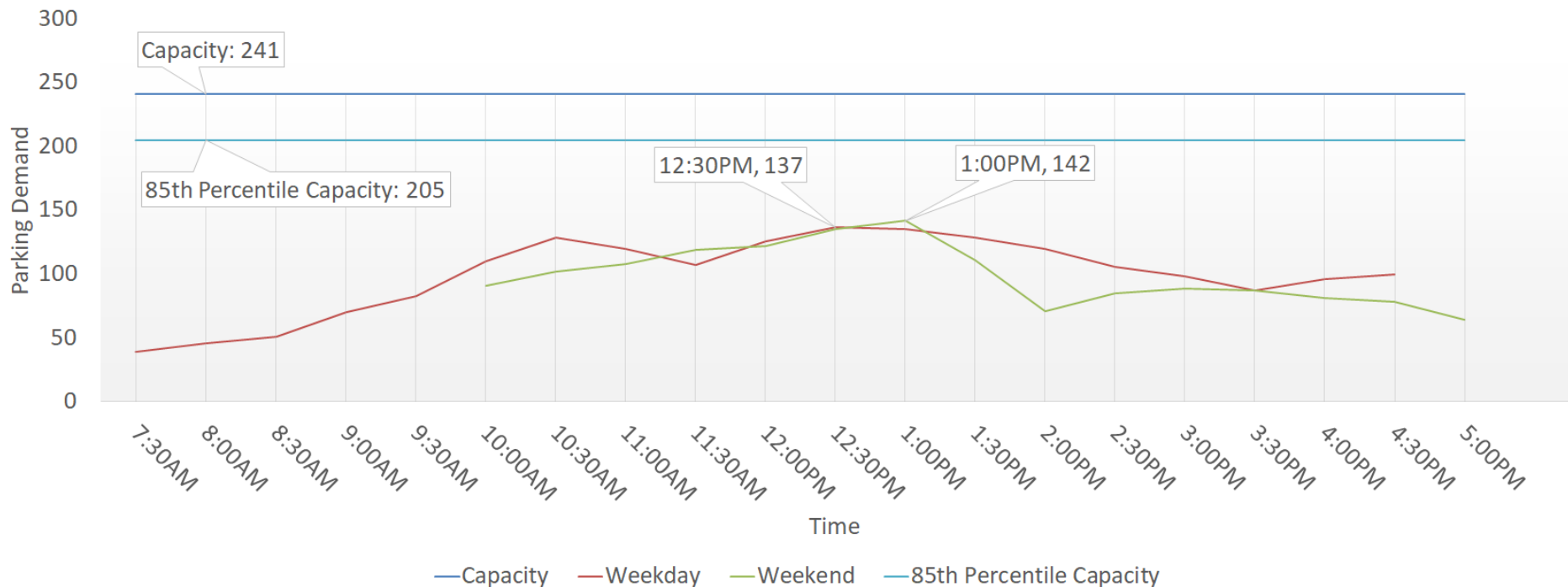


Existing Parking Supply and Demand - Fenelon Falls

Winter 2018 Survey Results | Off-Street Parking

- Weekday Utilization = 57%
- Weekend Utilization = 59%

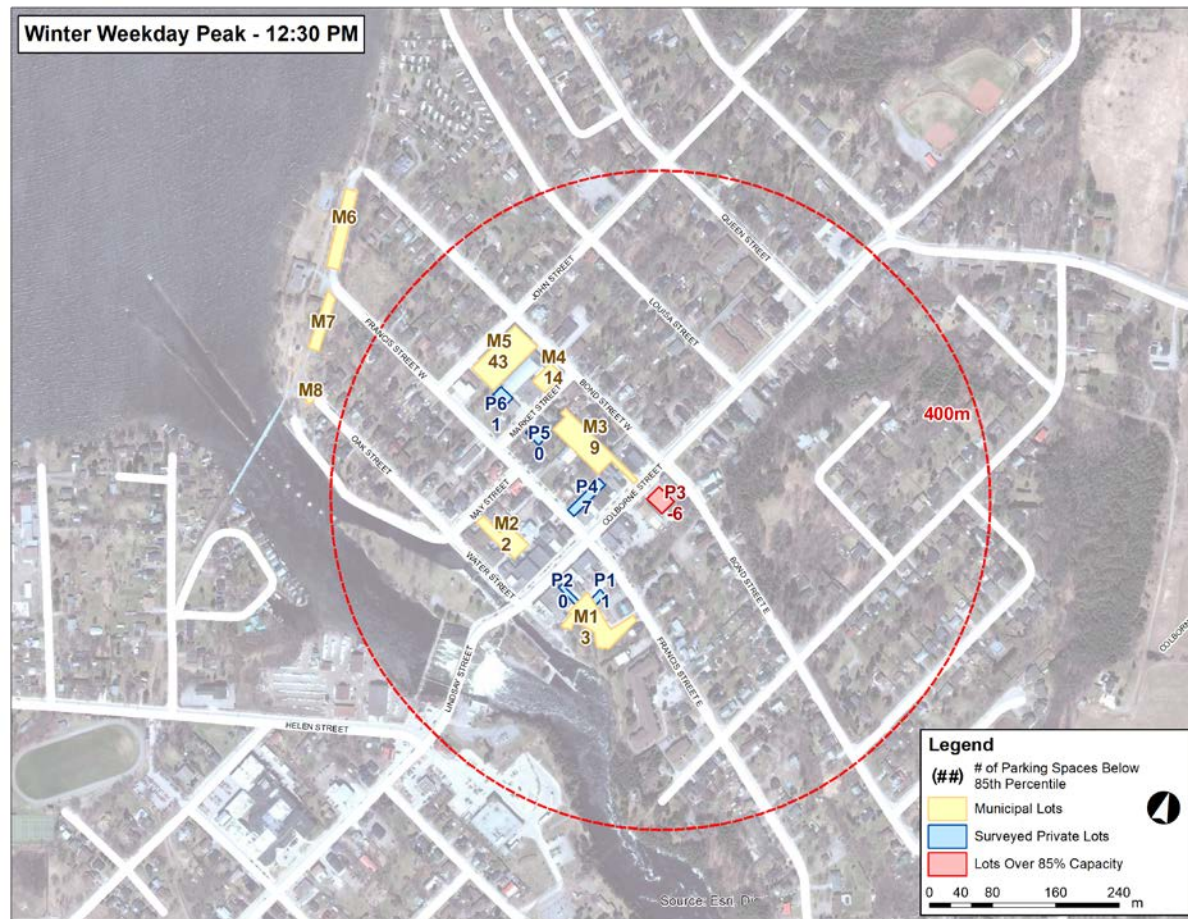
Overall System Occupancy - Off-Street Parking



