

The Corporation of the City of Kawartha Lakes

Agenda

Committee of the Whole Meeting

COW2021-07

Tuesday, June 1, 2021

Commencing at 1:00 p.m. - Electronic Participation

Council Chambers

City Hall

26 Francis Street, Lindsay, Ontario K9V 5R8

Members:

Mayor Andy Letham

Deputy Mayor Patrick O'Reilly

Councillor Ron Ashmore

Councillor Pat Dunn

Councillor Doug Elmslie

Councillor Tracy Richardson

Councillor Kathleen Seymour-Fagan

Councillor Andrew Veale

Councillor Emmett Yeo

This will be an electronic participation meeting and public access to Council Chambers will not be available. Please visit the City of Kawartha Lakes YouTube Channel at <https://www.youtube.com/c/CityofKawarthaLakes> to view the proceedings.

Accessible formats and communication supports are available upon request. The City of Kawartha Lakes is committed to accessibility for persons with disabilities. Please contact AgendaItems@kawarthalakes.ca if you have an accessible accommodation request.

1.	Call to Order	
2.	Adoption of Agenda	
3.	Disclosure of Pecuniary Interest	
4.	Presentations	
4.1.	COW2021-07.4.1	
	Safety of Off Road Vehicles on Roads Presentation	
	Timed Appointment 1:00 p.m.	
	Dr. Natalie Bocking, Medical Officer of Health, Haliburton Kawartha Pine Ridge District Health Unit	
4.2.	COW2021-07.4.2	
	2021 Accessibility Awareness Recognition Awards Presentation	
	Timed Appointment 1:15 p.m.	
	Barb Condie, Accessibility Officer	
	Councillor Elmslie, Chair, Accessibility Advisory Committee	
	Elizabeth Peeters, Team Leader, Public Awareness Working Group, Accessibility Advisory Committee	
5.	Deputations	
5.1.	COW2021-07.5.1	11 - 13
	Off Road Vehicle Use of City Roads Task Force Recommendations	
	Richard Fedy	
5.2.	COW2021-07.5.2	14 - 16
	Access for All Terrain Vehicles in Lindsay	
	Gordon Ferguson	
	Karen Ferguson	
5.3.	COW2021-07.5.3	17 - 19
	Off Road Vehicle Use of City Roads Task Force Recommendations	
	Robert Jardine	

5.4.	COW2021-07.5.4	20 - 82
	Placement of a Little Food Pantry at the Kirkfield Library Maggie Upton Marina Hodson	
5.5.	COW2021-07.5.5	83 - 88
	Downtown Parking Strategy Steve Podolsky, Lindsay Downtown BIA Charlie McDonald, Lindsay Downtown BIA	
6.	Correspondence	
6.1.	COW2021-07.6.1	89 - 89
	Off Road Vehicle Use of City Roads Dan Plancke	
6.2.	COW2021-07.6.2	90 - 90
	Off Road Vehicle Use in Bobcaygeon Peter Vandentillart	
7.	Presentations	
7.1.	COW2021-07.7.1	91 - 105
	Community Safety and Well-Being Plan Presentation Mark Mitchell	
7.2.	COW2021-07.7.2	106 - 140
	Downtown Parking Strategy Presentation Adam Found, Manager of Corporate Assets Peter Richards, IBI Group	
7.2.1.	Report CA2021-003	141 - 376
	Downtown Parking Strategy Report Adam Found, Manager of Corporate Assets	

That Report CA2021-003, **Downtown Parking Strategy**, be received;

That the Downtown Parking Strategy, attached as Appendix A to Report CA2021-003, be adopted as a master plan for the purpose of informing future recommendations, plans and budgets; and

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

8. Reports

8.1. PRC2021-004 377 - 382

Omemee Splash Pad Update

Craig Shanks, Director of Community Services

That Report PRC2021-004, **Omemee Splash Pad Update**, be received; and

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

8.2. HH2021-003 383 - 418

Annual Housing and Homelessness Plan (HHP) Report

Michelle Corley, Human Services Manager, Housing

That Report HH2020-003, **2020 Annual Housing and Homelessness Plan (HHP) Report**, be received for information; and

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

8.3. ED2021-017 419 - 445

Proposed Heritage Designation of 398 County Road 41, Bexley Township

Emily Turner, Economic Development Officer - Heritage Planner

That Report ED2021-017, **Proposed Designation of 398 County Road 41, Bexley Township**, be received;

That the Municipal Heritage Committee's recommendation to designate 398 County Road 41 under Part IV of the Ontario Heritage Act as being of cultural heritage value or interest be endorsed;

That staff be authorized to proceed with the process to designate the subject property under Part IV of the Ontario Heritage Act, including the preparation and circulation of a Notice of Intention to Designate, and preparation of the designating by-law;

That a designating by-law be brought forward to Council at the next Regular Council Meeting following the end of the notice period; and

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

8.4. ED2021-020 446 - 452

Winter Festival Communication and Promotions

Rebecca Mustard, Manager of Economic Development

That Report ED2021-020, **Winter Festival Communication and Promotions**, be received;

That Council endorse the proposed framework for a Kawartha Lakes Winter Festival in Winter 2022 with the potential to continue in future years; and

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

8.5. ENG2021-011 453 - 461

Life Cycle Extension, Local Asphalt Road Section Candidates

Mike Farquhar, Supervisor, Technical Services

That Report ENG2021-011, **Life Cycle Extension, Local Asphalt Road Section Candidates**, be received; and

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

8.6. ENG2021-012 462 - 478

Kenhill Beach Road and Long Beach Road Drainage Issues

Mike Farquhar, Supervisor, Technical Services

That Report ENG2021-012, **Kenhill Beach Road and Long Beach Road Drainage Issues**, be received; and

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

8.7. WM2021-009 479 - 485

Construction and Demolition Recycling Pilot Results and Recommendations

David Kerr, Manager, Environmental Services

That Report WM2021-009, **Construction and Demolition Recycling Pilot Results and Recommendations**, be received;

That Council approves a permanent Construction and Demolition recycling program at the Lindsay Ops landfill, with an operating budget of \$155,000 in 2022; and

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

8.8. WM2021-010 486 - 491

Improvements to the Mattress Recycling Program

David Kerr, Manager, Environmental Services

That Report WM2021-010, **Improvements to the Mattress Recycling Program**, be received;

That Council approves recycling all mattresses in the City of Kawartha Lakes and no longer accepts mattresses for disposal at the Laxton, Eldon, Somerville, and Fenelon landfills;

That Council direct staff to present an operating budget of \$145,000 for 2022 to operate the enhanced mattress recycling program; and

That this recommendation be brought forward to Council for consideration at the next Regular Council meeting.

8.9. RD2021-004 492 - 510

Enhanced Downtown Winter Level of Service

Oliver Vigelius, Manager, Roads Operations (West B)

That Report RD2021-004, **Enhanced Downtown Winter Level of Service**, be received; and

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

9. Memorandums

9.1. COW2021-07.9.2

511 - 521

Memorandum Regarding the Off Road Vehicle Use of City Roads Task Force Recommendations for Lindsay
Councillor Dunn

That the Memorandum from Councillor Dunn, **regarding Off Road Vehicle Use of City Roads Task Force Recommendations for Lindsay**, be received;

That Council approve at least two ORV routes through the Town of Lindsay;

That Council approve the following route: the Victoria Rail Trail (VRT) trailhead at Logie Street to King Street, King Street to Lindsay Street, Lindsay Street to Wellington Street, Wellington Street to Victoria Avenue, Victoria Avenue to Elgin Street, Elgin Street to Angeline Street, Angeline Street to Thunderbridge Road, Thunderbridge Road to the VRT trailhead;

That Council approve the following route: the VRT trailhead at Logie Street to Lindsay Street South, Lindsay Street S to Russell Street, Russell Street to Cambridge Avenue, Cambridge Avenue to Peel Street, Peel Street to Victoria Avenue, Victoria Avenue to Elgin Street, Elgin Street to Angeline Street, Angeline Street to Thunderbridge Road, Thunderbridge Road to the VRT trailhead;

That Council approve the following route: the VRT trailhead at Golden Mile Road, Golden Mile Road to Cloverhill Road, Cloverhill Road CR 36, CR 36 to Queen Street, Queen Street to Lindsay Street, Lindsay Street to Wellington Street, Wellington Street to Victoria Avenue, Victoria Ave to Elgin Street, Elgin Street to Angeline Street, Angeline Street to Thunderbridge Road, Thunderbridge Road to the VRT trailhead; and

That this recommendation be forwarded to Council for consideration at the next Regular Council Meeting.

Memorandum Regarding Off Road Vehicle Use of City Roads Task Force Recommendations for Bobcaygeon

Councillor Dunn

That the Memorandum from Councillor Dunn, **regarding Off Road Vehicle Use of City Roads Task Force Recommendations for Bobcaygeon** be received;

That Council approve the following routes through the Village of Bobcaygeon: CR 36 from City Limits to King Street, King Street to Mansfield Road, Mansfield Road to road's end, Sherwood Street to Canal Street, Canal Street to CR 36, William Street from King Street to Canal Street, Main Street from Canal Street to Joseph Street, Joseph Street from Main Street to CR 8, Duke Street from CR 36 to CR 8; and

That this recommendation be forwarded to Council for consideration at the next Regular Council Meeting.

Memorandum Regarding Grove Road Limited Service Agreement

Councillor Elmslie

That the Memorandum from Councillor Elmslie, **regarding Grove Road Limited Service Agreement**, be received;

That Staff continue to provide service on Grove Road, allowing the association to complete additional improvements until September 30, 2021, extending the deadline from June 30, 2021 previously imposed by Council;

That Council acknowledges that the location of hydro poles, an armour stone wall, and bedrock encroach into the minimum width requirement on Grove Road;

That Staff be authorized to execute a Limited Service Agreement in lieu of the deficiencies noted above; and

That this recommendation be forwarded to Council for consideration at the next Regular Council Meeting.

Memorandum Regarding Ditching and Drainage Issue on Stone Gate Road

Councillor Ashmore

That the Memorandum from Councillor Ashmore, **regarding Ditching and Drainage Issue on Stone Gate Road**, be received;

That Staff investigate the drainage issue along Stone Gate Road and report back to Council with their findings by Q3 of 2021; and

That this recommendation be forwarded to Council for consideration at the next Regular Council Meeting.

9.5.

COW2021-07.9.5

527 - 527

Memorandum Regarding Noise By-Law Review

Councillor Seymour-Fagan

That the Memorandum from Councillor Seymour-Fagan, **regarding Noise By-law Review**, be received;

That staff review the noise By-law, being By-Law 2019-124, for inconsistencies and report back in Q4, 2021; and

That this recommendation be forwarded to Council for consideration at the next Regular Council Meeting.

9.6.

COW2021-07.9.6

528 - 529

Memorandum Regarding Larger Setbacks for Refreshment Vehicle Businesses

Councillor Seymour-Fagan

That the Memorandum from Councillor Seymour-Fagan, **regarding Larger Setbacks for Refreshment Vehicle Businesses**, be received;

That the setbacks for Refreshment Vehicle Businesses be increased from one hundred and fifty meters to one kilometer or a distance deemed suitable, from any brick and mortar restaurants;

That By-Law 2016-245, being the current By-law to Regulate to Regulate and Govern Refreshment Vehicles, be reviewed by Staff and that they report back to Council by Q4, 2021; and

That this recommendation be forwarded to Council for consideration at the next Regular Council Meeting.

10.

Adjournment



Request to Speak before Council

Request to Make a Deputation/Presentation to
Council/Committee
City of Kawartha Lakes
City Clerk's Office
26 Francis Street, PO Box 9000
Lindsay, ON K9V 5R8
705-324-9411

Name: *

Richard Fedy

Address: *

17 Huntingwood Cres.

City/Town/Village:

Bobcaygeon

Province: *

Ontario

Postal Code:

K0M 1A0

Telephone: *

Email: *

There can be a maximum of two speakers for each deputation. Please list the name(s) of the individual(s) who will be speaking. The names that are listed here will be included on the Council Meeting Agenda.

Deputant One:

Richard Fedy

Deputant Two:

First Name, Last Name

Please provide details of the matter to which you wish to speak: *

I would like to speak before Council on Tuesday May 18 regarding ORV Task Force recommendations to Council.

Please attach any additional supporting documents you wish to provide and submit with this completed form.

Have you discussed this matter with City Staff?

☐ Yes

☒ No

If yes, Which department and staff member(s) have you spoken to?

What action are you hoping will result from your presentation/deputation? *

I would like Council to vote NO to the Task Force recommendation that the City "Permit operation of ORVs on all roads within the Village of Bobcaygeon (save and except Bolton Street between Canal Street and King Street).

By signing this form you are acknowledging that all of the information you are providing on this form is true, and giving the City permission to collect your personal information for the principal purpose of a request to make a deputation to Committee or Council as outlined below.

Signature:

Richard Fedy

Date:

5/3/2021



The personal information is being collected by the City of Kawartha Lakes for the principal purpose of a request to make a deputation to Committee or Council pursuant to the City's procedural by-law. This information, including all attachments submitted may be circulated to members of Council, staff, the general public and posted on the City website. Questions about the collection of this information should be directed to the City Clerk or Deputy Clerk at 705 324-9411 ext. 1295 or 1322.

Do you agree to the publication of your name and contact information on the City's website and the City Council agenda? *

☒ Yes

☐ No

Please complete this form and return to the City Clerk's Office by submitting it online or:
Fax: 705-324-8110 Email: agendaitems@kawarthalakes.ca



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Request to Make a Deputation/Presentation to
Council/Committee
City of Kawartha Lakes
City Clerk's Office
26 Francis Street, PO Box 9000
Lindsay, ON K9V 5R8
705-324-9411

Name: *

Gordon Ferguson

Address: *

51 Sweetnam Drive

City/Town/Village:

Lindsay

Province: *

Ontario

Postal Code:

K9V0A7

Telephone: *

Email: *

There can be a maximum of two speakers for each deputation. Please list the name(s) of the individual(s) who will be speaking. The names that are listed here will be included on the Council Meeting Agenda.

Deputant One:

Gord Ferguson

Deputant Two:

Karen Ferguson

Please provide details of the matter to which you wish to speak: *

To provide Access to Lindsay roads to travel from the north end of Lindsay to the south end like many other communities for atv's and side-by-sides.

Please attach any additional supporting documents you wish to provide and submit with this completed form.

Have you discussed this matter with City Staff?

☒ Yes

☐ No

If yes, Which department and staff member(s) have you spoken to?

What action are you hoping will result from your presentation/deputation? *

Enlighten those that don't understand how this works for other communities; so why wouldn't it work for us. How r we different.

By signing this form you are acknowledging that all of the information you are providing on this form is true, and giving the City permission to collect your personal information for the principal purpose of a request to make a deputation to Committee or Council as outlined below.

Signature:

Gord Ferguson Karen Ferguso

Date:

5/21/2021



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Council/Committee
City of Kawartha Lakes
City Clerk's Office
26 Francis Street, PO Box 9000
Lindsay, ON K9V 5R8
705-324-9411

Name: *

Robert Jardine

Address: *

8 Princes St. West Box 482

City/Town/Village:

Fenelon Falls

Province: *

Ontario

Postal Code:

K0M 1N0

Telephone: *

Email: *

There can be a maximum of two speakers for each deputation. Please list the name(s) of the individual(s) who will be speaking. The names that are listed here will be included on the Council Meeting Agenda.

Deputant One:

Robert Jardine

Deputant Two:

First Name, Last Name

Please provide details of the matter to which you wish to speak: *

I would like to speak at ORV Task Force portion of Committee of Whole meeting on June 1, 2021

Please attach any additional supporting documents you wish to provide and submit with this completed form.

Have you discussed this matter with City Staff?

☐ Yes

☒ No

If yes, Which department and staff member(s) have you spoken to?

What action are you hoping will result from your presentation/deputation? *

Positive speaker in relationship to ORV Task Force and opening extension in Lindsay and Bobcaygeon.

By signing this form you are acknowledging that all of the information you are providing on this form is true, and giving the City permission to collect your personal information for the principal purpose of a request to make a deputation to Committee or Council as outlined below.

Signature:

Robert Jardine

Date:

5/23/2021



The personal information is being collected by the City of Kawartha Lakes for the principal purpose of a request to make a deputation to Committee or Council pursuant to the City's procedural by-law. This information, including all attachments submitted may be circulated to members of Council, staff, the general public and posted on the City website. Questions about the collection of this information should be directed to the City Clerk or Deputy Clerk at 705 324-9411 ext. 1295 or 1322.

Do you agree to the publication of your name and contact information on the City's website and the City Council agenda? *

☒ Yes

☐ No

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Request to Speak before Council

Request to Make a Deputation/Presentation to
Council/Committee
City of Kawartha Lakes
City Clerk's Office
26 Francis Street, PO Box 9000
Lindsay, ON K9V 5R8
705-324-9411

Name: *

Maggie Upton

Address: *

p.o. box 102

City/Town/Village:

Woodville

Province: *

Ontario

Postal Code:

K0M 2T0

Telephone: *

Email: *

There can be a maximum of two speakers for each deputation. Please list the name(s) of the individual(s) who will be speaking. The names that are listed here will be included on the Council Meeting Agenda.

Deputant One:

Maggie Upton

Deputant Two:

Marina Hodson

Please provide details of the matter to which you wish to speak: *

Following direction we have received from Craig Shanks, and with support from the City of Kawartha Lakes and Haliburton County Poverty Reduction Round Table, the Food Security Working Group of the Kawartha Lakes Food Coalition, and Jamie Anderson, Library Director CEO, we are seeking approval from the Mayor and Council for the placement of a free Little Food Pantry located at the Kirkfield Library, adjacent to the west wall of the building.

Please attach any additional supporting documents you wish to provide and submit with this completed form.

Have you discussed this matter with City Staff?

☒ Yes

☐ No

If yes, Which department and staff member(s) have you spoken to?

What action are you hoping will result from your presentation/deputation? *

Approval to place a Free Little Food Pantry at the Kirkfield Public Library.

By signing this form you are acknowledging that all of the information you are providing on this form is true, and giving the City permission to collect your personal information for the principal purpose of a request to make a deputation to Committee or Council as outlined below.

Signature:

Maggie Upton

Date:

5/17/2021



The personal information is being collected by the City of Kawartha Lakes for the principal purpose of a request to make a deputation to Committee or Council pursuant to the City's procedural by-law. This information, including all attachments submitted may be circulated to members of Council, staff, the general public and posted on the City website. Questions about the collection of this information should be directed to the City Clerk or Deputy Clerk at 705 324-9411 ext. 1295 or 1322.

Do you agree to the publication of your name and contact information on the City's website and the City Council agenda? *

☒ Yes

☐ No

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Poverty Reduction Strategy for the City of Kawartha Lakes and County of Haliburton: Food Security Action Plan

August 2014



County of Haliburton

The June 30, 2012 Poverty Reduction Strategy report for the City and County presented background information and a description of local needs. Based on this report and recognizing the cost of poverty is serious and rising, City and County Councils requested the development of a Poverty Reduction Strategy.

The Poverty Reduction Strategy was developed by the Poverty Reduction Strategy Steering Committee. All action plans are based on findings from extensive community consultations, local research and an assessment of literature on best practices for reducing poverty.

Food Security Action Plan

Why is food security important to our community and all of its residents?

In Kawartha Lakes, 1600–2100 people use food banks on a monthly, 40% of them children.

In the County of Haliburton, 271 households access food banks on a monthly basis, 30% children.

Sources: Kawartha Lakes Food Source and HKPR Health Unit

Food security is defined by the Food and Agriculture Organization of the United Nations as "a condition in which all people, at all times, have physical and economic access to sufficient, safe, and nutritious food to meet their dietary needs and food preferences for an active and healthy life."¹ It is our vision that every person in the City of Kawartha Lakes and the County of Haliburton has access to sufficient and healthy food.

The root cause of individuals and families not having enough food to eat is directly linked to income insecurity². Income insecurity is due to many factors, usually the same factors that lead to poverty: inadequate income, unaffordable housing, unemployment and underemployment, unaffordable childcare and lack of transportation. Theoretically, when these issues are effectively addressed, food security is addressed.

¹ <http://www.ryerson.ca/foodsecurity/definition/>

² http://www.hc-sc.gc.ca/fn-an/surveill/nutrition/commun/income_food_sec-sec_alim-eng.php

Food insecurity is higher in households with low to middle incomes including those who rely on government assistance such as Ontario Works and Ontario Disability Support Program, Old Age Security and Guaranteed Income Supplement.³ A staggering 34% of Canadians 65 and over who live at home are at nutritional risk.⁴ Considering that 23% of Kawartha Lakes and 28% of County of Haliburton residents are over the age of 65, this should signal us to be vigilant in monitoring and addressing food security in the senior population.

Ontario's income gap between the richest and poorest families is now at levels not seen since the Great Depression in the 1930s.... Fifteen per cent of Ontario's children live below the Low Income Measure, according to Statistics Canada.

Source: Falling Behind: Ontario's Backslide into Widening Inequality Growing Poverty and Cuts to Social Program

Families with children are also more likely to experience food insecurity. No child should go hungry, yet some families with children in the City of Kawartha Lakes and the County of Haliburton experience food insecurity as reflected in the number of families with children who access the food banks.

The responsibility for most of the recommendations lies with the City and County as they will determine the extent of action and in most cases co-ordinate action. The specific departments or individuals that may participate will need to be identified through appropriate processes. The shared responsibility of individuals, community agencies and other levels of government in poverty reduction was a common theme through the development of the initial strategy report and this Action Plan and their contributions and support for all initiatives will be equally vital to the success of this plan.

These recommendations are presented to the Councils of the City of Kawartha Lakes and the County of Haliburton as part of the overall Poverty Reduction Strategy.

³ http://www.hc-sc.gc.ca/fn-an/surveill/nutrition/commun/income_food_sec-sec_alim-eng.php#concl

⁴ <http://www.statcan.gc.ca/pub/82-003-x/82-003-x2013003-eng.htm>

Food Security Action Plan Recommendations	Primary role or responsibility?			
	Municipal	Provincial	Federal	Community
1. Advocate to the federal and provincial governments to develop policies and programs that take a comprehensive approach to address poverty and food security including income security, employment, affordable housing, and transportation.	●	●	●	●
2. Incorporate policies related to food systems, healthy eating, community design and the built environment into municipal official plans.	●			
3. Support food security initiatives including community gardens and community/collective kitchens and by waiving or assisting with the rental fees and insurance costs of municipally owned lands and facilities that may be used for food security initiatives by non-profit organizations.	●			●
4. Support innovative community food security initiatives and programs.	●	●	●	●
5. Support the Kawartha Lakes Food Coalition in the implementation of the KL Food Charter and endorse and support the implementation of the Kawartha Lakes Food Action Plan.	●			
6. Develop a food charter and food action plan for the County of Haliburton.	●			●



2012

Poverty Reduction Strategy For City of Kawartha Lakes and the County of Haliburton



County of Haliburton

6/30/2012

Poverty Reduction Strategy, June 2012

This Poverty Reduction Strategy was sponsored by the City of Kawartha Lakes and County of Haliburton. The interpretations in this publication are those of the authors and do not necessarily reflect those of any of the organizations that contributed information or resources to the strategy.

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TABLE OF CONTENTS

EXECUTIVE SUMMARY.....	5
What is the Urgency?	5
Everyone Has a Role	6
BACKGROUND	11
COMMUNITY CONSULTATION PROCESS	13
Community Consultation Results	15
EMPLOYMENT.....	17
TRANSPORTATION	21
CHILD CARE	24
FOOD & BASIC NEEDS.....	26
HOUSING	30
LIVING VS. GETTING BY	33
ACCESSING SERVICES.....	35
Health Care	35
Coordination of Services.....	36
ATTITUDES AND ADVOCACY	38
RECOMMENDATIONS FOR CHANGE	40
Recommendation #1	40
Action Plan	41
Recommendation #2	44
Action Plan	44

LEGACY OF THIS PROJECT	54
The Report	54
The Data	54
The Community Enthusiasm	55
APPENDICES	56

EXECUTIVE SUMMARY

What is the Urgency?

At its most basic, poverty was defined during our community consultations as the inability to meet the basic needs of life (i.e. housing, clothing, and food). The financial challenges of living pay cheque to pay cheque; choosing which bills to pay; and being in overdraft were highlighted. Specific reference was also made to never being able to afford any extras (haircut, school trips, meal out).

Focus Group Quote:

"Poverty is about feeling a sense of hopelessness and constant struggling; not meeting children's needs, losing dignity and feeling judged by the community."

In 1989, the House of Commons passed a resolution to eliminate poverty among Canadian children. At that time, Statistics Canada reported there were 500,000 children in our country living below the poverty line. Despite government and multi-sector commitments on all levels, a decade later the number climbed to 900,000 children living in poverty. Reducing poverty is complex.

More Ontarians than ever are living pay cheque to pay cheque according to a Canadian Payroll Association survey conducted a year ago. In fact, 60% of younger Ontarians (18-34) report living from pay cheque to pay cheque and 40% of Canadians will retire later than they planned.

The City of Kawartha Lakes and Haliburton County councils recognize that the cost of poverty for all of us is serious and rising. Poverty costs individual households between \$2,300 and \$2,900 per year according to the Ontario Association of Food Banks.¹

The Federal and Ontario governments are losing at least \$10.4 billion to \$13.1 billion a year due to poverty (10.8 to 16.6 per cent of the provincial budget).

If child poverty were eliminated, the extra income tax revenues nationally would be between \$3.1 billion and \$3.8 billion, while for Ontario, the additional (federal and provincial) taxes would amount to \$1.3 billion to \$1.6 billion.

¹ The Cost of Poverty. An Analysis of the Economic Cost of Poverty in Ontario, November 2008.

The economic downturn is hurting the health of Canadians. People with lower income and lower education are affected the most. The wellness gap is increasing, the gap between higher and lower income has grown substantially wider in terms of how respondents perceive their health. This year, higher income respondents are 29 percentage points more likely to describe their health as excellent or very good in comparison to lower income respondents. In 2009, the gap between the two groups was 17 points.²

Wellness is a positive state of feeling good and functioning well that enables people to achieve their full potential, enjoy quality of life, and contribute positively to their community.

Canadians were asked whether financial concerns stemming from the economic downturn have led them to take any of several actions adverse to their health. The results show that as a result of financial concerns, those with lower levels of income and education are more prone to engage in adverse health behaviours.

Nationally, one in three Canadians (34%) say that they feel stressed and/or overwhelmed as a result of financial concerns. This number rises to fewer than half (46%) among those who earn less than \$30,000 annually, while it decreases among those who earn more than \$60,000 (30%).

Poverty affects us all and is costing each household up to \$2,900 a year. Working full time at minimum wage does not provide enough income to raise a family out of poverty. Families in the lowest income bracket are living on an average of \$16,100 per year. When we reduce poverty we reduce health and social services costs – a cost saving for taxpayers. We create improved health conditions, increased education outcomes, better job and training opportunities, and increased community engagement which are important for all of us.

Everyone Has a Role

Following a presentation to City of Kawartha Lakes (CKL) Council in the fall of 2010, by the Access to Permanent Housing Committee and the Poverty Coalition, both CKL and County of Haliburton (Haliburton) Councils approved the development of a joint strategy in early 2011. The development of the strategy has been a community project spearheaded by both Councils. “The strength of our community is defined by our weakest link. It is important to support others in need to build a strong community that includes everyone so that we all prosper and succeed,” said Kawartha Lakes Mayor,

² 2012 National Report Card Report, Canadian Medical Association, August 2012.

Ric McGee. Haliburton County Warden, Murray Fearrey stressed the importance of an effective strategy for the County. “Reducing poverty in the County of Haliburton will benefit everyone. This is a great opportunity for our community to increase the quality of life for all our residents.”

Through a consensus of community agencies, the Technology Alliance Group for Kawartha Lakes (TAG) was identified as the lead agency to develop the strategy; and TAG partnered with the John Howard Society of Kawartha Lakes & Haliburton and U-Links Centre for Community Based Research in Haliburton County to undertake the project and form the working group. The working group has conducted research and is delivering this report in collaboration with a steering committee formed for this purpose - a real team approach.

This report is the result of a very unique process. The City of Kawartha Lakes and County of Haliburton are collaborating on the development of the Poverty Reduction Strategy, joining efforts to work on this common issue. The councils requested a grass roots approach; therefore the team conducted a community consultation through:

- Focus groups of service providers and their clients were hosted in both Haliburton and the City of Kawartha Lakes;
- An extensive, in-depth survey based on focus group input was developed by U-Links Centre for Community Based Research and conducted on line. Service providers completed the survey with their own insights and also assisted clients with their responses;
- A targeted survey was implemented to ensure that the voices of people living below the poverty line were included;
- A local collaborative forum – “Poverty to Possibilities” – was held in Haliburton which brought community-wide social services agencies together to learn the work of others, while sharing information and best practices; and
- Academic research was conducted to inform the work as it proceeded and to inform the development of the poverty reduction strategy.

(Refer to Appendix 1: Bringing the Community Together)



Quotation posted at the Poverty Forum: a poignant reminder of homelessness in our communities.

Our community clearly has a vision of being a place where people can overcome adversity and reach their full potential. We advocate for a community of economic prosperity with all citizens able to reach their full potential. A community approach was adopted and considerable community consultations were conducted; however, the team feels that this report needs to be a living document, representing a preliminary step in the process. Reducing poverty is a complex task affected by many factors which have been identified as themes in this report. People experience poverty for a variety of reasons, and the solutions are just as varied. This report creates a foundation of information and demonstrates that bringing sectors together to act locally and collaboratively is an effective way to identify concrete actions to reduce poverty locally. It is an initial step in a collaborative effort to bring a high profile to poverty reduction in our communities and take concrete actions at the municipal and community levels.

The Poverty to Possibilities Forum was a dynamic event bringing together social service providers from both communities. The participants provided a loud and clear message that they are ready to aggressively work on the common issues related to poverty.

Key factors were immediately identified:

- ★ There is a human cost to poverty;
- ★ There is a financial gain when we reduce poverty;
- ★ Lessons can be learned from other communities;
- ★ Successful outcomes will happen because we recognize that poverty puts people at risk for good health, reduces educational opportunities, creates housing crisis and other similar challenges;
- ★ Citizen involvement is key to help define the impact for individuals and for the respective communities;
- ★ The pathway cannot be singular, insular nor self-serving by partners or communities;
- ★ Although we all want to rush to solutions, finding the right place to begin the work is complex and complicated.

The information collected for this report, and future consultations, will inform future action, but action has to be started now.

Recommendation #1- Establish a Community Driven Group (CDG) to oversee implementation of strategies over the long term.

The role of this group will include evaluation, research, advocacy and awareness.

The following characteristics of the CDG were generated from the community consultation and the forum:

CDG Operating Principles

- Give a voice to poverty
- All people have choice
- Work collaboratively on solutions
- Put ourselves out of business

CDG Areas of Focus

- Increase awareness about the impact and cost of poverty in Haliburton-CKL
- Advocate with community partners and all levels of government for solutions
- Enhance employment access and supports
- Increase access to nutritious and affordable food
- Increase access to affordable and stable accommodation
- Ensure broad community ownership of future strategies
- Look for local talent – explore opportunities to combine services
- Focus on neighbourhoods and smaller communities as a place for change
- Use awareness and advocacy strategies to change perceptions and systems

Never doubt that a small group of thoughtful committed citizens can change the world; indeed, it's the only thing that ever has. – Margaret Mead.

Recommendation #2 – Establish theme-based working groups (i.e. Employment, Housing, Food, etc.).

The CDG needs to determine which themes are priorities and establish corresponding sub-committees (theme groups) to work on those priorities. Theme groups within the community driven group (CDG) engage people based on their areas of interest and expertise; however, it is extremely important to maintain contact with the larger group to benefit from the birds-eye view of the overall effort to reduce poverty. Organizations and individuals interested in each theme were identified at the Poverty to Possibilities Forum. This is a good starting point for establishing theme working group membership. A list of additional people was also established at the Forum and should be consulted to ensure that all sectors are represented (Agriculture, Arts & Culture, Business, Education, Government, Health, Law Enforcement, People with Lived Experience, Religion, Service Providers & Sports & Recreation).

Theme groups of the CDG could inventory local programs and specifically look for ways to avoid overlap and enhance access. In fact, coordinating groups already exist in many areas. The local program inventory has been initiated through this report and published on the poverty website: <http://poverty2possibilities.ca/>. Specific actions generated from information gathered through the community consultation have been suggested as starting points for these theme groups.

BACKGROUND

In Ontario in 2008, the provincial government initiated development of a provincial poverty reduction strategy. Many communities followed suit, creating strategies to address their communities' needs. How do we in the City of Kawartha Lakes (CKL) and the County of Haliburton (Haliburton) bring this to life in our communities, given their unique demographics and geography?

So many in our communities are able to work if they choose to, go home to a warm, safe house, eat a variety of healthy food, drive in a safe vehicle, access a range of health care options, pay for medication, put a child in a recreation or other programs, and make other life choices. They are indeed fortunate. So how can we help ensure that everyone in the county has those same basic necessities?

These are the local facts in CKL and Haliburton:

- Working full-time at minimum wage does not provide enough income to raise a family above the poverty line.
- The unemployment rate increased from 8.7 per cent in May 2010 to 9.3 per cent in May 2011. This was the second highest unemployment rate among all 11 economic regions in Ontario.
- Families in the lowest income bracket are living on an average income of \$16,100 per year.
- 12.1 per cent of children aged 17 years and under live in low-income families.
- Low-income families have poorer health, more emergency room visits and live shorter lives.
- One in six people needing dental treatment avoid going to the dentist because of cost.
- Between September 2007 and September 2008, Lindsay saw a 39.3 per cent increase in the number of people using food banks. This was the third highest increase in all of Ontario.
- Families on social assistance spend at least 60% of their income on non-subsidized housing and utilities, twice the amount for shelter recommended by the Canada Mortgage and Housing Corporation. This leaves very little for other basics such as food, clothing, transportation and personal care items.
- The average cost for a licensed, non-subsidized daycare for a two-and-a-half to four-year old is \$31 per day, or \$620 per month.
- Many families are working non-standard hours and require more flexible childcare.
- Individuals in our community struggle every day to make ends meet.

(HKPR Health Unit, 2011 Rethink Poverty: Change Minds)

In 2011, inspired by a presentation by the Kawartha Lakes Access to Permanent Housing Committee and the Poverty Coalition, the City of Kawartha Lakes and the County of Haliburton councils resolved to partner to develop a poverty reduction strategy.

The Technology Alliance Group for Kawartha Lakes (TAG) was identified as the lead agency to develop and draft the poverty reduction strategy. TAG partnered with the John Howard Society of Kawartha Lakes & Haliburton (JHSLH) and the U-Links Centre for Community Based Research (U-Links) in Haliburton County.

The goals of the poverty reduction strategy are to:

- Clearly identify the impact of poverty in the municipalities;
- Define how poverty can be measured to evaluate the impact of changes, programs etc.;
- Identify clearly defined goals and objectives;
- Include an Action Plan to identify specific recommendations;
- Be inclusive of all sectors and populations in both municipalities.

This report to the councils of the City of Kawartha Lakes and County of Haliburton outlines:

1. The work-to-date pursuant to Resolution CR2010-1359;
2. Initial findings, categorized by identified themes; and
3. Elements for change: actions for developing and implementing a comprehensive and impactful strategy to reduce poverty in our communities.

Over the last year, we have realized that there is a lot to do, a lot going on. The community conversations and actions need to continue in order to make a difference in the lives of people experiencing poverty in our communities. This report is a living document that will need to change and respond to the reality of life in our communities over time. It will not provide all the answers to reducing poverty but identifies some steps in the right direction.

COMMUNITY CONSULTATION PROCESS

Engaging the community to provide solutions to poverty was a priority of the councils; therefore the following methodology was implemented:

- Focus groups of service providers and their clients were hosted in both Haliburton and the City of Kawartha Lakes;
- An extensive, in-depth survey based on focus group input was developed by U-Links Centre for Community Based Research and conducted on line. Service providers completed the survey with their own insights and also assisted clients with their responses;
- A targeted survey was implemented to ensure that the voices of people living below the poverty line were included;
- A local collaborative forum – “Poverty to Possibilities” – was held in Haliburton which brought community-wide social services agencies together to learn the work of others, while sharing information and best practices; and
- Academic research was conducted to inform the work as it proceeded and to inform the development of the poverty reduction strategy.

(Refer to Appendix 1: Bringing the Community Together)

The focus groups involved 96 clients and 77 service providers, with a total of 173 people. From CKL participants were made up of 42 service providers and 66 clients. In Haliburton there were 35 service providers and 44 clients.

(Refer to Appendix 2: Focus Group Report)

The in-depth survey was available on-line or in printed format and was completed by front-line agency workers, either from a personal perspective or as information input from their clients. Completed surveys totalled 391. Fifty-two percent (52%) of respondents had never experienced poverty while 17% were currently living in poverty and 15% identified experiencing poverty in the last 5 years. Sixty-four percent (64%) were employed full time, with the majority working in health care, education, or administration. Approximately 70% were between the ages of 35 and 64. Overall, this survey solicited responses from the social service sector in both communities but engaged a smaller sampling of people living in poverty.

(Refer to Appendix 3: In-Depth Survey Questions, and Appendix 4: In-Depth Survey Report)

The targeted survey collected 434 responses from clients living below the poverty line: 327 from CKL and 107 from Haliburton. In CKL, 79% of responses were from people living in Lindsay, which reflects the efforts of the service providers in that area. Five percent (5%) were from Fenelon Falls and 3% from Little Britain, with other communities at 2% or less. In Haliburton, there was representation from all four municipalities, although Algonquin Highlands is underrepresented. Dysart et al made up 40%,

Minden Hills 26%, Algonquin Highlands at 4% and Highlands East 30%. There was a fairly even age distribution in both areas.

(Refer to Appendix 5: Targeted Survey Questions and Appendix 6: Targeted Survey Report)

The Poverty to Possibilities forum occurred on June 19 & 20, 2012. This event was a catalyst for the implementation of coordinated poverty reduction work in our communities. Information gathered at this event is included in the appendices.

(Refer to: Appendix 7: Forum Backgrounder)



CKL Councillor, Doug Elmslie addressing Poverty Forum.

Community Consultation Results

The community consultations provided unique insight into what poverty looks like in the City of Kawartha Lakes and Haliburton County.