Existing Parking Supply and Demand - Fenelon Falls

Winter 2018 Survey Results | Off-Street Parking

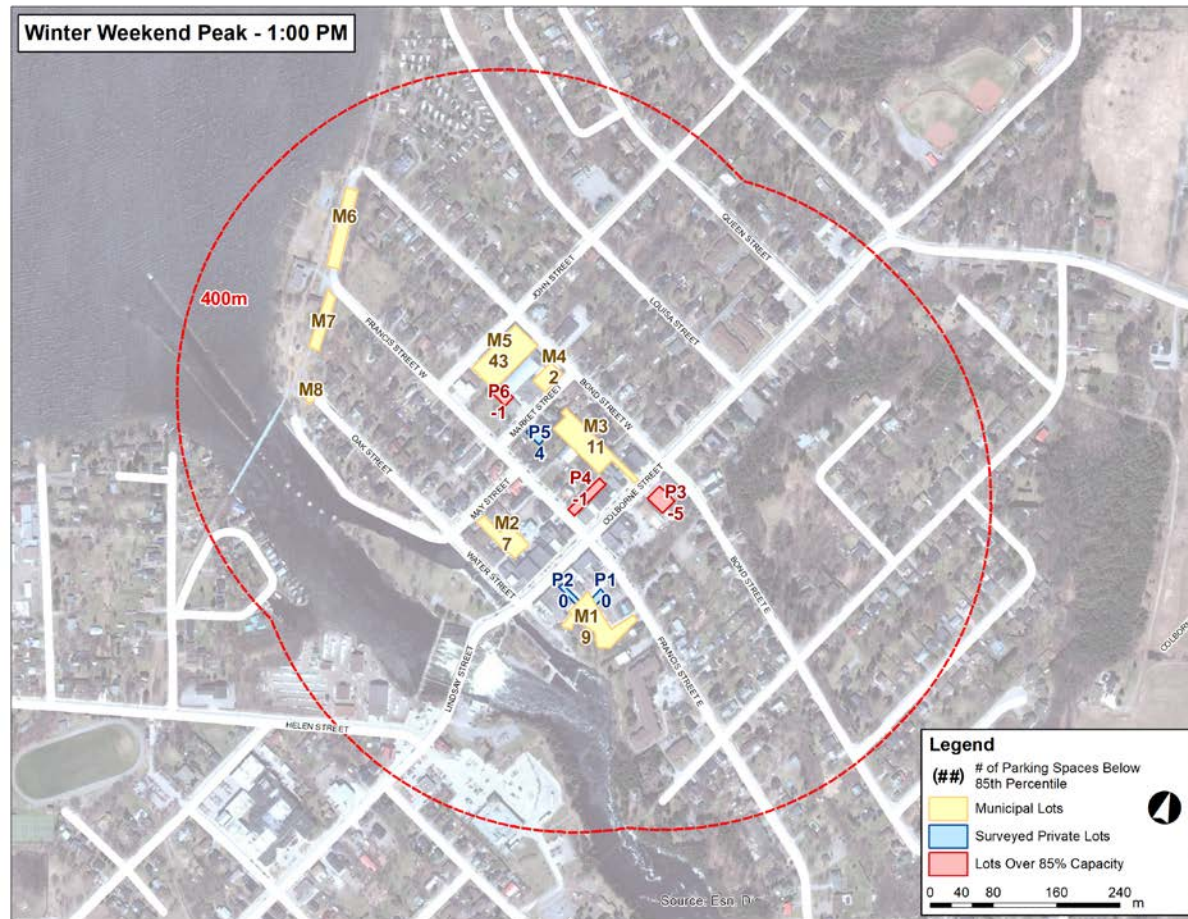
- Weekday Utilization = 57%



Existing Parking Supply and Demand - Fenelon Falls

Winter 2018 Survey Results | Off-Street Parking

- Weekend Utilization = 59%

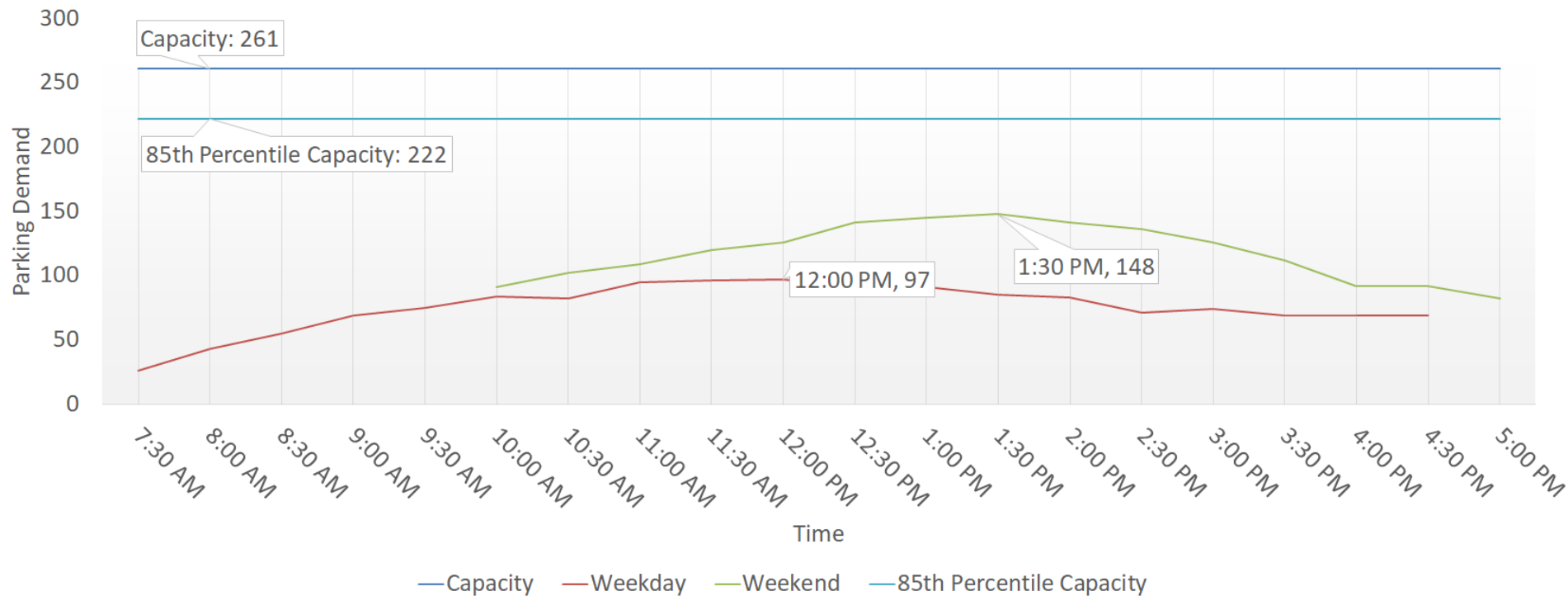


Existing Parking Supply and Demand - Fenelon Falls

Spring 2019 Survey Results | On-Street Parking

- Weekday Utilization = 37%
- Weekend Utilization = 57%

Overall System Occupancy - On-Street Parking

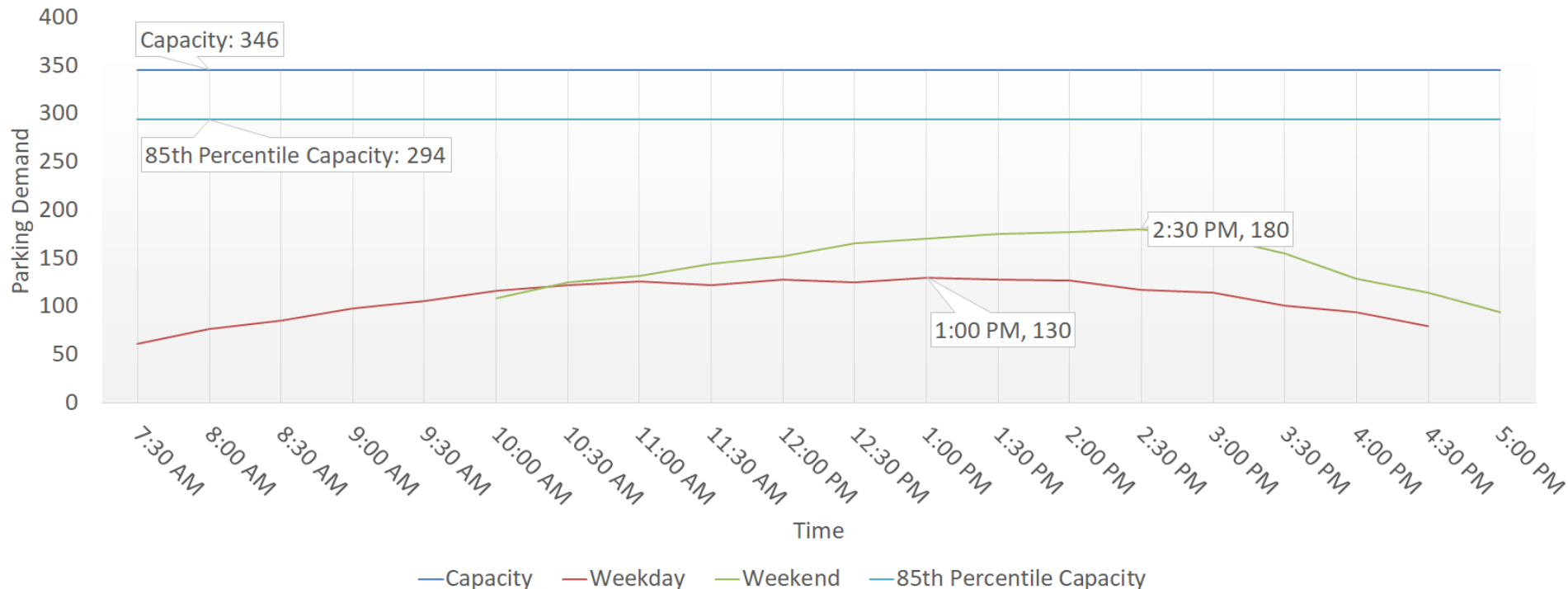


Existing Parking Supply and Demand - Fenelon Falls

Spring 2019 Survey Results | Off-Street Parking

- Weekday Utilization = 38%
- Weekend Utilization = 52%

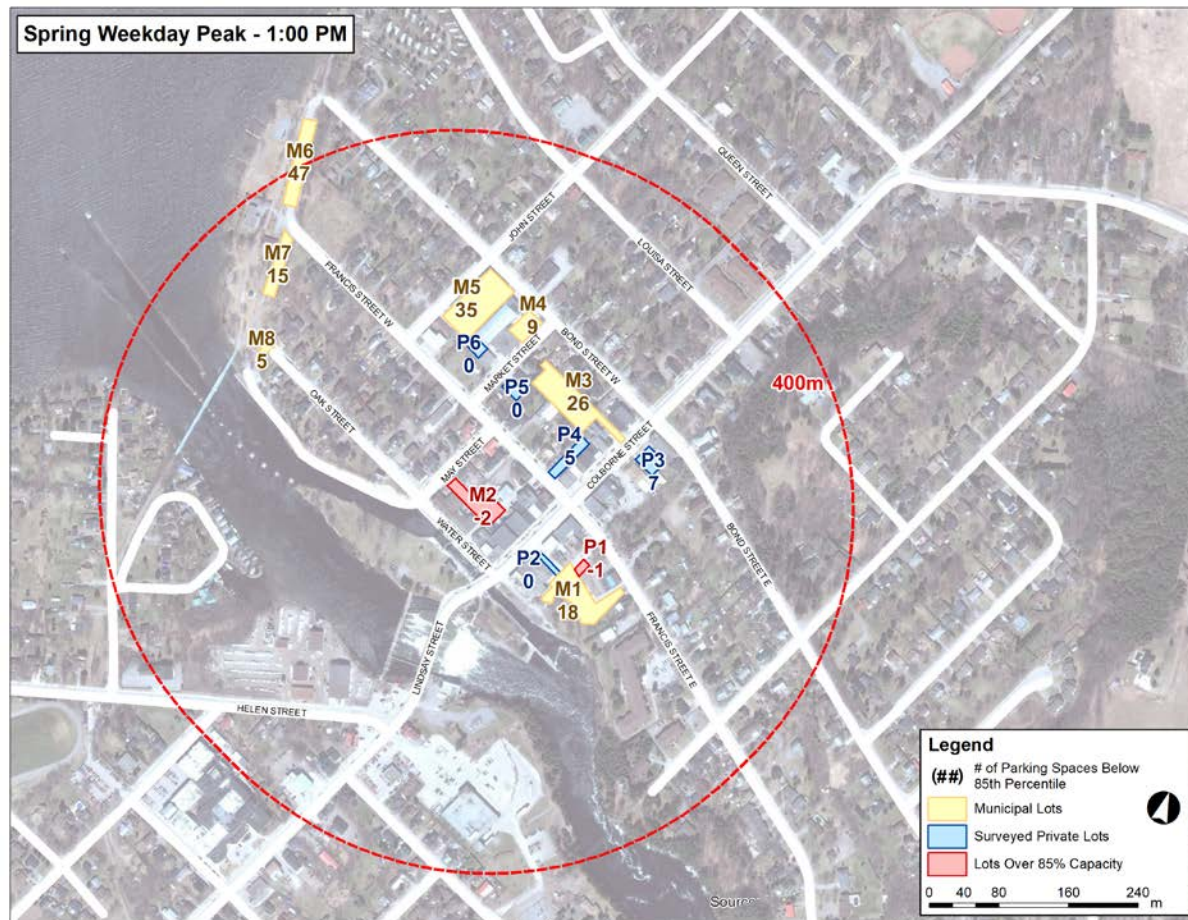
Overall System Occupancy - Off-Street Parking