During the focus groups with local service providers and clients, poverty was defined, at its most basic, as the inability to meet the basic needs of life, including housing, clothing, and food. The financial challenges and stress of living “pay check to pay check” and prioritizing which bills to pay was also mentioned as defining realities of living in poverty. Reference was made to the inability to afford what service providers and clients identified as “life’s extras”: haircuts, school trips and meals out. The focus group participants also described poverty, from their individual experiences, as a personal sense of hopelessness and constant struggle; not meeting their children’s needs, losing their dignity, and feeling judged by members of the community. In this way, the results of the focus groups indicate that poverty is about individual circumstances, the services available to help people, and attitudes in the community. (Refer to Appendix 2: Focus Group Report)

Poverty reduction efforts across Canada highlight the interconnectedness of the issues facing those experiencing poverty.^{3, 4, 5} While at the program level many of these themes are tackled separately, their interdependence points to the need for coordinated community efforts. The establishment of community roundtables is one major strategy aimed at addressing this.⁶ In a time where social services cuts are increasing, it is also important to consider the sustainability of volunteer-driven efforts and the not-for-profit sector. These three topics provide a lens for thinking about actions and priorities later in the report:

1. Interconnectedness of the issues;
2. Coordination of community efforts;
3. Addressing sustainability of individuals and organizations.

Through the focus groups, recurring, specific themes were identified around which efforts to reduce poverty could best be actualized. These themes became the foundation for both the in-depth and targeted surveys and the expert-lead forum: Employment, Transportation, Child Care, Food, Housing, Living vs. Getting By, Accessing Services, and Attitudes/Advocacy. This section highlights the results from each theme and lists organizations in our communities that are working in the theme area already (Lists are not exhaustive). Suggestions provided through the surveys are organized by short-term relief, capacity building, and systems change.⁷

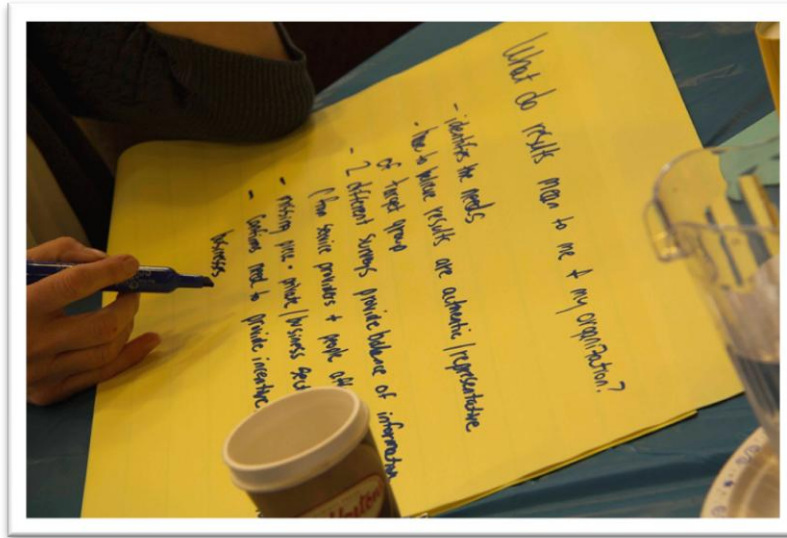
³ Final Report of the Standing Senate Committee on Agriculture and Forestry, 2008.

⁴ HKPR Health Unit, 2008, 2011.

⁵ Graham, S; Atkey, J; Reeves, C; & Goldberg, M., 2009.

⁶ Poverty Reduction Strategies: Hamilton, Kingston, Windsor, Northumberland, etc.

⁷ Food Security Projects, 2005.



Participants brainstorming at Poverty Forum

EMPLOYMENT

Gainful employment for everyone was identified as key to reducing poverty. An adequate income provided through good-paying work is needed for food, housing, clothing, and other goods and services. Income has been identified by Health Canada as the single most important determinant of health.⁸ People with low-paying jobs, unstable jobs, insufficient hours of work, and those who rely on government sources for income, such as Ontario Works, and Old Age Security, are more likely to have a lower income.⁹

In both Haliburton and CKL, compared with the rest of Ontario, incomes are lower, unemployment is higher, and government transfers make up a larger percentage of income.

Median after-tax income:¹⁰

	Haliburton	CKL	Ontario
Household with parents and children	\$57,559	\$66,596	\$74,095
One person household	\$20,762	\$22, 705	\$26,473

Income from government transfers in Ontario is 9.8%. However, in Haliburton County it is 19.7% and 14.1% in the City of Kawartha Lakes. The City of Kawartha Lakes and County of Haliburton have a population of seniors who are living on Old Age Security; and seasonal work in the area results in income fluctuations for residents relying on Ontario Works. This means that more people in our communities are living on fixed incomes with limited opportunity to augment their income.

Unemployment was reported in the 2006 census as: 7.5% in Haliburton, 6.2% in CKL, and 6.4% in Ontario.¹¹ More recently, our region (including Muskoka and Northumberland) was identified as having the second highest unemployment rate among all 11 economic regions in Ontario.¹²

⁸ HKPR Health Unit, 2003.

⁹ SDOH in Haliburton County: A Report Card, 2010.

¹⁰ Statistics Canada, 2007.

¹¹ Statistics Canada, 2007.

¹² HKPR, 2011.

Targeted survey respondents are primarily working in retail, construction, and in professional settings (for example; bookkeeper, client support worker, secretary). Those who are unemployed identified the following top three sectors as ones they would like to work in: Retail (23%), Accommodation and food services (21%), Health care and social services (28%).¹³ These sectors could present opportunities for job creation.

Through the consultation process, strategies to combat barriers to employment were identified as needing to increase:

- Providing access to transportation;
- Providing opportunities for job training;
- Providing access to affordable, flexible child care;
- Increasing the number of larger businesses in our area;
- Offering employer incentive programs; and
- Providing self-employment programs.

Service providers also commented on the level of education as it relates to job skills and the lack of apprentice opportunities locally.

The Innovative Employment Approaches and Programs for Low-Income Families report¹⁴ suggests four areas for innovation:

1. Service-focused employment preparation: combining employment with other services to address job readiness and barriers to employment;
2. Employment based Experience: subsidized employment that includes training, support, and supervision;
3. Skills Development – employer based that includes funding (wage top up) as incentive for businesses to participate; and
4. Income and Work supports.

While attracting a larger employer is a solution put forward in both the focus groups and the surveys, economic development efforts need to consider both the amount and the type of employment as they

¹³ In-depth Survey.

¹⁴ Innovative Employment Approaches and Programs for Low-Income Families, Martinson & Holcomb, 2007.

make decisions about where to focus their efforts. The need to consider what is a fair living wage was also raised in the context of working people who are struggling to make ends meet.¹⁵

Building capacity through strengthening our labour force was a theme that emerged through the community consultation. The need for more educational opportunities offered locally was expressed by service providers.¹⁶ Establishing/enhancing self-employment assistance programs (i.e. Self-Employment Benefits Program (SEB)¹⁷), training/apprenticeship programs, and local employer incentive programs are all suggestions that were identified in the surveys.^{18, 19} Apprenticeships in the trades and hospitality were seen as the most beneficial for our region.²⁰ All of these options need to consider the barriers to employment identified through the community consultation including childcare and transportation.

Thinking about employment and income at the systems change level will require additional community consultation. This study did not engage the business community or economic development departments. The development of an employment strategy for the region, or by county, identifying appropriate industries for year-round jobs, extending the season, and policies for hiring locally are all important next steps at the local level. Systems change for those who require income assistance is another area of focus. For example, in the Waterloo Region, the Employment and Income Support Community Advisory Committee (EISCAC) reports to the Community Services Committee and is composed of members representing the community and key stakeholders, including social assistance recipients (both Ontario Works and the Ontario Disability Support Program). The Committee provides advice on employment and income support programs delivered by Social Services for the betterment of services to the residents of the Region of Waterloo.²¹ This community consultation identified the need to address the disincentives to working while on Ontario Works and the ODSP.²²

Groups in Our Communities

- City of Kawartha Lakes
- Community Legal Clinic
- Community Living - Job Quest
- Community Living Kawartha Lakes
- County of Haliburton
- Fleming College

¹⁵ Community Consultation.

¹⁶ Focus Groups.

¹⁷ Link to SEB: <http://www.jobskills.org/seb/>

¹⁸ Targeted Survey.

¹⁹ In-depth Survey.

²⁰ In-depth survey.

²¹ Rod Sutherland, Email Communication.

²² Focus Groups.

- Haliburton County Development Corporation
- Kawartha Lakes Community Futures Development Corporation
- SIRCH Community Services
- United Way for the City of Kawartha Lakes
- VCCS Career Services

TRANSPORTATION

Issues of transportation are perennial in rural areas. The specifics vary between Haliburton and CKL as public transportation exists in Lindsay. Information about recent rural transit efforts in CKL can be found at <http://www.city.kawarthalakes.on.ca/residents/transportation/rural-transit-routes>. In Haliburton, there have been several research studies looking at various options.^{23, 24, 25, 26, 27} These projects have been coordinated through the Rural Transportation Options Committee, which is a committee of Environment Haliburton. This group is working on pulling information together during the fall of 2012.

The main issues are affordability of existing public transportation and the need for options to be developed beyond public transportation systems. All models of public transportation have high levels of subsidy, whether they are urban or rural. In rural areas, the following strategies for providing transportation should be considered:^{28, 29}

- Partnering in rural areas
- Central “booking” point for a variety of transportation services (health appointments, travel to work, car/ride sharing)
- Ride Sharing
- Car Sharing
- Active Transportation
- Public seats on the school bus

Transportation is a key issue and relates to employability and access to child care, food, health services, and social programs. It is the one issue that arose in every theme related to poverty reduction, whether it is about access to health care, a way to get to work, or taking advantage of child care and recreation opportunities; transportation was identified as one of the top concerns.³⁰ According to the Air Pollution

²³ Kirkbride, 2010.

²⁴ Cathcart, 2011.

²⁵ Naylor, 2012.

²⁶ Nguyen, 2012.

²⁷ Loucks, 2012.

²⁸ Kirkbride, 2010.

²⁹ Transport Canada, 2006.

³⁰ Community Consultation.

Coalition of Ontario (2006), the expenditures for household transportation increase by 17-22% in low-density areas like rural CKL and Haliburton. It is also an issue that touches every age group, particularly the seniors' population.^{31, 32} Service providers identified transportation as a significant barrier as well.^{33, 34} The main issues are affordability of existing public transportation and developing options for transportation needs that are not served by public systems. It is a standalone issue that touches all other themes included in this report.

In 2006, more than 90% of the employed population in CKL and Haliburton drove a motorized vehicle to get to work.³⁵ A program for supporting car repair and insurance costs would serve a need for those working in low-paying jobs.³⁶ Organizations with vehicles can look at how to stretch their mandates to increase use of their vehicles.³⁷

Creating more capacity to provide transportation in our communities can come in many forms. Exploring the option of utilizing school buses has been successful in other areas³⁸ and could utilize existing routes.³⁹ Ride sharing and car sharing are not new ideas and have been implemented successfully in many other communities.^{40, 41, 42} Supporting the coordination of a ride-sharing program and publicizing the concept of car sharing is a viable option in a rural setting. The Communities in Action Committee (Haliburton) has explored many strategies which would increase infrastructure to support rural active transportation in parts of our communities where it is feasible. Reports are accessible through their website at <http://www.haliburtoncooperative.on.ca/CIA/our-projects>.

At the systemic level, there will always be challenges associated with the cost of transportation in rural areas. Increasing transportation subsidies for those in need could arguably contribute to alleviating barriers to employment and other services. Coordinating and advocating for funding for transportation

³¹ Steffler, N. & Kaldewat, L., n.d.

³² Hunt, B. & Fletcher, A., 2010.

³³ Focus groups.

³⁴ SDOH in Haliburton Report Card, 2010.

³⁵ Statistics Canada.

³⁶ Targeted Survey.

³⁷ Forum Discussion.

³⁸ TransporAction. <http://www.mrcpontiac.qc.ca/en/community/community.htm>.

³⁹ Forum Discussion.

⁴⁰ Kirkbride, 2010.

⁴¹ Transport Canada, 2006.

⁴² Loucks, 2012.

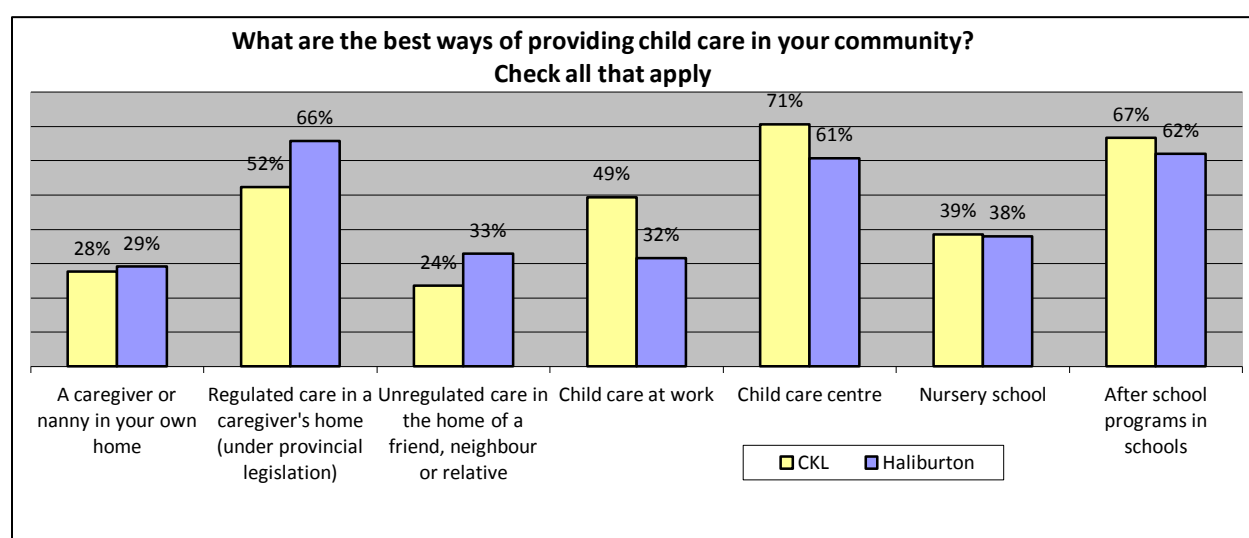
connected to all social service programs in our community could maximize existing resources and contribute to the better coordination of services.

Groups in Our Communities

- CKL Transit Advisory Committee
- Communities in Action Committee – Haliburton
- Community Care – highlighting the role of volunteers
- Community Legal Clinic
- Community Living Kawartha Lakes
- Kawartha Haliburton Children’s Aid Society
- Kawartha Lakes Accessibility Advisory Committee
- Rural Transportation Options – Haliburton
- Taxi Companies
- United Way for the City of Kawartha Lakes
- Volunteer drivers attached to various organizations
(Community Care, SIRCH, Point in Time, Cancer Society, etc.)

CHILD CARE

Affordability of child care was identified as a concern in both areas. Flexible hours and after-hours services are also important considerations for those who are working outside the 9-5 work day. Future research on the relationship between employment and access to child care would be instructive in terms of what types of programming to promote (i.e. support for stay-at-home parents or child care in the workplace). There is currently a review of the child care system going on provincially to modernize the system (<http://news.ontario.ca/edu/en/2012/06/making-child-care-work-for-families.html>), which is due for completion in 2013. Provincial licensing standards are also accessible through the Ministry of Education for both private home and child care centres (<http://www.edu.gov.on.ca/childcare/licensingstandards.html>).



Immediate relief efforts should focus on increasing affordable after-hours child care options. Existing programs can also work to include child care as part of their offerings, where this is not already in place. This was mentioned particularly in relation to access to recreation programs.⁴³

Increasing our local capacity by providing babysitting and ECE courses locally is another suggestion that came from the community consultation. This could be connected to school-based programs.⁴⁴ Additional research should be completed focusing on parent-led co-op models and how to encourage in-home licensing.

Systems change may come from the provincial review. Suggestions included: tax incentives for stay-at-home parents; extending OW child care benefit when back to work; and increased subsidies for existing child care options.⁴⁵

⁴³ Community Consultation.

⁴⁴ Targeted Survey.

⁴⁵ Community Consultation.

Groups in Our Communities

- Boys and Girls Clubs of Kawartha Lakes
- Ontario Early Years Centres
(Licensed child care in Minden, as well as some on-site support for OEYC programs)
- Point in Time
- SIRCH
(Child care and children's programming in relation to some group programs)

FOOD & BASIC NEEDS

Access to food in general and access to healthy food more specifically came out in the focus groups and both surveys. There were several concerns about how to access existing food banks and the stigma that accompanies using this resource.

Food security is: “when all people, at all times, have physical and economic access to sufficient, safe and nutritious food to meet their dietary needs and food preferences for an active and healthy life”.⁴⁶ Food security was identified in the focus groups as an issue for people experiencing poverty.

In the HKPR Health Unit District, 13.5% of households experience food insecurity.⁴⁷ Less than half the people living below the low income cut-off are able to eat adequate, healthy food all the time.⁴⁸ The use of local food banks is on the rise in our area. The Minden food bank reported an increase of 17.5%, with a total of 213 registered families, including 368 adults, 181 children and 20 seniors in July 2012.⁴⁹ The Food Source in Lindsay reported serving 2200-2500 people per month.⁵⁰ Meals on Wheels programs through Community Care Haliburton saw a 6% increase in 2010⁵¹, which indicates a higher level of need in the senior population.

Healthy options including affordable, fresh food were a major priority when identifying improvements to food banks.⁵² Programs to increase this access and the ability to create meals were identified as ways to continue to improve (i.e. community gardens, community kitchens). Initiatives within our communities and outside continue to create best practices.^{53, 54, 55} Several initiatives out of the United States are tackling these same concerns. Although both of our communities are already active in this area, creative ideas like Green Carts in New York⁵⁶ and the Healthy Corner Store⁵⁷ initiative may be adapted for more rural areas like CKL and Haliburton.

⁴⁶ Food and Agriculture Organization 1996 as cited in McQuaig, 2012.

⁴⁷ SDOH for Haliburton County, 2010.

⁴⁸ Targeted Survey.

⁴⁹ Minden Food Bank Statistics.

⁵⁰ Mary-Lou Mills, Personal Communication.

⁵¹ Rosie Kadwell, Personal Communication.

⁵² Community Consultation.

⁵³ Link to: www.foodshare.net.

⁵⁴ Lowett, 2001.

⁵⁵ McQuaig, 2012.

⁵⁶ Link to: http://www.nyc.gov/html/doh/html/cdp/cdp_pan_green_carts.shtml.

⁵⁷ Link to: <http://www.healthycornerstores.org/>.

Immediate relief for food security translates into the continuation and improvement of food bank services and programs like the Good Food Box and Meals on Wheels.^{58, 59} The continued development of community gardens, with consideration for transportation challenges, was supported by 77% of the respondents.

Capacity-building solutions identified through the community consultation were primarily suggested by service providers. Community kitchens, backyard gardening, and school-based programs rated highest for programs that could improve our local situation. At the recent regional local food business retention and expansion presentation, which included CKL, several opportunities for the expansion of local food were reviewed from a business perspective. They identify the need for additional skilled labour in the local food sector.⁶⁰ Clearly there is opportunity to develop our community's skills in growing and processing our own food.

On the systems change level, the People's Food Policy (2011) sets out priorities for rural and remote communities:

- Community-based knowledge exchange networks
- Infrastructure and support for research and post-secondary training
- National food/land protection system
- Flexible approaches to inspection and processing
- Food as a priority for small business development and employment training
- Regional trade networks

Groups in Our Communities

- City of Kawartha Lakes Economic Development Office⁶¹
- CKL Family Health Team
- Community Care Haliburton County
- Community Living Kawartha Lakes
- Farmer's Market, Haliburton County
- Food For Kids - Haliburton County's Student Nutrition Program
- Foodnet:
 - Cardiff Community Food Bank,
 - Community Care Haliburton County (Meals on Wheels),
 - Fleming College,
 - Good Food Box – Haliburton and District Lion Club,
 - Haliburton 4Cs Food Bank & Lily Ann,
 - Haliburton County Community Garden Network,

⁵⁸ McQuaig, 2012.

⁵⁹ Community Consultation.

⁶⁰ Regional Local Food Business Retention and Expansion, 2012.

⁶¹ City of Kawartha Lakes Food Charter.

- Haliburton Highlands Family Health Team,
- Haliburton Kawartha Pine Ridge District Health Unit,
- John Howard Society of Kawartha Lakes and Haliburton,
- JTs Food Crusade,
- Minden Food Bank,
- Ontario Early Years Centres,
- Point In Time Centre for Children Youth and Parents,
- SIRCH Community Services & Consulting (community kitchens, farm tours/food workshops, free food supplements to pregnant/breastfeeding women),
- Social Services Kawartha Lakes & Haliburton County,
- Wilberforce Word of Life Food Bank.
- Harvest Haliburton
- HKPR District Health Unit⁶²
- Individual Farmers
- Kawartha Conservation
- Kawartha Field Naturalists
- Kawartha Haliburton Children's Aid Society
- Kawartha Lakes Accessibility Advisory Committee
- Kawartha Lakes Food Source:
 - Adult & Alternative Education Centre,
 - Adult Protective Services,
 - Canadian Mental Health Association,
 - Central Food Cupboard,
 - CKL Social Services,
 - Coboconk Food Bank,
 - Dream Centre,
 - Dunsford Food Bank,
 - Fenelon Falls Salvation Army,
 - HKP District Health Unit – Food Skills programs,
 - Kawartha Lakes Reach for Recovery,
 - Little Britain/Mariposa Food Bank,
 - Omemee Food Bank,
 - Sir Sandford Fleming Food Cupboard,
 - Women's Resources,
 - Woodville Christian Foodbank.
- Ontario Federation of Agriculture
- Ontario Ministry of Agriculture, Food and Rural Affairs
- Toward Balance Support Network
- United Way for the City of Kawartha Lakes
- Victoria Stewardship Council

⁶² Food For All in City of Kawartha Lakes, 2012 (HKPR Health Unit)
http://www.hkpr.on.ca/Portals/0/PDF%20Files%20-%20Lifestyles/Food4All_CKL2.pdf.

“Get local grocery stores agree to exchange products it carries, but that aren’t useful/healthy for a food bank donation (i.e. canned smoked oysters could be exchanged for soup)”
(Targeted Survey)

“Give the poor enough money to buy their own food – food banks provide food that is expensively packaged and high in trans fat like KD – it’s a waste of money that should go directly to the poor”
(In-Depth Survey)

“There is a program in the us that allows food stamps to be redeemed at farmers markets; there should be some way to subsidize the poor’s use of farmers markets, CSAs etc”
(Targeted Survey)

“Delivery of food to those rurally who don’t have vehicle access”
(Targeted Survey)

HOUSING

In 2010, the Conference Board of Canada estimated that 20% of Canadian households have trouble finding the money to live in their homes because of a lack of affordable housing. This lack of affordability leads individuals to make sacrifices in other areas which reduces health, productivity, competitiveness – and thereby the tax base – while increasing the costs of municipal transportation, health care, and welfare. As defined by the Canadian Mortgage and Housing Corporation, “Affordable housing” is housing that costs less than 30% of before-tax household income. Shelter costs include rent and any payments for electricity, fuel, water and other municipal services, as well as mortgage payments (principal and interest), property taxes, and any condominium fees, along with payments for electricity, fuel, water and other municipal services.

Housing was identified by service providers and clients as a major issue in both geographic areas. In the on-line survey, 92% of Haliburton respondents and 79% of CKL respondents indicated that there was a need for more affordable housing. In the same survey, 75% of respondents who have never experienced poverty, and 84% of respondents who are currently experiencing poverty, see the need.

Coupled with transportation concerns and responsibility being shifted to lower-tier government, the challenge of rural housing continues to grow. Regarding the availability of affordable housing, the following Service Level Standards are established in Ontario for CKL and Haliburton:

- The City must maintain a minimum of 871 Rent Geared to Income (RGI) housing units across its service area. Of these:
 - 522 must be for “High Need” households (households with incomes at or below levels set by regulation).
 - 32 must be physically modified to provide suitable housing for physically disabled persons.
- Of 941 social housing units in the service area, 264 are owned and operated by six Not-for-Profit Housing Projects (NPHPs) and 677 by the Kawartha Lakes Haliburton Housing Corporation (KLHHC). Units not used for RGI housing are rented at market rates.
- Rent Supplement Program agreements are maintained with private landlords to provide RGI housing to 128 households.⁶³

At the end of 2011, there were 531 applicant households on the waiting list for affordable housing in CKL and Haliburton: 154 seniors, 105 families, and 272 couples/singles. Average wait times are 2-5 years.⁶⁴

⁶³ Link to: http://www.city.kawarthalakes.on.ca/city-hall/departments/budget-and-financial-planning/2012-budget-documents/2012_Adopted_Operating_Budget.pdf.

⁶⁴ Health and Social Services Activity Report - Fourth Quarter 2011.

Affordable housing is on the minds of the residents of CKL and Haliburton. As part of the Province's Long-Term Affordable Housing Strategy, the City (as Housing Service Manager) will be completing a Ten Year Housing and Homelessness Plan for implementation by January 1, 2014.⁶⁵ Haliburton County is currently working on completing a housing study to quantify the types of existing dwellings to enable planning that will address the needs of all community members.

Local research indicates that there is recognition that the cost of housing is high and more affordable units are required in both communities. In the community consultation, 25% of the respondents of Haliburton County and 17% of those from the City of Kawartha Lakes described their housing as unaffordable. Approximately 10% of respondents from both communities identified that they are living in unsafe or unhealthy housing. Subsidized housing was seen as the best option (71%), with townhouses as the second preference (43%).

Creating new housing does not paint the whole picture for our community. A total of 80% of respondents states that new windows and insulation are priorities for home improvements and that the cost of heat and hydro is an increasing concern. Immediate relief for housing can focus on immediate opportunities to improve the existing housing stock. Creating programs that increase free or price-reduced, energy-efficient materials, including caulking, weather-stripping, and window plastic would respond to many of the suggestions gathered through the community consultation. Additional assistance for home owners to receive subsidies, upon application, to perform home repairs would also help. (Examples: Neighbourhood Housing Assistance⁶⁶ and Community Neighborhood Housing Services⁶⁷. Home repair/renovation may be a way to create opportunities for job experience as well.

Housing can be more than just a roof over your head. Housing development offers an opportunity for built-in community support. This can be facilitated by design as in Co-operative and Shared Housing models⁶⁸ or through partnership with service providers as in the case of assisted living arrangements. Having supports in place to offer physical care, life skills training, and/or connections with the community are an essential part of successful housing development, particularly for people experiencing poverty. Neighbourhood integration, both physically and through linking with community resources, can be a focus for housing development. Some of the largest housing corporations support multiple houses scattered across cities or regions, rather than one or two buildings with multiple units.⁶⁹ Consultation with landlords about the issues they face and how the community can help create successful tenancy would be a valuable voice around the table.

Systemic change for housing can happen at the local level by examining local bylaws to enable/encourage shared accommodation opportunities (in-law suites). Some areas in British Columbia⁷⁰ have instituted levy systems so that those who are benefitting from housing development

⁶⁵ Link to: <http://www.mah.gov.on.ca/Page9184.aspx>.

⁶⁶ Link to: <http://www.gov.mb.ca/housing/neighbourhoods/programs/nha.html>

⁶⁷ Link to: <http://www.communitynhs.org/>

⁶⁸ Link to: <http://www.cohousing.ca/>

⁶⁹ Link to: <http://www.nptbdc.org/article/portfolio-128.asp>

⁷⁰ Link to: <http://www.whistlerhousing.ca/>

for more affluent populations are also contributing to the creation of affordable options. A complete and continuous review of the financially-assisted housing infrastructure and an assessment of required repairs and retrofitting are complex and necessary tasks.

Groups in Our Communities

- A Place Called Home
- Aging Well Committee
- CKL Family Health Team
- Community Care Haliburton County
- Community Care Village Housing
- Community Legal Clinic
- Community Living Kawartha Lakes
- Fenelon and Area Independent Living Association
- Haliburton Community Housing Corporation
- John Howard Society of Haliburton
- John Howard Society of Kawartha Lakes and Haliburton
- Kawartha Haliburton Children's Aid Society
- Kawartha Lakes – Haliburton Housing Corporation
- Kawartha Lakes Accessibility Advisory Committee
- Kawartha Lakes Mental Health Service
- Kawartha Participation Units
- Market Square Apartments – CMHA
- Monmouth Township Non-Profit Housing Corporation
- Neighbourhood Housing in Lindsay
- Places for People Haliburton County
- SIRCH Community Services
- Staunworth Non Profit Housing Corporation
- United Way for the City of Kawartha Lakes
- Village Housing – Community Care

LIVING VS. GETTING BY

Quality of life was another theme that emerges over and over again in discussions about poverty.⁷¹ As one focus group participant said, “It is about the Bread and the Roses”. These issues were consistent themes throughout the community consultation. This topic is linked closely with the next section on accessing social services with regards to the restrictions associated with being on government assistance and challenging the definition of what is a luxury (phone, internet, pets, etc.).

Addressing the issue of quality of life is complex, requiring a more holistic approach to issues to poverty. Considering quality of life requires programming to look beyond the basic needs that are not being met and consider the other elements of life. Neighbourhood improvement models are one way to address this theme. Neighborhood Houses are small, local, neighborhood houses that act as community centres. They provide various services from recreation programs, childcare, training, advocacy, etc. Prevalent in Australia, they also exist in BC and Ontario in an urban context.⁷² In Manitoba, Neighborhoods Alive! “works with community partners to build on the strengths and experiences of communities, taking into account the distinctive needs, conditions and priorities of individual neighbourhoods.”⁷³

Access to recreation and the overall cost of goods were highlighted in the community consultation.⁷⁴ Immediate relief would include increased subsidies, recreational gear swaps, and the provision of transportation and child care.⁷⁵ Clothing and gear exchanges, increasing re-use, and providing support for food costs through discount cards or subsidies were all suggestions.⁷⁶

Incorporating child care into recreational programs and at recreation facilities would help remove some of the barriers to participation. The targeted survey provided many suggestions for types of recreation people would like to participate in. These include traditional sports like baseball and hockey, but also listed activities such as fishing, cycling, running, and skiing/snowshoeing as options. To decrease the costs of goods, survey respondents suggested encouraging re-use at landfills and coordinating additional re-use initiatives.

Systemic change in this area is connected to advocacy and also to accessing services.

⁷¹ Report of the Standing Senate Committee on Agriculture and Forestry, 2008; Gorman, 2007; Best Start Resource Centre, 2010.

⁷² Link to: <http://www.anhlc.asn.au/>.

⁷³ Link to: <http://www.gov.mb.ca/housing/neighbourhoods/index.html>.

⁷⁴ Link to: <http://lin.ca/access-to-recreation>.

⁷⁵ Community Consultation.

⁷⁶ In-depth Survey.

Groups in Our Communities

- Boys and Girls Clubs of Kawartha Lakes
- Canadian Tire Corporation - Jump Start Program
- Community Churches

ACCESSING SERVICES

This theme, as defined by the community consultation, refers to Ontario Works (OW) and the Ontario Disability Support Program (ODSP); access to health care; and the need to coordinate services.

OW/ODSP

A significant amount of feedback primarily related to access and the adequacy of social services, particularly OW and the ODSP. In 2011, the average monthly case load for OW was 1435 in CKL and 260 in Haliburton. The family composition is outlined below:

	Singles	Sole Support	Couple (no dependents)	Couple (with dependents)
Haliburton	55.0%	27.5%	7.3%	10.2%
CKL	59.9%	28.6%	3.5%	9.0%

The 2011 average monthly caseload for ODSP for both municipalities was 2441. Based on historical data from 2006, CKL represented approximately 78% of the ODSP caseload, while Haliburton was 22%. This would equate to 1748 cases in CKL and 537 cases in Haliburton. (Health and Social Services Activity Report - Fourth Quarter 2011). The focus groups clearly identified the need to address access to services and perceptions about ODSP and OW funding levels, as a high level of dissatisfaction with the amount of subsidy and the way it is administered was evident.

Health Care

Surprisingly, access to health care on a large scale did not emerge in the community consultation, despite the fact that poverty and health have been closely linked, and that access to health care is an issue in rural communities specifically.⁷⁷ The lack of access to doctors and the need to travel for health care impacts almost everyone in a rural community. The community consultation primarily identified the need for subsidies for specialized services (dental, physiotherapy). Recent local initiatives to provide subsidized dental care have been tremendously successful (Volunteer Dental Outreach for Haliburton County and Community Health Centre for City of Kawartha Lakes Dental Program. For example, since May 2011, the Volunteer Dental Outreach for Haliburton has helped over 217 patients, provided over 933 appointments and completed \$337,700.49 in free dental services).⁷⁸ The HKPR Health Unit and local

⁷⁷ SDOH for Haliburton County, 2010; HKPR, 2008.

⁷⁸ Link to: <http://www.seodevspace.com/dental/news.shtml>.

Family Health Teams continue to educate on the connections between poverty and health and work to decrease barriers to health like transportation.⁷⁹

Coordination of Services

Local service providers are prepared to work together, provided the practical consideration of space and cost are addressed, and the realities of the stigma associated with accessing services is taken into consideration.⁸⁰ In rural communities, service coordination often happens without systemic support; however, working towards a simplified way to access services while maintaining client dignity is a priority.

Both clients and service providers commented on the difficulty in accessing information/getting information out about the programs available. This theme relates to organizations coordinating their efforts on a number of levels.

Creative coordination efforts are already happening across our region. There are examples of regional and local coordinating groups that have already formed to address gaps in services (i.e. Working Together for Kids' Mental Health, Transition Age Youth Committee, etc.). Encouraging the formation of these types of groups, continuing on-going support for local dental initiatives, and continued support for transportation supports for health care (i.e. Community Care) are serving an important need.

To facilitate better coordination of services, an on-line presence for all social services could be explored. Further research into the best way to move ahead on sharing information and on how to train/inform service providers and clients are critical to success. In addition to an on-line resource, groups should explore opportunities for shared space in the community where possible, building on the Neighborhood House concept⁸¹ and creating a physical resource that can meet multiple needs.

With the Social Services Review expected to be completed in September, 2012,⁸² there may be an advocacy role to play to address these concerns. Provincial social assistance programs need to be developed and delivered in a manner consistent with the Province's overall commitment to poverty reduction. Decisions relating to policy, rates and benefit structure should relate to the principles of the Poverty Reduction Strategy. Competing priorities and fiscal restraint should not negatively impact the lives of the most vulnerable. Integration of services and programs is supported where positive outcomes result. Consolidation that is meant solely to save money will reduce services and destabilize programs and communities.⁸³

⁷⁹ HKPR 2008, 2011.

⁸⁰ Community Consultation.

⁸¹ Link to: <http://www.anhlc.asn.au/>.

⁸² Link to: <http://www.socialassistancereview.ca/>.

⁸³ Rod Sutherland, Personal Communication.

Groups in Our Communities

- Domestic Violence Coordination Committee CKL & Haliburton
- Local and Regional Human Service and Social Justice Committees
- Roundtable for Children and Youth
- Service Providers' Network (Haliburton County)
- Transition Age Youth Committee
- Volunteer Dental Outreach Haliburton
- Working Together for Kids' Mental Health (Haliburton/CKL)



ATTITUDES AND ADVOCACY

The way people facing poverty are treated and viewed by the general public, politicians at all levels, and service providers is cause for significant concern. Service providers identified this over and over again as a barrier to accessing services. In Haliburton, 45% of respondents to the targeted survey reported experiencing negative attitudes, with 35% in CKL. Some respondents commented that they simply do not disclose their economic status for fear of stigma and stereotyping. Survey responses supported the notion that this is an issue with service providers, politicians, and the general public, pointing to the need for sensitivity training and advocacy/awareness campaigns. Resources connected to this work can be accessed through national initiatives like PovNet and the Tamarack Institute as well as at the local level through the HKPR Health Unit.

There will always be a need for advocacy. Engaging with local media outlets to initiate and maintain a media campaign and creating avenues for clients to tell their stories (i.e. videos, articles, and websites) are important methods to educate the general public.⁸⁴

To further build capacity in our communities, sensitivity training for employees and volunteers was suggested throughout the community consultation.

In addition, there are several ways we can add our region's voice to Provincial and National advocacy efforts (examples are included below).

National

- Affordable Housing (CMHC)
(<https://www.cmhc-schl.gc.ca/>)
- Living Wage Advocacy
(<http://www.livingwages.ca/>)
- Make Poverty History
(<http://www.makepovertyhistory.ca/>)
- PovNet: Canada Pension, Employment Insurance, Older adults
(<http://www.povnet.org/>)
- Tamarack – Vibrant Communities
(<http://tamarackcommunity.ca/g2.php>)

⁸⁴ Community Consultation.

Provincial

- 25 in 5 Network
(<http://25in5.ca/>)
- Increases to Minimum Wage
(<http://livingwageforfamilies.ca/>)
- Ontario Social Services Review
- Poverty Watch Ontario
(<http://www.povertywatchontario.ca/>)

Groups in Our Communities

The need to educate about poverty is not a new concept to our region. In both CKL and Haliburton, groups have launched advocacy campaigns and are consistently in the news shedding light on local poverty issues. For example, The HKPR recently published their “ReThink Poverty” Campaign and produced a video⁸⁵ to highlight personal stories. Organizations like the United Way, SIRCH, and the Poverty Coalition of the City of Kawartha Lakes, are only a few of the community groups poised to continue this work as part of a larger strategy in our region.

⁸⁵ Link to: <http://www.youtube.com/watch?v=-2yO5iDKPCw>

RECOMMENDATIONS FOR CHANGE

The themes identified by local residents and included in this report are not unique. They are included in poverty reduction strategies across Ontario. This said the solutions developed must be sufficiently unique to respond to poverty in our communities. Most of the geographic areas for which poverty reduction strategies have been developed in the province have been larger than the City of Kawartha Lakes and Haliburton County and highlight neighbourhood revitalization as a key component. While neighbourhoods are fewer in our rural area, there is a strong sense of community in even the smallest rural center. Informal community networks –like those of neighbourhoods– already exist. A key challenge for poverty reduction in our area is to find ways to support our diverse communities in formal, organized, and informal ways.

This report to the City of Kawartha Lakes and County of Haliburton represents an initial step in an on-going collaborative effort to bring a high profile to poverty reduction in our communities and to take concrete actions at the municipal and community level. The information collected for this report, and future consultations, will inform future action; but action has to be started now. It is our hope that this information, coupled with the energy created at the Poverty to Possibilities Forum, will set the wheels in motion for coordinated, inclusive action on poverty.

Recommendation #1

Establish a Community Driven Group (CDG) to oversee implementation of strategies over the long term.

The role of this group includes evaluation, research, advocacy, and awareness. A working group should be established for each themed priority. It is important to have people who are dealing with the issues on a daily basis as part of the working group, as opposed to being represented exclusively by others (i.e. service providers or advocates). Stakeholders at the Poverty to Possibilities Forum identified the theme group that they were passionate about.