Existing Parking Supply and Demand - Fenelon Falls

Spring 2019 Survey Results | Off-Street Parking

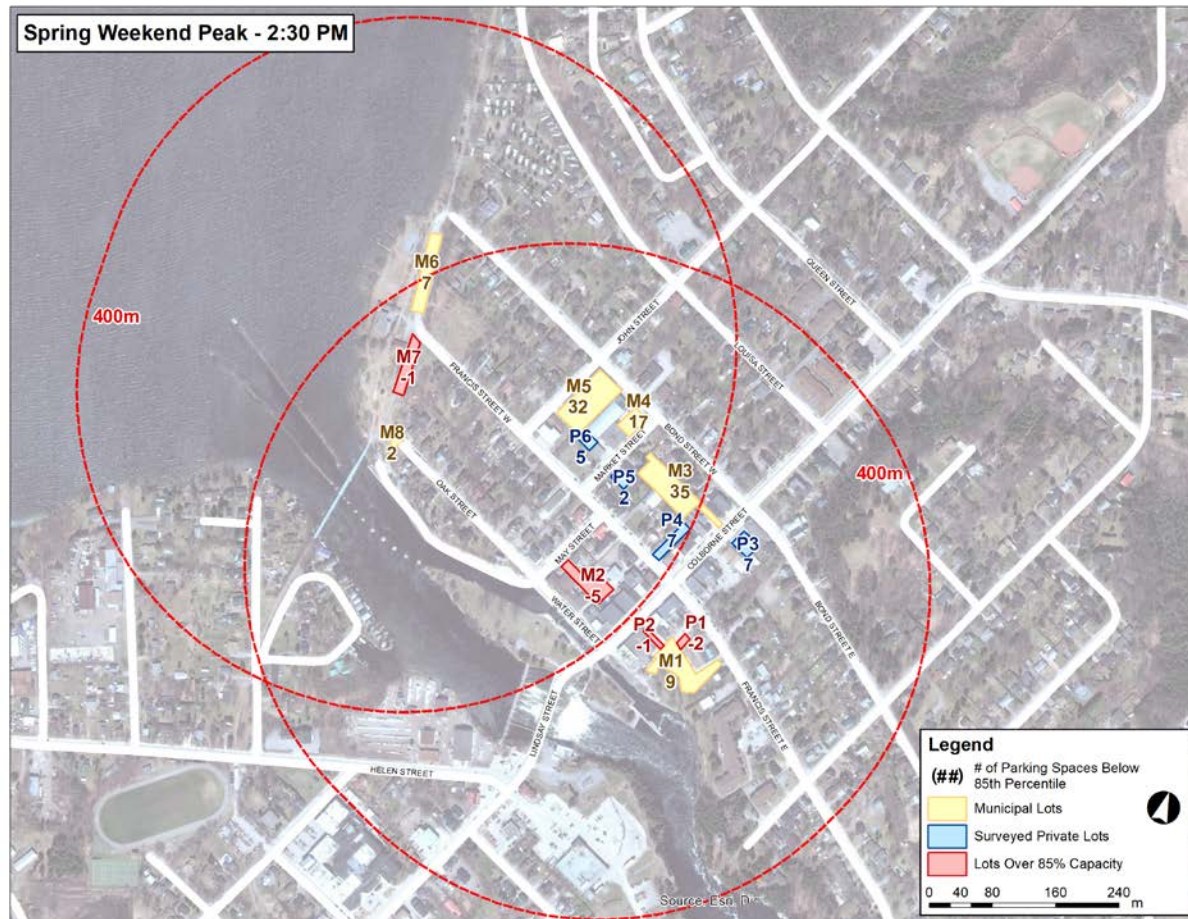
- Weekday Utilization = 38%



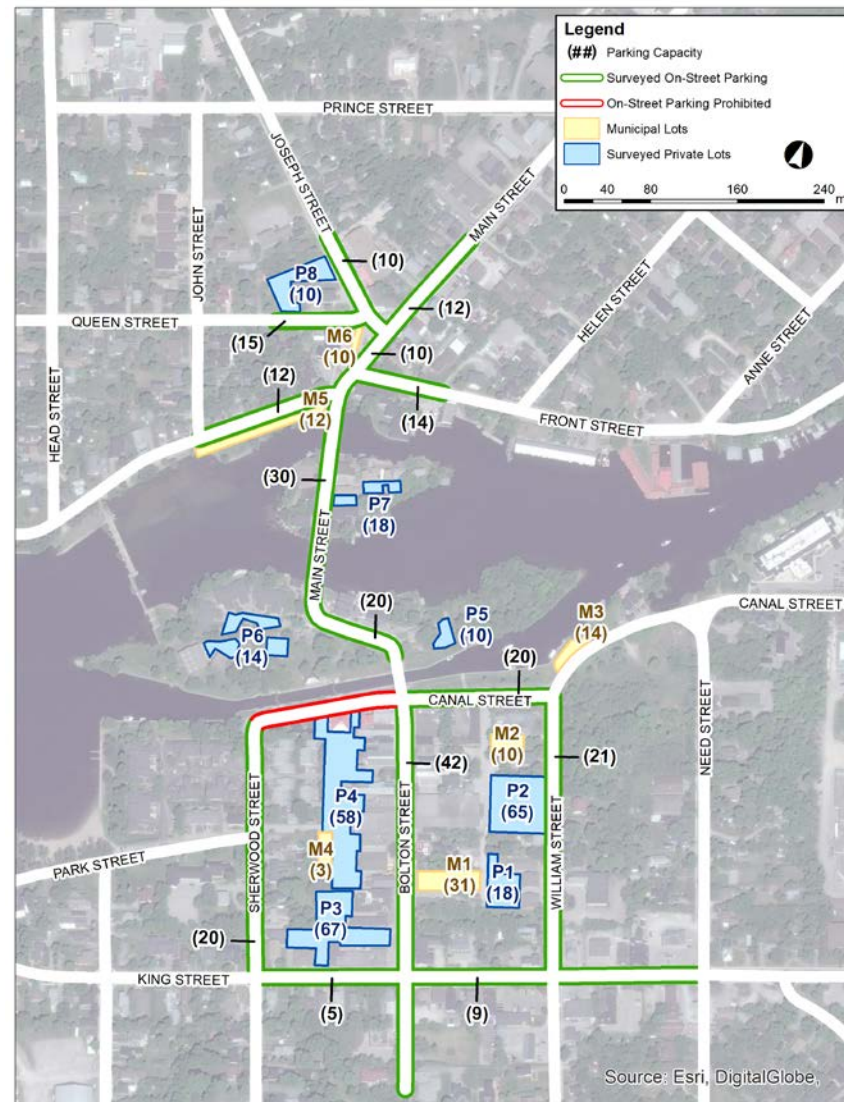
Existing Parking Supply and Demand - Fenelon Falls