The Report of the Mayor's Taskforce on Poverty in Kingston (2007) indicates that best practices in other Canadian cities tell us that the Roundtable (i.e. Community Driven Group):

- Must be owned by the broad community and not under the control of one or two agencies.
- As a facilitator, it pursues its objectives through other agencies and organizations.
- Its life expectancy should be finite. Its general evaluation processes should contemplate a wind down or major repurposing of the initiative in the three-to five-year range in response to the changing needs of the community.
- It must have a stable base of core funding.

The CDG should focus on determining its scope of work in the short term (1-3 years). It is critical to focus efforts so that resources are not dispersed so much that they cannot be effective.

Action Plan

Recommendation #1 <div style="border: 1px solid black; padding: 10px; text-align: center; margin: 10px 0;"> Establish a Community Driven Group (CDG) to oversee implementation of strategies over the long term. </div> Objectives <ul style="list-style-type: none"> • Give a voice to poverty • All people have choice • Work collaboratively on solutions • Put ourselves out of business 	
Short Term (6 months-1 year)	Responsibility
The Community Driven Group (CDG) must be formed immediately so that the considerable momentum created by this strategy development is not lost. <ul style="list-style-type: none"> • Establish Community Driven Group • Recruit more members 	<ul style="list-style-type: none"> • Strategy Steering Committee • Councils
City of Kawartha Lakes & County of Haliburton council representation must be maintained. These representatives should have assigned roles (co-ordination/support, and/or financial contribution).	<ul style="list-style-type: none"> • Councils
The CDG should clearly define its leadership for the duration of the first term (1-3 years).	<ul style="list-style-type: none"> • Strategy Steering Committee • Councils
Develop a process to allow access to the information collected through this community consultation for the benefit of the community. (Possible student research)	<ul style="list-style-type: none"> • Councils
Annual funding may be required for various functions of the CDG (i.e. Advocacy, etc.). The CDG needs to create a detailed budget for presentation to council.	<ul style="list-style-type: none"> • CDG • Councils
Ensure that Poverty Reduction is included in the Community Vision for City of Kawartha Lakes and County of Haliburton.	<ul style="list-style-type: none"> • CDG • Councils

Recommendation #1

**Establish a Community Driven Group (CDG) to oversee
implementation of strategies over the long term.**

Objectives

- Give a voice to poverty
- All people have choice
- Work collaboratively on solutions
- Put ourselves out of business

Short Term (6 months-1 year)	Responsibility
Consider having 2 separate groups or subcommittees that can focus on Haliburton County and CKL .	<ul style="list-style-type: none"> • Strategy Steering Committee

Recommendation #1 (Continued)

**Establish a Community Driven Group (CDG) to oversee
implementation of strategies over the long term.**

Objectives

- Give a voice to poverty
- All people have choice
- Work collaboratively on solutions
- Put ourselves out of business

Medium Term (1-3 years)	Responsibility
Strive to achieve inclusiveness by year two – including, but not limited to: municipal government, businesses, social service agencies, and people with lived experiences in the CDG.	<ul style="list-style-type: none"> • CDG
Continue to involve all agencies working with people in poverty and people with lived experience.	<ul style="list-style-type: none"> • CDG
Create an on-line 'report card' highlighting the progress at the end of each year. Report to council and media releases.	<ul style="list-style-type: none"> • CDG
Strike a committee with the local school board (re: use of school buses, Food for Kids, breakfast clubs, child care training, after school recreation, etc.).	<ul style="list-style-type: none"> • CDG • Food • Transportation • Child care • Recreation

Recommendation #2

Establish theme-based working groups (i.e. Employment, Housing, Food, etc.).

The CDG needs to determine which themes are priorities and establish corresponding sub-committees (theme groups) to work on those priorities. Theme groups within the community driven group (CDG) engage people based on their areas of interest, passion and expertise, but it is extremely important to maintain contact with the larger group to benefit from the birds-eye view of the overall effort to reduce poverty. Organizations and individuals interested in each theme, and those absent from the event, were identified at the Poverty to Possibilities Forum. This is a good starting point for establishing sub-committee membership.

Vibrant Communities⁸⁶ suggests that local talent can exist at the program and the systemic level. At the program level, for example, efforts to address food security, transportation, and income could have a combined access point. At the systemic level, various organizations and local government can all send a similar message to advocate for a \$100 healthy food supplement. This recommendation is about highlighting what is happening in our communities already and strengthening those efforts. Theme groups of the CDG could inventory local programs and specifically look for ways to avoid overlap and enhance access. In fact, these coordinating groups already exist in many areas. The actions suggested below are solutions derived from the information collected through the community consultation. They are not intended to be prescriptive, but rather a starting point for each theme group.

Action Plan

Recommendation #2	
<div> Establish theme-based working groups (i.e. Employment, Housing, Food, etc.). </div>	
Objectives <ul style="list-style-type: none"> • Give a voice to poverty • All people have choice • Work collaboratively on solutions • Put ourselves out of business 	
Community Driven Group Actions	Related Groups
Determine the theme priorities (Employment, Food, Housing, etc.).	<ul style="list-style-type: none"> • CDG

⁸⁶ Gamble, 2010.

Recommendation #2

**Establish theme-based working groups
(i.e. Employment, Housing, Food, etc.).**

Objectives

- Give a voice to poverty
- All people have choice
- Work collaboratively on solutions
- Put ourselves out of business

Community Driven Group Actions	Related Groups
Contact people who self-identified their passion in the various themes at the forum, and engage them in the CDG.	<ul style="list-style-type: none"> • CDG
Ensure representatives of networks and groups already working in a theme area are invited to the tables.	<ul style="list-style-type: none"> • CDG • All themes
Encourage innovative collaborations and innovative partnerships that would reduce or alleviate poverty.	<ul style="list-style-type: none"> • CDG • Councils • All themes
Promote poverty reduction and investment in social infrastructure.	<ul style="list-style-type: none"> • CDG • Councils • Advocacy theme

Recommendation #2 (Continued)

**Establish theme-based working groups
(i.e. Employment, Housing, Food, etc.).**

Objectives

- Give a voice to poverty
- All people have choice
- Work collaboratively on solutions
- Put ourselves out of business

Advocacy Actions	Related Groups
Create a communication strategy that will coordinate the release of information from the CDG and will advocate for public awareness of poverty in our communities.	<ul style="list-style-type: none"> • Advocacy theme
Determine how the CDG can collaborate with the Haliburton Kawartha Pine Ridge District Health Unit in the continuation of its media campaign.	<ul style="list-style-type: none"> • Advocacy theme
Investigate opportunities to create a 'day in the life of' campaign.	<ul style="list-style-type: none"> • Advocacy theme
Engage organizations and informal groups in the development of sensitivity training for employees and volunteers.	<ul style="list-style-type: none"> • Advocacy theme
Advocate for transportation funding to be connected to all social service programs.	<ul style="list-style-type: none"> • Advocacy theme • Transportation theme

Recommendation #2 (Continued)

**Establish theme-based working groups
(i.e. Employment, Housing, Food, etc.).**

Objectives

- Give a voice to poverty
- All people have choice
- Work collaboratively on solutions
- Put ourselves out of business

Employment Actions	Related Groups
Develop a local/regional employment group.	<ul style="list-style-type: none"> • CDG • Employment theme
Consult with local businesses to identify gaps in the workforce – what are their needs.	<ul style="list-style-type: none"> • Employment theme
Promote additional employment supports and skills development programs, with special attention to vulnerable persons.	<ul style="list-style-type: none"> • Employment theme
Increase the number of employment training and apprenticeship programs in our communities.	<ul style="list-style-type: none"> • Employment theme
Bring more new business offering employment to our communities and support the growth of existing businesses.	<ul style="list-style-type: none"> • Employment theme • Councils
Provide more training and mentorship for new entrepreneurs.	<ul style="list-style-type: none"> • Employment theme • Councils
Create a living wage policy/philosophy for our region.	<ul style="list-style-type: none"> • Employment theme • Councils
Develop an employment strategy: identifying appropriate industries for year-rounds jobs, extending the season, hiring locally.	<ul style="list-style-type: none"> • Employment theme
Work with Ontario Works (OW) and the Ontario Disability Supports Program (ODSP) to address employment opportunities and generating income while on assistance.	<ul style="list-style-type: none"> • Employment theme
Work with local businesses that identified a lack of skilled labour in the recent CKL Business Retention & Expansion report.	<ul style="list-style-type: none"> • Employment theme

Recommendation #2 (Continued)

**Establish theme-based working groups
(i.e. Employment, Housing, Food, etc.).**

Objectives

- Give a voice to poverty
- All people have choice
- Work collaboratively on solutions
- Put ourselves out of business

Transportation Actions	Related Groups
Initiate discussion with school board regarding use of school buses.	<ul style="list-style-type: none"> • Transportation theme • CDG
Identify the need for transportation between communities (Green Rider).	<ul style="list-style-type: none"> • Transportation theme
Inventory County vehicles and time/type of use – look for ways to support local groups who need access to vehicles (i.e. Food Banks, recreation, child care).	<ul style="list-style-type: none"> • Transportation theme • Councils
Provide funding for ride share web site and maintenance.	<ul style="list-style-type: none"> • Councils
Prioritize creation of AT infrastructure.	<ul style="list-style-type: none"> • Councils
Increase transportation subsidies for those in need.	<ul style="list-style-type: none"> • Transportation theme • Councils • Advocacy theme
Determine how organizations with vehicles can stretch their mandates to increase use of their vehicles beyond their immediate programs. (Inventory existing organizations with vehicles and explore type of use and options to expand.)	<ul style="list-style-type: none"> • Transportation theme
Investigate the fit for our communities regarding the development of ride-sharing and car-sharing programs. Establish a ride-sharing web site and publicize.	<ul style="list-style-type: none"> • Transportation theme
Advocate for a program to provide financial support for car repair and insurance costs for rural, low-income families.	<ul style="list-style-type: none"> • Transportation theme • Employment theme

Recommendation #2 (Continued)

**Establish theme-based working groups
(i.e. Employment, Housing, Food, etc.).**

Objectives

- Give a voice to poverty
- All people have choice
- Work collaboratively on solutions
- Put ourselves out of business

Child Care Actions	Related Groups
Explore parent-driven co-op models.	<ul style="list-style-type: none"> • Child Care theme
Support training opportunities locally (Babysitting, Early Childhood Education).	<ul style="list-style-type: none"> • Child Care theme
Advocate for increased subsidies.	<ul style="list-style-type: none"> • Child Care theme • Advocacy theme
Advocate for changes to OW.	<ul style="list-style-type: none"> • Child Care theme • Advocacy theme
Increase affordable, after-hours day care.	<ul style="list-style-type: none"> • Child Care theme • Employment theme
Encourage existing programs to include child care as part of their offerings, where this is not already in place.	<ul style="list-style-type: none"> • Child Care theme • Advocacy theme

Recommendation #2 (Continued)

**Establish theme-based working groups
(i.e. Employment, Housing, Food, etc.).**

Objectives

- Give a voice to poverty
- All people have choice
- Work collaboratively on solutions
- Put ourselves out of business

Food Actions	Related Group
Support improvements to food banks.	<ul style="list-style-type: none"> • Food theme
Develop sensitivity training for volunteers.	<ul style="list-style-type: none"> • Food theme • Advocacy theme
Enhance community garden efforts.	<ul style="list-style-type: none"> • Food theme
Identify sustainable funding for existing programs (Meals on Wheels, Good Food Box).	<ul style="list-style-type: none"> • Food theme
Obtain or partner on a vehicle for delivery and transport of food through the county.	<ul style="list-style-type: none"> • Food theme • Transportation theme
Increase the number of community kitchens.	<ul style="list-style-type: none"> • Food theme
Review and improve school-based programs.	<ul style="list-style-type: none"> • Food theme
Establishing Backyard gardening programs.	<ul style="list-style-type: none"> • Food theme • Housing theme
Encourage capacity development of local food production.	<ul style="list-style-type: none"> • Food theme • Employment theme

Recommendation #2 (Continued)

**Establish theme-based working groups
(i.e. Employment, Housing, Food, etc.).**

Objectives

- Give a voice to poverty
- All people have choice
- Work collaboratively on solutions
- Put ourselves out of business

Housing Actions	Related Group
Explore creative models for creating additional housing (shared living, community trusts, etc.).	Housing theme
Communicate the need for housing to government and support efforts to attract developers.	Housing theme Advocacy theme
Establish an affordable renovation program with donated materials and labour.	Housing theme
Continue to prioritize the creation of additional housing stock.	Councils Housing theme
Consider bylaw implications of shared living.	Councils Housing theme
Identify suitable land for housing development.	Housing theme Councils
Increase rent-geared-to-income (RGI) subsidies and the availability of affordable town home units, consistent with best practices.	Councils Housing theme
Create a municipal depot of free or price-reduced, energy-efficient materials, including caulking, weather-stripping and window plastic.	Housing theme Councils
Complete/continue/enhance review of financially-assisted housing infrastructure, completed repairs, and retrofitting where needed.	Housing theme
Develop a program for home owners to receive subsidies, upon application, to perform home repairs.	Housing theme

Recommendation #2 (Continued)

**Establish theme-based working groups
(i.e. Employment, Housing, Food, etc.).**

Objectives

- Give a voice to poverty
- All people have choice
- Work collaboratively on solutions
- Put ourselves out of business

Living vs. Getting By (LVGB)	Related Group
Develop a local/regional recreation group. Develop local priorities for affordable recreation.	CDG LVGB theme
Establish a “sponsor a child” for recreation programs.	LVGB theme
Create a mechanism for donations of large items (furniture, appliances, etc.) in each community.	LVGB theme
Promote/enable re-use at local landfills.	Councils LVGB theme
Enhance re-use programs (swaps, existing second-hand stores).	LVGB theme Food
Support re-use events at community centres.	LVGB theme Councils

Recommendation #2 (Continued)

**Establish theme-based working groups
(i.e. Employment, Housing, Food, etc.).**

Objectives

- Give a voice to poverty
- All people have choice
- Work collaboratively on solutions
- Put ourselves out of business

Accessing Services	Related Group
Create on-line directory of all services. This has been initiated on website http://poverty2possibilities.ca/ .	CDG Councils
Host series of discussions with social service agencies about how to increase coordination.	CDG
Create training/information package for new employees about available services in the region.	CDG
Increase client participation in advocacy and needs assessment.	CDG Advocacy theme
Look for opportunities for Neighborhood houses as a strategy in rural communities.	CDG All themes

LEGACY OF THIS PROJECT

The Report

This report is preliminary and summarizes what was learned through the community consultations. It must become a living document going forward to continue developing and revising the poverty reduction strategy for CKL & Haliburton, reflecting the fluid nature of this issue over time.

The Data

Over the last year, a significant community consultation process has heard the solutions that people living in poverty, and those working to help people living in poverty feel are important and viable for the CKL and Haliburton. Although a significant amount of information was collected, it is also apparent that more information exists and is being generated constantly.

Through the partnership with the U-Links Centre for Community-Based Research, channels have been established which will allow both communities to benefit from further research of this data that may be conducted by students. Student research projects can be initiated that will analyze the data beyond the scope of this project. Requests for release of this information have already been received.

The U-Links Centre for Community-Based Research will host and maintain the survey and focus group data and make it available to community groups, using their experience regarding privacy, and following the direction of the councils.

Research on the impact of poverty in our communities has been compiled and a complete bibliography has been developed and may be expanded as more information becomes available.

A web site was created for the forum which can be updated and used to disseminate information in the future. It contains a directory of agencies that participated in the forum and provided information for the directory of services that are currently available to alleviate poverty.⁸⁷

Additional data is on file as a result of the Poverty to Possibilities Forum which identifies key people who are passionate about a specific theme related to poverty.

⁸⁷ Link to: <http://poverty2possibilities.ca/>

The Community Enthusiasm

Through the work of this project, the profile of poverty in our communities has already been raised. There has been considerable interest demonstrated by the media (television & print) in their coverage of previous reports to council, media releases, articles, and especially the Poverty to Possibilities Forum.

A steering committee was formed of people who share a passion regarding the need to reduce poverty. The members participated fully and contributed greatly to advancing thus far. Many of the members have expressed a desire to continue their involvement by working in the CDG.

Considerable enthusiasm and willingness to work at the community level was expressed by many participants at the Poverty to Possibilities Forum. This energy will set the wheels in motion for coordinated, inclusive action on poverty.



Working at Poverty to Possibilities Forum

APPENDICES

The Appendices are provided in a separate document.



Request to Speak before Council

Request to Make a Deputation/Presentation to
Council/Committee
City of Kawartha Lakes
City Clerk's Office
26 Francis Street, PO Box 9000
Lindsay, ON K9V 5R8
705-324-9411

Name: *

Lindsay Downtown BIA

Address: *

117 Kent Street West

City/Town/Village:

Lindsay

Province: *

Ontario

Postal Code:

K9V 2Y5

Telephone: *

7053247710

Email: *

hello@lindsaydowntown.ca

There can be a maximum of two speakers for each deputation. Please list the name(s) of the individual(s) who will be speaking. The names that are listed here will be included on the Council Meeting Agenda.

Deputant One:

Steve Podolsky

Deputant Two:

Charlie McDonald

Please provide details of the matter to which you wish to speak: *

It is our understanding that the Parking Study presentation is scheduled for the Committee of the Whole meeting on June 1st. The Lindsay Downtown BIA has received highlights of this presentation and report, and would like an opportunity to provide Council with our feedback on this study and the recommendations being made within it.

Please attach any additional supporting documents you wish to provide and submit with this completed form.

Have you discussed this matter with City Staff?

☒ Yes

☐ No

If yes, Which department and staff member(s) have you spoken to?

What action are you hoping will result from your presentation/deputation? *

For Council and Staff to take our feedback into consideration when making recommendations for implementation of elements of the Parking Study, and to thank all involved parties for their hard work and willingness to consult with our organization throughout the process.

By signing this form you are acknowledging that all of the information you are providing on this form is true, and giving the City permission to collect your personal information for the principal purpose of a request to make a deputation to Committee or Council as outlined below.

Signature:

Steve Podolsky
Charlie McDonald

Date:

5/21/2021



The personal information is being collected by the City of Kawartha Lakes for the principal purpose of a request to make a deputation to Committee or Council pursuant to the City's procedural by-law. This information, including all attachments submitted may be circulated to members of Council, staff, the general public and posted on the City website. Questions about the collection of this information should be directed to the City Clerk or Deputy Clerk at 705 324-9411 ext. 1295 or 1322.

Do you agree to the publication of your name and contact information on the City's website and the City Council agenda? *

☒ Yes

☐ No

Please complete this form and return to the City Clerk's Office by submitting it online or:
Fax: 705-324-8110 Email: agendaitems@kawarthalakes.ca

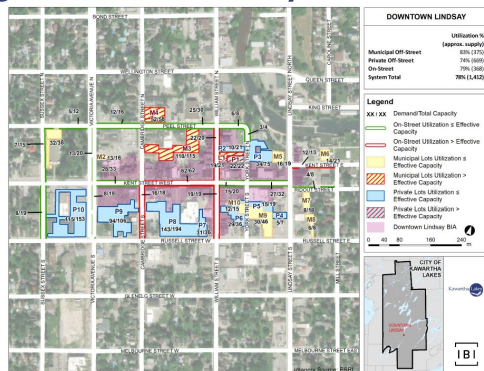
Downtown Parking Strategy

Summary of Draft Findings and Recommendations

April 30, 2021

Lindsay Downtown BIA Feedback & Additional Recommendations

Existing Supply and Peak Utilization of Parking in Downtown Lindsay



Committed Changes to Municipal Parking Demand and Supply

- Lindsay**
 - On-Street Parking:** Gain of 12 spaces from downtown reconstruction.
 - Off-Street Parking:** Gain of 18 Spaces from construction of parking lot at 7 William St. S. and immediate reduction of demand equivalent to 10 spaces at Lot M2 from relocation of Municipal Law Enforcement staff.
- Fenelon Falls**
 - On-Street Parking:** Loss of 6 spaces from downtown reconstruction.
 - Off-Street Parking:** No known change.
- Bobcaygeon**
 - On-Street Parking:** No known change, although there will be an eastward shift of parking on Canal St. and Lot M3 will be paved through road reconstruction.
 - Off-Street Parking:** No known change.

Opportunity • Community • Naturally

Growth Forecast Based on Provincial Growth Plan

Year	Permanent Population	Seasonal Population	Sum of Permanent and Seasonal Population	Notional Population Generating Parking Demand (Permanent Population + 50% of Seasonal Population)	2019 to 2041 Parking Demand Growth Factor
2016	75,423	33,727	109,150	92,287	1.325
2019	78,655	34,429	113,084	95,870	
2041	107,000	40,045	147,045	127,023	

Opportunity • Community • Naturally

The gain of spaces as a result of downtown reconstruction is possible, but will be confirmed upon completion, and our overall inventory updated at that time.

Question regarding Growth Forecast:

How will the impacts of Covid-19 affect these projections? The housing market appears to be greatly impacted by the population of urban areas relocating to more rural areas such as ours, at an increased rate due to remote work options. Will there be studies being conducted that will be able to give a more accurate view of the future growth for our area?

Anticipated Parking Supply Expansion Required by 2041



- **Lindsay**
 - Peak utilization anticipated to reach 100% by 2041.
 - Approximately 221 additional parking spaces will be required.
- **Fenelon Falls**
 - Peak utilization anticipated to remain well below effective capacity to 2041.
 - No parking supply expansion required, although some is recommended to address long vehicle parking needs and optimize Lot M1.
- **Bobcaygeon**
 - Peak utilization anticipated to remain slightly below effective capacity to 2041.
 - No parking supply expansion required, but situation should be monitored.

Opportunity • Community • Naturally

General Recommendation Highlights for All Three Downtown Areas



- **Service Level Standards**
 - Maximum Peak Utilization: 85% for municipal parking and 90% for private parking, which defines effective capacity.
 - Maximum Walking Distance: 400m between parking and destination, wherever reasonably possible.
- **Wayfinding Improvements and Strategy**
 - Introduction signs at major entry points to the Core Area.
 - Directional signs located in advance of anticipated turning maneuvers.
 - Identification signs located at all parking lot entrances – this would include naming / numbering, descriptions to aid in users' spatial understanding, and a colour scheme on the identification signage to delineate municipal and private parking assets.
 - Pedestrian signs located at each parking lot's pedestrian access points.
 - Addition of municipal parking lot locations to Google Maps.
 - Creation of an online parking maps.

Opportunity • Community • Naturally

The LDBIA agrees with this forecast of spaces that will be needed as our population increases, and with some of the suggestions that follow in later slides that will gain the 221 spaces that are required. We do believe however, that increased traffic to our area will necessitate these changes being implemented sooner rather than later.

We understand that 400m is a generalized maximum distance in studies of consumer behaviour, that people will reasonably walk to their destination, in theory. However, local demographics and conditioned behaviour make this 400m distance extremely unlikely in practice—it is, for example, the distance between the Academy Theatre and the Town Hall building at 180 Kent Street. Unless visitors are planning to leisurely stroll the downtown intentionally, almost anyone is unlikely to walk this distance for a quick errand.

The LDBIA is in support of all wayfinding strategies and signage that can be implemented, and would welcome the opportunity to be involved in the implementation. We believe this are positive ways to improve our parking model that can be accomplished in as 'quick wins' in the near future. With the Downtown Reconstruction in it's third of four years, we believe this would be an excellent way to add to the aesthetic of the newly reconstructed downtown, and would like to see some of these strategies implemented as soon as possible.

General Recommendation Highlights for All Three Downtown Areas



- **Parking Service Administration**
 - Parking Supervisor: Create a parking supervisor position (comparable to the existing licensing supervisor position) within the Municipal Law Enforcement Division.
 - Delegated Enforcement: Maintain delegation of parking enforcement in downtown Lindsay to the LDBIA, and provide the same option to the local chambers of commerce in Fenelon Falls and Bobcaygeon.
 - Deputized Enforcement: Continue to provide property owners with the option to obtain the authority to enforce parking by-laws applicable to their parking lots.
 - Funding LDBIA Enforcement: In lieu of paying the LDBIA directly for parking enforcement services, the City should permit the LDBIA to retain parking fine revenues it generates. The LDBIA has recourse to its own tax levy to make up any shortfall.
 - Parking Fines: Increase the overtime parking fine to \$40 and overnight parking fine to \$30 to match prevailing fines in peer municipalities.

Opportunity • Community • Naturally

General Recommendation Highlights for All Three Downtown Areas



- **Parking Requirements in Zoning By-Laws**
 - Applications for Exemptions: Decisions of City should have regard for the impact exemptions on the parking system.
 - Indirect Provision of Parking: Permit development proponents to mitigate anticipated parking deficiencies through agreements with owners of private parking lots located within a walkable distance to the proposed development.
- **Cash-in-Lieu of Parking Policies**
 - Fenelon Falls and Bobcaygeon: Abolish cash-in-lieu of parking for Fenelon Falls and do not introduce cash-in-lieu of parking for Bobcaygeon.
 - Lindsay: Have City staff and or a consultant determine the optimal mix of funding instruments to support the expansion of the municipal parking system. Until that determination is made, maintain some form of cash-in-lieu of parking in a consistent manner.

Opportunity • Community • Naturally

Thank you to the IBI Group and the CKL Parking Task Force for recognizing the benefits of our Community Liaison position and recommending this for other communities, and supporting the continuation of this position. We are also in support of deputized private property owners where appropriate.

We do however have concerns with the funding recommendation—we believe this will create a feeling of enforcement and ticketing simply for a revenue 'cash grab', and this is not the type of environment we would like for our downtown. Our current model of funding is subsidized by the City at \$30,000 annually, with the balance made up from the tax levy imposed on our property owners. As this is still a cost-savings to the City (vs being patrolled by MLEO), as well as simple accounting and reporting for all departments, our recommendation would be to have the current model of funding continue as is.

The increase in parking fines seems to be in extreme, and we would not be in support of an increase, especially one of this margin, at this time. The impacts of Downtown Reconstruction and Covid-19 will be felt in our area for a long time, and we believe the next few years are essential for building goodwill and a positive visitor environment, for the benefit of our businesses. We do not believe a parking fine increase is the way to accomplish this.

All of the other recommendations appear to be directed to the internal operations of the City, and we have no input on those items. We do appreciate the recommendation that any cash-in-lieu exemptions be made with regard to the impact on our parking system as a whole.

Recommendation Highlights for Downtown Lindsay



• Parking Supply Expansion

- Lot M2: Convert 11 reserved spaces into public parking upon relocation of Paramedic Service.
- Lot M5: Reconfigure the lot to gain approximately 10 spaces upon resurfacing.
- Victoria Ave. (Kent St. to Peel St.): Convert parallel parking into angle parking to gain approximately 34 spaces.
- Kent St. (Victoria Ave. to Sussex St.): Extend angle parking to Sussex St. to gain approximately 40 spaces depending on turn lane requirements.
- Peel St. (Victoria Ave. to Sussex St.): Widen street to the south and convert parallel parking into angle parking to gain approximately 12 spaces.
- Lot P9: Through a public-private partnership or other appropriate means, facilitate the consolidation and reconfiguration of the vacant lands comprising and adjacent to Lot P9 to gain approximately 114 spaces.
- Total Gain: 221 spaces.

Opportunity • Community • Naturally

We appreciate the work that went in to these recommendations and suggestions to gain the additional 221 required spaces that our downtown will need in the future. Some of these suggestions are simpler than others—(Victoria Avenue, for example, would need to lose the median to accomplish angle parking in this area), and public-private partnerships can be difficult to coordinate, especially in some of the areas identified. However, we're in support of any studies that look into the feasibility of these recommendations and would like to be involved with those if they arise. We would also like to note that all of these suggestions are for locations at the far west of downtown. Could similar recommendations for the east end be developed as well?

Recommendation Highlights for Downtown Lindsay



• Parking Demand Management and Enforcement

- Demand Redistribution: Introduce location-based pricing to municipal parking lots in an effort to better distribute parking demand.
- Parking Lots: Reduce the duration for free off-street parking from 4 hours to 3 hours to increase demand for parking permits and help recover the cost of enforcement technology.
- On-Street Parking: Maintain free 2-hour on-street parking and monitor implemented recommendations for two years. If parking demand is not better distributed or managed, consider reinstating paid on-street parking.
- Enforcement: Adopt handheld license plate recognition (LPR) technology to enforce parking duration limits.

Opportunity • Community • Naturally

Demand Redistribution—we would be in support of this, especially where permits are concerned, to make parking in lots further from the downtown core attractive for employees of downtown, leaving heavily utilized lots accessible for visitors.

Parking Lots—we would recommend to keep the free off-street parking as is (4 hours) for the time being, as an act of goodwill, as this mainly targets employees of our businesses who will be feeling the impacts of reconstruction and Covid-19 for the near future.

We are in support of any technology upgrades for enforcement.

Thank you to the IBI Group, and CKL Task Force for their hard work in developing this study and presentation. We were pleased with many of the recommendations overall, and their efforts to consult our organization and the general public. Our position has always been in support of free parking in our downtown, and we appreciate that the recommendation of the implementation of a paid parking model is not being immediately suggested. We would welcome the opportunity to work with City Staff on an ongoing basis moving forward to implement many of these recommendations, as our goal has always been to create a vibrant, thriving downtown. The effects of Downtown Reconstruction and Covid-19 on our businesses will no doubt be felt for a long time, but we're optimistic that our downtown will be a prime destination in the Kawarthas in the near future. We appreciate the opportunity to provide you with our feedback and own recommendations.



LINDSAY DOWNTOWN
BUSINESS IMPROVEMENT ASSOCIATION

117 Kent Street West, Lindsay K9V 2Y5 | 705-324-7710 | hello@lindsaydowntown.ca

Steve Podolsky

Board Vice-Chair

Charlie McDonald

Parking/Advocacy Committee Chair

Melissa McFarland

Executive Director

From: Dan Plancke <>

Sent: Wednesday, May 19, 2021 4:59:40 PM

To: aletham@kawarthalakes.ca <aletham@kawarthalakes.ca>; poreilly@kawarthalakes.ca <poreilly@kawarthalakes.ca>; trichardson@kawarthalakes.ca <trichardson@kawarthalakes.ca>; rashmore@kawarthalakes.ca <rashmore@kawarthalakes.ca>; pdunn@kawarthalakes.ca <pdunn@kawarthalakes.ca>; kseymourfagan@kawarthalakes.ca <kseymourfagan@kawarthalakes.ca>; eyeo@kawarthalakes.ca <eyeo@kawarthalakes.ca>; delmslie@kawarthalakes.ca <delmslie@kawarthalakes.ca>; aveale@kawarthalakes.ca <aveale@kawarthalakes.ca>

Cc: Allen MacPherson <>

Subject: "Engineering Study of ATV Traffic in Lindsay"

Dear 'Leaders',

As a retired professional engineer I have given a great deal of thought to the effects of adding ATV traffic to Lindsay streets. Bill Steffler who gave his deputation suggested that such a significant change to our town of Lindsay, needed to be properly studied. I have not been made aware of any in-depth engineering traffic study done by the CKL that could be reviewed by the citizens of the town. I believe that there is a majority of town residents that have very little if any idea of what is to befall them with the addition of ATVs to town traffic.

Lindsay is an intense traffic town at the present time and the two large subdivisions currently being built in the North Ward will only intensify traffic on town streets especially on the routes that you propose. Adding ATVs limited to 30 KPH to these busy streets will cause even more backups, delays, if not accidents. Cars rightly or wrongly will attempt to pass the ATVs in frustration. The current street widths, that include parallel parking, and multiple turning lane intersections do not permit any reasonable allowance for these machines. Instead of traffic calming our streets you will only be frustrating car/truck drivers. At least three of the busy intersections on your routes are already accident defying.

I do not see how any engineering traffic study could justify this change. As I have said before there is always an alternative, and that is no route through town. I do not believe that our police service has been given a proper opportunity to add their logical opinion. They have not been asked the right questions under the right circumstance.

Seven councillors are trying to 'railroad through' this change. Only two rational voices, the mayor and councillor O'Reilly are voicing reasonable objections. Again there is no reason to rush this change; proper review, study, and citizen presentations should all be carried out after the pandemic has been resolved.

You are currently engineering to fail, and that failure could lead to serious injuries and/or death. Do the responsible thing as our leaders.

Dan Plancke
K9V 0B3

> From: Peter Vandentillaart <
> Sent: Thursday, May 20, 2021 3:39:06 PM
> To: aletham@kawarthalakes.ca <aletham@kawarthalakes.ca>
> Cc: kseymourfagan@kawarthalakes.ca <kseymourfagan@kawarthalakes.ca>; pdunn@kawarthalakes.ca
> <pdunn@kawarthalakes.ca>
> Subject: ORV route
>
> Hello Mayor Letham,
>
> I understand that the plan for linking trails for ORVs will include expanded access to streets on the island of Bobcaygeon. I object to any expansion of road use for ORVs for several reasons;
>
> 1. As you know, the summer months bring a lot of people and vehicle congestion to the area and certainly Bobcaygeon is a 'choke point' for traffic trying to move through the Kawartha lakes. ORVs will create more congestion.
>
> 2. ORVs are noisy, especially when driven at high RPMs. This is a huge issue for the higher density of homes on the island.
>
> 3. Parking spaces within Bobcaygeon are limited.
>
> If we must have off road vehicles on our public roads ORVs should be restricted to the routes with the least amount of vehicular traffic to minimize congestion and noise. I suggest road 24 to Park Street, then Sherwood to Canal Street and then cross at HWY 36. There is no need for the ORVs to access roads within the immediate area of downtown Bobcaygeon. There could be some parking areas assigned near the location formerly occupied by Rileys Grill by the water front if parking is needed at all.
>
> Thanks for your time Mayor
>
> Peter Vandentillaart
> resident of Ward 2
>
>
> This message, including any attachments, is privileged and intended only for the addressee(s) named above. If you are not the intended recipient, you must not read, use or disseminate the information contained in this e-mail. If you have received this e-mail in error, please notify the sender immediately by telephone, fax, or e-mail and shred this confidential e-mail, including any attachments, without making a copy. Access to this e-mail by anyone else is unauthorized.

Community Safety and Well-Being Plan Update

June 1, 2021

The need for a Plan

- Under the *Police Services Act* municipalities are required to develop and adopt community safety and well-being plans working in partnership with a multi-sectoral advisory committee
- The legislation outlines requirements for consultations, and for developing, monitoring, evaluating, reporting and publishing the plan

Alignment to the Strategic Plan

Build Social Infrastructure

- Develop a Community Safety and Well-Being Plan

Improve the health and well-being of residents

- Encourage innovative programs through all emergency services and partners to ensure community safety and wellness



An Exceptional
Quality of Life

Advisory Committee

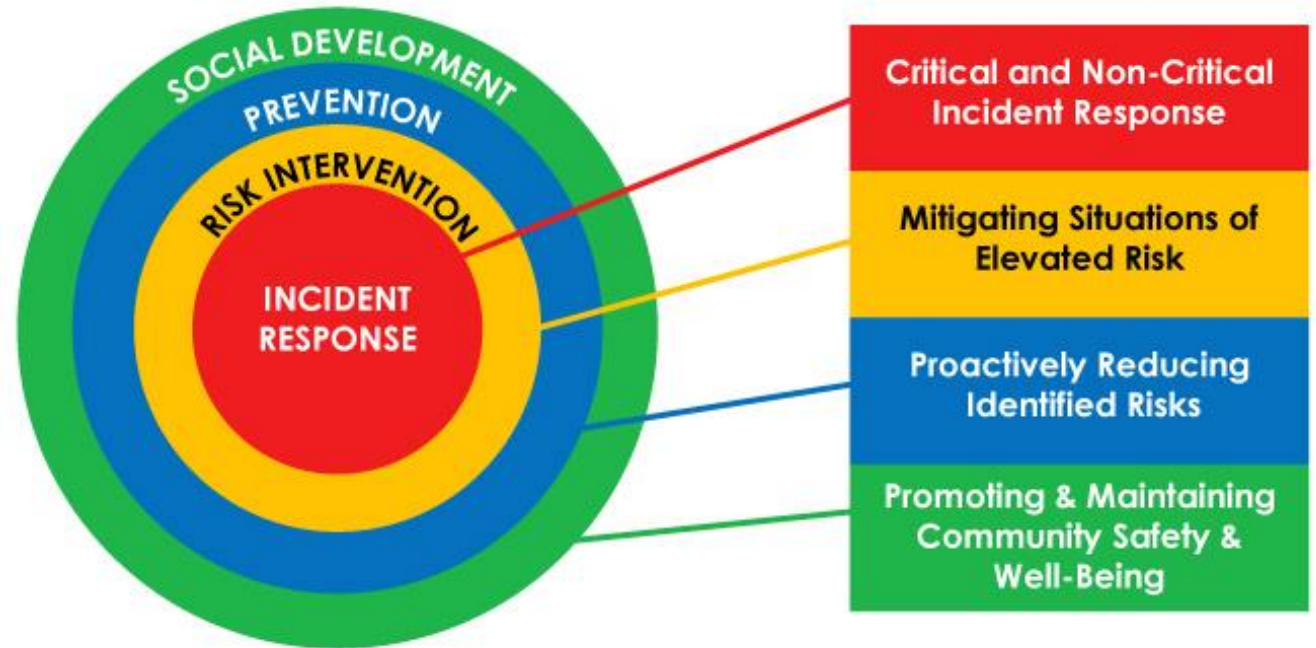
Representation from:

- Council
- Kawartha Lakes Police Service
- Kawartha Lakes OPP
- Ross Memorial Hospital
- Children's Services Council
- Kawartha North Family Health Team
- HKPR Health Unit
- Trillium Lakelands District School Board
- PVNC Catholic District School Board
- Kawartha Haliburton Children's Aid Society
- Kawartha Lakes Human Services Department

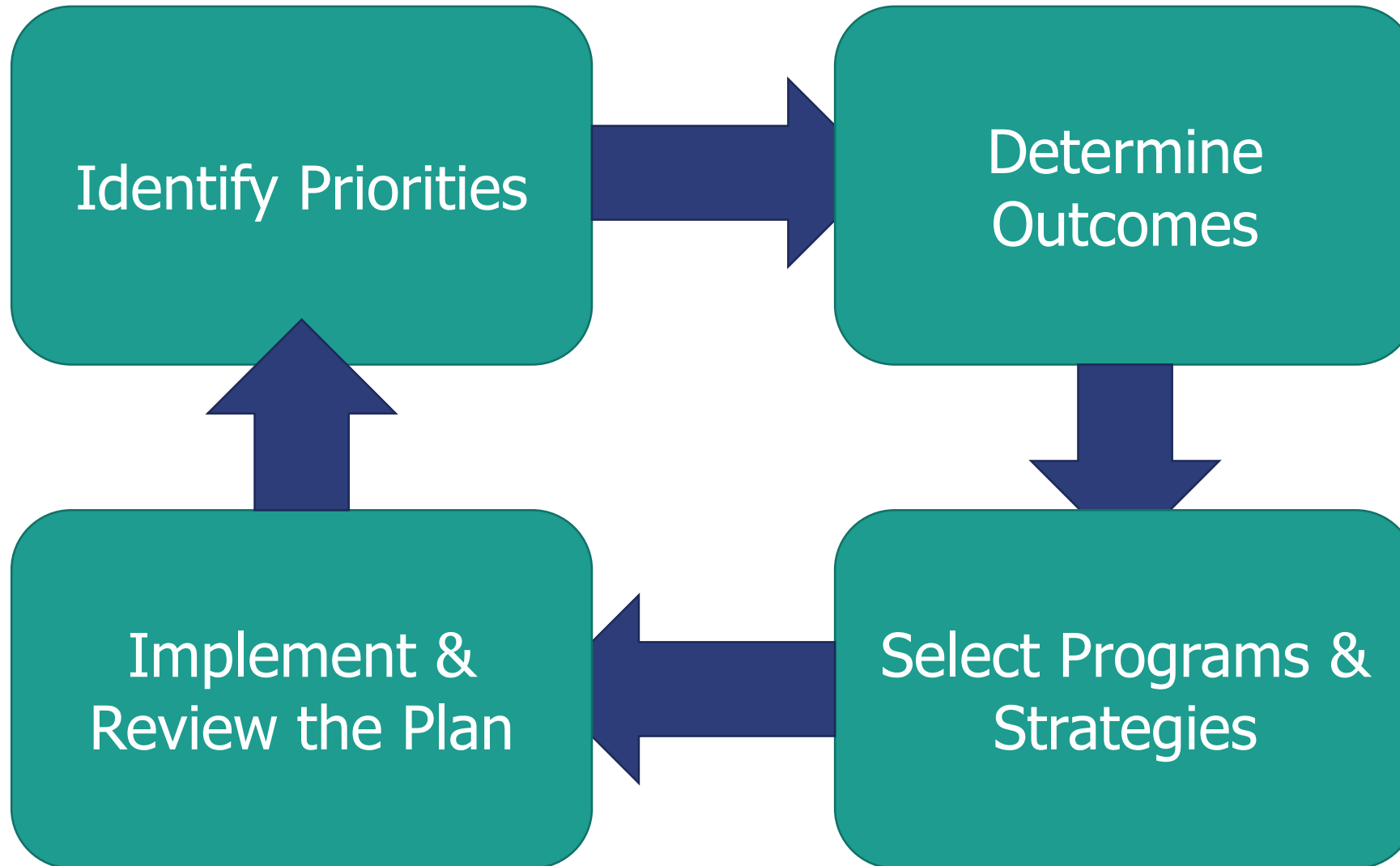
Community Safety and Well-Being Planning Framework

The Planning Framework consists of four areas of intervention

- Social Development
- Prevention
- Risk Intervention
- Incident Response



Planning Cycle



Reviewing the Data

- Demographics
- Ross Memorial Hospital
- Children's Aid Society
- Situation Table
- Children's Services Council
- Ontario Works
- Early Development Instrument (EDI)
- Kindergarten Parent Survey
- Housing and homelessness
- Labour Force
- Seniors
- Mental Health
- Crime Severity Index
- Education
- Child care
- Ontario Marginalization Index

Key Take Aways

- Mental health concerns and anti-social behavior are the most common areas of acute, elevated risk
- Young adults and those middle-aged are the highest risk group for mental health concerns
- There is a corresponding risk of low income for the same age groups

Key Take Aways

- Women and older women in particular, are at higher risk of low income than males
- Not all geographic areas within Kawartha Lakes are equal when it comes to childhood risk factors
- The rate of opioid overdoses has been steadily increasing year over year

Kawartha Lakes
Jump In

- [illegible]

Priorities

Mental
Health and
Addictions

Poverty

Youth

Housing

Continuous Communication

Diversity, Equity & Inclusion

Accountability & Transparency

Community Engagement

- We want to hear from stakeholders and the public
- Jump In, Kawartha Lakes for broad consultation
- Focused sessions for organizations and agencies
- Community Conversations



Plans to address Priority Risks

- Confirm risks in each priority area
- Identify vulnerable groups, risk factors, protective factors
- Outline activities to address the risk
- Identify outcomes
- Establish performance measures

Key Points

- Community Safety and Well-Being is very broadly defined
- There are many plans and strategies already in place
- Looking at ways to enhance and strengthen existing supports and services – where are the gaps?
- The plan must be achievable
- Implementation will still be subject to regular approval and budget processes

Updated Timeline

June - August

- Community Engagement

September

- Draft plan developed

October

- Draft plan to Committee of the Whole

November

- Final review of Plan

December

- Plan to Council for approval



Outline

- Study Goals and Objectives
- Study Process
- Methodology
- Existing Conditions
- Public Feedback
- Future Conditions
- Recommendations





Study Goals and Objectives



The study goal is to identify opportunities and needs for parking in the Core Areas of Lindsay, Bobcaygeon, and Fenelon Falls.

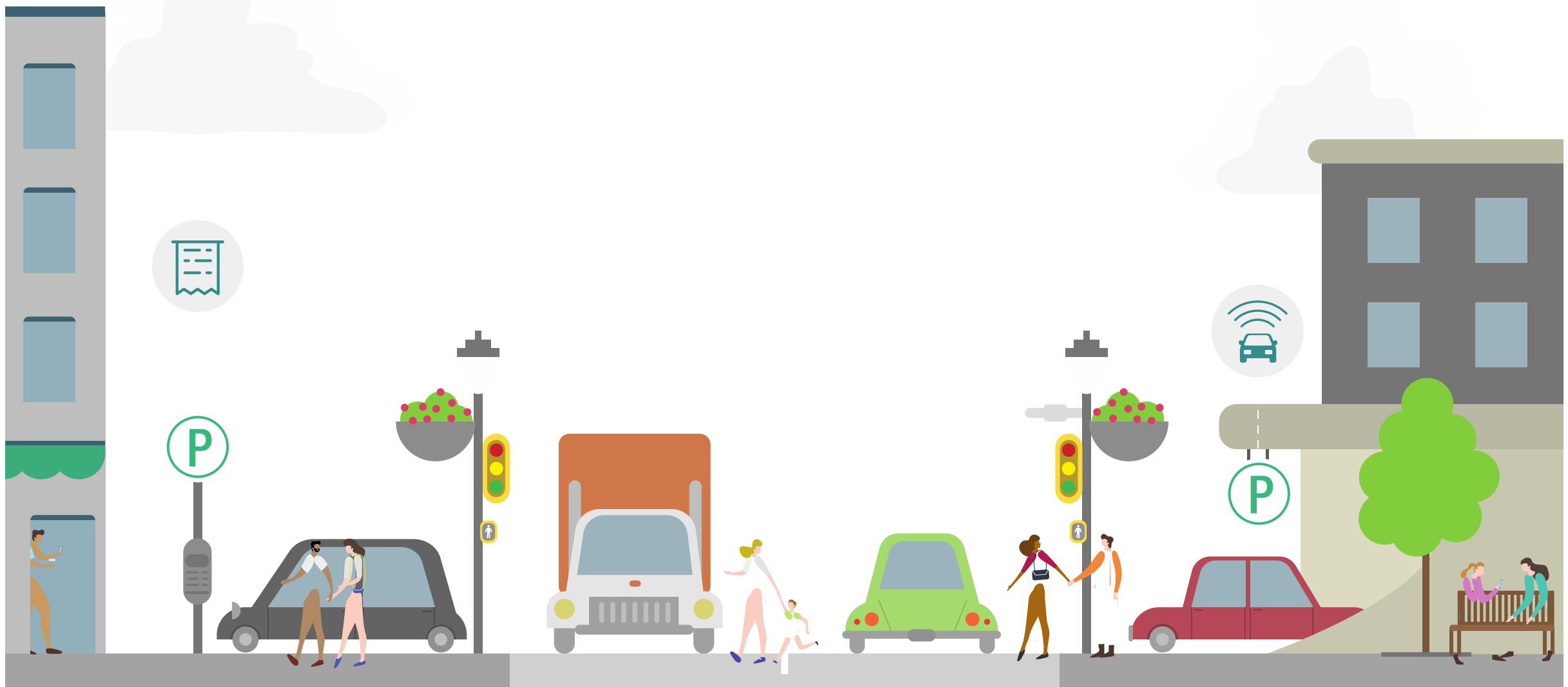
Key objectives include:

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



Study Process

1. Background Data Review - **COMPLETED**
2. Existing Parking Inventory and Utilization Surveys - **COMPLETED**
3. Public Information Centre #1 – **COMPLETED**
4. Online Survey and Crowdsourcing Map – **COMPLETED**
5. Future Parking Utilization – **COMPLETED**
6. Public Information Centre #2 – **COMPLETED**
7. Draft Parking Strategy Report – **COMPLETED**
8. Final Parking Strategy Report – **COMPLETED**
9. Final Presentation To Council – **IN PROGRESS**

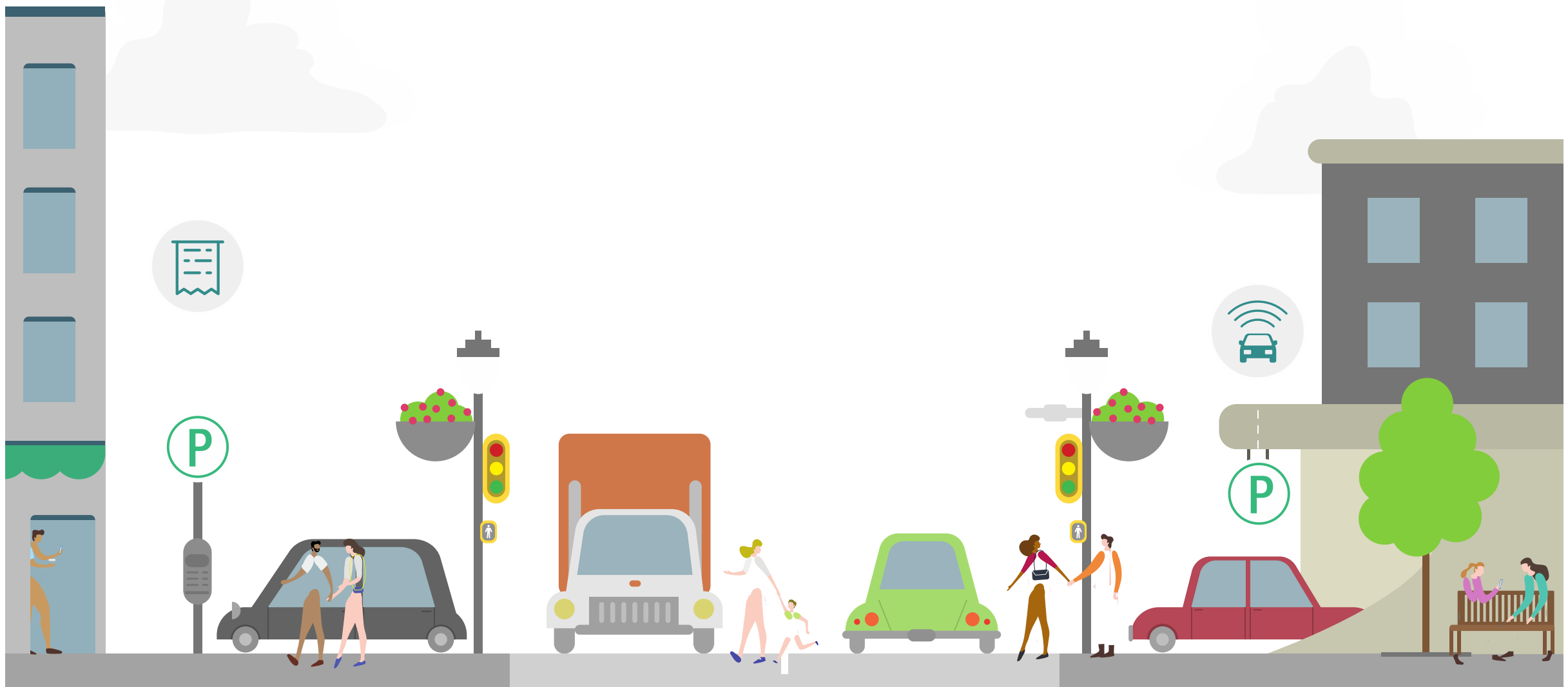


Methodology

- **Understanding Background Work and Existing Conditions**
 - Collected Parking Occupancy Data to provide a solid basis for the parking study and a meaningful needs analysis
 - Completed Parking Surveys in Winter, Spring, and Summer to understand seasonal variation
 - Surveys completed in Lindsay, Bobcaygeon, and Fenelon Falls
 - Surveyed both public and private parking areas
 - Reviewed Background Documents such as Draft Official Plan, Zoning By-Laws, and Economic Development Strategy

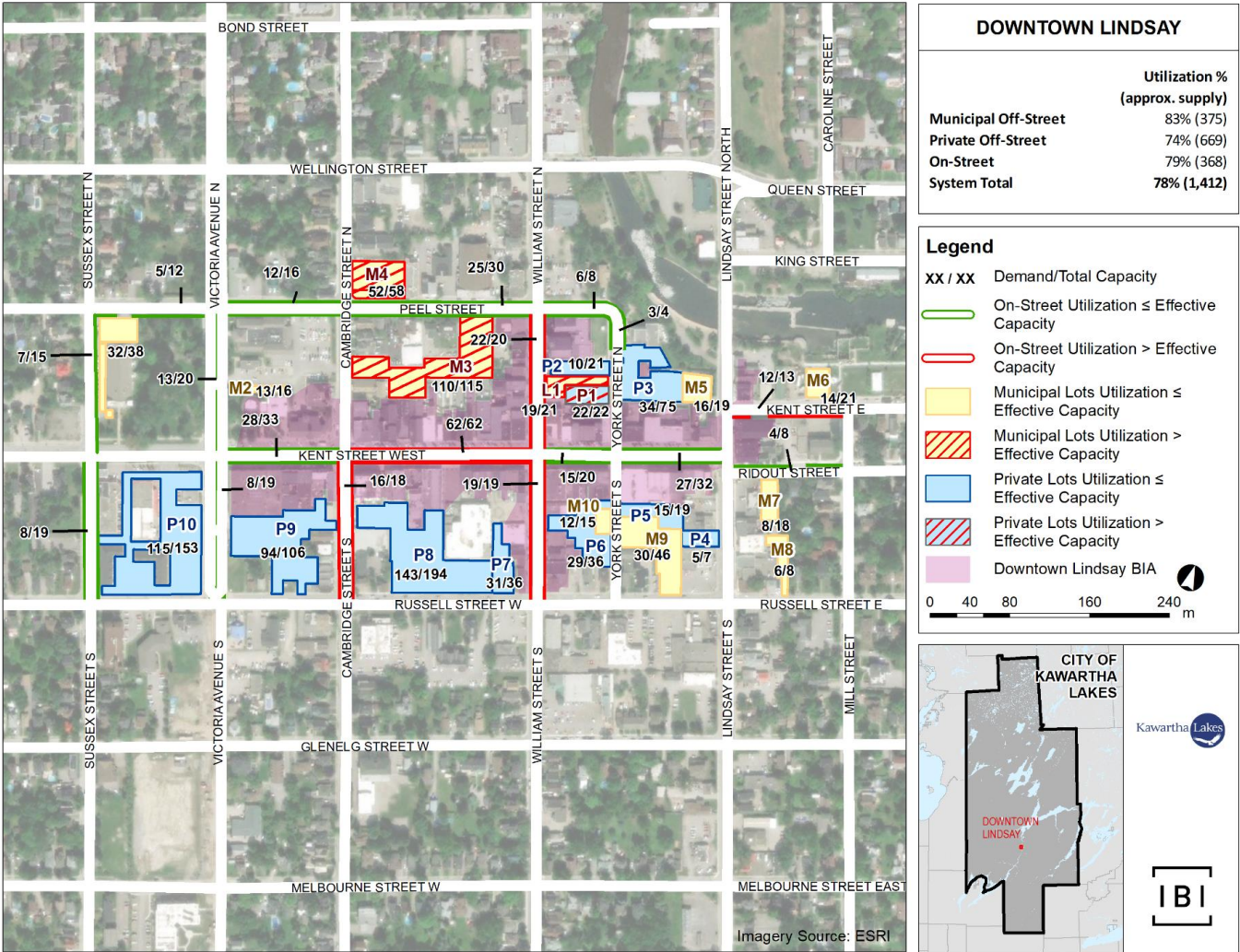
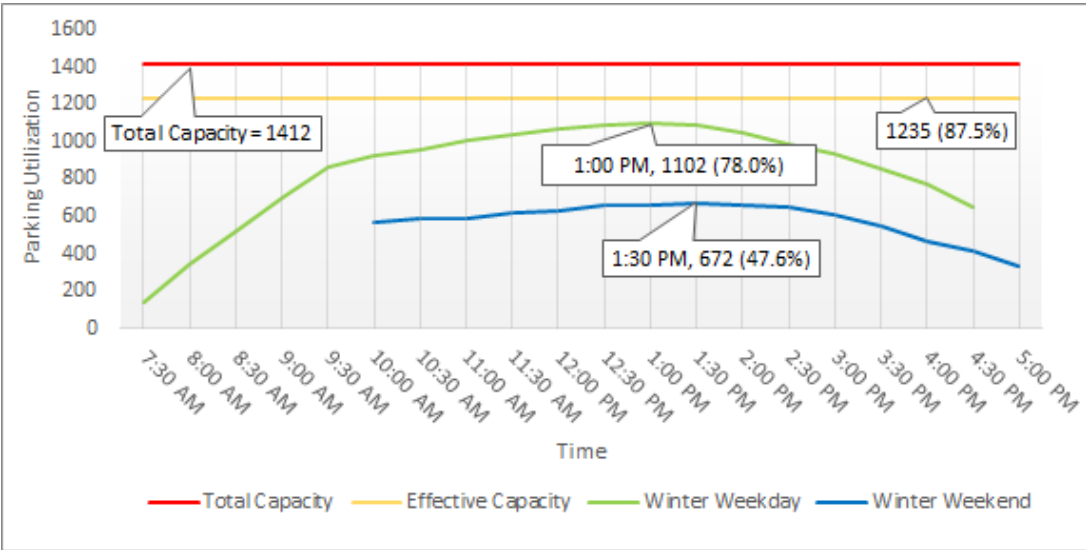
Methodology

- **Assessed Future Parking Needs**
 - Considered parking needs to 2041
 - Targeted utilization threshold of 85% (public parking) to 90% (private parking) 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 to ensure the parking supply remains sufficient to accommodate the future demand



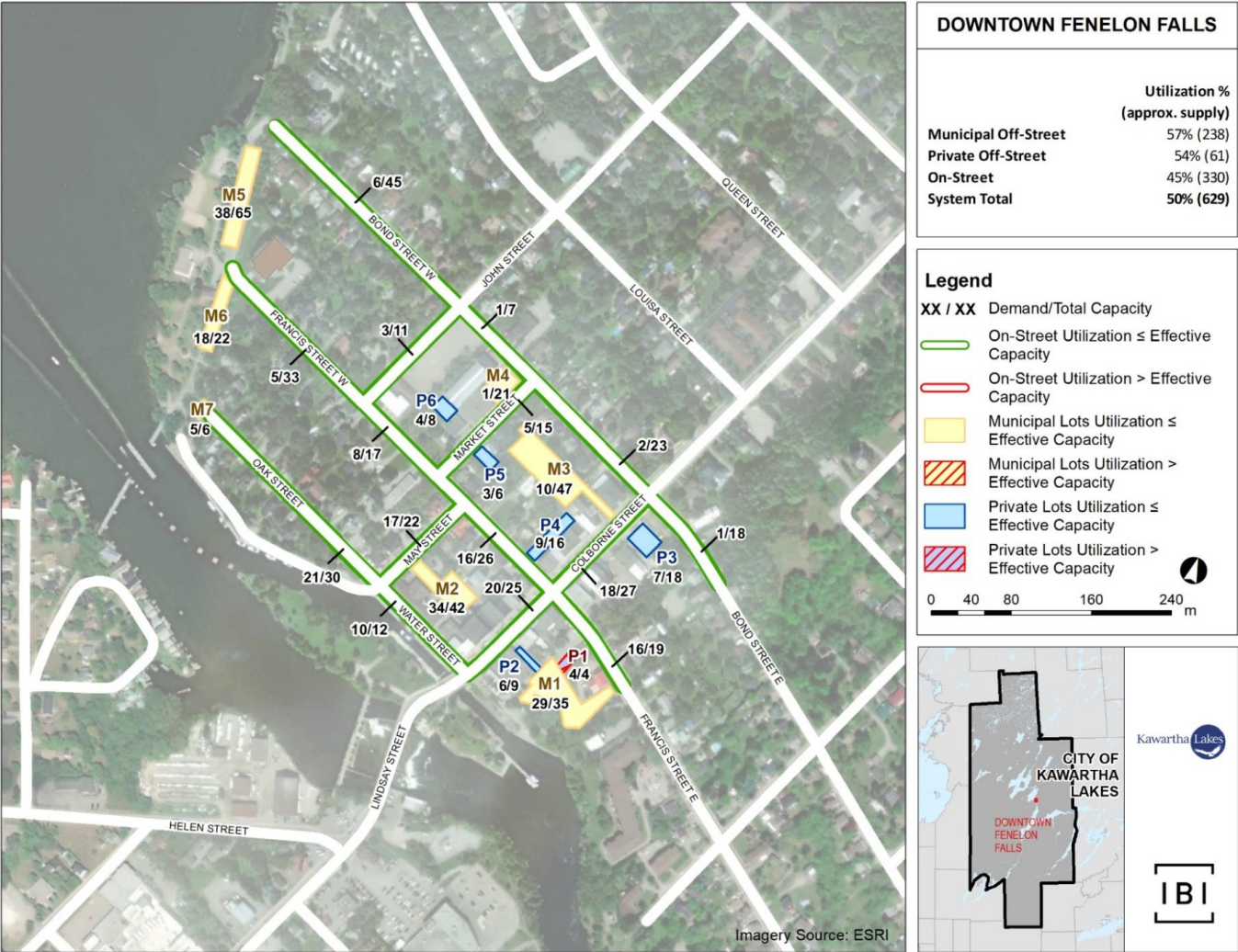
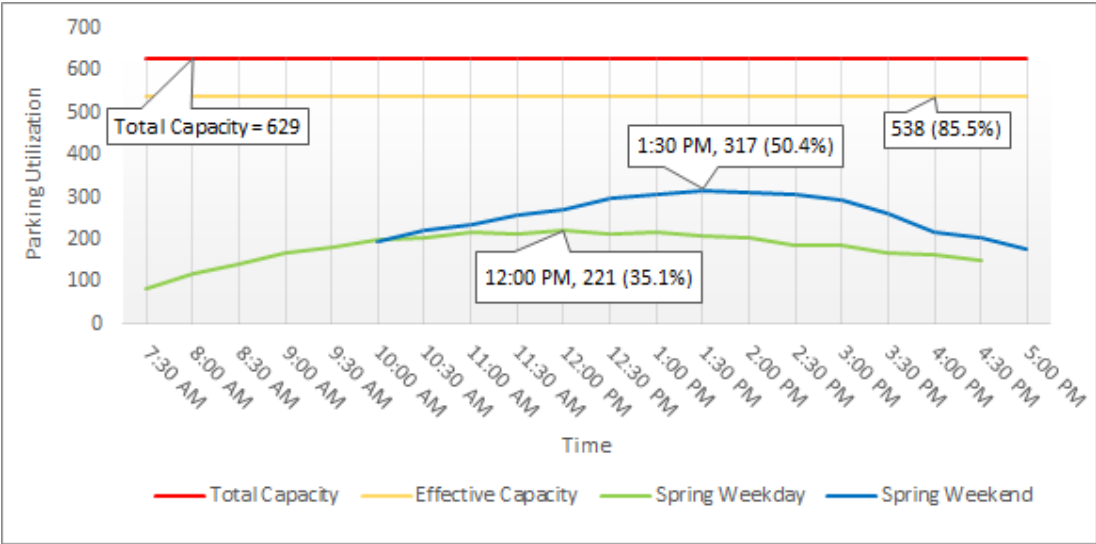
Existing Downtown Lindsay Parking Operations

The peak period of parking occupancy was observed on **a weekday at 1:00 PM**, during the **winter season**, where 78% of surveyed parking spaces were occupied.



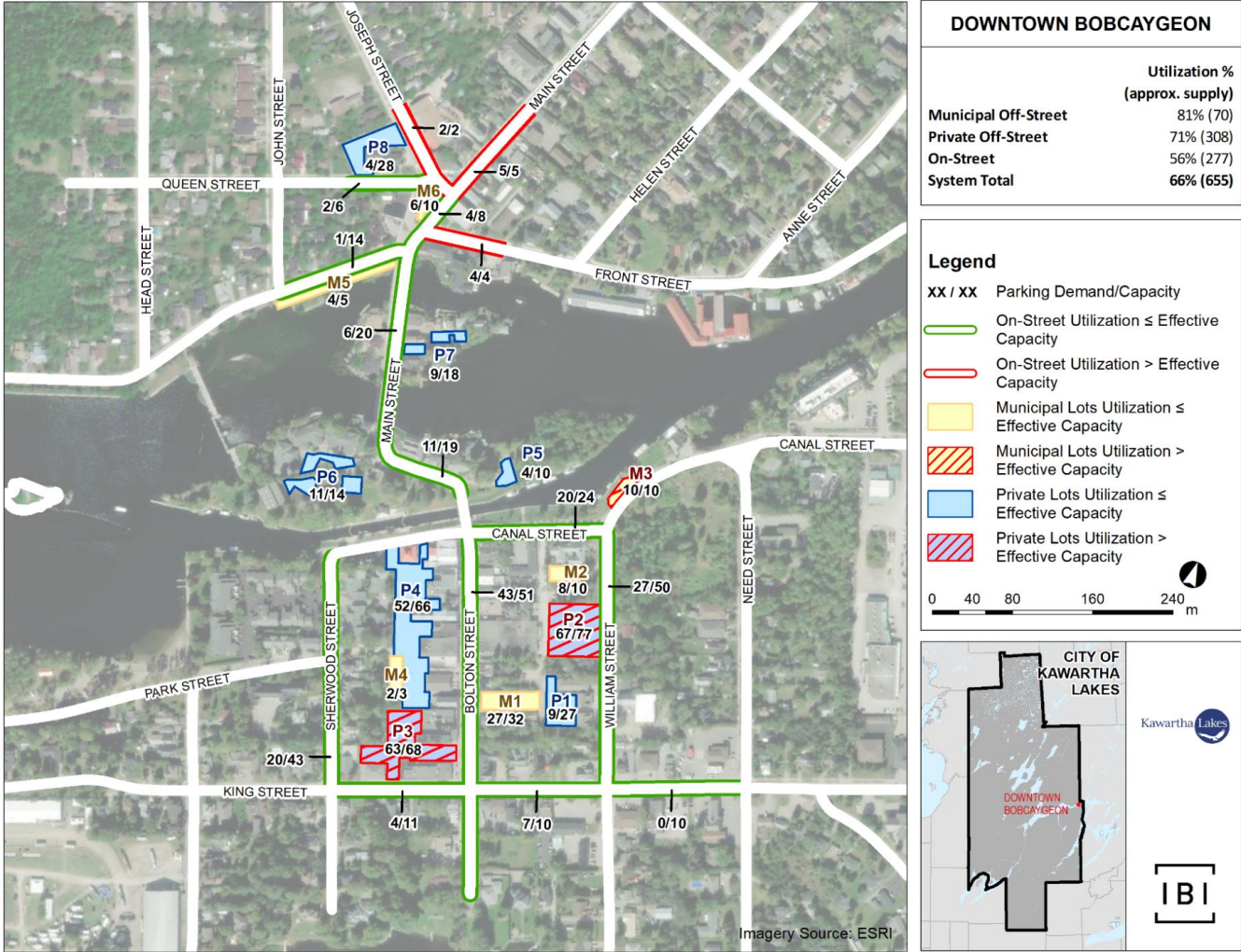
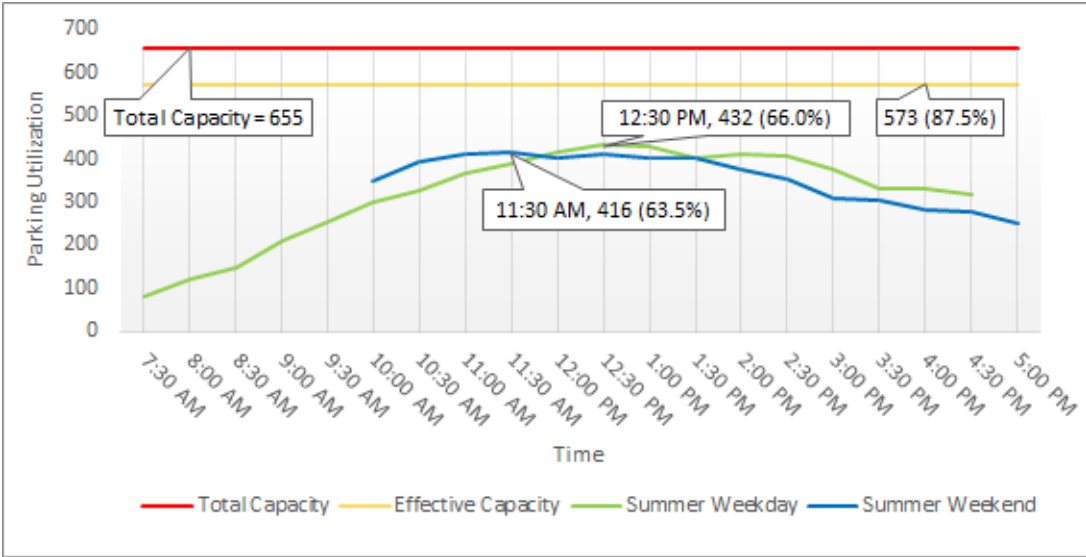
Existing Downtown Fenelon Falls Parking Operations

The peak period of parking occupancy was observed on *a weekend at 1:30 PM*, during the *spring season*, where 50% of surveyed parking spaces were occupied.



Existing Downtown Bobcaygeon Parking Operations

The peak period of parking occupancy was observed on *a weekday at 12:30 PM*, during the *summer season*, where 66% of surveyed parking spaces were occupied.



Key Findings

- Existing parking system is considered sufficient to meet existing parking demand;
- Some individual parking lots or on-street parking areas are at or near capacity; and
- Several parking facilities within an acceptable walking distance to downtown destinations are evidently underutilized in all three Core Areas.



Stakeholder Consultations

Common themes that emerged from the stakeholder meetings and PICs were:

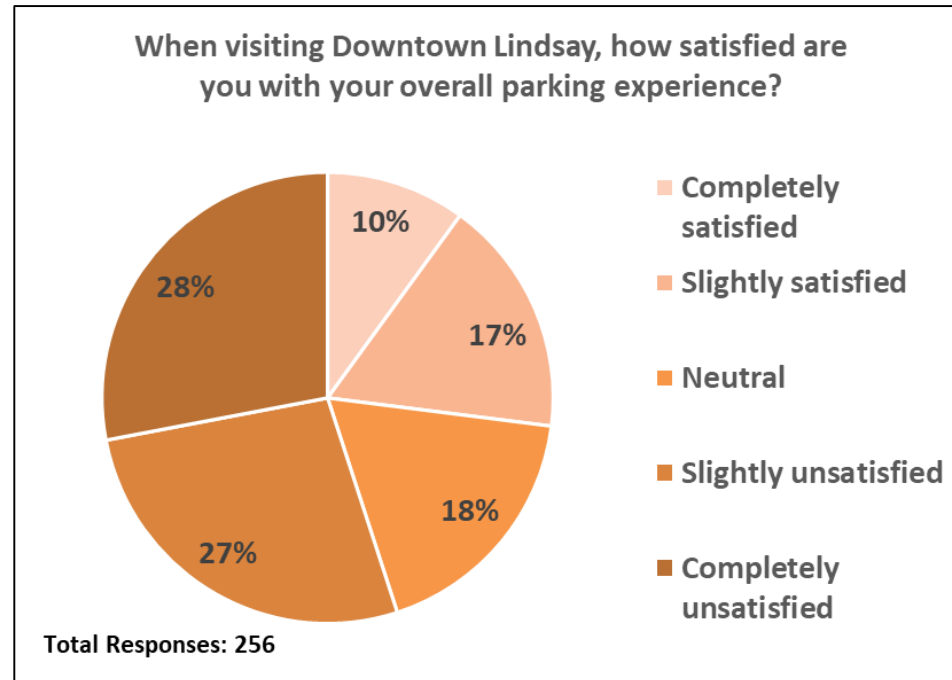
- Perception of inadequate parking availability, especially in summer;
- Poor wayfinding signage for municipal parking lots;
- Unclear long-vehicle parking availability;
- Lack of proactive parking enforcement;
- Lack of accessible parking; and
- Inconsistency in approaches to cash-in-lieu of parking.



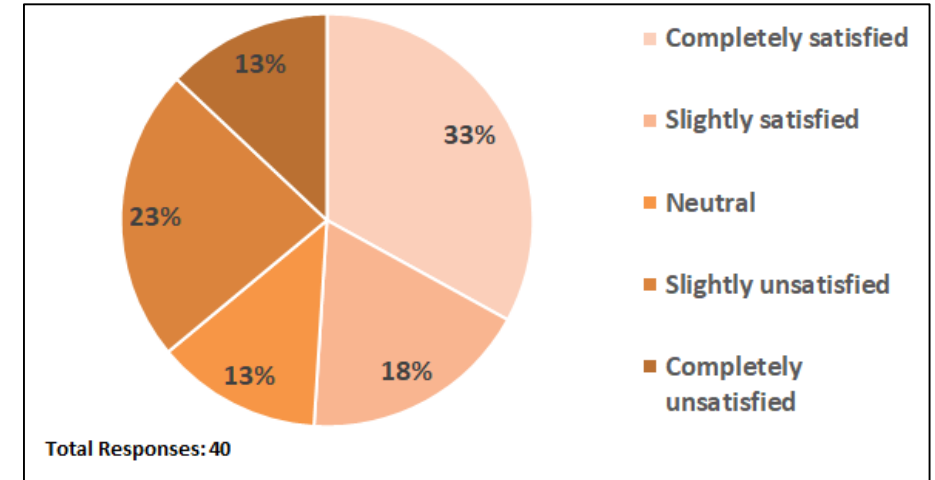
Online Survey Results

- Nearly half are satisfied or neutral about the overall parking experience in Lindsay;
- Majority are satisfied or neutral about the overall parking experience in Fenelon Falls and Bobcaygeon;

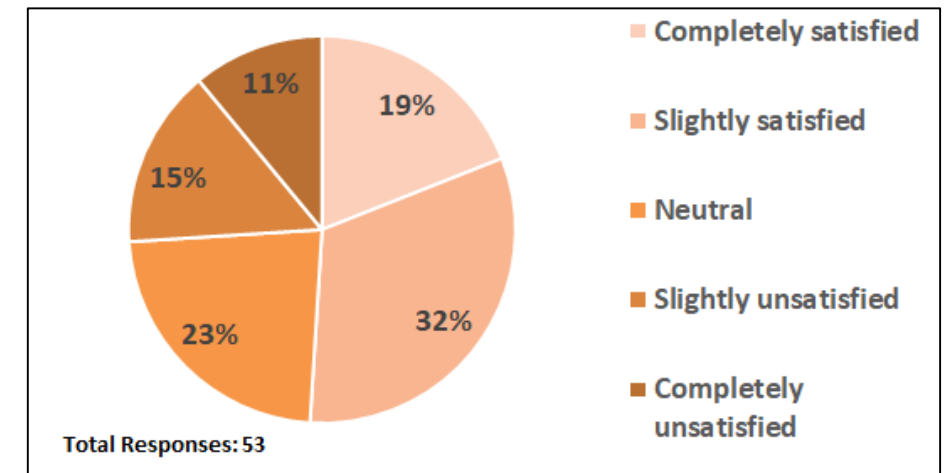
Lindsay



Bobcaygeon



Fenelon Falls





Parking Demand Growth

The demand for parking in the City's downtown areas is expected to increase through the following growth-related channels:

- Anticipated growth in the City's permanent and seasonal populations;
- Anticipated growth in the City's volume of visitors as a result of regional and provincial population growth; and
- Anticipated growth in downtown economic activity (e.g. employment) and residential dwelling units as a result of development, including conversion of use, of property in and on the periphery of the Core Areas.

Year	Permanent Population	Seasonal Population	Sum of Permanent and Seasonal Population	Notional Population Generating Parking Demand (Permanent Population + 50% of Seasonal Population)	2019 to 2041 Parking Demand Growth Factor
2016	75,423	33,727	109,150	92,287	1.325
2019	78,655	34,429	113,084	95,870	
2041	107,000	40,045	147,045	127,023	

Municipal Parking Supply Changes Due to Committed Capital Projects

Core Area	Capital Projects	Total Gain / (Loss)
Lindsay	Downtown Lindsay Reconstruction	30
Fenelon Falls	Colborne Street Reconstruction	(6)
Bobcaygeon	Canal Street Reconstruction	0

Existing and Notional Forecasted Peak Utilization

Core Area	Parking Type	Existing (2019)			Forecasted After Committed Adjustments (2041)		
		Supply	Demand	Utilization	Supply	Demand	Notional Utilization
Downtown Lindsay	Municipal Off-Street	375	312	83%	393	400	102%
	Private Off-Street	669	498	74%	669	660	99%
	On-Street	368	292	79%	380	387	102%
	System Total	1412	1102	78%	1442	1447	100%
Downtown Fenelon Falls	Municipal Off-Street	238	135	57%	238	180	76%
	Private Off-Street	61	33	54%	61	45	74%
	On-Street	330	149	45%	324	197	61%
	System Total	629	317	50%	623	422	68%
Downtown Bobcaygeon	Municipal Off-Street	70	57	81%	70	88	126%
	Private Off-Street	308	219	71%	308	290	94%
	On-Street	277	156	56%	277	196	71%
	System Total	655	432	66%	655	574	88%

Parking Demand Redistribution

- The distance travellers are willing to park from their destination varies depending on the type of destination and the type of parking facility.
- An average walking distance of 240m to 360m is considered generally appropriate for the types of parking facilities and establishments commonly found in the Core Areas.
- Based on the results of the online survey, a maximum walking distance of 300m seems to be preferred in Kawartha Lakes.