Spring 2019 Survey Results | Off-Street Parking

- Weekend Utilization = 52%



Study Area, Inventory, and Needs - Bobcaygeon

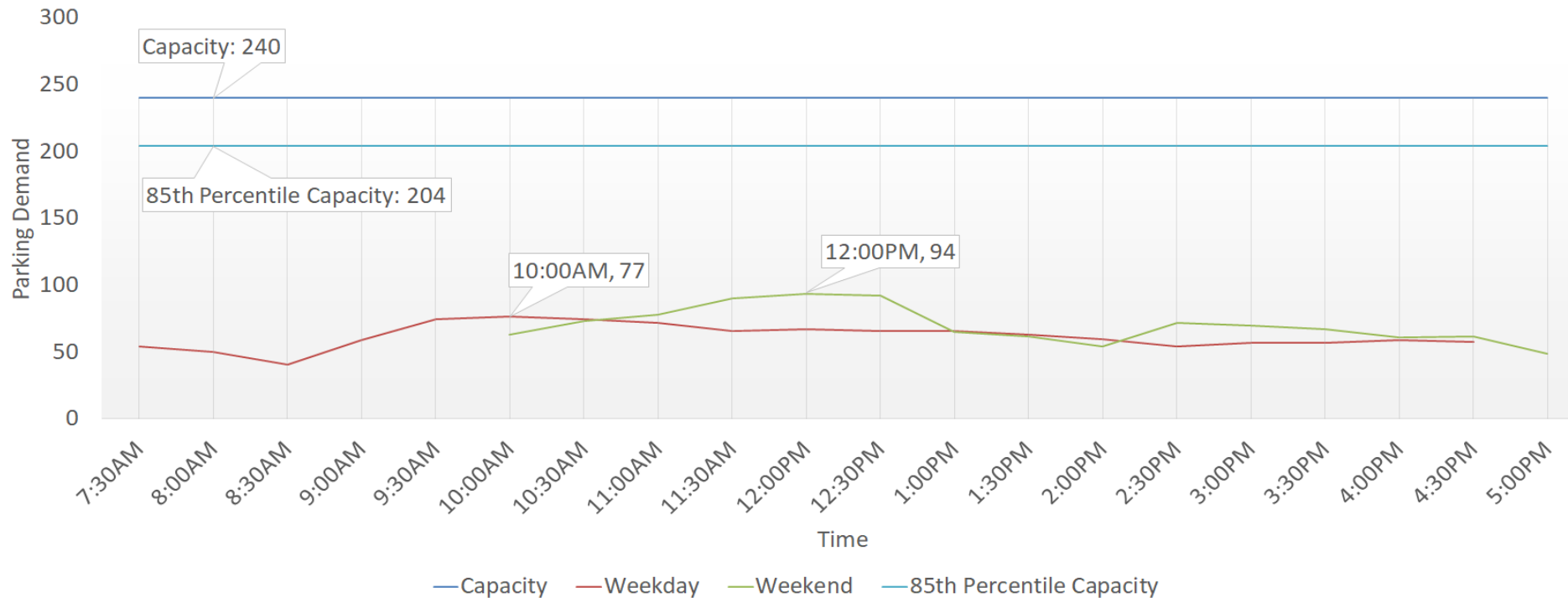


Existing Parking Supply and Demand – Bobcaygeon

Winter 2018 Survey Results | On-Street Parking

- Weekday Utilization = 32%
- Weekend Utilization = 39%

Overall System Occupancy - On-Street Parking

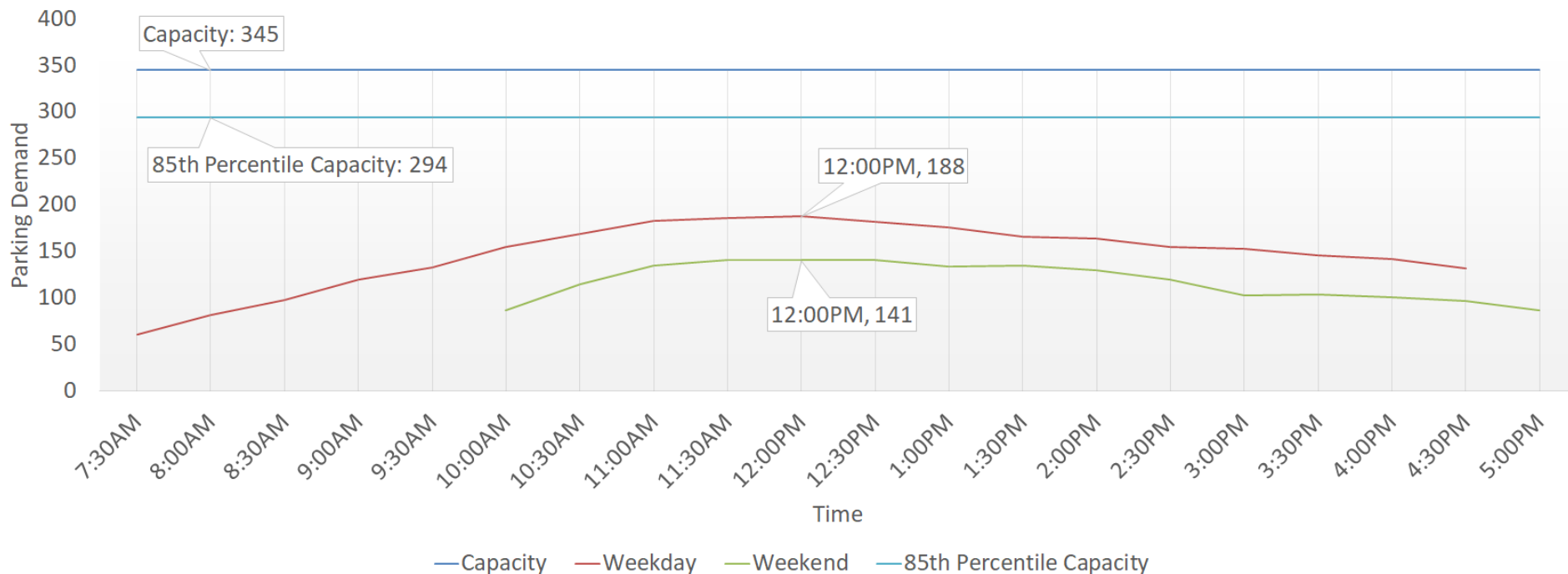


Existing Parking Supply and Demand – Bobcaygeon

Winter 2018 Survey Results | Off-Street Parking

- Weekday Utilization = 54%
- Weekend Utilization = 41%

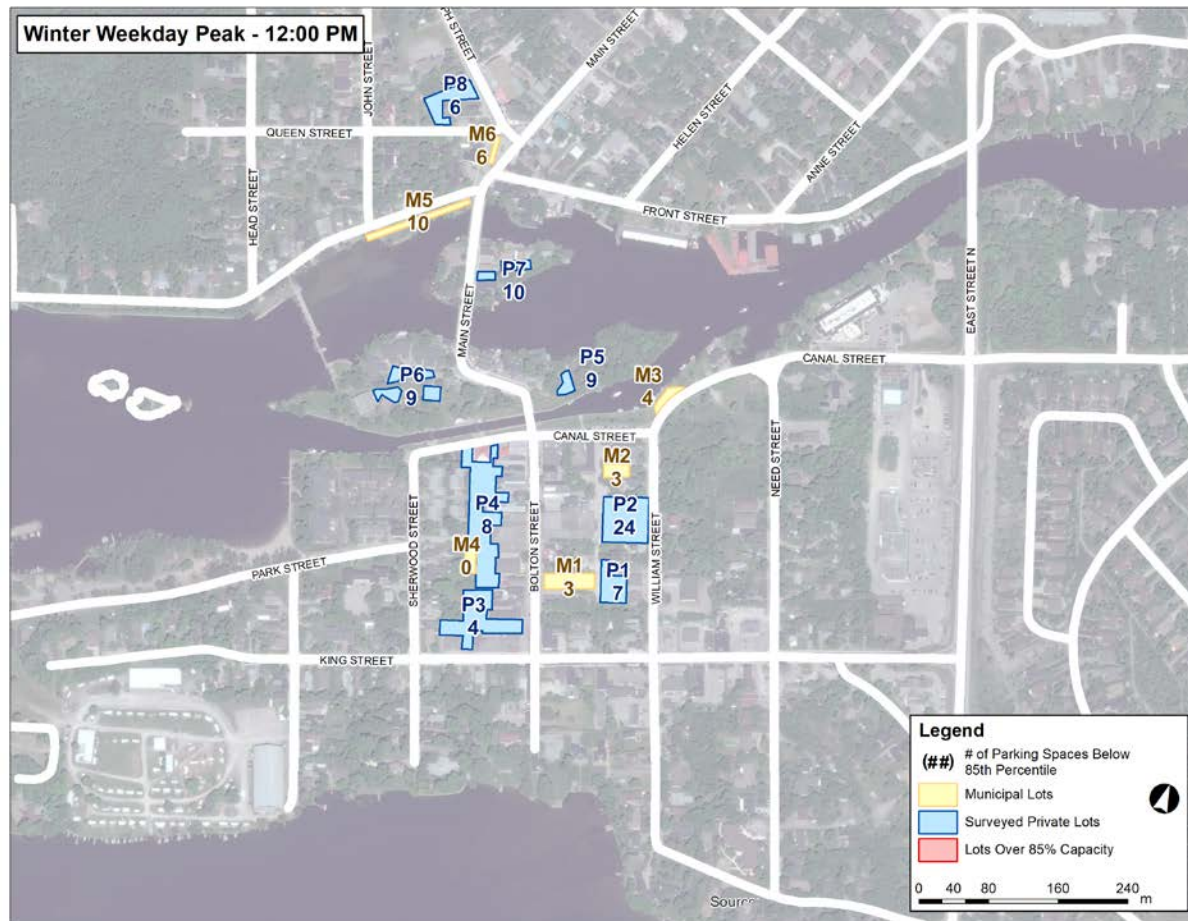
Overall System Occupancy - Off-Street Parking