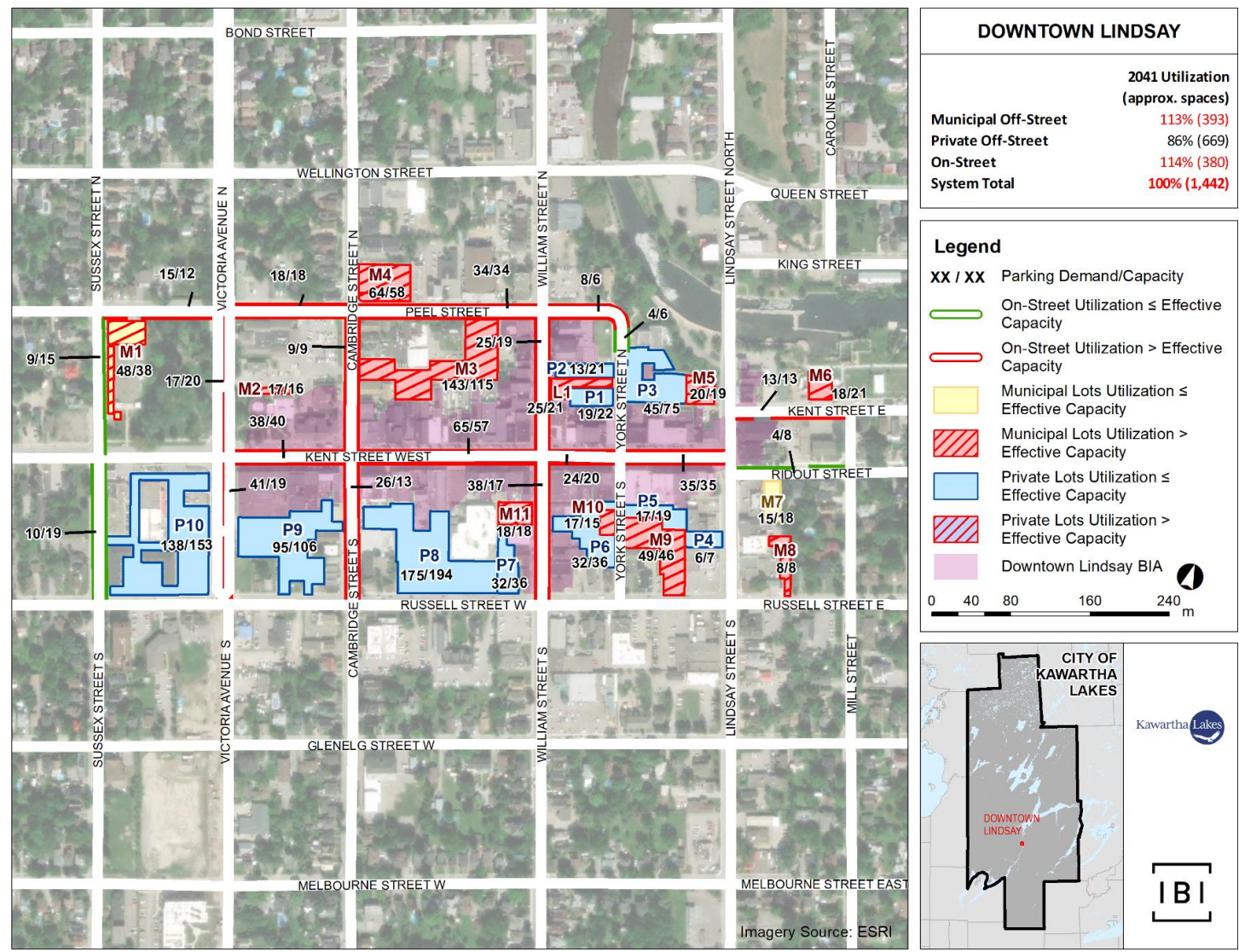
Walking Environment	LOS A	LOS B	LOS C	LOS D
Climate Controlled	300 m	730 m	1,150 m	1,580 m
Outdoor / Covered	150 m	300 m	450 m	600 m
Outdoor / Uncovered	120 m	240 m	360 m	480 m
Through Surface Lot	100 m	210 m	320 m	420 m
Inside Parking Facility	90 m	180 m	270 m	360 m

Adjacent	Minimal (LOS A or B)	Median (LOS B or C)	Long (LOS C or D)
People with disabilities	Grocery stores	General retail	Airport parking
Deliveries and loading	Residents	Restaurant	Major sport / cultural event
Emergency services	Medical clinics	Employees	Overflow parking
Convenience store	Professional services	Entertainment center	
		Religious institution	

Parking Demand Redistribution

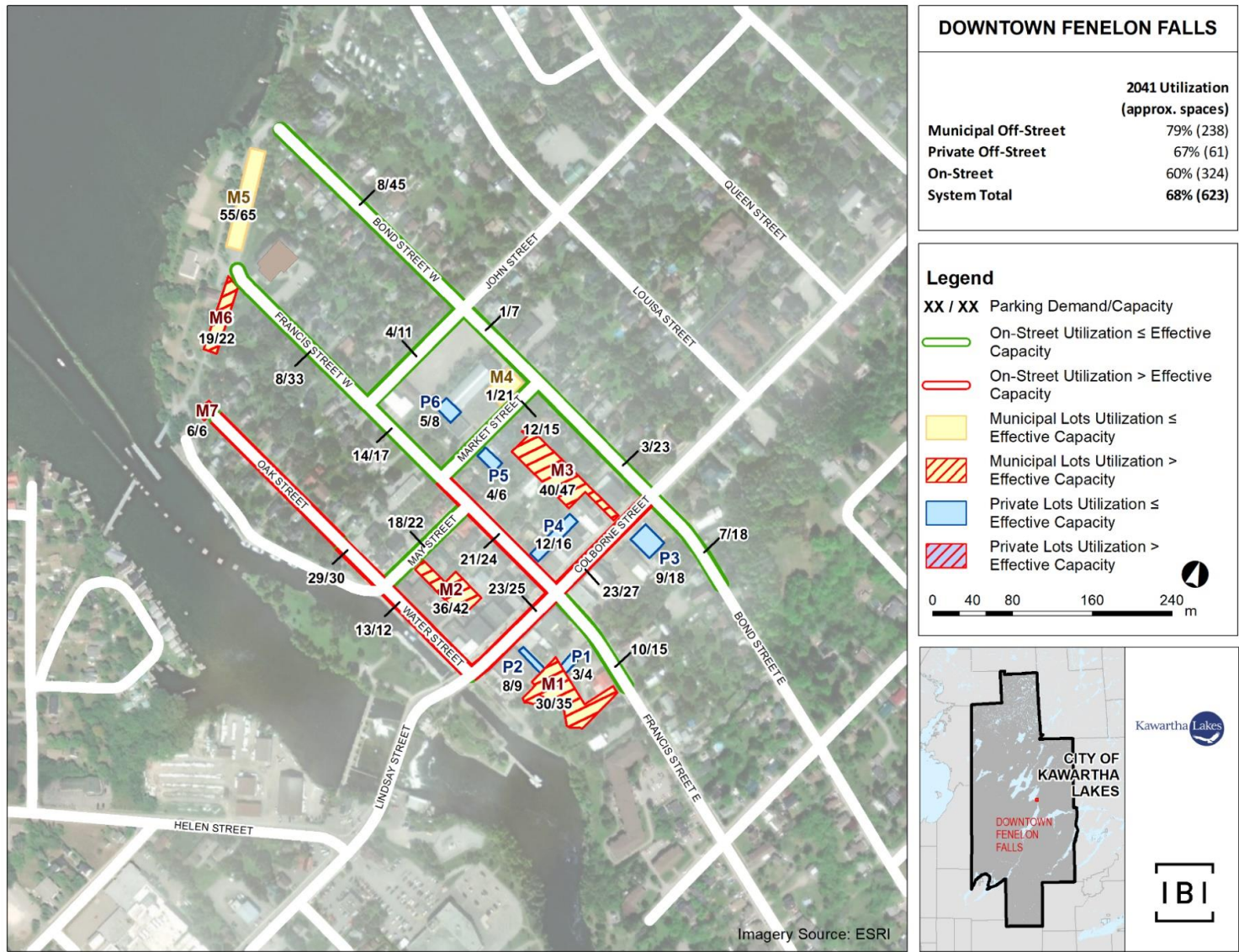
Community	Parking Type	Before Redistribution (2041)			After Redistribution (2041)		
		Capacity	Demand	Utilization	Capacity	Demand	Utilization
Lindsay	Municipal Off-Street	393	400	102%	393	442	113%
	Private Off-Street	669	660	99%	669	572	86%
	On-Street	380	387	102%	380	433	114%
	System Total	1442	1447	100%	1442	1447	100%
Fenelon Falls	Municipal Off-Street	238	180	76%	238	187	79%
	Private Off-Street	61	45	74%	61	41	67%
	On-Street	324	197	61%	324	194	60%
	System Total	623	422	68%	623	422	68%
Bobcaygeon	Municipal Off-Street	70	88	126%	70	68	97%
	Private Off-Street	308	290	94%	308	235	76%
	On-Street	277	196	71%	277	271	98%
	System Total	655	574	88%	655	574	88%

Future Downtown Lindsay Parking Operations



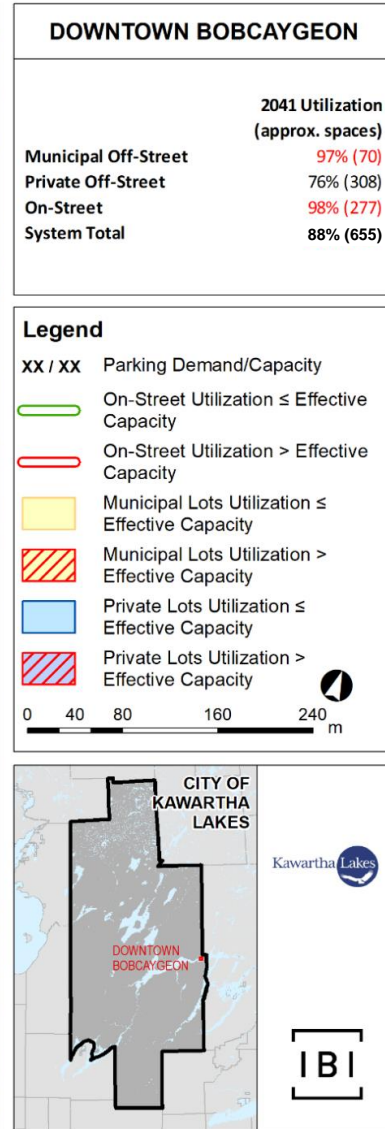
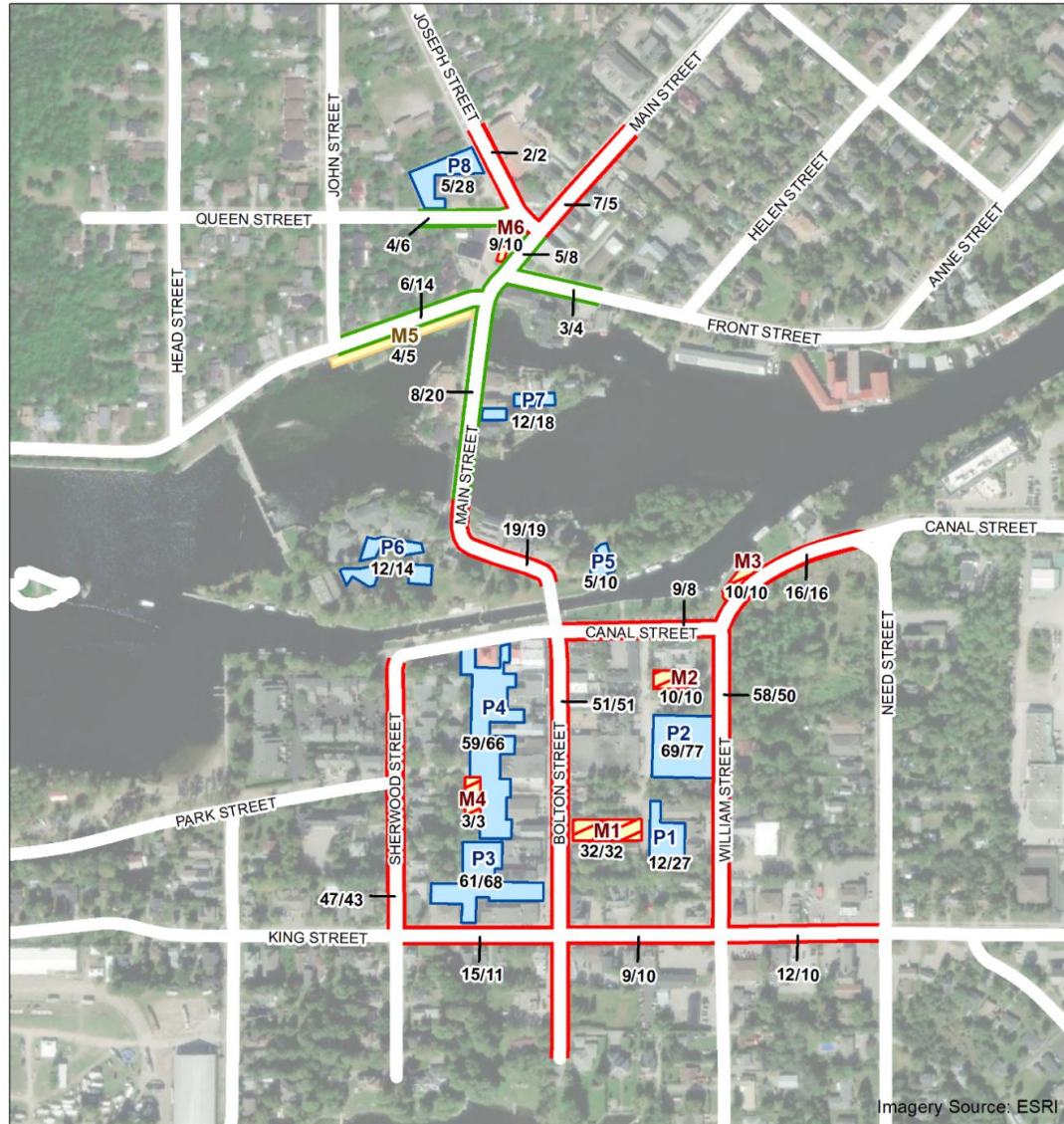
The parking system is anticipated to require a reduction in demand or an increase in supply, or some combination thereof, equal to approximately 221 parking spaces to keep peak utilization below effective capacity (85% for municipal parking, 90% for private parking and 87% for the entire parking system).

Future Downtown Fenelon Falls Parking Operations



At peak demand, the parking system is anticipated to operate well below effective capacity in 2041.

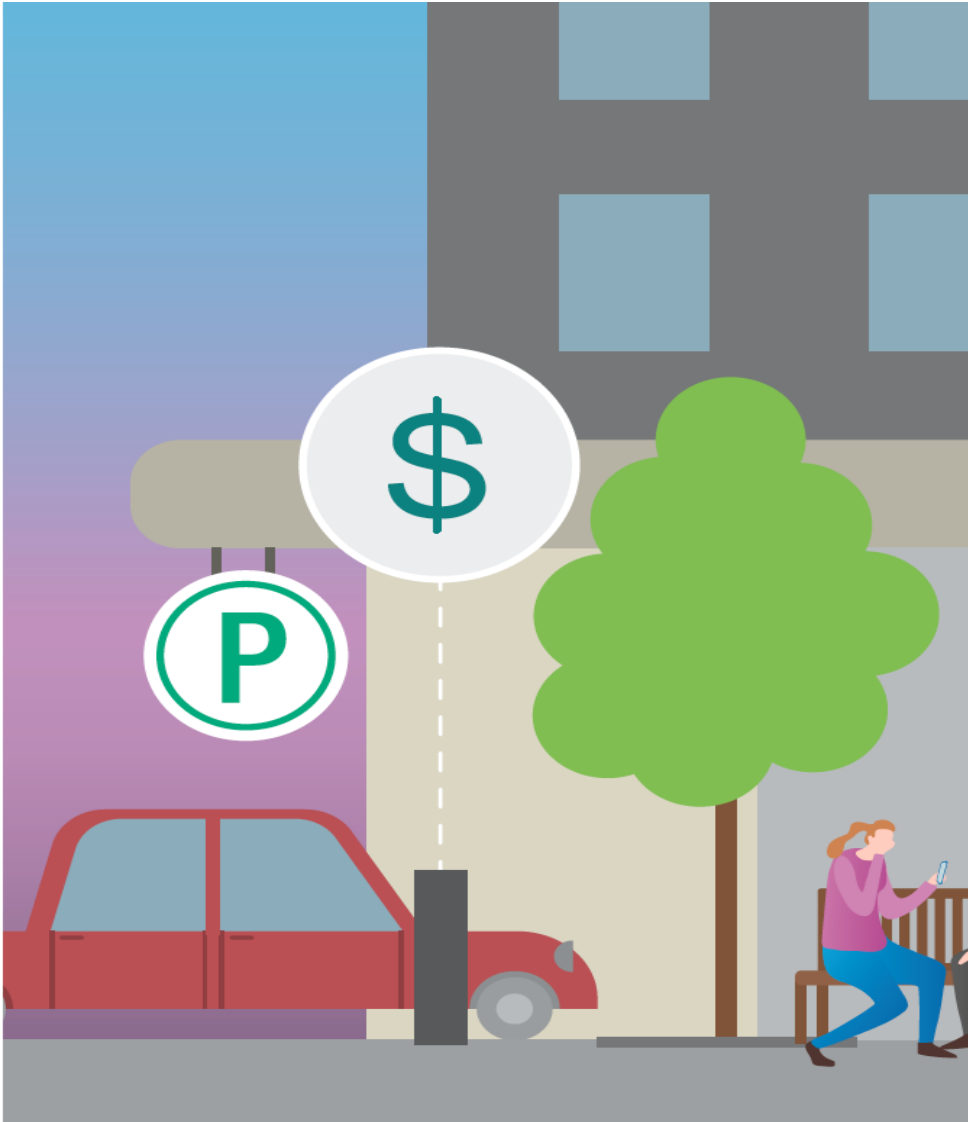
Future Downtown Bobcaygeon Parking Operations



At peak demand, the parking system is anticipated to operate essentially at effective capacity in 2041.



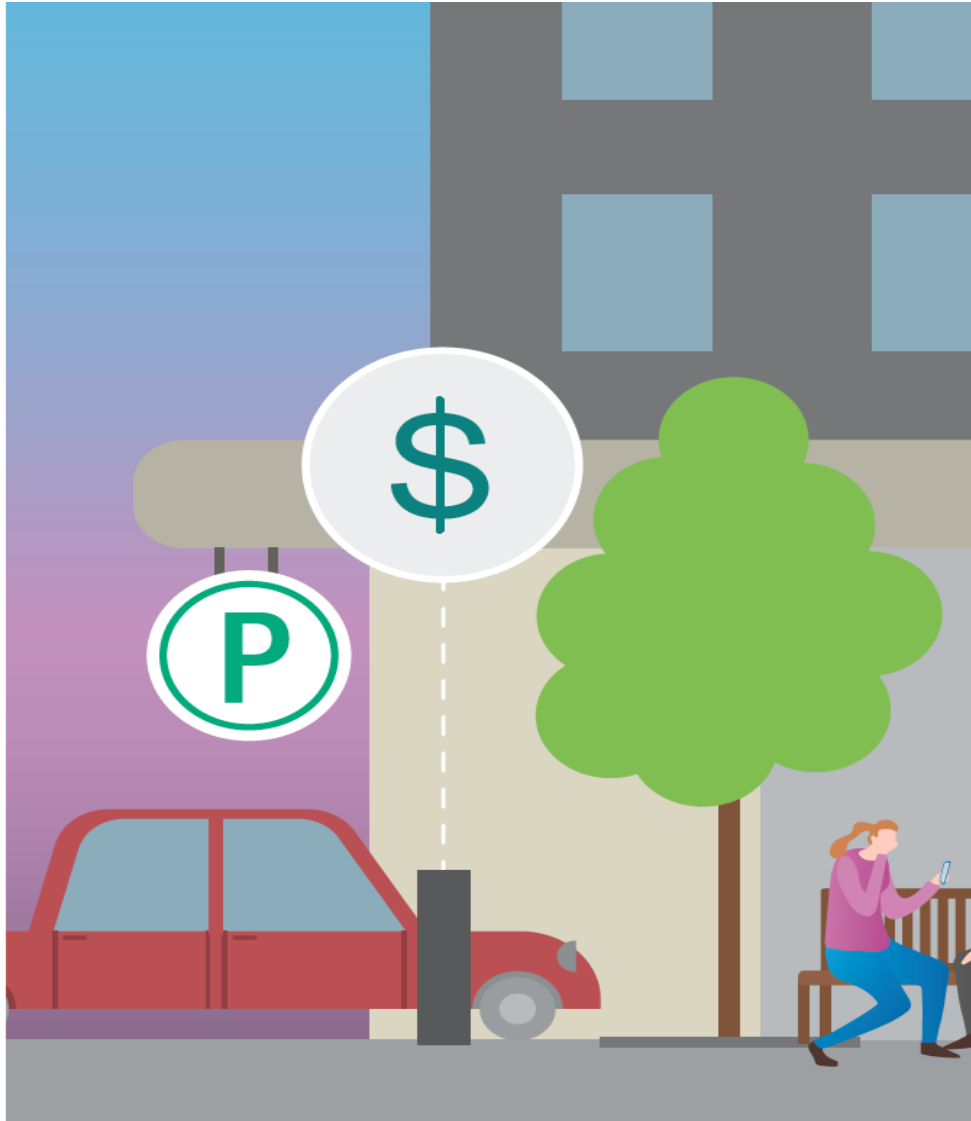
Recommendations | Lindsay



Increase Parking Supply by 221 spaces:

- Relocation of administration offices for Paramedic Services = 11 new spaces
- Reconfigure Lot M5 = 10 new spaces
- Convert parallel parking into angle parking along Victoria Ave. (from Kent St. to Peel St.) = 34 new spaces
- Extend angle parking along Kent St. (from Victoria Ave. to Sussex St.) = 40 new spaces
- Convert parallel parking into angle parking along south side of Peel St. (from Victoria Ave. to Sussex St.) = 12 new spaces
- Convert vacant lands comprising and adjacent to Lot P9 (northeast corner of Victoria Ave./Russell St.) to parking through P3 or other means = 114 new spaces

Recommendations | Lindsay (Continued)



- Introduce location-based pricing to municipal parking lots in an effort to better distribute parking demand;
- Adopt handheld license plate recognition (LPR) technology to enforce parking duration limits;
- Reduce the duration for free off-street parking from 4 hours to 3 hours, where applicable, to increase demand for parking permits and help recover the cost of enforcement technology; and
- Maintain free 2-hour on-street parking and monitor implemented recommendations for two years. If parking demand is not better distributed or managed, consider reinstating paid on-street parking.

Recommendations | Fenelon Falls

Increase Parking Supply by more than 105 spaces to address long-vehicle parking needs and localized excess demand:

- Delineate parking along north side of Oak Street, from May Street to the western limit of the study area;
- Delineate parking on both sides of Bond Street, from the eastern limit of the study area to just east of the curved segment, adjacent to Garnet Graham Beach Park;
- Upon reconstruction or resurfacing of Lot M1, reconfigure it to increase parking supply by approximately 35 spaces; and
- Incorporate into the municipal parking system the site of the former Fenelon Falls Arena (southeast corner of Bond Street / John Street) to increase parking supply by approximately 70 spaces. Via a long vehicle routing plan and with the support of wayfinding signage, encourage long vehicles (e.g. trucks with boat trailers, buses, recreational vehicles etc.) to park in this lot.



Recommendations | Fenelon Falls (Continued)

- Introduce a 3-hour parking duration limit to prime parking assets for the busy summer months, actively enforced by Municipal Law Enforcement Division or the Fenelon Falls Chamber of Commerce. Adjust the duration limit based on utilization and turnover;
- Issue residential parking permits via handheld LPR technology to Colborne Street residents and allow them to park anywhere in Lot M3 with no time restrictions;
- Introduce proactive enforcement;
- Where Oak Street intersects Water Street and May Street, install signage at all approaches that restricts long vehicles from entering Oak Street; and
- Create a long vehicle route : Launch boats at the western limit of Water Street, take May Street to Francis Street to John Street and park in the new lot.

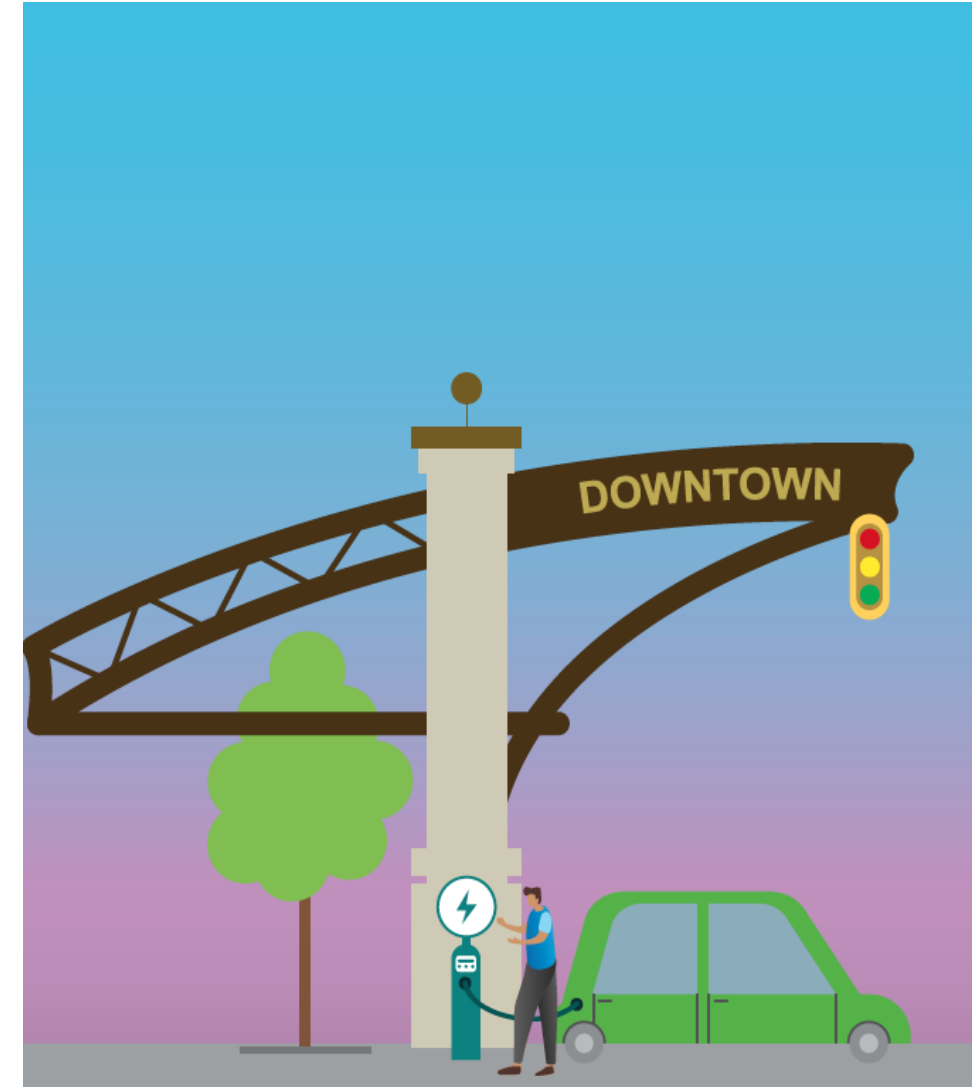
Recommendations | Bobcaygeon



- Introduce a 2-hour on-street parking duration limit during the busy summer months, actively enforced by Municipal Law Enforcement Division or the Bobcaygeon Chamber of Commerce. Adjust the duration limit based on utilization and turnover;
- Introduce proactive enforcement via handheld LPR technology if utilization increases within the next few years;
- Ensure the redevelopment of Bobcaygeon Beach Park provides ample space designated for long-vehicle and long-term parking to help alleviate congested parking assets in the Core Area during summer; and
- Deputize Foodland owners and managers to empower them to enforce their parking lot. In consultation with Foodland, a parking time limit should be introduced to the lot as well.

Recommendations | All Three Core Areas

- Maintain service level standards: maximum system-wide peak parking utilization of 85% for municipal parking and 90% for private parking; and maximum acceptable walking distance of 400 m from parking location to distance.
- Complete a wayfinding and signage master plan.
- Anticipated parking deficiencies for proposed developments should be mitigated through shared use agreements.
- Abolish cash-in-lieu of parking for Fenelon Falls and do not introduce cash-in-lieu of parking for Bobcaygeon.
- Maintain some form of cash-in-lieu of parking in Lindsay and deposit all proceeds into a parking reserve fund.



Recommendations | All Three Core Areas (Continued)

- Create a supervisory position reporting to the Manager of Municipal Law Enforcement, and shift all day-to-day responsibility for parking enforcement and related operations to the former position.
- Maintain delegation of parking enforcement in downtown Lindsay to the LDBIA, and provide the same option to the local chambers of commerce in Fenelon Falls and Bobcaygeon.
- Continue to provide private property owners with the option to obtain the authority to enforce parking by-laws applicable to their parking lots
- Increase the overtime parking fine to \$40 and overnight parking fine to \$30 to match prevailing fines in peer municipalities.
- Undertake another Downtown Parking Strategy in 2029.

Thank You

“

Thank you for your time.

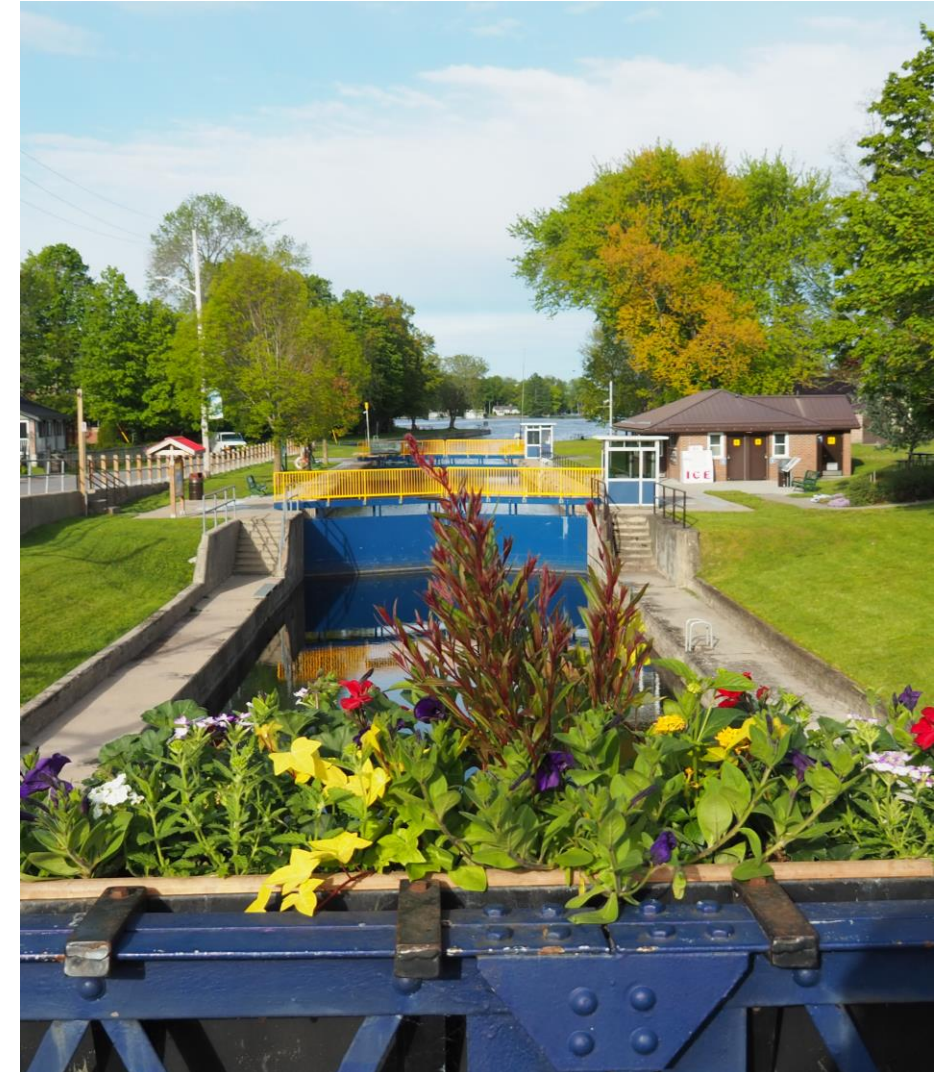
Comments and questions can be submitted to:

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Committee of the Whole Report

Report Number: CA2021-003

Meeting Date: June 1, 2021

Title: Downtown Parking Strategy

Description: This report presents the Downtown Parking Strategy as finalized for consideration and adoption by Council.

Author and Title: Adam Found, Manager of Corporate Assets

Recommendation(s):

That Report CA2021-003, **Downtown Parking Strategy**, be received;

That the Downtown Parking Strategy, attached as Appendix A to Report CA2021-003, be adopted as a master plan for the purpose of informing future recommendations, plans and budgets; and

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At the Council Meeting of April 24, 2018, Council adopted the following resolution:

CR2018-255

That Report EA2018-009, Commissioning of a Downtown Parking Strategy, be received;

That a Downtown Parking Strategy project be added to the 2018 Parking Lots capital program (9831812) with a budget of \$100,000 financed 67.5% from the Administration Account of the Development Charges Reserve and 32.5% from the Economic Development Reserve; and

That the excess capacity created by this project be designated as committed excess capacity in accordance with the Development Charges Act and its regulation O. Reg. 82/98.

In accordance with that direction, the City retained IBI Group to prepare the Downtown Parking Strategy, attached as Appendix A to this report, with an anticipated completion timeframe of Q2, 2020. The project commenced in late 2018 but, as with several other projects, was paused in March of 2020 to permit the City to focus its attention and resources on managing the impact of the COVID-19 pandemic on its business. As a result, project completion was delayed by approximately one year, explaining the timing of this report.

Rationale:

The City's Transportation Master Plan identifies the need for the Downtown Parking Strategy to review and make recommendations respecting the downtown parking systems of Lindsay, Fenelon Falls and Bobcaygeon. The Downtown Parking Strategy was a project lead by Corporate Assets Division with the support of an advisory committee comprising managers of key divisions, and it was informed by thorough consultation involving downtown stakeholders and the general public. From the outset, the project has been conducted with a recognition of the diversity of the three subject downtown areas and the essentiality of input from downtown businesses and general users of downtown parking. While scarcity of resources means that not every demand for parking can be met, staff is confident that the Downtown Parking Strategy provides an effective guiding framework for future decision-making regarding the downtown parking systems of Lindsay, Fenelon Falls and Bobcaygeon.

Other Alternatives Considered:

At this time, staff is only recommending that Council adopt the Downtown Parking Strategy. No other alternatives are being presented at this time since major decisions informed by the Downtown Parking Strategy are subject to Council approval, whether through the budget process or otherwise.

Alignment to Strategic Priorities:

The recommendations of this report align with the following strategic priorities within the 2020-2023 Kawartha Lakes Strategic Plan:

1. An Exceptional Quality of Life: Downtown parking systems are highly valued by businesses, residents and visitors.
2. A Vibrant and Growing Economy: Downtown parking systems are vital to the success of downtown commercial districts as well as the broader local economy.
3. Good Government: The Downtown Parking Strategy supports informed and effective corporate decision-making regarding downtown parking systems.

Financial/Operation Impacts:

The recommendations made in the Downtown Parking Strategy carry relatively insignificant financial implications beyond those of existing operating and capital plans. In particular, the recommended parking supply expansions are largely implementable through or in conjunction with planned capital projects (e.g. road reconstruction, parking lot resurfacing etc.) at minimal or minor added cost. Only the following substantial recommended parking supply expansions are not reflected in existing capital plans:

1. Paving of Former Arena Site in Fenelon Falls: This project is intended to increase parking supply by incorporating into the parking system the land at the site of the former Fenelon Falls Arena. It will help alleviate the shortage of long vehicle parking for vehicles with boat trailers, buses, recreational vehicles etc., and is expected to cost approximately \$160,000 in 2021 dollars.
2. Expansion and Reconfiguration of Lot P9 in Lindsay: This initiative is intended to increase parking supply by incorporating into the parking system the land at the northeast corner of Victoria Ave. / Russell St., which is the largest parcel of unused vacant land in the downtown area considered suitable for conversion into parking. As it requires land assembly and engagement with private parties, the cost of this initiative is unknown at this time.