Existing Parking Supply and Demand – Bobcaygeon

Winter 2018 Survey Results | Off-Street Parking

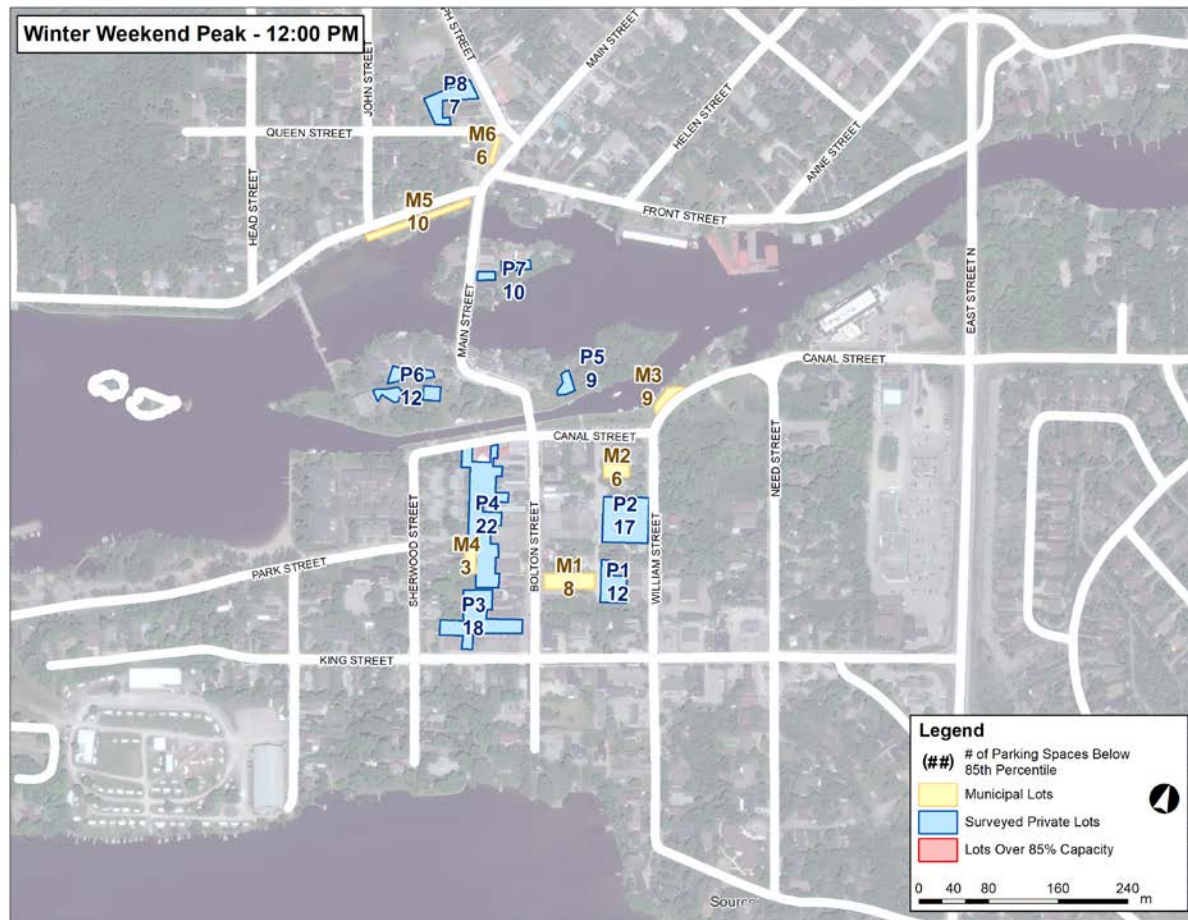
- Weekday Utilization = 54%



Existing Parking Supply and Demand – Bobcaygeon

Winter 2018 Survey Results | Off-Street Parking

- Weekend Utilization = 41%

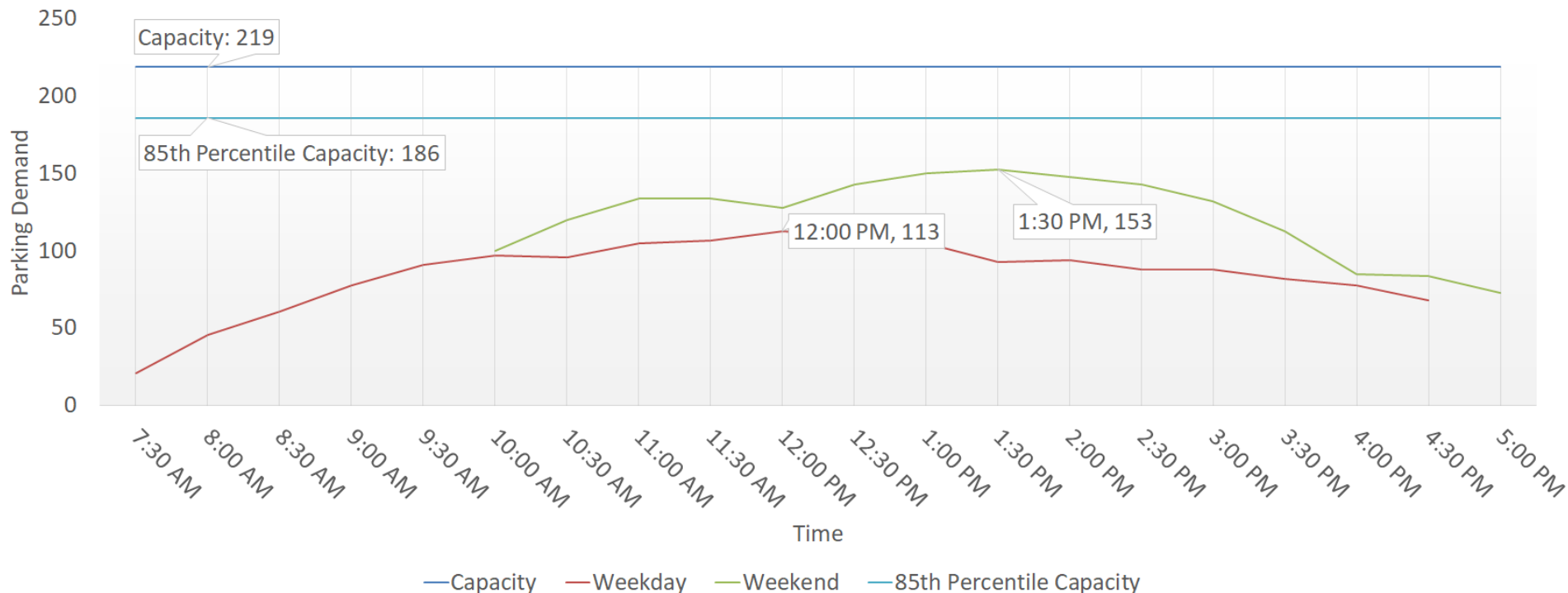


Existing Parking Supply and Demand – Bobcaygeon

Spring 2019 Survey Results | On-Street Parking

- Weekday Utilization = 52%
- Weekend Utilization = 70%

Overall System Occupancy - On-Street Parking

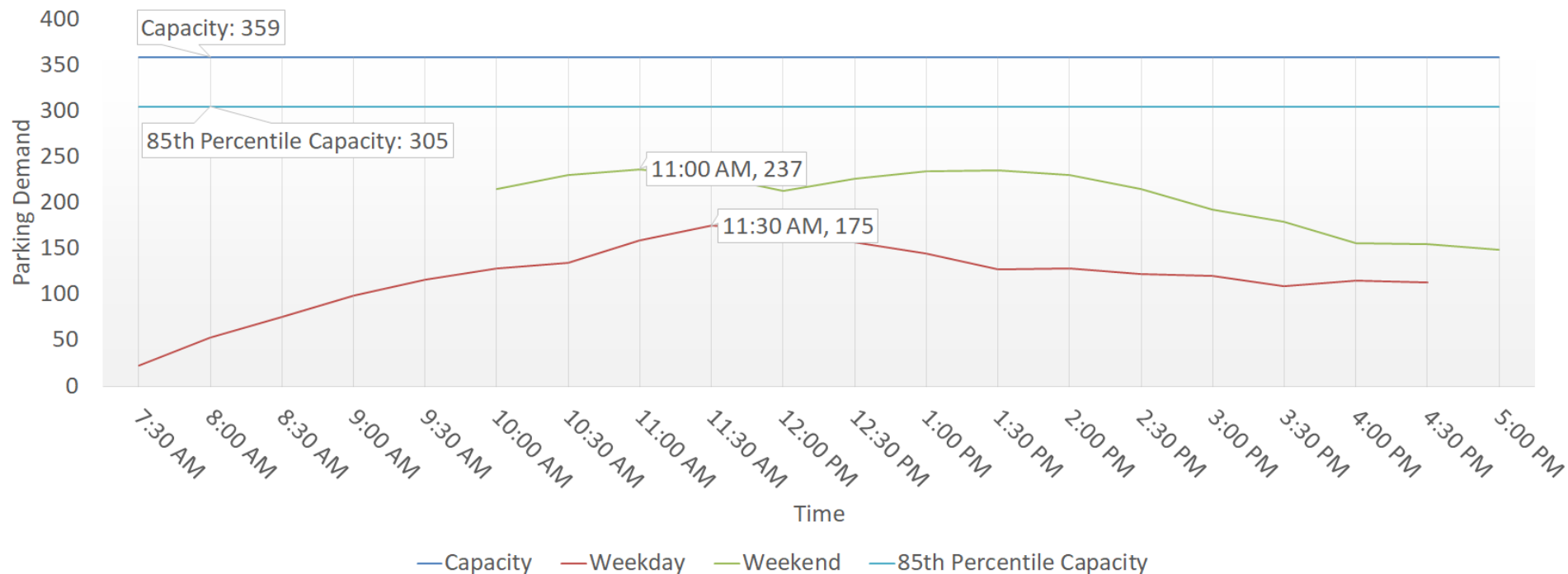


Existing Parking Supply and Demand – Bobcaygeon

Spring 2019 Survey Results | Off-Street Parking

- Weekday Utilization = 49%
- Weekend Utilization = 66%

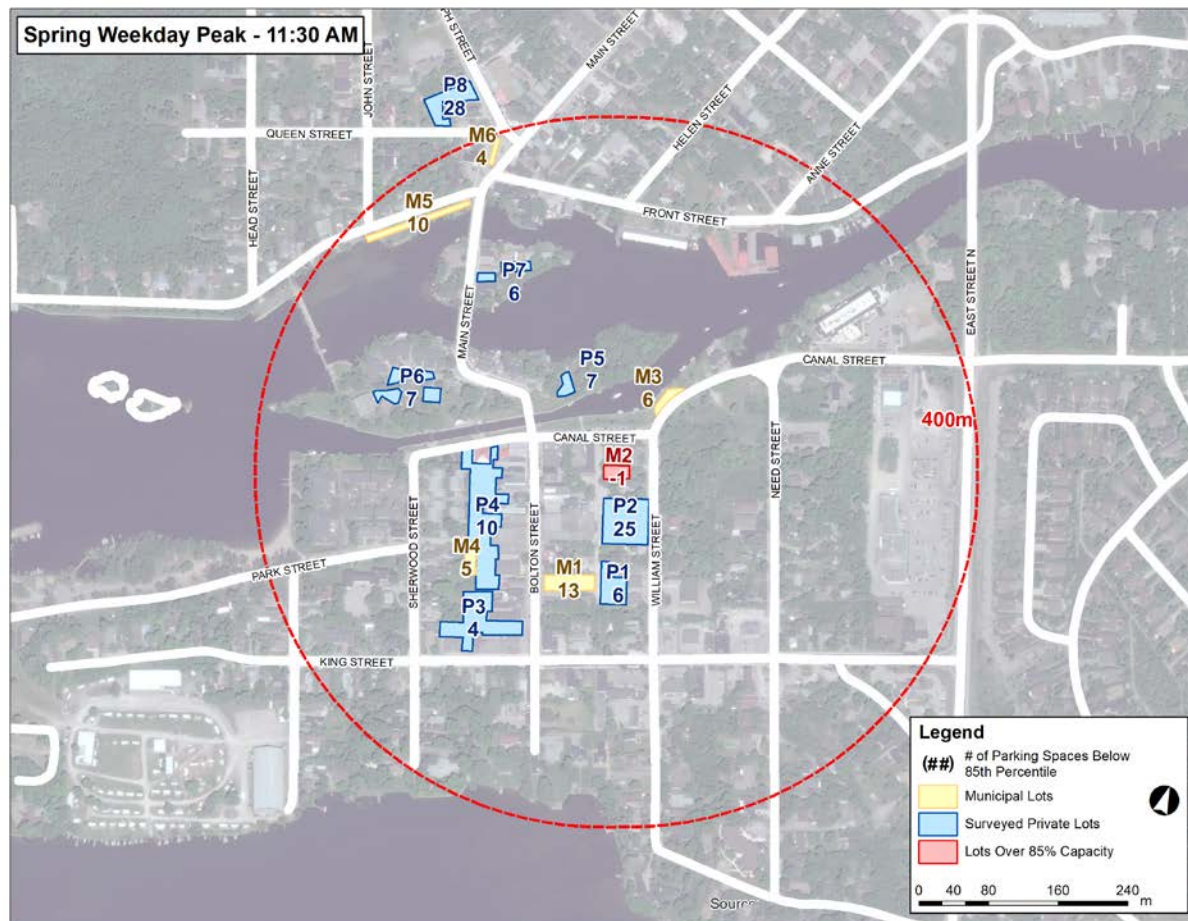
Overall System Occupancy - Off-Street Parking