Consultations:

Manager of Economic Development
Manager of Municipal Law Enforcement
Acting Director of Development Services
Supervisor of Technical Services
Lindsay Downtown Business Improvement Area
Fenelon Falls and District Chamber of Commerce
Fenelon Forward
Bobcaygeon and Area Chamber of Commerce
Impact 32
Downtown Revitalization Committees

Attachments:

Appendix A: Downtown Parking Strategy



Downtown Parking
Strategy.pdf

Department Head email: jrojas@kawarthalakes.ca

Department Head: Juan Rojas, Director of Engineering and Corporate Assets

Final Report

Downtown Parking Strategy



Document Control Page

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PROJECT NAME:	City of Kawartha Lakes Downtown Parking Strategy
REPORT TITLE:	Downtown Parking Strategy
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VERSION:	6.0
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ORIGINATOR:	Fadi Madi
REVIEWER:	Peter Richards
AUTHORIZATION:	Peter Richards
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HISTORY:	1.0 Draft Final Report 2.0 Final Report 3.0 Final Report 4.0 Final Report 5.0 Final Report 6.0 Final Report

Table of Contents

1	Introduction	4
2	Background Document Review.....	6
2.1	Downtown Lindsay and Oak Street Heritage Conservation District Plans	6
2.2	Lindsay and Fenelon Falls Downtown Revitalization Action Plans	6
2.3	Strategic Community Improvement Plan.....	7
2.4	Community-Specific Zoning By-Laws	8
2.5	Growth Management Strategy	8
2.6	Lindsay Transit Master Plan	8
2.7	Transportation Master Plan	9
3	Stakeholder and Public Consultation.....	10
3.1	Phase 1 of Consultation	10
3.1.1	First Round of Stakeholder Meetings and Public Information Centres	10
3.1.2	Online Survey.....	11
3.1.3	Online Crowd Sourcing Map	12
3.2	Phase 2 of Consultation	16
3.2.1	Second Round of Stakeholder Meetings and Public Information Centres.....	16
4	Existing Parking Supply and Demand.....	23
4.1	Existing Parking Supply	23
4.1.1	Lindsay Study Area	23
4.1.2	Fenelon Falls Study Area	26
4.1.3	Bobcaygeon Study Area	29
4.2	Existing Parking Utilization.....	32
4.2.1	Lindsay Study Area	33

Table of Contents (continued)

4.2.2	Fenelon Falls Study Area	36
4.2.3	Bobcaygeon Study Area	40
4.3	Existing Parking Supply and Demand Summary	44
5	Parking Asset Condition Assessment.....	45
5.1	Methodology	45
5.2	Data Collection.....	45
5.3	Assessment Findings and Recommendations	46
6	Future Parking Assessment.....	51
6.1	Parking Demand Growth	51
6.2	Transportation Modal Split and Latent Parking Demand	52
6.3	Committed Parking Demand and Supply Changes	53
6.4	Future Parking Utilization	55
6.4.1	Parking Demand Redistribution.....	55
6.4.2	Recommendations for Lindsay Core Area	58
6.4.3	Recommendations for Fenelon Falls Core Area	61
6.4.4	Recommendations for Bobcaygeon Core Area	64
7	Parking Service Policies and Administration	66
7.1	Service Level Standards	66
7.1.1	Recommendations	67
7.2	Parking Signage and Wayfinding	68
7.2.1	Online Parking Maps	70
7.2.2	Recommendations	70
7.3	Parking Requirements in Zoning By-Laws	71
7.3.1	Recommendations	73
7.4	Cash-in-Lieu of Parking Policies	73
7.4.1	Recommendations	76

Table of Contents (continued)

7.5	Parking Service Administration.....	77
7.5.1	Existing Administrative Structure.....	77
7.5.2	Parking Division	77
7.5.3	Parking Authority.....	78
7.5.4	Public-Private Partnership.....	78
7.5.5	Discussion.....	79
7.5.6	Recommendations	80
8	Recommendations	82

List of Exhibits

Exhibit 3-1: Phase 1 PIC Results – Lindsay Core Area Parking Experience Satisfaction	11
Exhibit 3-2: Phase 1 PIC Results – Fenelon Falls Core Area Parking Experience Satisfaction	11
Exhibit 3-3: Phase 1 PIC Results – Bobcaygeon Core Area Parking Experience Satisfaction	12
Exhibit 3-4: Lindsay Core Area Crowd Sourcing Map	14
Exhibit 3-5: Fenelon Falls Core Area Crowd Sourcing Map	15
Exhibit 3-6: Bobcaygeon Core Area Crowd Sourcing Map	16
Exhibit 4-1: Lindsay Core Area Parking Supply Map	24
Exhibit 4-2: Surveyed Lindsay Off-Street Parking Supply	25
Exhibit 4-3: Surveyed Lindsay On-Street Parking Supply	26
Exhibit 4-4: Fenelon Falls Core Area Parking Supply Map	27
Exhibit 4-5: Surveyed Fenelon Falls Off-Street Parking Supply	28
Exhibit 4-6: Surveyed Fenelon Falls On-Street Parking Supply	28
Exhibit 4-7: Bobcaygeon Core Area Parking Supply Map	30
Exhibit 4-8: Surveyed Bobcaygeon Off-Street Parking Supply	31
Exhibit 4-9: Surveyed Bobcaygeon On-Street Parking Supply	31
Exhibit 4-10: Lindsay Core Area System-Wide Parking Utilization (Winter 2018)	33
Exhibit 4-11: Lindsay Core Area System-Wide Parking Utilization (Spring 2019)	33
Exhibit 4-12: Lindsay Core Area System-Wide Parking Utilization (Summer 2019)	34
Exhibit 4-13: Lindsay Core Area Peak-Hour Utilization Map (1:00 PM to 2:00 PM)	35
Exhibit 4-14: Fenelon Falls Core Area System-Wide Parking Utilization (Winter 2018)	36

List of Exhibits (continued)

Exhibit 4-15: Fenelon Falls Core Area System-Wide Parking Utilization (Spring 2019)	37
Exhibit 4-16: Fenelon Falls Core Area System-Wide Parking Utilization (Summer 2019)	38
Exhibit 4-17: Fenelon Falls Core Area Peak-Hour Utilization Map (1:30 PM to 2:30 PM)	39
Exhibit 4-18: Bobcaygeon Core Area System-Wide Parking Utilization (Winter 2018)	41
Exhibit 4-19: Bobcaygeon Core Area System-Wide Parking Utilization (Spring 2019)	41
Exhibit 4-20: Bobcaygeon Core Area System-Wide Parking Utilization (Summer 2019)	42
Exhibit 4-21: Bobcaygeon Core Area Peak Weekday Utilization Map (12:30 PM to 1:30 PM)	43
Exhibit 5-1: Lindsay Asset Condition Assessment Findings	46
Exhibit 5-2: Bobcaygeon Asset Condition Assessment Findings	48
Exhibit 5-3: Fenelon Falls Asset Condition Assessment Findings	49
Exhibit 6-1: 2041 Population Projections	52
Exhibit 6-2: Anticipated Municipal Parking Supply Changes Due to Committed Capital Projects	54
Exhibit 6-3: Existing and Notional Forecasted Peak Utilization	55
Exhibit 6-4: Maximum Walking Distance	56
Exhibit 6-5: Walking Distance Targets	56
Exhibit 6-6: Notional Forecasted Peak Utilization Before and After Parking Demand Redistribution	57
Exhibit 6-7: Lindsay Core Area 2041 Peak Weekday Utilization Map	60
Exhibit 6-8: Fenelon Falls Core Area 2041 Peak Weekday Utilization Map	63
Exhibit 6-9: Bobcaygeon Core Area 2041 Peak Weekday Utilization Map	65

List of Exhibits (continued)

Exhibit 7-1: Examples of Sign Types	68
Exhibit 7-2: Dynamic Wayfinding Sign	70
Exhibit 7-3: Comparison of Municipal Parking By-Law Requirements for Downtown Areas	72
Exhibit 7-4: Cash-in-lieu of Parking Rate Comparison	74
Exhibit 8-1: Lindsay Core Area Parking Recommendations	83
Exhibit 8-2: Fenelon Falls Core Area Parking Recommendations	86
Exhibit 8-3: Bobcaygeon Core Area Parking Recommendations	88
Exhibit 8-4: General Parking Recommendations	89

List of Appendices

Appendix A: Online Survey and Crowd Sourcing Map Results
Appendix B: Parking Utilization Study Results
Appendix C: Municipal Parking Lot Asset Registry

1 Introduction

Parking is a municipal service highly valued by residents, businesses, and visitors, but it is particularly vital for downtown commercial districts. Parking policies and practices influence land uses, traffic conditions, travel behaviour, transit use, public safety, economic development, and municipal revenues. When people plan where, when, and how they travel, they often take into account the anticipated quality, availability and cost of parking near their destination. If parking in a particular downtown district is perceived as insufficient, inconvenient, expensive, or difficult to find, prospective patrons of that district may take their business elsewhere. The location, availability, and cost of parking can also affect development and other property investment patterns in downtown districts.

Modification of a downtown parking service can be a complex process, requiring the consideration of various user groups and geographic zones, responsiveness to pricing, and temporal variation in demand. Parking in downtown districts must accommodate various users such as employees, residents and visitors, all with different parking needs. Ideally, parking should serve this spectrum of needs as widely and cost-effectively as possible, recognizing that, because of scarcity of resources, not every demand for parking can be fulfilled.

Given the importance of parking, the City of Kawartha Lakes (the “City”) has retained the services of IBI Group to prepare this Downtown Parking Strategy for the downtown areas of Lindsay, Fenelon Falls, and Bobcaygeon (the “Core Areas”), a need identified in the City’s Transportation Master Plan for the City’s largest urban centres. Vital to the City’s economic prosperity are these communities’ downtown parking systems, which are utilized by residents, employees and visitors. With that in mind, the object of the Downtown Parking Strategy is to examine the current state and administration of parking, forecast future parking demand, determine future parking supply needs, and make recommendations accordingly.

It should be noted that the parking utilization surveys informing this study were conducted in 2018 and 2019, prior to the Coronavirus 2019 (COVID-19) pandemic and the transformative effects responses to it have had on societies and economies. Massive shifts toward working from home coupled with unprecedented forced reductions in economic activity have doubtless reduced parking demand for 2020-2021. While parking demand is anticipated to rebound as the pandemic abates and moves toward resolution, it is impossible to know at this time what will be the lasting effects of the pandemic on parking demand.

While some users of the Core Area parking systems may perceive a shortage of parking at certain times, this study shows that, based on industry best practices and utilization data, the existing parking supply is adequate to meet existing demand. Rather than a shortage of supply, existing parking challenges have been found to stem principally from (i) uneven distribution of parking activity, (ii) deficient wayfinding and awareness of the availability of parking and (iii)

restrictive notions of an acceptable walking distance. Many of the recommendations made herein are designed to address such issues or take advantage of low-cost expansions to parking supply wherever possible. Through to 2041, only the Lindsay Core Area is anticipated to require expansion to parking supply. Fortunately, half of that expansion entails no or minimal added capital cost, primarily because it coincides with capital works expected to occur anyhow.

2 Background Document Review

This section summarizes a review of relevant background materials used to inform the Downtown Parking Strategy. The objective of this review is to outline the broad policy context in which the study is prepared. The following background documents were reviewed:

- Downtown Lindsay and Oak Street Heritage District Conservation Plans (2017);
- Lindsay and Fenelon Falls Downtown Revitalization Action Plans (2017);
- Strategic Community Improvement Plan (2018);
- Community-Specific Zoning By-Laws (2018, 2019);
- Growth Management Strategy (2011);
- Lindsay Transit Master Plan (2018); and
- Transportation Master Plan (2012).

2.1 Downtown Lindsay and Oak Street Heritage Conservation District Plans

The Heritage Conservation District (HCD) Plans of both Downtown Lindsay and the Oak Street neighbourhood (located in Fenelon Falls) outline the goals, objectives, policies, guidelines, and processes associated with the conservation of natural and built features of heritage value. The plans note that the HCDs are attractive to residents, businesses, and visitors, and that as the demand for parking increases, there should be policies in place to provide sufficient parking and access while conserving heritage features. Specifically, the plans note the need for parking policies to address demands arising from new multiple-dwelling units and to consider the impacts of new or expanded parking, particularly in front yards. The recommendations of this study are formulated with consideration for the policies and guiding principles set out by the HCD Plans.

2.2 Lindsay and Fenelon Falls Downtown Revitalization Action Plans

The Lindsay Downtown Revitalization Action Plan outlines the critical issues, opportunities, challenges, necessary actions, priority scheme, and proposed timelines associated with the revitalization of Lindsay's Core Area. The action plan outlines eight goals and associated tasks pertaining to economic development, leadership and management, marketing and promotion, and physical improvements, a set of recommendations, and an implementation strategy. One of the action plan's goals is to "improve transportation facilities and functionality in the Downtown". Respecting that goal, the action plan identifies the following parking-related activities:

- Identify additional, adequate, available, and properly maintained parking throughout the Core Area to meet increased demands for parking from business owners and patrons;
- Record in the City's geographic information system (GIS) the location of all currently available parking spaces, including accessible parking spaces, the site of the regional bus pick-up and drop-off location, and the City bus pick-up and drop-off locations;
- Address horse and buggy parking needs in the Core Area, engaging the area Amish and Mennonite communities to determine their needs;
- Consider incorporating "charging stations" for electric cars, scooters, and similar vehicles into the Core Area's transportation facilities; and
- Identify the needs of active transportation (e.g. bicycling) in the Core Area and provide the facilities, inclusive of parking, necessary to accommodate such needs.¹

Similarly, the Fenelon Falls Downtown Revitalization Action Plan outlines nine goals and associated tasks aimed at fostering commercial activity and providing a vibrant and engaging environment for businesses, residents, and visitors. One of the goals within that plan is to "support existing and potential businesses to locate and expand in Fenelon Falls". Specific to parking, the action plan proposes the following activities, among others, pertaining to this goal:

- Conduct a parking inventory, including quality of parking area, lighting, and signage (including wayfinding signage to access parking);
- Identify parking deficiencies and needs; and
- Eliminate cash-in-lieu of parking.

Recommendations emanating from this study take into consideration the goals and activities set out in both action plans.

2.3 Strategic Community Improvement Plan

The City's Community Improvement Plan (CIP) was prepared to support economic development within several targeted areas of the City, including the Core Areas of Lindsay, Fenelon Falls, and Bobcaygeon. The CIP outlines strategies and programs aimed at promoting revitalization and improvement of private property. Specific to parking, the CIP provides for the following programs:

- **Accessibility Improvement** – This program is available to assist eligible property owners with the cost of implementing measures to

¹ These needs will be examined by the City's forthcoming Active Transportation Master Plan, and are hence not examined in the Downtown Parking Strategy.

improve the accessibility of their properties, including accessible parking spaces;

- Design Studies – This program is available to assist eligible property owners with the cost of preparing architectural or engineering plans and site plans for accessibility retrofits or other property improvements; and
- Building Repair and Renovation – This program is available to assist eligible property owners with the costs arising from the conversion, intensification, repair or other improvement of their properties, including the creation of new residential units within existing mixed-use buildings.

Recommendations emanating from this study are consistent with the programs and vision set out in the CIP.

2.4 Community-Specific Zoning By-Laws

Below are the Zoning By-Laws (ZBLs) relevant to the Downtown Parking Strategy:

- Town of Lindsay Comprehensive Zoning By-Law 2000-75 (January 2019);
- Village of Fenelon Falls Comprehensive Zoning By-Law 89-25 (June 2018); and
- Village of Bobcaygeon Comprehensive Zoning By-Law 16-78, Office Consolidation (January 2019).

Among other things, the ZBLs establish development-related parking requirements based on land use, regular and accessible parking space standards, and loading space standards. The community-specific ZBLs are an input into the Downtown Parking Strategy.

2.5 Growth Management Strategy

Based on the provincial growth plan, the City's Growth Management Strategy (GMS) lays the groundwork for the planning, servicing and financing of population and employment growth over an extensive planning horizon. In particular, the GSM informs the City's Official Plan, zoning by-laws, development charges by-law and various service master plans. As one of those master plans, the Downtown Parking Strategy leverages the growth forecast in the GSM and the Provincial Growth Plan to estimate anticipated future demand for parking in the Core Areas.

2.6 Lindsay Transit Master Plan

Based on the GSM, the Lindsay Transit Master Plan provides a framework to guide the growth of the Lindsay transit system to 2027. Objectives of the plan include improving the reliability and accessibility of transit service, expanding the service area within the City where justified, and identifying route network

improvements. The plan notes the potential of a future downtown transportation hub. The recommendations formulated through this study are supportive of the objectives and vision set out by the Lindsay Transit Master Plan.

2.7 Transportation Master Plan

Based on the GMS, the Transportation Master Plan determines the City's growth-related transportation requirements to 2031. The plan identifies numerous growth-related capital needs relating to expansion of bridge and road capacity (e.g. road widening), signalization and other intersection improvements, and needs for further investigation and study (e.g. corridor studies). One of the latter needs identified is that of a Downtown Parking Strategy. The recommendations formulated through this study are supportive of, or complementary to, the broader transportation needs identified by the Transportation Master Plan.

3 Stakeholder and Public Consultation

Stakeholder and public consultation for the Downtown Parking Strategy was completed in two phases. The first phase was conducted near the beginning of the study to obtain information on existing parking operations, knowledge of existing parking issues, and desired or expected study outcomes. The second phase was conducted toward the end of the study to present the study's preliminary findings and recommendations, and obtain feedback from stakeholders and the public prior to finalization of the recommendations.

3.1 Phase 1 of Consultation

Phase 1 of the stakeholder and public consultation plan consisted of the following consultation activities:

- One stakeholder meeting and one Public Information Centre (PIC) in each of Lindsay, Fenelon Falls, and Bobcaygeon; and
- An online survey and crowd sourcing map.

This section summarizes Phase 1 results.

3.1.1 First Round of Stakeholder Meetings and Public Information Centres

As part of the consultation plan, IBI Group hosted stakeholder meetings and PICs in Lindsay on March 5, 2019, in Fenelon Falls on March 6, 2019, and in Bobcaygeon on March 7, 2019. In each of the six meetings, attendees were encouraged to share their thoughts on existing parking operations, existing parking issues, and desired or expected study outcomes.



Common themes that emanated from the stakeholder meetings and PICs were:

- Perception of inadequate parking availability, especially in summer;
- Poor wayfinding signage for municipal parking lots;
- Unclear long-vehicle parking availability;
- Lack of proactive parking enforcement;

- Lack of accessible parking; and
- Inconsistency in approaches to cash-in-lieu of parking.

3.1.2 Online Survey

A questionnaire was prepared and presented to the general public in the form of an online survey, which was active from the beginning of April 2019 to the end of August 2019. The survey results provide a sense of general parking behaviour and perceptions in the Core Areas of Lindsay, Fenelon Falls, and Bobcaygeon.

Exhibit 3-1, **Exhibit 3-2**, and **Exhibit 3-3** summarize indications of public satisfaction with parking in the three Core Areas. Greater detail on the survey results is provided in **Appendix A**.

Exhibit 3-1: Phase 1 PIC Results – Lindsay Core Area Parking Experience Satisfaction

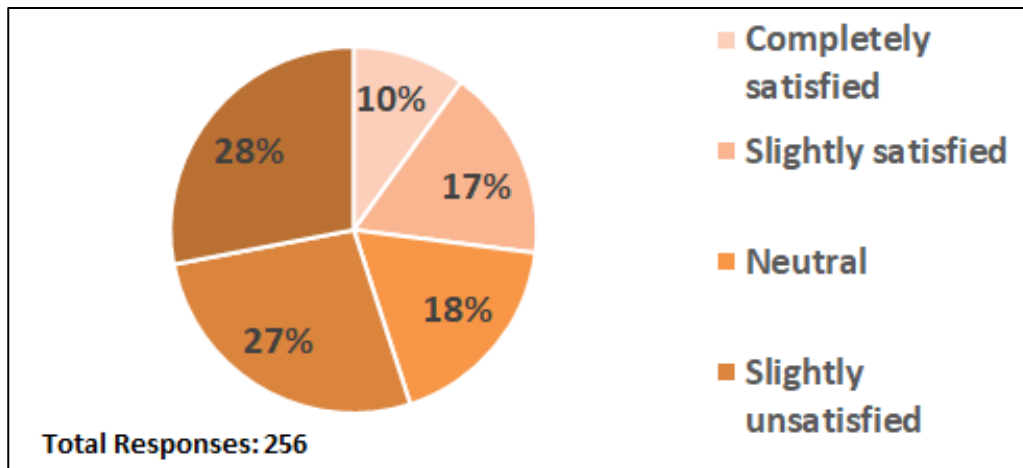


Exhibit 3-2: Phase 1 PIC Results – Fenelon Falls Core Area Parking Experience Satisfaction

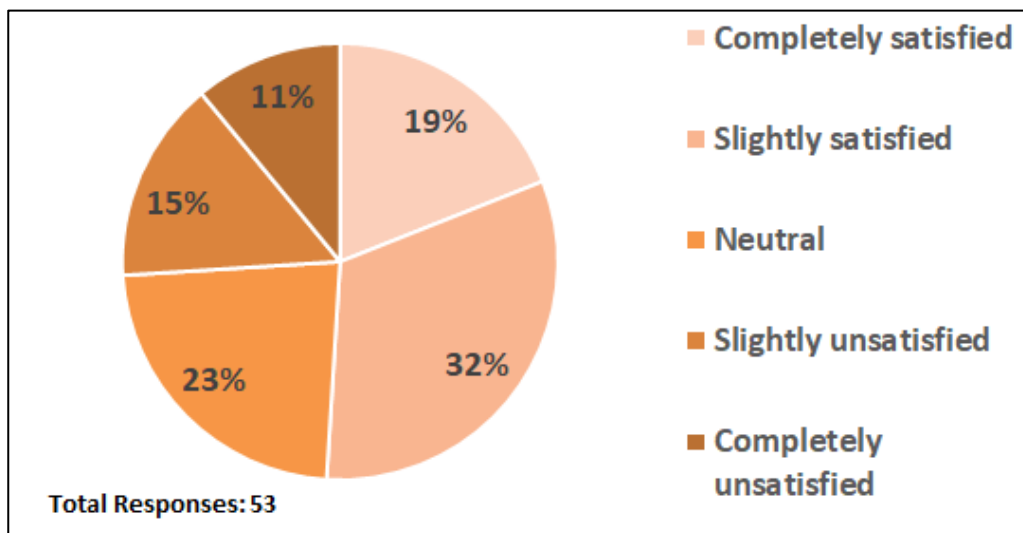
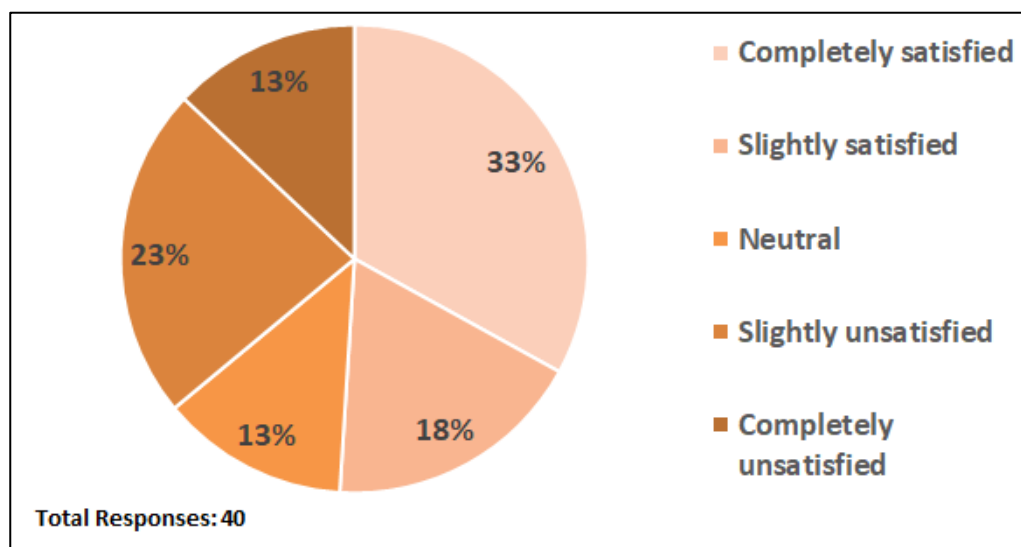


Exhibit 3-3: Phase 1 PIC Results – Bobcaygeon Core Area Parking Experience Satisfaction



For the Lindsay Core Area, nearly half of those surveyed indicated they were satisfied or neutral about their overall parking experience. For the Fenelon Falls and Bobcaygeon Core Areas, the majority of respondents indicated that they were satisfied or neutral about their overall parking experience. The survey results for Lindsay show that 52% of respondents would like to see a parking garage built in downtown Lindsay and that 51% would not support paid on-street parking. Approximately 84% of Fenelon Falls respondents would not support paid on-street parking in downtown Fenelon Falls. Approximately 57% of Bobcaygeon respondents would not support paid on-street parking in downtown Bobcaygeon.

3.1.3 Online Crowd Sourcing Map

At the end of the online survey, respondents were given access to an interactive online crowd sourcing map to identify precise locations where they have experienced parking-related difficulties. Crowd-sourced information has been aggregated and mapped to provide a sense of the nature and locations of various parking issues experienced by respondents, as illustrated in **Exhibit 3-4**, **Exhibit 3-5**, and **Exhibit 3-6**. With sufficient responses, parking “hot spots” were identified.

For Lindsay’s Core Area, many respondents noted they had difficulty finding on-street parking on Kent Street, between Cambridge Street and William Street. Respondents also identified numerous locations where they would like to see bicycle parking, particularly in close proximity to Kent Street. Moreover, there were several indications of areas perceived as unsafe or inadequately lit near the intersection of York Street / Kent Street, among others.

For the Fenelon Falls Core Area, respondents noted they experienced difficulty finding on-street parking near the intersection of Francis Street West / John

Street. Additionally, it was indicated that bicycle parking was desired along Francis Street West, near the waterfront.

For the Bobcaygeon Core Area, respondents indicated they had difficulty finding parking on Canal Street east of its intersection with Bolton Street, as well as in the Market Square area (i.e. the intersections of Queen Street / Joseph Street / Main Street and Front Street / Main Street. Respondents also identified several locations across the Core Area where the provision of bicycle parking would be useful.

Exhibit 3-4: Lindsay Core Area Crowd Sourcing Map



Exhibit 3-5: Fenelon Falls Core Area Crowd Sourcing Map



Exhibit 3-6: Bobcaygeon Core Area Crowd Sourcing Map



3.2 Phase 2 of Consultation

Phase 2 of stakeholder and public consultation consisted of a second round of stakeholder meetings and a second round of PICs, this time to review the preliminary findings and recommendations of the study and to obtain feedback on them.

3.2.1 Second Round of Stakeholder Meetings and Public Information Centres

IBI Group hosted a second round of stakeholder meetings and PICs in Lindsay on October 15, 2019, in Fenelon Falls on October 16, 2019, and in Bobcaygeon on October 17, 2019. Similar to the first round, stakeholders and the public provided input regarding the state and operation of the existing parking system, knowledge of existing parking issues, and desired or expected study outcomes. Additionally, attendees provided feedback on the study's preliminary findings and recommendations. The following summarizes the preliminary recommendations discussed at the second round of stakeholder meetings and PICs:

- Lindsay-Specific Preliminary Recommendations:

- Make available to the public off-street parking spaces currently reserved for municipal employees;
- Repave and reconfigure existing parking lots;
- Introduce dynamic or locational pricing to more evenly distribute on-street parking utilization;
- Provide proactive enforcement of on-street parking using handheld license plate recognition (LPR) devices to better manage parking duration;
- Add at least one accessible parking space to each of Lots M4, M7, and M11; and
- Maintain free 2-hour on-street parking and monitor implemented recommendations for two years. If parking is not better distributed or managed, consider reinstating on-street paid parking.
- **Fenelon Falls-Specific Preliminary Recommendations:**
 - Repave and reconfigure existing parking lots;
 - Convert the former Fenelon Falls Arena lot into a paved and well-configured parking lot with spaces reserved for long vehicles (e.g. trucks with boat trailers, buses, recreational vehicles etc.);
 - Delineate on-street parking along the north side of Oak Street (from May Street to the western limit), and restrict parking on the other side of the street;
 - Delineate on-street parking on both sides of Bond Street (from the eastern limit of the study area to just east of the curved segment, adjacent to Garnet Graham Beach Park, to the west);
 - Issue parking permits via LPR to Colborne Street residents that have no parking, and allow them to park in Lot M3 with no time restrictions;
 - Clean up and add lighting and pavement markings to Lot M3, and enforce encroachment by-laws etc. prohibiting improper use of the lot;
 - Add at least one accessible parking space to each of Lots M1, M5, M6, and M7; and
 - Monitor parking utilization and consider handheld LPR technology if utilization increases over the next few years.
- **Bobcaygeon-Specific Preliminary Recommendations:**
 - Introduce an on-street parking limit, starting with a 2-hour duration, actively enforced by the City's Municipal Law

- Enforcement Division, and determine if a reduction in permitted duration is warranted in future;
- Monitor parking utilization and consider handheld LPR technology if utilization increases over the next few years;
- Create regular and long-vehicle parking as part of the redevelopment of Bobcaygeon Beach Park;
- Add at least one accessible parking space to each of Lots M3, M4, and M5;
- Create a long-vehicle route plan and advertise it online; and
- In consultation with the owners of Foodland and by by-law, introduce a time limit at the Foodland parking lot (Lot P2), and deputize Foodland owners and managers to empower them to enforce the parking lot themselves more effectively.
- General Preliminary Recommendations:
 - Make community-specific changes to cash-in-lieu of parking after further consideration;
 - Add wayfinding signage;
 - Add municipal parking lot locations to Google Maps;
 - Create an online parking map for Kawartha Lakes;
 - Introduce in-house winter maintenance of municipal lots; and
 - Increase parking fines for overtime parking and overnight parking.

The following is a summary of input received at the Lindsay stakeholders meeting:

- If the parking needs of employees were met with a parking garage or pushed to the periphery of the Core Area, then prime parking spaces would be more available for customers of downtown businesses;
- The Lindsay Downtown Business Improvement Association (“LDBIA”), in partnership with the City, should apply for government grants to fund parking-related capital projects. However, capital planning should not be contingent on grants;
- Dynamic off-street pricing would not resolve congestion of downtown parking facilities because drivers are generally unwilling to park in the Core Area’s periphery and walk to their destination. Furthermore, the existing LPR devices are inaccurate and there are a lot of problems with the LPR system, so dynamic pricing would only make things worse. New equipment would help;

- Existing parking durations should be monitored, and time limits adjusted according to observed rates of parking turnover;
- Options and information regarding parking for long vehicles, such as buses, are inadequate;
- Peripheral parking lots should be better lit and made to feel safer in order to encourage people to park there;
- Rather than build a parking garage, drivers should be induced to more evenly distribute their utilization of downtown parking assets;
- There is a need to incentivize people to park elsewhere rather than build a parking garage;
- If a parking garage is nonetheless what stakeholders and the public desire, there are some options to fund it:
 - Cash-in-lieu of parking;
 - Community benefits charges (replaces development charges);
 - LDBIA levy;
 - Capital or local improvement charges;
 - Paid parking, inclusive of reinstatement of paid on-street parking; and or
 - General tax levy.

The majority of stakeholders thought that an LDBIA levy makes sense, but that it could be combined with other financing options where appropriate; and

- A well-enforced on-street parking time limit and improvements to wayfinding signage may prove to be sufficient parking demand management measures.

The following is a summary of the input received at the Fenelon Falls stakeholders meeting:

- Although Fenelon Falls does not require more parking overall, the conversion of the former Fenelon Falls Arena lot into a parking lot will provide an opportunity for long-vehicle parking. If the lot is already being paved, regular parking spaces could also be added, and the farmers' market can continue operating there;
- This parking study is overestimating the projected growth, which is based on the Growth Management Strategy (GMS). Another parking study should be completed in future to check if the population is growing according to the projections made in the GMS before implementing any of the major growth-related recommendations made in this study;
- The City should consider adding electric vehicle parking spaces;

- If residential parking permits are introduced to downtown Fenelon Falls, Municipal Law Enforcement Division should provide direction to permit holders regarding where to park (based on utilization) and permit holders should be prohibited from parking in Lot M2; and
- The existing cash-in-lieu of parking rate is insufficient to build surface parking, leaving the following options:
 - Abolish cash-in-lieu of parking;
 - Increase the cash-in-lieu of parking rate to a more appropriate level; or
 - Replace cash-in-lieu of parking with development charges or similar charges.

The majority of stakeholders agreed that cash-in-lieu of parking should be eliminated.

The following is a summary of the input received at the Bobcaygeon stakeholders meeting:

- It is not ideal for the Foodland owners to enforce their own parking lot via deputized authority. However, whatever recommendations are made for public parking should also be made for the Foodland parking lot (Lot P2);
- Paid on-street parking should be introduced right away for the summer season so as to generate revenue for proactive enforcement. All revenue from paid parking should be used exclusively to benefit Bobcaygeon; and
- A three-hour maximum time limit should be introduced for parking in downtown Bobcaygeon, along with paid on-street parking. Both measures should be in effect only between Victoria Day and Labour Day long weekends. A two-hour maximum time limit for parking is too restrictive for patrons of downtown Bobcaygeon.

Because the Bobcaygeon stakeholder meeting of October 17, 2019 was poorly attended, City staff hosted a supplemental meeting for Bobcaygeon stakeholders on December 4, 2019. The following is a summary of the input received at that meeting:

- That IBI Group's recommendations in the Downtown Parking Strategy reflect that:
 - Parking assets are congested only from Victoria Day to Labour Day.
 - Approximately 450 homes are planned to be built in Bobcaygeon in the near future.

- The forthcoming island brewery will place considerable pressure on parking assets on Main Street between the canal and Front Street.
- There is an anticipated loss of parking spaces due to Canal Street reconstruction, although there is also an understanding among some stakeholders that, with the reconstruction of Canal Street, Lot M3 will be converted to green space, which will be compensated by an expansion to on-street parking on Canal Street east of Lot M3 (confirmation from design engineers needed).
- The largest contributor to lack of parking space turnover is abuse of public parking by downtown employees.
- Parking issues differ in intensity across downtown.
- That there is little-to-no support for a time limit for on-street parking given:
 - A general desire to not limit the duration of visits to downtown.
 - Abuse of private parking is already a significant issue in downtown.
 - Limited appetite among business owners to issue parking tickets with deputized authority.
- That some stakeholders see value in keeping in place the defunct parking metres on Main Street because they function as “silent policemen”, encourage some level of turnover (especially among visitors), are low-cost and provide the City with some revenue.
- That a lack of municipal parking supply is placing pressure on private parking lots and that by increasing this supply the challenges with private parking lots are anticipated to be significantly reduced.
- That the parking lot behind Tim Hortons (southwest corner of Canal Street / East Street intersection) would, if improved, provide an opportunity for long-term and long vehicle parking.
- That a combination of seasonal paid on-street parking, wayfinding signage and parking supply expansion is needed.
- That if paid parking is instated, the revenue thereby generated be used exclusively to support local parking services in Bobcaygeon.
- That downtown business owners need to better manage the parking patterns of their employees (e.g. encourage employees to park in public spaces on the periphery or in private parking lots, reserving prime parking for customers).
- That seasonally-targeted expansion of off-street public parking supply through leases with businesses, churches etc. with excess private

parking capacity be considered before acquisition of land by the City for the same purpose.

- That the conversion of Main Street parallel parking into angle parking from the dam to Front Street be considered, although this is opposed by a small number of stakeholders whom expressed safety concerns about vehicles reversing into traffic.
- That more and improved wayfinding signage be installed to better inform visitors and distribute parking demand.
- That the quantity and distribution of accessible parking spaces be reviewed and recommendations made accordingly.
- That a form of localized control of parking (e.g. parking authority, LDBIA model etc.) be considered.

4 Existing Parking Supply and Demand

4.1 Existing Parking Supply

This section quantifies existing parking supply for the Lindsay, Fenelon Falls, and Bobcaygeon Core Areas. For on-street segments without pavement markings, supply on each side of the street was estimated by dividing the distance of parking lanes by 7 metres, which is the length of a typical parallel parking space. Areas of parking lanes where parking is not permitted, such as loading zones or those fronting driveways or fire hydrants, were excluded from that calculation.

In the Lindsay Core Area, during 8:30am-4:30pm on weekdays, on-street parking is free for up to two hours and parking at municipal parking lots is free for 2-4 hours depending on the lot. Municipal parking lot users who require greater daily parking durations are able to purchase City-issued parking permits for that purpose. In the Fenelon Falls and Bobcaygeon Core Areas, on-street and off-street parking are generally restricted to 12 hours per day unless otherwise posted.

4.1.1 Lindsay Study Area

The surveyed Lindsay Core Area parking system consists of 10 private lots, 11 municipal lots and 18 on-street segments. Among the municipal lots, one (M1) is theoretically dedicated to the Victoria Park Armoury, but is still considered available for general public use, and one (L1) is leased by the City from CIBC. The parking spaces in municipal lot M2 that are reserved for municipal vehicles and employees were excluded from the existing parking supply, reducing the surveyed area of that lot to 16 parking spaces generally available for public use. **Exhibit 4-1** shows a map of the Lindsay study area and the parking facilities surveyed therein. Parking supply data provided by the LDBIA were utilized to inform this study by enabling data validation and comparisons with historical parking trends.

Exhibit 4-1: Lindsay Core Area Parking Supply Map

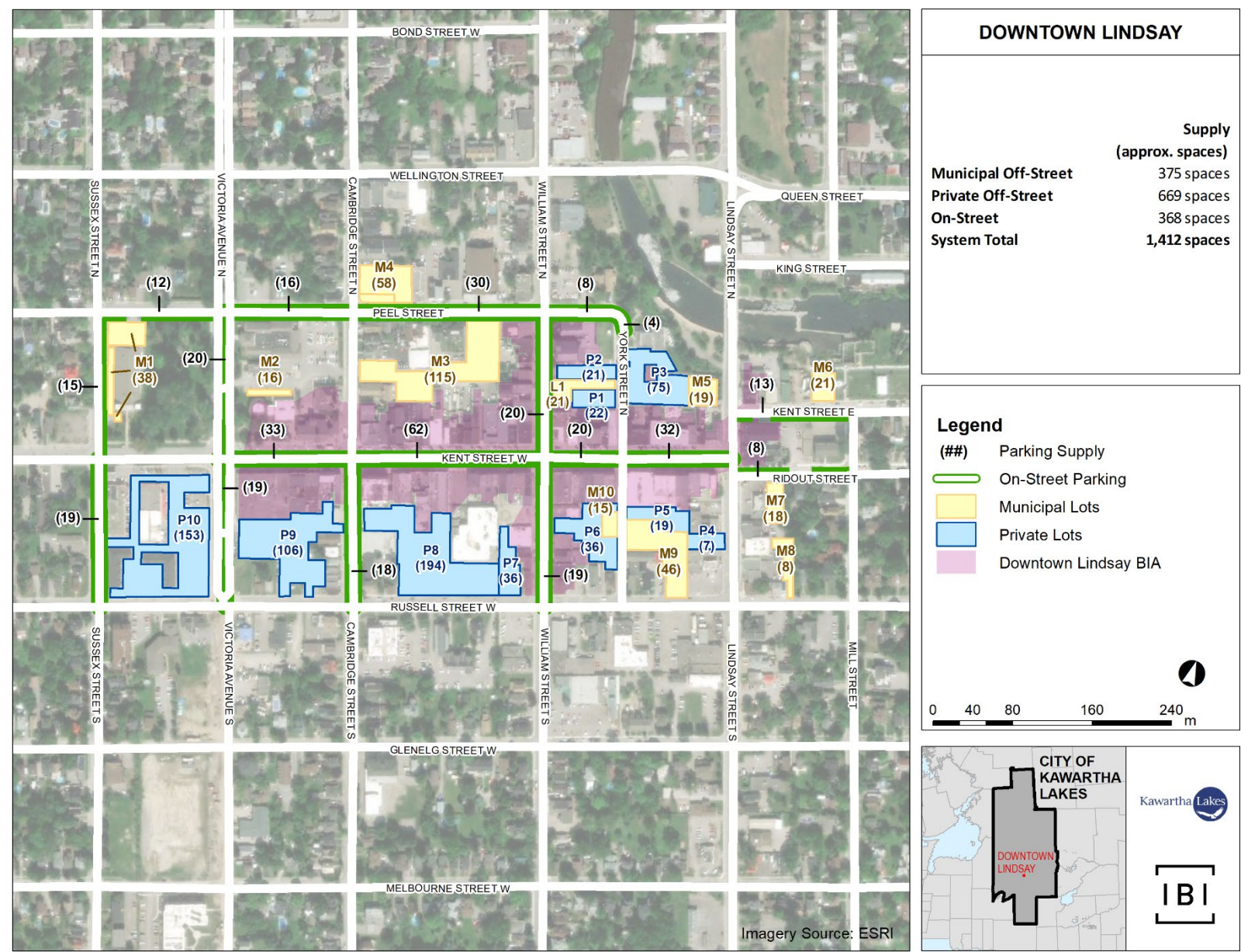


Exhibit 4-2 and **Exhibit 4-3** show the surveyed off-street and on-street parking facilities, respectively, for the Lindsay Core Area.

Exhibit 4-2: Surveyed Lindsay Off-Street Parking Supply

Parking Lot	Parking Spaces
P1	22
P2	21
P3	75
P4	7
P5	19
P6	36
P7	36
P8	194
P9	106
P10	153
L1	21
M1	38
M2	16
M3	115
M4	58
M5	19
M6	21
M7	18
M8	8
M9	46
M10	15
Lindsay Off-Street Total	1,044

Exhibit 4-3: Surveyed Lindsay On-Street Parking Supply

Street	Segment	Parking Spaces*
Cambridge Street	Kent Street to Russell Street	18
Kent Street	Cambridge Street to William Street	62
Kent Street	Lindsay Street to Mill Street	13
Kent Street	Victoria Avenue to Cambridge Street	33
Kent Street	William Street to York Street	20
Kent Street	York Street to Lindsay Street	32
Peel Street	Cambridge Street to William Street	30
Peel Street	Sussex Street to Victoria Avenue	12
Peel Street	Victoria Avenue to Cambridge Street	16
Peel Street	William Street to York Street	8
Ridout Street	Lindsay Street to Mill Street	8
Sussex Street	Kent Street to Russell Street	19
Sussex Street	Peel Street to Kent Street	15
Victoria Avenue	Kent Street to Russell Street	19
Victoria Avenue	Peel Street to Kent Street	20
William Street	Kent Street to Russell Street	19
William Street	Peel Street to Kent Street	20
York Street	Peel Street to Kent Street	4
Lindsay On-Street Total		368

*Note: The parking supply shown in Exhibit 4-3 does not reflect parking restrictions that may occur throughout the day.

As shown in **Exhibit 4-2** and **Exhibit 4-3**, the Lindsay Core Area parking supply is comprised of approximately 669 private off-street spaces, 375 municipal off-street spaces and 368 on-street spaces, for a total of 1,412 spaces.

4.1.2 Fenelon Falls Study Area

The surveyed Fenelon Falls Core Area parking system consists of 6 private lots, 7 municipal lots, and 15 on-street parking segments. **Exhibit 4-4** shows a map of the Fenelon Falls study area and the parking facilities surveyed therein

Exhibit 4-4: Fenelon Falls Core Area Parking Supply Map

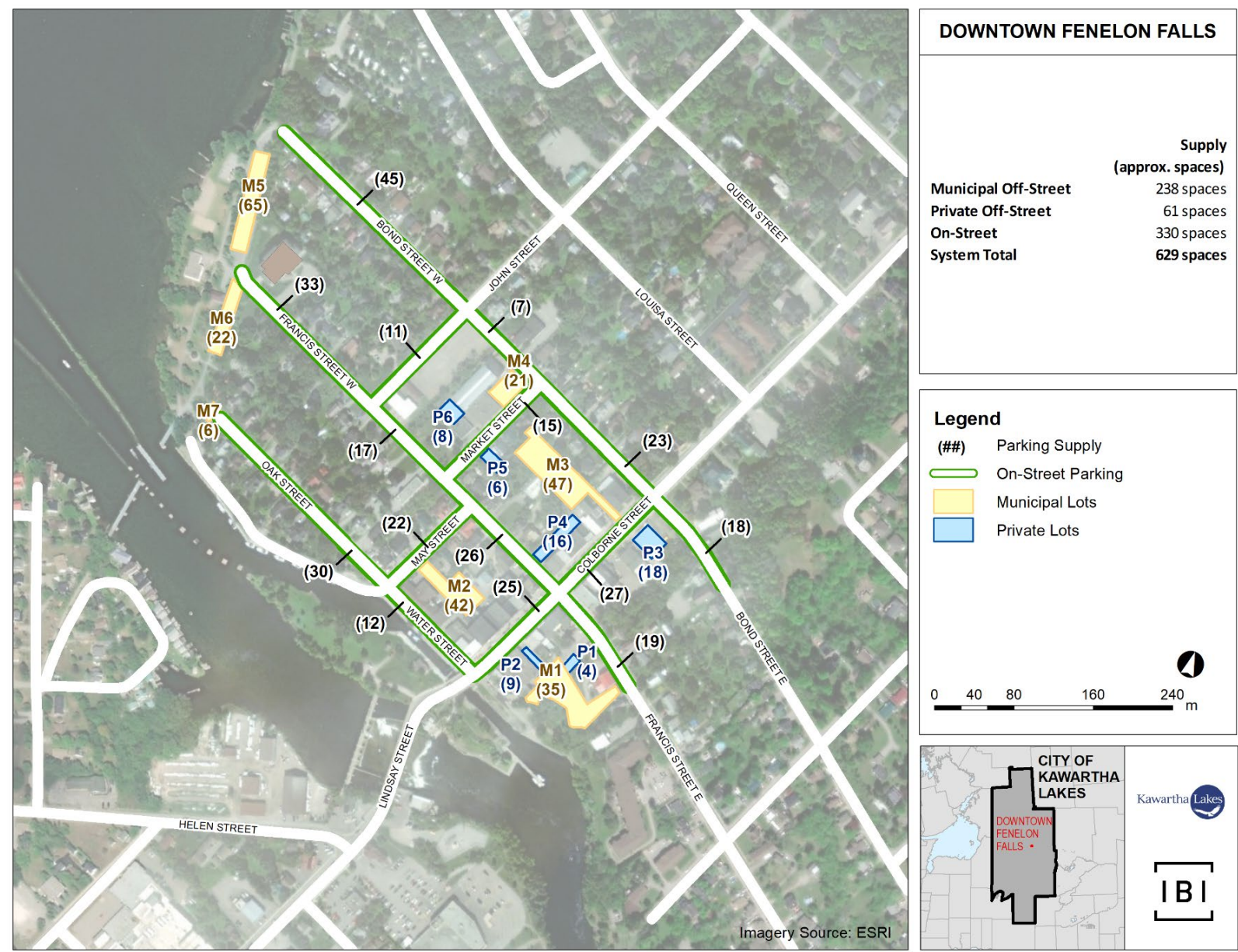


Exhibit 4-5 and **Exhibit 4-6** show the surveyed off-street and on-street parking facilities, respectively, for the Fenelon Falls Core Area.

Exhibit 4-5: Surveyed Fenelon Falls Off-Street Parking Supply

Parking Lot	Parking Spaces
P1	4
P2	9
P3	18
P4	16
P5	6
P6	8
M1	35
M2	42
M3	47
M4	21
M5	65
M6	22
M7	6
Fenelon Falls Off-Street Total	299

Exhibit 4-6: Surveyed Fenelon Falls On-Street Parking Supply

Street	Segment	Parking Spaces*
Bond Street	Colborne Street to 100m east of Colborne Street	18
Bond Street	John Street to Market Street	7
Bond Street	Market Street to Colborne Street	23
Bond Street	West End of Street to John Street	45
Colborne Street	Bond Street to Francis Street	27
Colborne Street	Francis Street to Water Street	25
Francis Street	Colborne Street to 100m east of Colborne Street	19
Francis Street	John Street to Market Street	17
Francis Street	Market Street to Colborne Street	26
Francis Street	West End of Street to John Street	33
John Street	Bond Street to Francis Street	11
Market Street	Bond Street to Francis Street	15
May Street	Francis Street to Water Street/Oak Street	22
Oak Street	West End of Street to May Street	30
Water Street	May Street to Colborne Street	12
Fenelon Falls On-Street Total		330

*Note: The parking supply shown in Exhibit 4-6 does not reflect parking restrictions that may occur throughout the day.

As shown in **Exhibit 4-5** and **Exhibit 4-6** the Fenelon Falls Core Area parking supply is comprised of 61 private off-street spaces, 238 municipal off-street spaces and 330 on-street spaces, for a total of 629 spaces.

4.1.3 Bobcaygeon Study Area

The surveyed Bobcaygeon Core Area parking system consists of 8 private lots, 6 municipal lots, and 15 on-street segments. **Exhibit 4-7** shows a map of the Bobcaygeon study area and the parking facilities surveyed therein.

Exhibit 4-7: Bobcaygeon Core Area Parking Supply Map

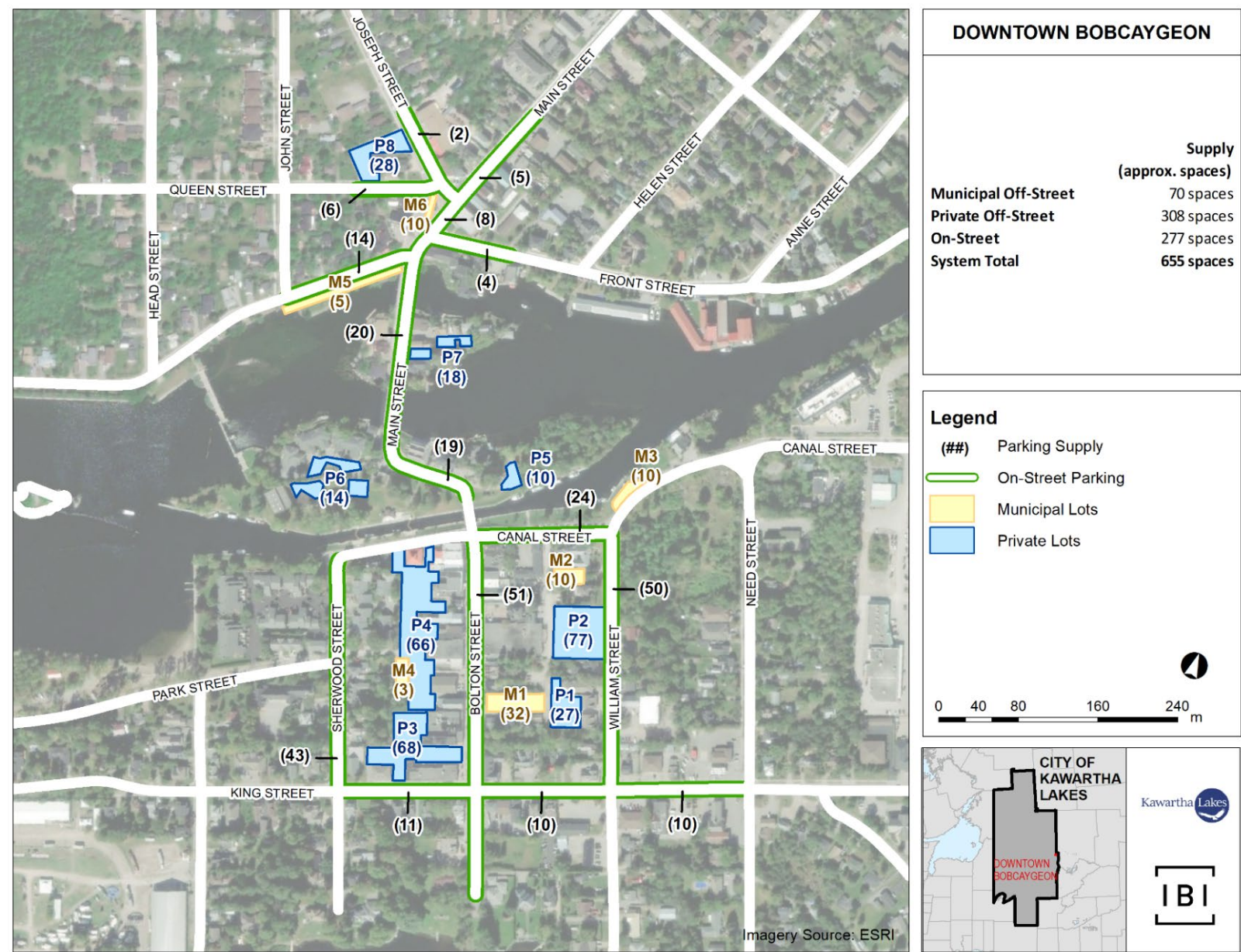


Exhibit 4-8 and **Exhibit 4-9** show the surveyed off-street and on-street parking facilities, respectively, for the Bobcaygeon Core Area.

Exhibit 4-8: Surveyed Bobcaygeon Off-Street Parking Supply

Parking Lot	Parking Spaces
P1	27
P2	77
P3	68
P4	66
P5	10
P6	14
P7	18
P8	28
M1	32
M2	10
M3	10
M4	3
M5	5
M6	10
Bobcaygeon Off-Street Total	378

Exhibit 4-9: Surveyed Bobcaygeon On-Street Parking Supply

Street	Segment	Parking Spaces*
Bolton Street	Canal Street to South End of Street	51
Canal Street	Main Street/Bolton Street to William Street	24
Front Street	John Street to Main Street	14
Front Street	Main Street to 50m east of Main Street	4
Joseph Street	50m north of Queen Street to Queen Street	2
King Street	Bolton Street to William Street	10
King Street	Sherwood Street to Bolton Street	11
King Street	William Street to Need Street	10
Main Street (Island)	90° turn to Canal Street	19
Main Street (Island)	Front Street to 90° turn	20
Main Street	50m north of Queen Street to Queen Street	5
Main Street	Queen Street to Front Street	8
Queen Street	50m west of Main Street to Main Street	6
Sherwood Street	Canal Street to King Street	43
William Street	Canal Street to King Street	50
Bobcaygeon On-Street Total		277

*Note: The parking supply shown in Exhibit 4-9 does not reflect parking restrictions that may occur throughout the day.

As shown in **Exhibit 4-8** and **Exhibit 4-9**, the Bobcaygeon Core Area parking supply is comprised of 308 private off-street spaces, 70 municipal off-street spaces and 277 on-street spaces, for a total of 655 spaces.

4.2 Existing Parking Utilization

This section estimates existing parking utilization for the three Core Areas, and highlights parking facilities for which utilization is approaching or exceeding effective capacity. The term “effective capacity” refers to the threshold rate of peak utilization at which a parking facility is, on a service level basis, considered fully consumed. In other words, effective capacity defines the peak rate of utilization of total capacity beyond which excessive congestion of parking facilities occurs from a service level standpoint. Based on industry best practices and generally acceptable service standards, effective capacity is defined herein as 85% and 90% of total capacity for municipal and private parking facilities, respectively. Based on its mix of municipal and private parking, a downtown parking system will therefore have an effective capacity between 85% and 90% of its total capacity. Once peak system-wide utilization exceeds this threshold, users typically experience excessive difficulty with finding available parking.

Parking utilization surveys of the Core Areas were conducted during various seasons, days and times to capture utilization rates of on-street and off-street parking facilities. Survey data were collected on an hourly basis at all three Core Areas during the following days and times:

- Tuesday, December 18, 2018: 7:30 AM to 4:30 PM (Winter);
- Saturday, December 22, 2018: 10:00 AM to 6:00 PM (Winter);
- Tuesday, June 4, 2019: 7:30 AM to 4:30 PM (Spring);
- Wednesday, June 5, 2019: 7:30 AM to 4:30 PM (Spring);
- Saturday, June 8, 2019: 10:00 AM to 6:00 PM (Spring);
- Wednesday July 25, 2019: 7:30 AM to 4:30 PM (Summer); and
- Friday July 27, 2019: 10:00 AM to 6:00 PM (Summer).

The utilization data are disaggregated by parking facility in **Appendix B**. As the surveys occurred in winter, spring and summer, and on weekdays and weekends, the utilization data collected are considered to have captured temporal fluctuations in parking demand without adjustment. In keeping with standard evaluative practice and to promote a conservative approach herein, observed peak demand for each Core Area is used for demand-supply assessment purposes.

4.2.1 Lindsay Study Area

Hourly system-wide parking utilization trends within the Lindsay Core Area for the winter 2018, spring 2019, and summer 2019 survey periods are illustrated in **Exhibit 4-10**, **Exhibit 4-11**, and **Exhibit 4-12**.

Exhibit 4-10: Lindsay Core Area System-Wide Parking Utilization (Winter 2018)

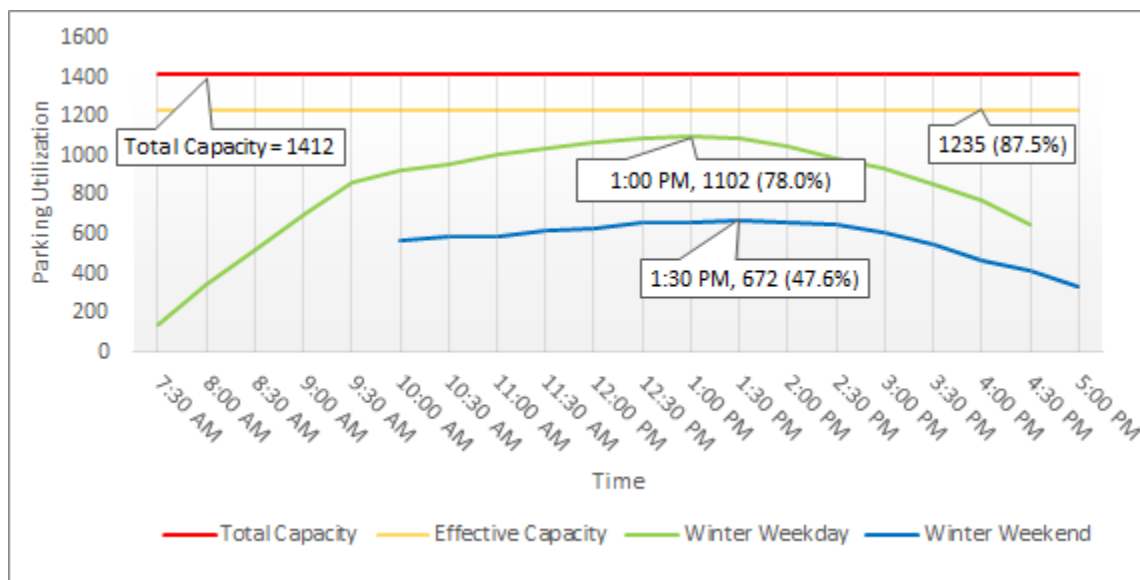


Exhibit 4-11: Lindsay Core Area System-Wide Parking Utilization (Spring 2019)

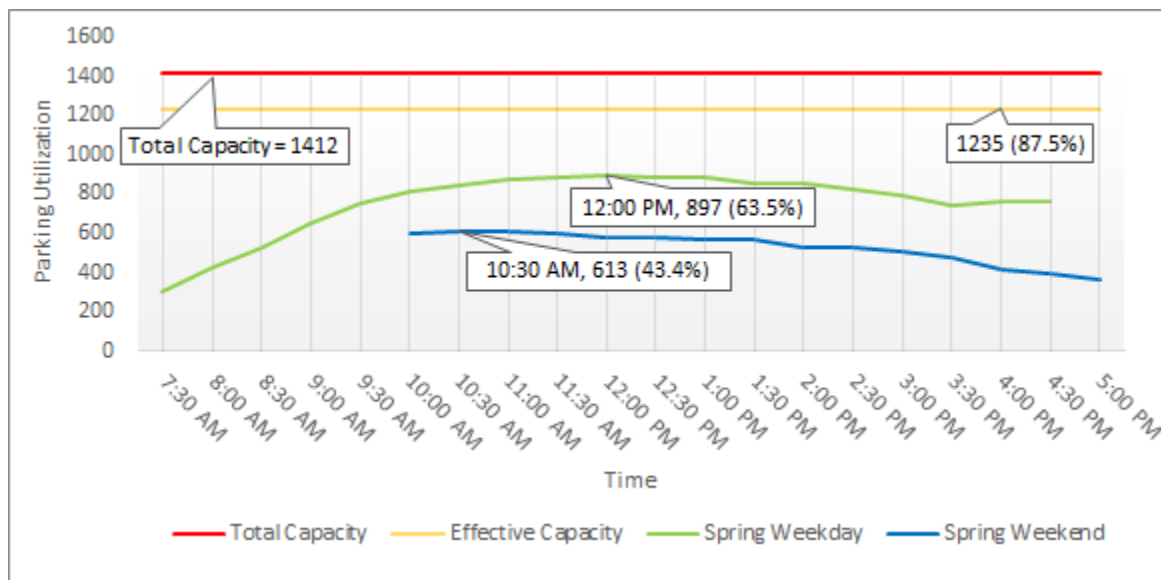
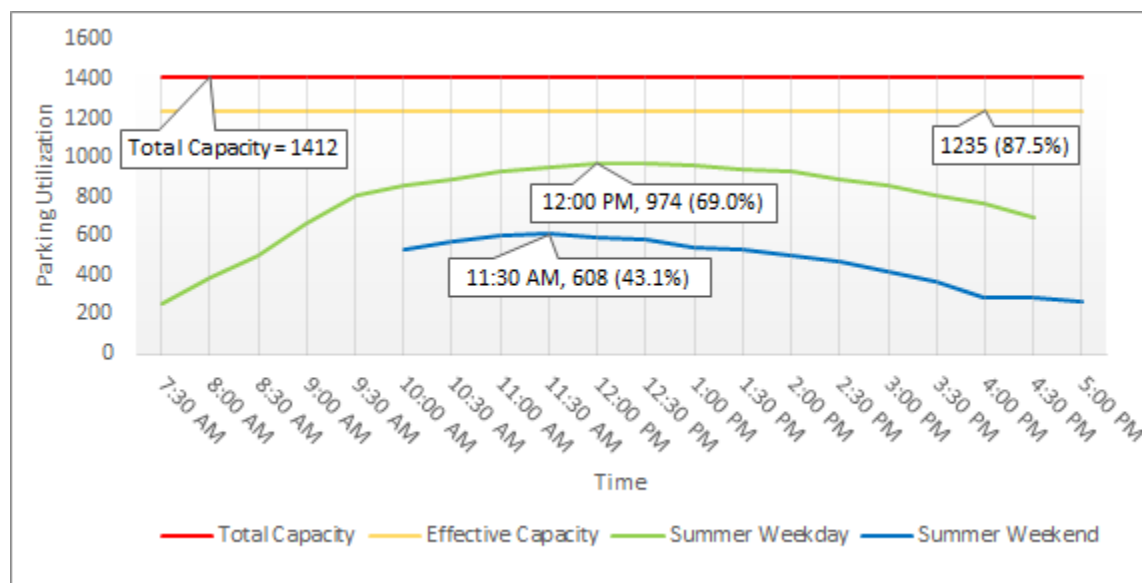


Exhibit 4-12: Lindsay Core Area System-Wide Parking Utilization (Summer 2019)

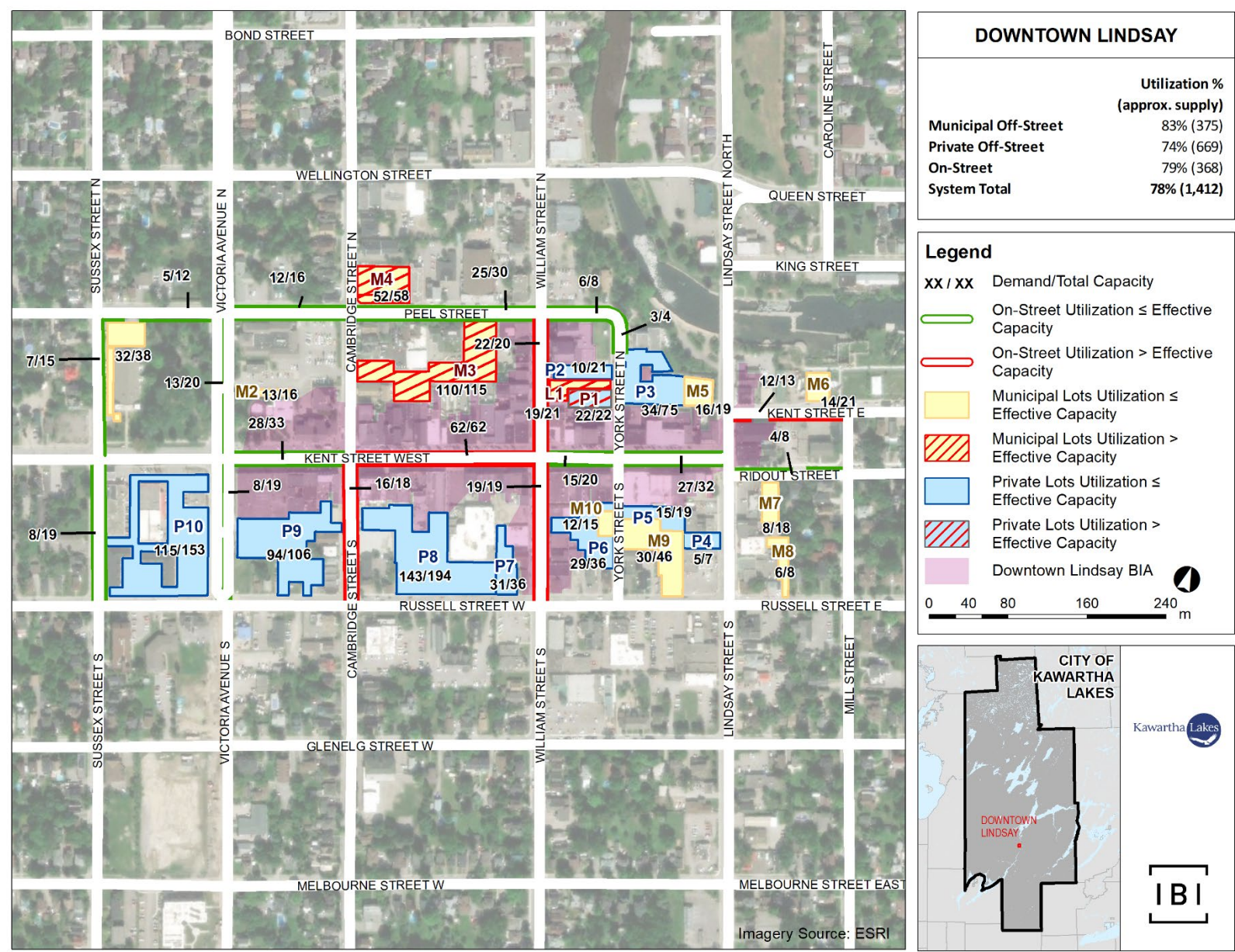


Notable observations emanating from the Lindsay surveys include:

- Weekday utilization was consistently higher system-wide compared to weekend utilization;
- During weekdays, the winter season had the highest overall parking utilization (78.0% occupied), followed by summer (69.0%), and spring (63.5%);
- During weekends, the winter season had the highest overall parking utilization (47.6% occupied), followed by spring and summer (43.4% and 43.1%, respectively);
- The weekday peak time for the winter, spring, and summer seasons occurred at 1:00 PM, 12:00 PM, and 12:00 PM, respectively;
- The weekend peak time for the winter, spring, and summer seasons occurred at 1:30 PM, 10:30 AM, and 11:30 AM, respectively; and
- While system-wide utilization remained below effective capacity at all times, utilization of particular lots and street segments was observed to exceed effective capacity for periods of time.

Exhibit 4-13 shows highest-observed peak-hour utilization by parking facility within the Lindsay Core Area.

Exhibit 4-13: Lindsay Core Area | Peak-Hour Utilization Map (1:00 PM to 2:00 PM)



Based on **Exhibit 4-13**, the following conclusions can be drawn about peak-hour utilization of parking facilities within the Lindsay Core Area:

- The system of municipal lots essentially operates at effective capacity. The majority of municipal lots with utilization exceeding effective capacity are located in close proximity to the intersection of William Street / Kent Street;
- Several private lots operate below effective capacity; and
- The majority of street segments operate above effective capacity, although the on-street parking system operates below.

Based on the utilization survey results, it is concluded that, as a parking system, the Lindsay Core Area currently operates below effective capacity, and that a number of parking facilities within an acceptable walking distance to downtown destinations are evidently underutilized. Therefore, the existing parking system is considered sufficient to meet existing parking demand.

4.2.2 Fenelon Falls Study Area

Hourly system-wide parking utilization trends within the Fenelon Falls Core Area for the winter 2018, spring 2019, and summer 2019 survey periods are illustrated in **Exhibit 4-14**, **Exhibit 4-15**, and **Exhibit 4-16**.

Exhibit 4-14: Fenelon Falls Core Area System-Wide Parking Utilization (Winter 2018)

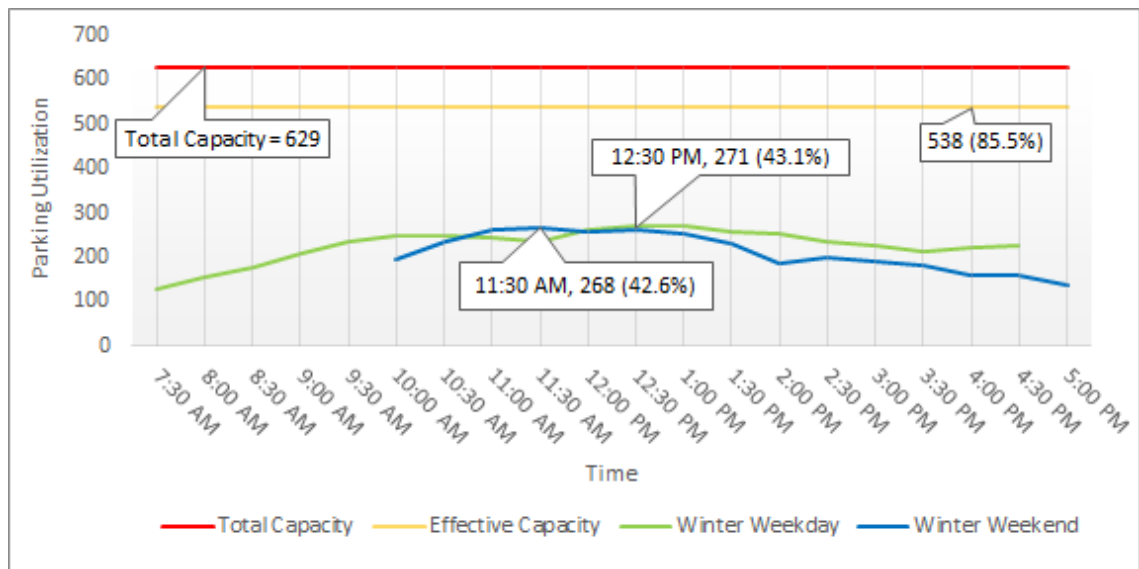


Exhibit 4-15: Fenelon Falls Core Area System-Wide Parking Utilization (Spring 2019)

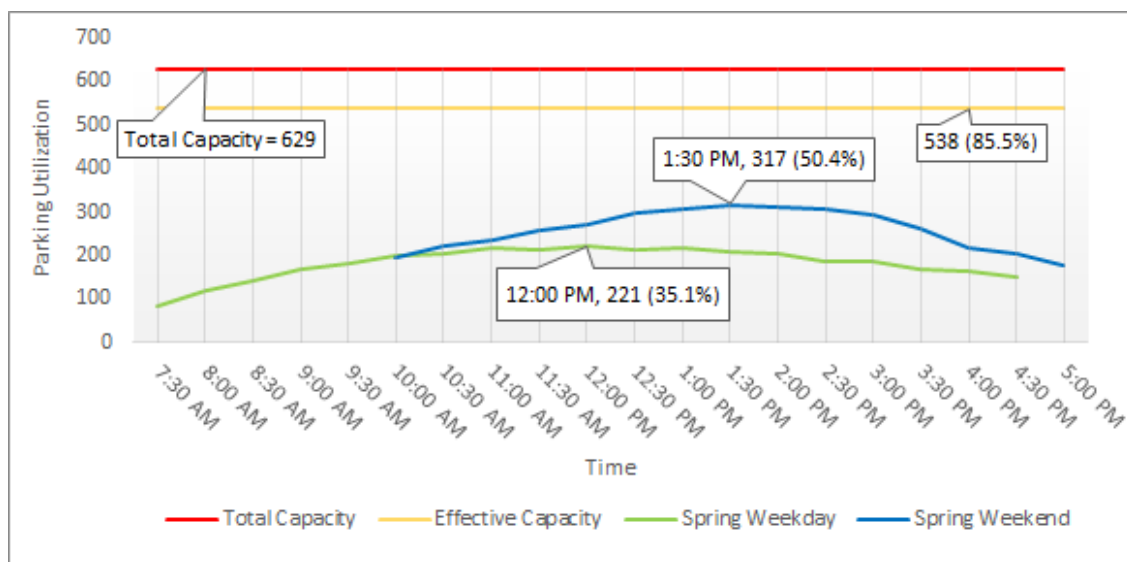
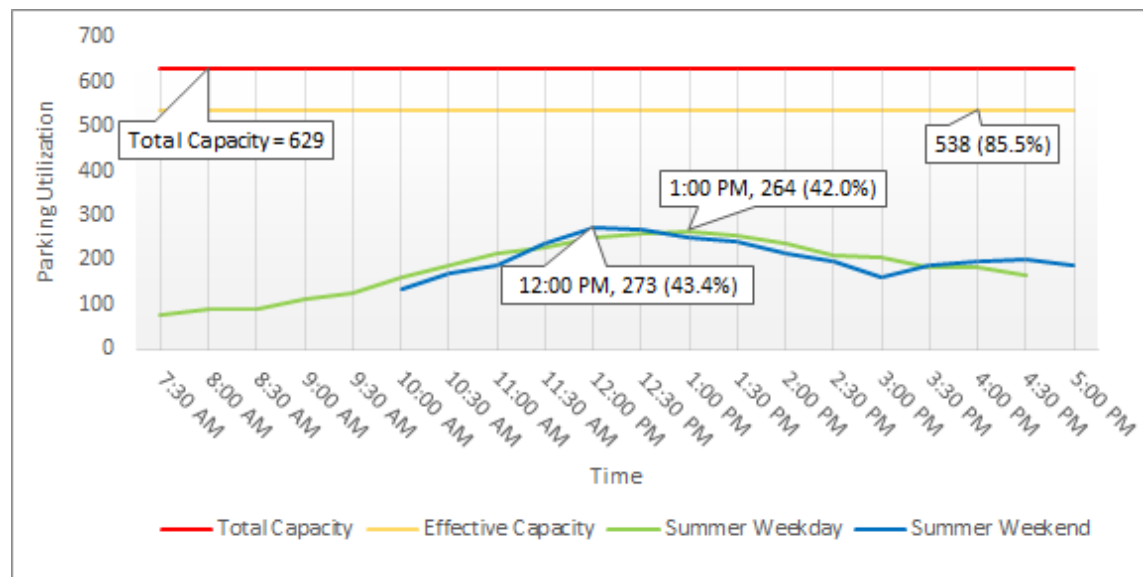


Exhibit 4-16: Fenelon Falls Core Area System-Wide Parking Utilization (Summer 2019)

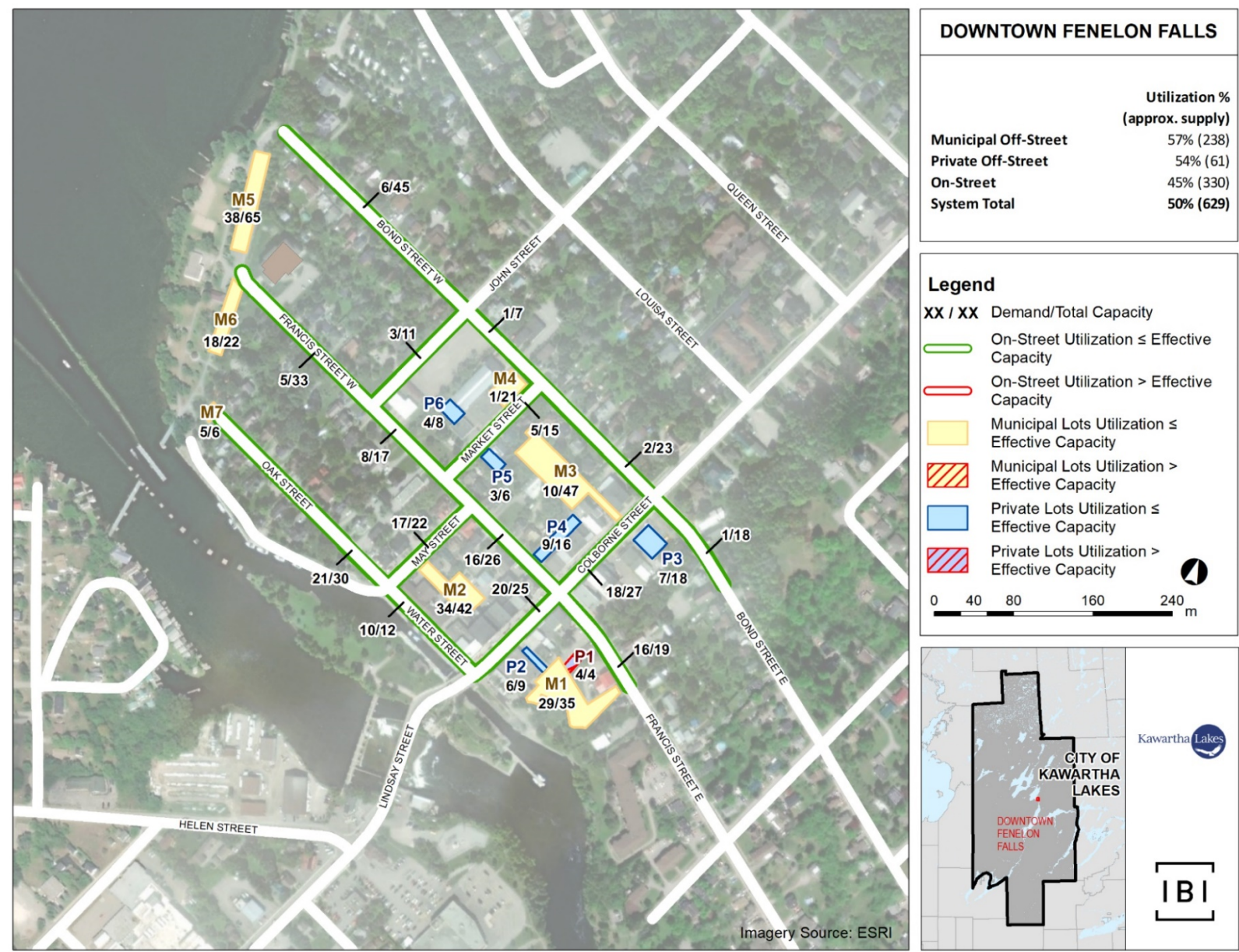


Notable observations from the Fenelon Falls surveys include:

- Weekday and weekend utilization patterns were similar in winter and summer ($43\% \pm 1\%$);
- During weekends, the spring season had the highest overall utilization (50.4%), followed by summer (43.4%), and winter (42.6%);
- Weekend peak utilization for the winter, spring, and summer seasons occurred at 11:30 AM, 1:30 PM, and 12:00 PM, respectively; and
- While system-wide utilization remained below effective capacity at all times, utilization of particular lots was observed to exceed effective capacity for periods of time.