Existing Parking Supply and Demand – Bobcaygeon

Spring 2019 Survey Results | Off-Street Parking

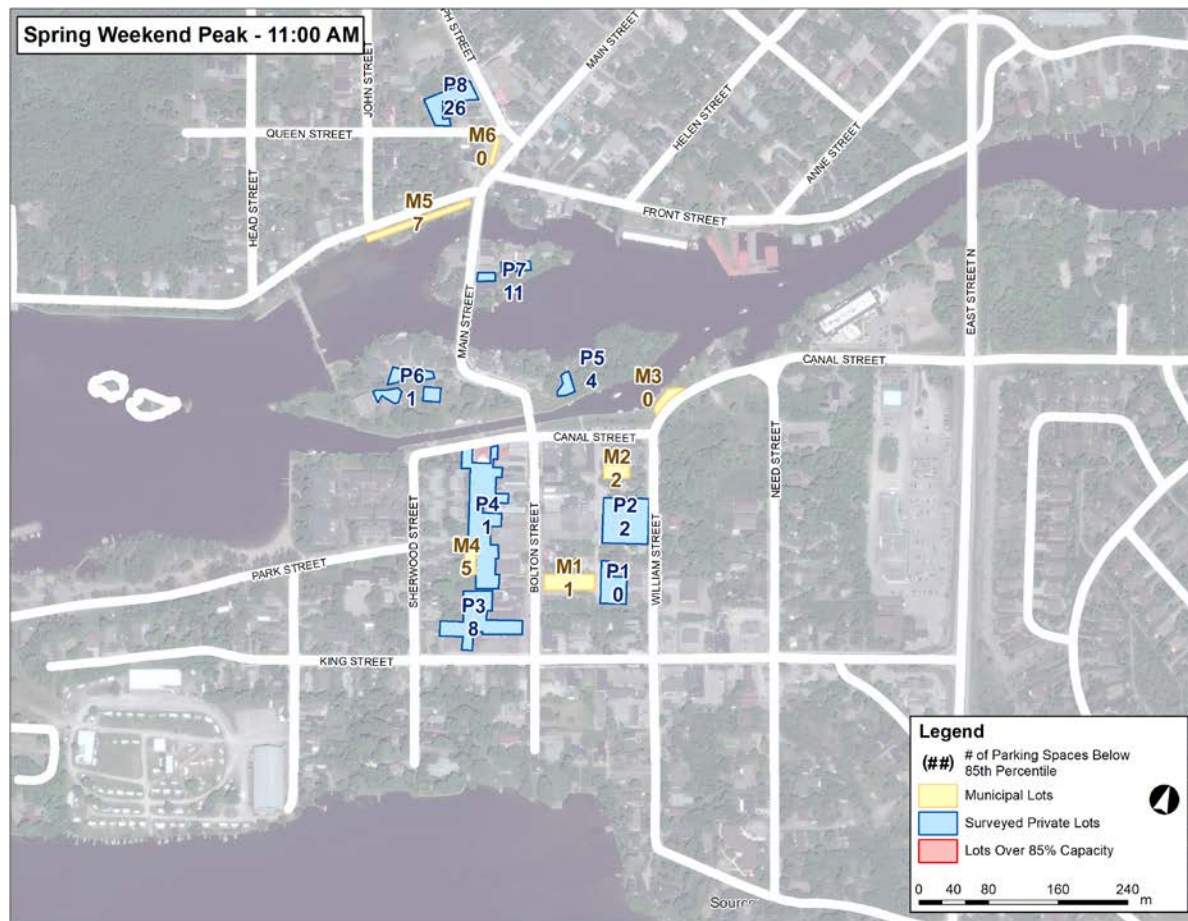
- Weekday Utilization = 49%



Existing Parking Supply and Demand – Bobcaygeon

Spring 2019 Survey Results | Off-Street Parking

- Weekend Utilization = 66%



Public Consultation

- Online Survey and Crowdsourcing Map
 - April 2, 2019 to August 31, 2019
 - To Date:
 - 183 survey responses
 - 29 map submissions
- Public Information Centres (PICs) and Stakeholder Presentations
 - Lindsay: Tues, March 5, 2019
 - Fenelon Falls: Wed, March 6, 2019
 - Bobcaygeon: Thurs, March 7, 2019

Public Consultation – Key Findings

PICs and Stakeholder Presentations

No available parking spaces, especially in the Summer

Poor wayfinding signage to public parking lots

Poor wayfinding signage for long vehicles

Lack of proactive enforcement

Inconsistent by-law requirements (e.g., cash-in-lieu)

Public Consultation – Key Findings

Online Survey and Crowdsourcing Map - Lindsay (to date)

- Majority park off-street, mostly in lot M3, M4, or P8
- Majority find the parking prices fair or a bargain
- Nearly half would not support an increase in parking prices
- More than half would not like to see a parking garage/structure built
- More than half would not support on-street paid parking
- Majority are willing to walk less than 5 minutes (400 m) after parking their car

Public Consultation – Key Findings

Online Survey and Crowdsourcing Map - Lindsay (to date)

- Online Comments:
 - “If employees and owners of businesses didn’t park in front of their stores there would be a lot more on-street parking on Kent Street for shoppers”
 - “Signage is inconsistent and poorly located”
 - “I can drive around the block several times, lots are all full, it is terrible. I tend to then head to the mall”
 - “Parking garages are ugly, they don’t align with historic downtown and would detract from tourism appeal”
 - “Difficult to find parking spots on Kent Street for people with walking problems”

Public Consultation – Key Findings

Online Survey and Crowdsourcing Map – Fenelon Falls (to date)

- Majority park off-street, mostly in lots M1 or M2
- Most would not support a parking fee similar to Downtown Lindsay
- More than half are satisfied with the overall parking experience
- Most would not like to see a parking garage/structure built
- Most would not support on-street paid parking
- Majority are willing to walk less than 3 minutes (200 m) after parking their car

Public Consultation – Key Findings

Online Survey and Crowdsourcing Map – Fenelon Falls (to date)

- Online Comments:
 - “I use handicapped parking and there is not enough and it is never enforced”
 - “More public parking and signage required. Street parking is not optimal”
 - “There are empty lots that could be used for local employee parking as many don’t have adequate parking as there are multiple businesses and tenants a well in the immediate downtown area”
 - “Bringing on-street paid parking back would not be satisfactory at all”

Public Consultation – Key Findings

Online Survey and Crowdsourcing Map – Bobcaygeon (to date)

- Majority park off-street, mostly in lot M1
- Most would not support a parking fee similar to Downtown Lindsay
- More than half are satisfied with the overall parking experience
- Most would not like to see a parking garage/structure built
- Most would not support on-street paid parking
- Majority are willing to walk less than 5 minutes (400 m) after parking their car

Public Consultation – Key Findings

Online Survey and Crowdsourcing Map – Bobcaygeon (to date)

- Online Comments:
 - “No parking spots most days”
 - “Usually a side street has a spot”
 - “I feel that too many store/office workers park on the street taking up valuable space”
 - “Paid parking should only be in the Summer time”
 - “Active enforcement would be better than paid parking”

Preliminary Recommendations

- Improve Parking Infrastructure
 - Clean up and/or reconfigure existing parking lots
 - Add pavement markings to on-street parking zones
 - Investigate impacts of on-street paid parking
- Improve Signage and Wayfinding
 - Add proper wayfinding signage
 - Provide name and number parking lots
 - Create a trailer and boat map and routing plan
- Increase Public Parking Supply
 - Additional off-street parking where needed
- Improve Parking Management
 - Active by-law enforcement
 - Fixed cash-in-lieu fees

Key Takeaways

- Existing parking supply, as a whole, was within the acceptable threshold during both Winter and Spring surveys; although some lots may operate above the 85% threshold, there is available parking at another parking lot, within a 400 metre walking radius (5 minute walk)
- Employee parking issues
- Existing wayfinding and enforcement issues
- Majority of the public would not support paid parking or the construction of a parking garage / parking structure
- Online Survey and Crowdsourcing map are open until end of August 2019

Next Steps

- Summer Surveys (July/August 2019)
- Future Conditions (August/September 2019)
- Public Information Centre (October/November 2019)
- Final Report (November/December 2019)
- Final Presentation to Council (January/February 2020)

Council Discussion

- Questions?
- Comments?
- Further Direction?

The Corporation of the City of Kawartha Lakes

Council Report

Report Number PUR2019-025

Date: July 16, 2019
Time: 2:00 p.m.
Place: Council Chambers

Ward Community Identifier: various wards

Title: 2019-75-CQ Local Asphalt Paving

Author and Title: Linda Lee, Buyer
Mike Farquhar, Supervisor, Technical Services

Recommendation(s):

That Report PUR2019-025, 2019-75-CQ Local Asphalt Paving, be received;

That Royel Paving, A division of CRH Canada Group Inc. be selected for the award of 2019-75-CQ Local Asphalt Paving for the total quoted amount of \$762,192.20 plus HST.

That subject to receipt of the required documents, the Mayor and Clerk be authorized to execute the agreement to award the contract; and

That the Procurement Division be authorized to issue a purchase order

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

At the Special Council Meeting of June 14, 2019, A memo from the Mayor was brought forward recommending an increase to RD1907 Roads Life Cycle extension program in the amount of \$800,000.00. The memo stated this was due to harsh spring break up that had occurred. From this meeting Council adopted the following resolution:

7.3 CC2019-16.7.3

Memorandum - 2019 Lifecycle Extension Budget

Andy Letham, Mayor

CR2019-360

Moved By Councillor Seymour-Fagan

Seconded By Councillor Dunn

That the Memorandum from Mayor Letham, regarding **2019 Lifecycle Extension Budget**, be received

That the Lifecycle Extension Budget for 2019 be increased, to an additional maximum of \$800,000.00, to be funded from the Asset Management Plan Reserve, and to accommodate additional priority roads that need immediate attention; and

That Staff report back to council with the list of roads included in the 2019 Lifecycle Extension program after the tender has been awarded.

Carried

Based on this resolution Engineering worked with Public Works to formulate a list of road sections that would benefit from different types of resurfacing in order to extend their life. The list below is the majority of the roads that had been reviewed by Public works and Engineering that fell within the scope of work of this tender and where not in close proximity to current existing 2019 resurfacing tenders. The balance of the road sections reviewed will be completed through current existing 2019 resurfacing contracts. A memo outlining the complete list of road segments to be completed under the Road Life Cycle Extension program will be brought forward to Council in August 2019.

| Item | Road Name |
|------|---|
| A | Tracey's Hill Road (between CKL 7 and Heights road) |
| B | St. Lukes Road between Centreline road and Sturgeon road |
| C | Halter Road Between Golden mile road and River road |
| D | Hayes Line Road 300 m west of #182 |
| E | Walmac Shores Road between CKL 17 and east end |
| F | Duke Street between Joseph St. and Main St. |
| G | McGreggor Drive between Walmac shores and north end |
| H | Centennial Park Road between Rohallion road and #1280 |
| I | Brechin Road between Miller road and CKL 6 |
| J | Lorneville Road between Smith St. and # 124 Lorneville road |
| K | The Glen Road between CKL 6 and #231 the Glen road |
| L | Campbell Beach Road |
| M | Peniel Road (Monarch road to Hwy 35) |
| N | Elm Tree Road between Riley lane and Fish hawk road |
| O | Monach Road between Peniel road and Thunderbridge road |
| P | Cameron Road between CKL 8 and Hwy 35 |
| Q | Glen Arm Road |
| R | Talbot River Road 225 m East of #46 Talbot river road |
| S | Baseline Road between Hwy 35 and CKL 45 |
| T | St. David Street Fleetwood road to north end |
| U | Amela Street between CKL 12 and John St. |
| V | Joseph Street Bobcaygeon from Main St 75 m west of Main St. |

The scope of work for this tender for the most part is the overlaying of short road sections with hot mix asphalt, at locations which had harsh spring break up conditions that Public Works were unable to patch. The description in the chart above generally outlines the locations within the sections of where the work and spot repairs will happen.

Based on this the request for Quotation 2019-75-CQ Local Asphalt Paving was released and advertised in accordance with the Purchasing Policy.

The RFQ closed on July 11, 2019 and was opened in public by Councilor Doug Elmslie and Linda Lee, Buyer.

Rationale:

Staff recommends that Royel Paving, A division of CRH Canada Group Inc. be selected for the award of Quotation 2019-75-CQ Local Asphalt Paving for the quoted price of \$762,192.20 plus HST. This is based on the Memo and resolution from the June 11, 2019 Special Council meeting.

Other Alternatives Considered:

No other alternative is being considered as the competitive procurement process was followed. Royel Paving was the only submission received and has been verified as compliant.

Financial/Operation Impacts:

| Capital Project Number | Project Budget | Other Committed Funds | Capital Project balance | Purchase Amount (excl. HST) | Contingency -15% | HST Payable | Total Amount | Project Balance |
|------------------------|--------------------|-----------------------|-------------------------|-----------------------------|------------------|-----------------|------------------|------------------|
| 983190701 to 983190706 | \$2,019,800 | \$607,124 | \$1,412,676 | \$762,192 | \$114,329 | \$15,427 | \$891,948 | \$520,728 |
| Total | \$2,019,800 | \$607,124 | \$1,412,676 | \$762,192 | \$114,329 | \$15,427 | \$891,948 | \$520,728 |

*Other committed funds includes current open PO's against the project and allows for staff time and labour associated with the project. This includes Grey road and McGill road which have been committed through existing 2019 resurfacing contracts as well as other sections that will be reported on in August which will utilize the project balance of \$520,000.00

Engineering will maximize the use of remaining funds and report through the quarterly capital close process.

Relationship of Recommendation(s) To The 2016-2019 Strategic Plan:

This project relates to Goal 1 by maintaining the City's existing infrastructure:

- Goal 1 – A Vibrant and Growing Economy

Consultations:

Junior Accountant
Engineering

Department Head E-Mail: jrojas@kawarthlakes.ca

Department Head: Juan Rojas

Department File: 2019-75-CQ



Council Memorandum

Date: July 16th, 2019

To: Council

From: Doug Elmslie, Deputy Mayor

Re: Levels of Service for Gillis Street, Killarney Bay Road, and Grove Road

Recommendation

That the memorandum from Deputy Mayor Elmslie regarding **levels of service for Gillis Street, Killarney Bay Road, and Grove Road** be received;

That Gillis Street, Killarney Bay Road and Grove Road continue to receive the level of service they have traditionally received until an agreement with the City can be enacted; and

That if an agreement is not reached by December 31st, 2021, the matter be referred back to Council for further direction or resolution.

Rationale

Gillis Street, Killarney Bay Road and Grove Road have received maintenance, including snow plowing, for more than six decades. Discontinuing this service would yield a modest saving as combined, all three roads span less than two kilometers. These roads are classed as private roads. Moreover, each of these roads are “Forced Roads”; thus, there are no liability issues associated with maintaining service. As such, these roads should retain the level of service that they have been experiencing until a formal agreement can be reached.