Exhibit 4-17 shows highest-observed peak-hour utilization by parking facility within the Fenelon Falls Core Area.

Exhibit 4-17: Fenelon Falls Core Area | Peak-Hour Utilization Map (1:30 PM to 2:30 PM)



Based on **Exhibit 4-17**, the following conclusions can be drawn about peak-hour utilization of parking facilities within the Fenelon Falls Core Area:

- Municipal lots operate well below effective capacity with the exception of Lot M2 and Lot M7;
- Lot P1 and Lot P2 operate at total capacity, however, Lot M1, which is adjacent to these private lots, operates well below effective capacity; and
- On-street segments operate well below effective capacity.

Based on the utilization survey results, the existing parking supply in the Fenelon Falls Core Area is considerably more than sufficient to accommodate existing parking demand.

4.2.3 Bobcaygeon Study Area

Hourly system-wide parking utilization trends within the Bobcaygeon Core Area for the winter 2018, spring 2019, and summer 2019 survey periods are illustrated in **Exhibit 4-18**, **Exhibit 4-19**, and **Exhibit 4-20**.

Exhibit 4-18: Bobcaygeon Core Area System-Wide Parking Utilization (Winter 2018)

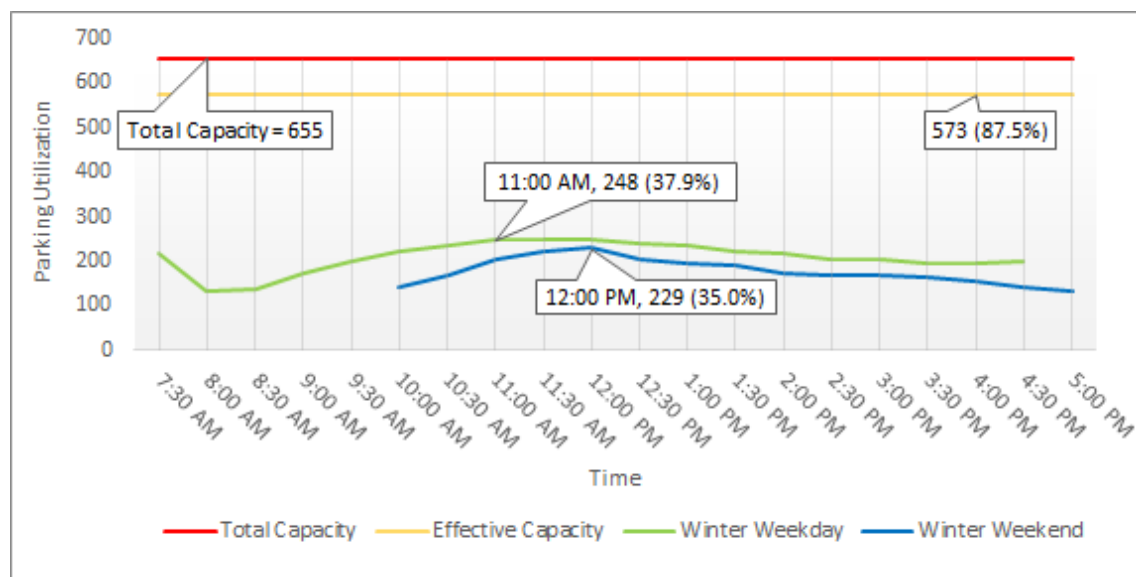


Exhibit 4-19: Bobcaygeon Core Area System-Wide Parking Utilization (Spring 2019)

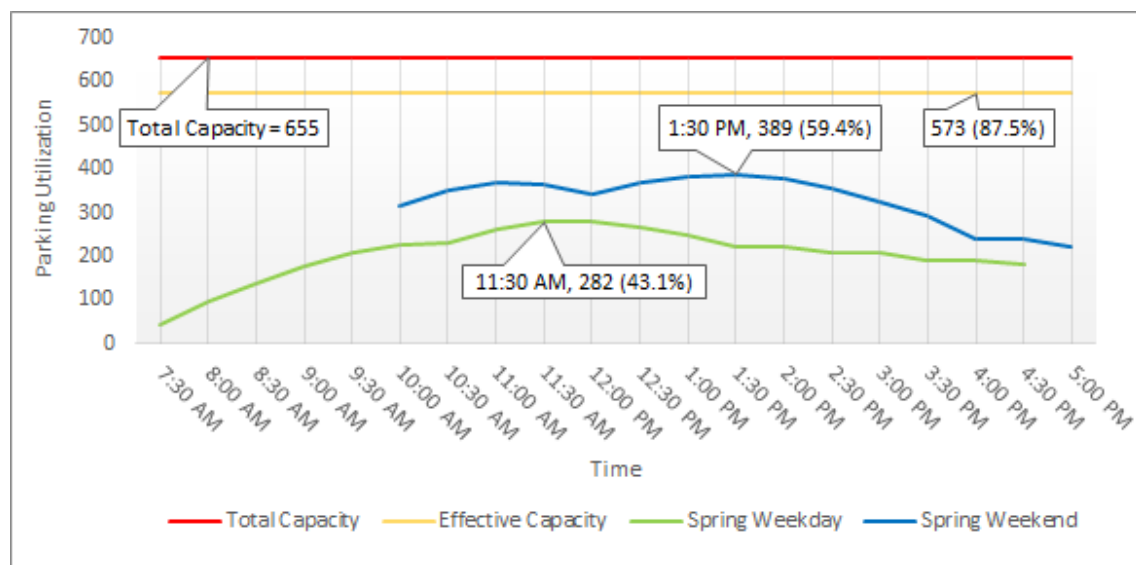
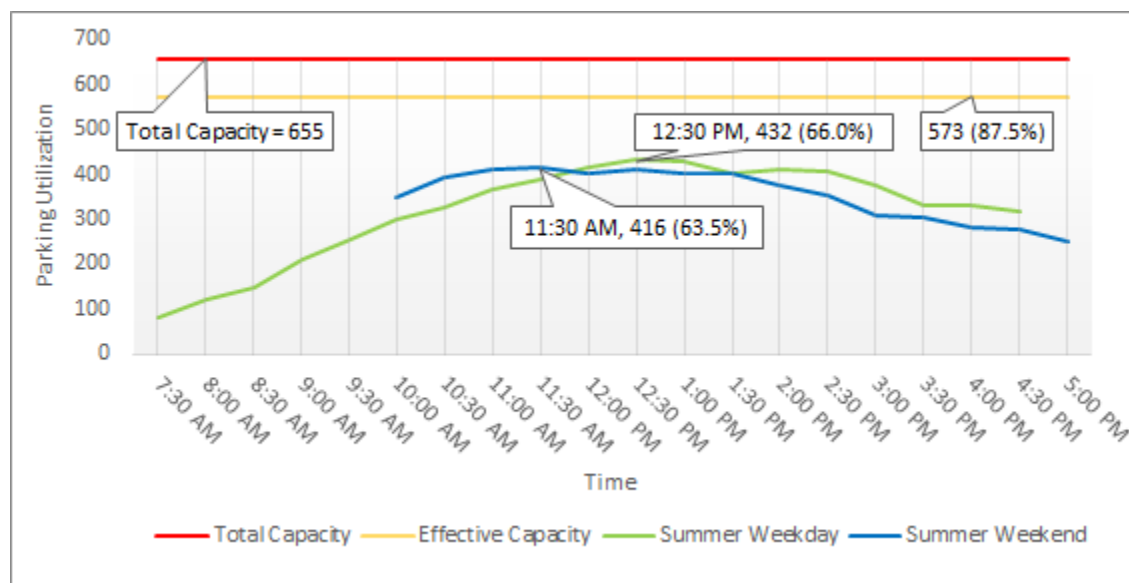


Exhibit 4-20: Bobcaygeon Core Area System-Wide Parking Utilization (Summer 2019)

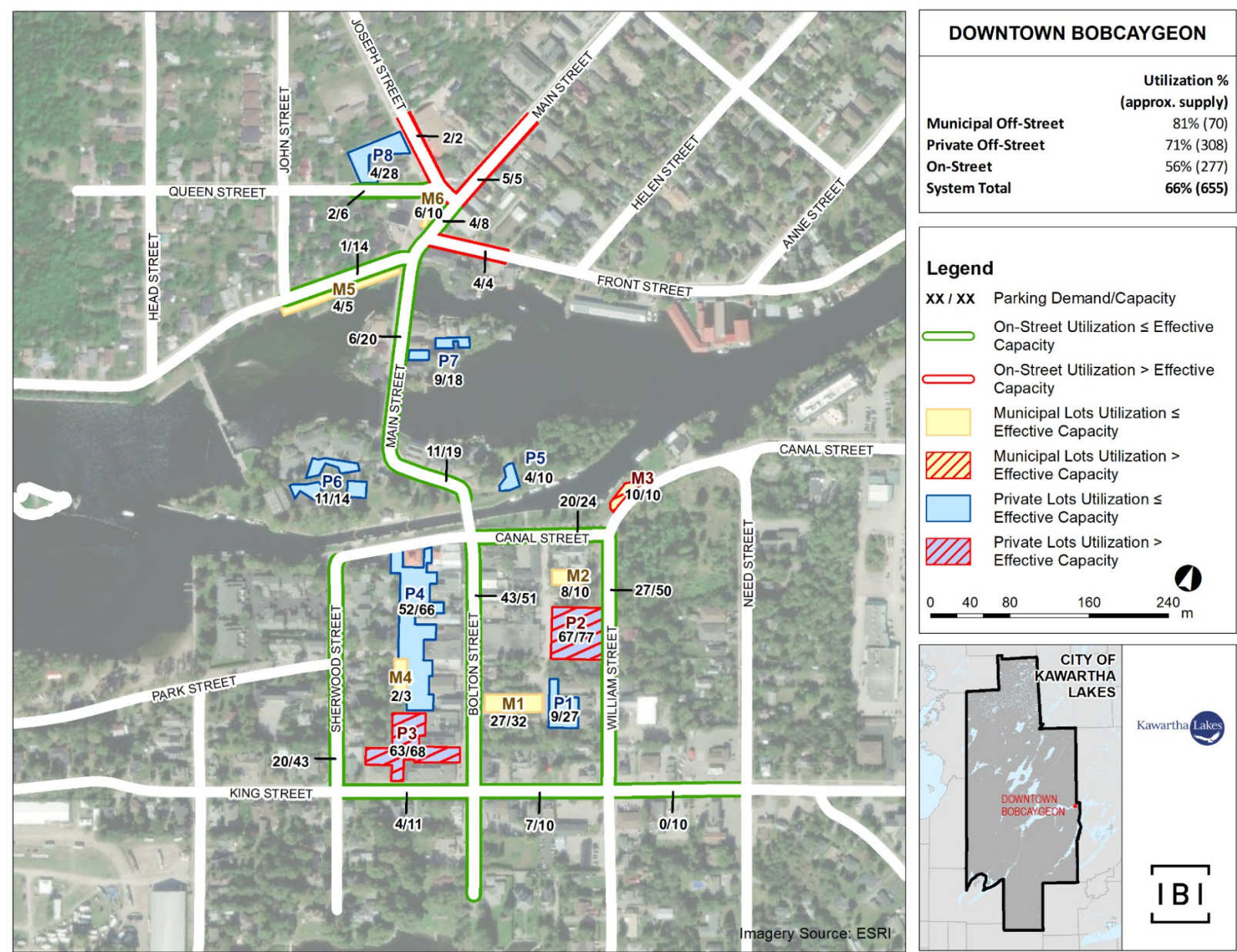


Notable observations from the Bobcaygeon surveys include:

- Compared to weekends, weekday system-wide utilization was slightly higher during the winter, slightly lower during the spring, and was approximately equal during the summer;
- During weekdays, the summer season showcased the highest utilization (66.0%), followed by spring (43.1%) and winter (37.9%);
- During weekends, the summer season showcased the highest utilization (63.5%), followed by spring (59.4%) and winter (35.0%);
- Weekday peak utilization for the winter, spring, and summer seasons occurred at 11:00 AM, 11:30 AM, and 12:30 PM, respectively;
- Weekend peak utilization for the winter, spring, and summer seasons occurred at 12:00 PM, 1:30 PM, and 11:30 AM, respectively; and
- While system-wide utilization remained below effective capacity at all times, utilization of particular lots and street segments was observed to exceed effective capacity for periods of time.

Exhibit 4-21 shows highest-observed peak-hour utilization by parking facility within the Bobcaygeon Core Area.

Exhibit 4-21: Bobcaygeon Core Area | Peak Weekday Utilization Map (12:30 PM to 1:30 PM)



Based on **Exhibit 4-21**, the following conclusions can be drawn about peak-hour utilization of parking facilities within the Bobcaygeon Core Area:

- Private parking lots P2 and P3 and municipal lot M3 operate above effective capacity, while all other parking lots operate below;
- Demand for on-street parking is relatively high in the Market Square area, notably for Joseph Street, Main Street and Front Street East.

Based on the utilization survey results, the existing parking supply in the Bobcaygeon Core Area is sufficient to accommodate existing parking demand.

4.3 Existing Parking Supply and Demand Summary

Based on the foregoing observations and findings, the following conclusions are drawn about existing parking supply and demand:

- The Lindsay Core Area parking system operates with a peak utilization of 78%, with said peak occurring at 1:00 PM during the winter weekday. The system of municipal lots essentially operates at effective capacity. The majority of municipal lots with utilization exceeding effective capacity are located in close proximity to the intersection of William Street / Kent Street. The system of on-street parking operates below effective capacity, although a number of segments operate above. Excess capacity in private parking lots and underutilization of peripheral on-street parking are such that system-wide peak utilization in downtown Lindsay is below effective capacity.
- The Fenelon Falls Core Area parking system operates with a peak utilization of 50%, with said peak occurring at 1:30 PM during the spring weekend. While some municipal and private lots operate at or near total capacity, parking opportunities are available nearby.
- The Bobcaygeon Core Area parking system operates with a peak utilization of 66%, with said peak occurring at 12:30 PM during the summer weekday. While some municipal and private lots operate at or near total capacity, parking opportunities are available nearby.

For each of the Core Areas, and on a system-wide basis, existing parking supply is sufficient, in some cases significantly more than sufficient, to accommodate existing parking demand.

5 Parking Asset Condition Assessment

Through on-site inspections and informed by asset data provided by the City, IBI Group conducted condition assessments of the City's off-street parking facilities within the Core Areas. This exercise includes decomposing facilities into component assets, evaluating asset condition, estimating asset replacement timing and costs and developing recommendations relating to maintenance and capital improvements. This section highlights the recommendations emanating from that exercise; the full set of results is contained in the Municipal Parking Lot Asset Registry, which is Appendix C to this study.

5.1 Methodology

Population of the Municipal Parking Lot Asset Registry was informed by a combination of sources: data provided by the City, online research and field data collection through on-site inspections. For each asset, the in-service year was estimated using judgement based on a comparison of observed condition to expected service life. Assets observed to have failed were recommended for replacement, while assets observed to still be serviceable but in need of repair were recommended for maintenance.

5.2 Data Collection

IBI Group collected field data on Tuesday, July 30, 2019 in Bobcaygeon and Fenelon Falls, and on Wednesday, July 31, 2019 in Lindsay, where data on the following items was collected:

- Type of asset: pavement, lighting, storm sewers (catch basins), signs, and railings;
- Quantity: unit dependent on the asset;
- Condition rating: Scores of 1 through 10 were used, with 1 representing a new asset and 10 representing an asset that has failed; and
- Additional notes.

5.3 Assessment Findings and Recommendations

Exhibit 5-1, Exhibit 5-2, and Exhibit 5-3 summarize the asset condition assessment findings and recommendations for Lindsay, Bobcaygeon, and Fenelon Falls, respectively.

Exhibit 5-1: Lindsay Asset Condition Assessment Findings

Lot	Asset Condition Rating		
	Asset	Condition Rating*	Recommendations
M1	Storm Sewer	4	Crack seal where appropriate, and consider patching around the northern catch basin. Repaint pavement immediately including delineation and accessible parking spaces.
	Lights	N/A	
	Surface	4	
	Railing	N/A	
	Signage (Accessible)	2	
	Signage (2 Hour Limit)	2	
M2	Storm Sewer	5	Patch asphalt in targeted areas where needed. During patching, correct for identified drainage issue around catch basins. Straighten poles and replace accessible parking signs with paint beginning to fade. Consider accessible signs similar to Lot M5. Repaint pavement as the paint continues to fade.
	Lights	3	
	Surface	4	
	Railing	N/A	
	Signage	6	
	Signage	2	
M3	Storm Sewer	3	Crack seal and patch in localized areas where appropriate. Sweep the snow melt debris. Restore the Lot's northern connection with Peel Street after construction is complete. Repaint pavement as the paint continues to fade. Replace the accessible parking signs that are missing. Consider accessible signs similar to Lot M5.
	Lights	3	
	Surface	3	
	Railing	N/A	
	Signage	1	
	Signage	2	
M4	Storm Sewer	N/A	Repave after Peel Street road construction is complete. Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification. Straighten parking signs, consider standalone signs to be similar to the accessible signs in Lot M5.
	Lights	3	
	Surface	8	
	Railing	N/A	
	Signage	2	
M5	Storm Sewer	2	Sweep the snow melt debris. Repaint pavement as the paint continues to fade. Replace the no parking signs.
	Lights	3	
	Surface	2	
	Railing	N/A	
	Signage	1	

Lot	Asset Condition Rating		
	Asset	Condition Rating*	Recommendations
	Signage	1	The garbage bins at the northeast corner of the parking are impeding parking supply. Relocate the bins to a location in the parking lot that will not impede parking supply.
	Signage	5	
M6	Storm Sewer	1	Potential pooling observed around the catch basin indicating drainage problems. City should follow-up after a rain fall and correct as necessary.
	Lights	2	
	Surface	1	
	Railing	N/A	Add parking information signs similar to the other municipal lots.
	Signage	N/A	Install accessible parking signs at the accessible spaces. Consider accessible signs similar to Lot M5.
M7	Storm Sewer	4	Repave asphalt pavement.
	Lights	3	Straighten the bent parking information sign.
	Surface	8	
	Railing	2	Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification.
	Signage	2	Consider combining Lot M7 and M8.
M8	Storm Sewer	4	Repave asphalt pavement.
	Lights	3	Delineate parking spaces.
	Surface	8	Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification.
	Railing	N/A	
	Signage	N/A	Consider combining Lot M7 and M8.
M9	Storm Sewer	2	Restore the Lot's southern connection once the Russel Street construction is complete.
	Lights	3	
	Surface	2	Straighten the bent information sign.
	Railing	N/A	
	Signage	3	Repaint pavement as the paint continues to fade.
	Signage	2	
M10	Storm Sewer	N/A	Install accessible parking signs at the accessible spaces. Consider accessible signs similar to Lot M5.
	Lights	N/A	
	Surface	1	
	Railing	N/A	
	Signage	2	
M11	Storm Sewer	N/A	Consider installing asphalt pavement with parking spaces delineated.
	Lights	N/A	
	Surface	3	Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification.
	Railing	N/A	
	Signage	N/A	

Lot	Asset Condition Rating		
	Asset	Condition Rating*	Recommendations
L1	Storm Sewer	1	Repaint pavement as the paint continues to fade. Relocate the two parking information signs blocked by the flowers.
	Lights	3	
	Surface	2	Install accessible parking signs at the two accessible spaces. Consider accessible signs similar to Lot M5.
	Railing	4	
	Signage	1	

*Scoring Range = 1 (new asset) to 10 (an asset that has failed)

Exhibit 5-2: Bobcaygeon Asset Condition Assessment Findings

Lot	Asset Condition Rating		
	Asset	Condition Rating*	Recommendations
M1	Storm Sewer	N/A	Sweep the snow melt debris.
	Lights	3	Crack seal and patching in localized areas where appropriate. Potentially resurface asphalt pavement depending on observed condition after snow melt debris are swept.
	Surface	5	
	Railing	N/A	Repaint pavement as the paint continues to fade.
	Signage	2	
	Signage	2	Straighten the two 3 hour limit parking signs.
	Signage	5	
M2	Storm Sewer	N/A	Consider installing asphalt pavement with parking spaces delineated.
	Lights	2	
	Surface	1	Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification.
	Railing	N/A	
	Signage	N/A	
M3	Storm Sewer	N/A	Consider installing asphalt pavement with parking spaces delineated.
	Lights	3	
	Surface	4	Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification.
	Railing	N/A	
	Signage	2	Straighten the eastern No Parking sign's pole.
M4	Storm Sewer	4	Consider installing asphalt pavement with parking spaces delineated.
	Lights	N/A	
	Surface	3	Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification.
	Railing	N/A	
	Signage	N/A	
M5	Storm Sewer	N/A	Consider installing asphalt pavement with parking spaces delineated.
	Lights	3	
	Surface	3	
	Railing	N/A	

Lot	Asset Condition Rating		
	Asset	Condition Rating*	Recommendations
	Signage	N/A	Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification.
M6	Storm Sewer	N/A	Replace the no parking between 11 PM and 7 AM signs as they deteriorate.
	Lights	2	
	Surface	1	Install an accessible parking sign at the accessible space.
	Railing	N/A	
	Signage	5	

*Scoring Range = 1 (new asset) to 10 (an asset that has failed)

Exhibit 5-3: Fenelon Falls Asset Condition Assessment Findings

LOT	ASSET CONDITION RATING		
	ASSET	CONDITION RATING*	RECOMMENDATIONS
M1	Storm Sewer	N/A	Repave asphalt pavement.
	Lights	3	Straighten the 2 hour limit parking sign.
	Surface	8	Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification.
	Railing	N/A	
	Signage	2	
	Signage	4	
	Signage	2	
M2	Storm Sewer	N/A	Sweep the snow melt debris.
	Lights	3	Crack seal in localized areas where appropriate.
	Surface	3	Repaint pavement as the paint continues to fade.
	Railing	N/A	
	Signage	2	
M3	Storm Sewer	N/A	Sweep the snow melt debris.
	Lights	3	Crack seal and patch in localized areas where appropriate.
	Surface	6	Potentially resurface asphalt pavement depending on observed condition after snow melt debris is swept. Consider repaving western limit of Lot M2 regardless.
	Railing	N/A	
	Signage	2	Potentially repaint delineation following parking lot sweep depending on observed conditions. Install an accessible parking sign at the accessible space, and reapply pavement paint.
M4	Storm Sewer	3	Sweep the snow melt debris.
	Lights	N/A	

LOT	ASSET CONDITION RATING		
	ASSET	CONDITION RATING*	RECOMMENDATIONS
	Surface	3	Crack seal in localized areas where appropriate.
	Railing	N/A	Repaint pavement as the paint continues to fade.
	Signage	2	
	Signage	2	
M5	Storm Sewer	N/A	Consider installing asphalt pavement with parking spaces delineated.
	Lights	N/A	Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification.
	Surface	4	
	Railing	N/A	
	Signage	N/A	
M6	Storm Sewer	N/A	Repaint the parking delineation.
	Lights	N/A	Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification.
	Surface	3	
	Railing	N/A	
	Signage	N/A	
M7	Storm Sewer	N/A	Repaint the parking delineation.
	Lights	2	Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification.
	Surface	3	
	Railing	N/A	
	Signage	N/A	
M8	Storm Sewer	N/A	Repaint pavement as the paint continues to fade.
	Lights	2	Install an accessible parking sign at the accessible parking space.
	Surface	3	
	Railing	N/A	
	Signage	N/A	

*Scoring Range = 1 (new asset) to 10 (an asset that has failed)

6 Future Parking Assessment

While existing parking supplies in the Lindsay, Fenelon Falls, and Bobcaygeon Core Areas are sufficient to accommodate existing parking demand, each of the Core Areas is anticipated to experience growth in parking demand as well as changes in parking supply as a result of committed City initiatives. Long-term planning is required to ensure the sufficiency of downtown parking supplies into the future. To that end, this section conducts a future parking assessment that estimates future parking demand and corresponding supply needs to 2041 by examining:

- Parking demand growth due to anticipated population growth, visitor growth and downtown area development;
- Changes in parking demand due to anticipated changes in transportation modal split; and
- Anticipated parking demand and supply changes as a result of committed (i.e. ongoing, planned or recently completed) capital projects or relocations of City offices.

That examination is used to forecast 2041 parking utilization for each of the Core Areas as it notionally would be if nothing else is done by the City to influence parking demand or change parking supply. Recommendations regarding parking demand management (e.g. redistribution of parking patterns) and parking supply expansion are then developed with the aim of ensuring that future parking demand in the Core Areas is ultimately met by adequate parking supply.

6.1 Parking Demand Growth

The demand for parking in the City's downtown areas is expected to increase through the following growth-related channels:

- Anticipated growth in the City's permanent and seasonal populations;
- Anticipated growth in the City's volume of visitors as a result of regional and provincial population growth; and
- Anticipated growth in downtown economic activity (e.g. employment) and residential dwelling units as a result of development, including conversion of use, of property in and on the periphery of the Core Areas.

IBI Group consulted the 2019 Provincial Growth Plan (to 2051), the City's Growth Management Strategy (to 2031) and City staff to determine how each of these channels is expected to contribute to parking demand growth. With the City's forecasted rate of population growth being comparable to the provincial average over the next 30 years, visitor-based parking demand in the City is expected to grow similarly to the City's population. Likewise, based on the vision of the City's Strategic Community Improvement Plan and known development plans, development in the Core Areas is anticipated to mirror

that of the City as a whole. These findings suggest that the demand for parking in the Core Areas can be expected to grow at a rate comparable to that of the City's population.

With that approach taken, and based on the Provincial Growth Plan and the City's Growth Management Strategy, **Exhibit 6-1** summarizes the City's population forecast to 2041. The City's Development Charges Background Study accounts for differences in demand for municipal services between permanent and seasonal residents: As compared to a permanent resident, a seasonal resident is deemed to generate half the demand on municipal services. The same adjustment is adopted herein in order to estimate the total increase in parking demand arising from anticipated population growth.

Exhibit 6-1: 2041 Population Projections

Year	Permanent Population ²	Seasonal Population ³	Sum of Permanent and Seasonal Population	Notional Population Generating Parking Demand (Permanent Population + 50% of Seasonal Population)	2019 to 2041 Parking Demand Growth Factor
2016	75,423	33,727	109,150	92,287	1.325
2019	78,655	34,429	113,084	95,870	
2041	107,000	40,045	147,045	127,023	

As shown in **Exhibit 6-1**, the demand for parking is expected to grow by 32.5% between 2019 and 2041. Accordingly, a growth factor 1.325 was applied to all parking observations described in **Section 4.2** on a lot-by-lot and segment-by-segment basis to forecast parking demand as it will be in 2041 without redistribution. The City should, however, monitor actual population growth over time, and adjust the parking demand forecast accordingly.

6.2 Transportation Modal Split and Latent Parking Demand

The Lindsay Transit Master Plan indicates that a number of expansionary transit improvements are expected by 2027, including additional transit routes in Lindsay, extended service on weekday evenings, and service extension to Bobcaygeon. Some of these have already been implemented, at least partially.

Historically, for every 1% in population growth, Lindsay Transit ridership has grown by 3%, according to the Lindsay Transit Master Plan. Moreover, improvements to the City's walking and cycling infrastructure (e.g. trails, bicycle corrals etc.) will make non-automobile modes of transportation more efficient and more attractive to residents and visitors. Such improvements and related recommendations lie outside the scope of this study, but they will be

² 2019 permanent population determined based on a 1.41% compounded annual growth rate, 2016-2041.

³ 2019 and 2041 seasonal population determined based on a 0.69% compounded annual growth rate, 2016-2031. Note: data was only available to 2031, so it was assumed that the same growth rate (compounded annually) would apply to 2041.

examined in the City's forthcoming Active Transportation Master Plan and Forestry and Trails Master Plan.

While existing parking users are expected to shift somewhat toward non-automobile means of travel, the resulting reduction in parking demand is likely to be offset by an increase in parking demand by prospective users whose demand for parking is currently latent because they perceive that parking is insufficiently available in the Core Areas. In the absence of detailed information on the latent demand, and with the shift to non-automobile travel expected to be minor, it is assumed herein that the changes in parking demand arising from the anticipated increase in the non-automobile mode share and the resulting conversion of latent parking demand into active demand offset one another.

6.3 Committed Parking Demand and Supply Changes

Based on discussions with City staff and agents (e.g. design engineers), IBI Group understands that ongoing, planned and recently completed capital projects and City staff relocations have impacted or will impact municipal parking demand or supply in the Core Areas.

As of the time of writing, the only known committed change to parking demand is that relating to the 2020 relocation of the City's Municipal Law Enforcement Division to outside of the Lindsay Core Area, which is estimated to reduce parking demand in that area by 10 spaces (this notionally reduces 2019 peak demand for municipal off-street parking from 312 to 302 spaces, prior to application of growth). While the administrative offices for the City's Department of Engineering and Corporate Assets and Department of Public Works also relocated to outside of the Lindsay Core Area in 2020, that move is not expected to change long-term parking demand because, unlike with the Municipal Law Enforcement Division, the premises thereby vacated are expected to be reoccupied by new tenants with comparable demands for parking in the Lindsay Core Area.

Based on information known as of the time of writing, anticipated committed changes to parking supply are documented in **Exhibit 6-2**. As shown in **Exhibit 6-2**, 30 parking spaces are expected to be gained in Lindsay, 6 parking spaces are expected to be lost in Fenelon Falls and no change to parking system capacity is expected for Bobcaygeon.

For the purpose of the future needs assessment, parking demands and supplies in the Core Areas are adjusted to account for the foregoing changes, given they are committed and largely ongoing.

Exhibit 6-2: Anticipated Municipal Parking Supply Changes Due to Committed Capital Projects

Location	Capital Project	Gain / (Loss)
Lindsay		
Cambridge Street (between Kent Street and Peel Street)	Downtown Lindsay Reconstruction	9
Cambridge Street (between Russell Street and Kent Street)	Downtown Lindsay Reconstruction	(5)
William Street (between Kent Street and Peel Street)	Downtown Lindsay Reconstruction	(1)
William Street (between Russell Street and Kent Street)	Downtown Lindsay Reconstruction	(2)
Peel Street (between Victoria Avenue and Cambridge Street)	Downtown Lindsay Reconstruction	2
Peel Street (between Cambridge Street and William Street)	Downtown Lindsay Reconstruction	4
Peel Street (between William Street and York Street)	Downtown Lindsay Reconstruction	(2)
York Street (between Peel Street and Kent Street)	Downtown Lindsay Reconstruction	2
Kent Street (between Victoria Avenue and Cambridge Street)	Downtown Lindsay Reconstruction	7
Kent Street (between Cambridge Street and William Street)	Downtown Lindsay Reconstruction	(5)
Kent Street (between York Street and Lindsay Street)	Downtown Lindsay Reconstruction	3
Vacant Lot at 7 William Street South (identified as M11 in Exhibit 6-7)	Parking Lot Development Tied to Downtown Lindsay Reconstruction	18
Total for Lindsay		30
Fenelon Falls		
Francis Street (between Market Street and Colborne Street)	Colborne Street Reconstruction	(2)
Francis Street (between Colborne Street and 100m east of Colborne Street)	Colborne Street Reconstruction	(4)
Total for Fenelon Falls		(6)

Bobcaygeon		
Canal Street (between William Street and Need Street)	Canal Street Reconstruction	16
Canal Street (between Bolton Street and William Street)	Canal Street Reconstruction	(16)
Total for Bobcaygeon		0

6.4 Future Parking Utilization

Based on forecasted parking demand and existing parking supply, as adjusted for the committed parking demand and supply changes noted in the previous section, this section forecasts 2041 peak parking utilization as it would notionally be if the City did nothing further to manage parking demand or expand parking supply. Existing 2019 and notional forecasted 2041 peak utilization are summarized in **Exhibit 6-3** by Core Area and parking type.

Exhibit 6-3: Existing and Notional Forecasted Peak Utilization

Core Area	Parking Type	Existing (2019)			Forecasted After Committed Adjustments (2041)		
		Supply	Demand	Utilization	Supply	Demand	Notional Utilization
Downtown Lindsay	Municipal Off-Street	375	312	83%	393	400	102%
	Private Off-Street	669	498	74%	669	660	99%
	On-Street	368	292	79%	380	387	102%
	System Total	1412	1102	78%	1442	1447	100%
Downtown Fenelon Falls	Municipal Off-Street	238	135	57%	238	180	76%
	Private Off-Street	61	33	54%	61	45	74%
	On-Street	330	149	45%	324	197	61%
	System Total	629	317	50%	623	422	68%
Downtown Bobcaygeon	Municipal Off-Street	70	57	81%	70	88	126%
	Private Off-Street	308	219	71%	308	290	94%
	On-Street	277	156	56%	277	196	71%
	System Total	655	432	66%	655	574	88%

By 2041, system-wide peak utilization is forecasted to reach total capacity in Lindsay and effective capacity in Bobcaygeon. Moreover, by 2027-2028, system-wide peak utilization is forecasted to reach effective capacity in Lindsay. Owing to its substantial existing excess capacity, the downtown Fenelon Falls parking system is forecasted to continue operating well below effective capacity through to 2041.

6.4.1 Parking Demand Redistribution

The distance travellers are willing to park from their destination varies depending on the type of destination and the type of parking facility. Research

by Mary S. Smith, Thomas A. Butcher, and the Victoria Transport Policy Institute suggests the maximum walking distances presented in **Exhibit 6-4** for the corresponding land uses in **Exhibit 6-5**, where LOS = Level of Service.

Exhibit 6-4: Maximum Walking Distance

Walking Environment	LOS A	LOS B	LOS C	LOS D
Climate Controlled	300 m	730 m	1,150 m	1,580 m
Outdoor / Covered	150 m	300 m	450 m	600 m
Outdoor / Uncovered	120 m	240 m	360 m	480 m
Through Surface Lot	100 m	210 m	320 m	420 m
Inside Parking Facility	90 m	180 m	270 m	360 m

Exhibit 6-5: Walking Distance Targets

Adjacent	Minimal (LOS A or B)	Median (LOS B or C)	Long (LOS C or D)
People with disabilities	Grocery stores	General retail	Airport parking
Deliveries and loading	Residents	Restaurant	Major sport / cultural event
Emergency services	Medical clinics	Employees	Overflow parking
Convenience store	Professional services	Entertainment center	
		Religious institution	

As suggested by **Exhibit 6-4** and **Exhibit 6-5**, and considering that an average person walks at a rate of about 100m per minute, an average walking distance of 240m to 360m is considered generally appropriate for the types of parking facilities and establishments commonly found in the Core Areas. However, based on the results of the online survey, a maximum walking distance of 300m seems to be preferred in Kawartha Lakes. This distance was used in identifying opportunities to distribute parking demand more evenly throughout the Core Area parking systems. Nonetheless, provided that accessible parking is adequate and optimally located, a maximum (not average) walking distance of 400m is still considered generally appropriate for each of the Core Areas.

The parking demand redistribution exercise also accounts for the interaction, particularly the substitutability, between private and municipal parking. Through to 2041, parking demand and the density of economic activity in the Core Areas is forecasted to remain too low to justify the introduction of private or municipal parking structures, whether above or below ground. With land in

fixed supply, existing and new development in the Core Areas are not expected to provide on-site the added parking supply required to meet the corresponding added demand. Indeed, the City's experience is that proponents of development in the Core Areas routinely request relief from private parking provision requirements in zoning by-laws, and that such requests are routinely granted by the City.

Without a compelling reason to expect otherwise, therefore, excess demand for private parking can be expected to eventually spill over to municipal parking assets so as to maintain users' indifference between private and municipal parking. With the supply of private parking expected to remain fixed through to 2041, the parking demand redistribution exercise shifts excess private parking demand to municipal parking assets. This redistribution is done so as to keep peak utilization of private parking within effective capacity (90% of total capacity), leaving the recommendations herein regarding parking demand management and supply expansion to address the resulting excess demand placed on municipal parking assets.

Considering the forecasted parking demand increases presented in **Section 6.1**, acceptable walking distances and expected fixity of private parking supply, parking demand was redistributed as summarized in **Exhibit 6-6**. Note that this redistribution is strictly a notional exercise to evaluate the sufficiency of parking supply. Using the post-redistribution figures in **Exhibit 6-6** as a starting point, the following sections outline recommendations aimed at balancing parking demand and supply in each of the three Core Areas through to 2041.

Exhibit 6-6: Notional Forecasted Peak Utilization Before and After Parking Demand Redistribution

Community	Parking Type	Before Redistribution (2041)			After Redistribution (2041)		
		Capacity	Demand	Utilization	Capacity	Demand	Utilization
Lindsay	Municipal Off-Street	393	400	102%	393	442	113%
	Private Off-Street	669	660	99%	669	572	86%
	On-Street	380	387	102%	380	433	114%
	System Total	1442	1447	100%	1442	1447	100%
Fenelon Falls	Municipal Off-Street	238	180	76%	238	187	79%
	Private Off-Street	61	45	74%	61	41	67%
	On-Street	324	197	61%	324	194	60%
	System Total	623	422	68%	623	422	68%
Bobcaygeon	Municipal Off-Street	70	88	126%	70	68	97%
	Private Off-Street	308	290	94%	308	235	76%
	On-Street	277	196	71%	277	271	98%
	System Total	655	574	88%	655	574	88%

6.4.2 Recommendations for Lindsay Core Area

Exhibit 6-7 shows notional forecasted peak utilization for the Lindsay Core Area, after parking demand redistribution. The parking system is anticipated to require a reduction in demand or an increase in supply, or some combination thereof, equal to approximately 221 parking spaces to keep peak utilization below effective capacity (85% for municipal parking, 90% for private parking and 87% for the entire parking system). Accordingly, the following solutions are recommended:

- Upon relocation of the administrative offices for the Paramedic Service from 4 Victoria Ave. N., convert into public municipal parking (10 regular spaces and 1 accessible space) the 11 spaces in Lot M2 currently reserved for Paramedic Service vehicles and staff;
- Reconfigure Lot M5 to increase parking supply by approximately 10 spaces⁴;
- Upon reconstruction or resurfacing of Victoria Ave. from Kent St. to Peel St., widen the street, close the entrance to Lot M2 and convert the parallel parking into angle parking to increase parking supply by approximately 34 spaces (from 20 to 54 spaces);
- Upon reconstruction or resurfacing of Kent St. from Victoria Ave. to Sussex St., widen the street and extend angle parking from Victoria Ave. to Sussex St., making allowance for turning lanes as needed, to increase parking supply by approximately 40 spaces;
- Upon reconstruction or resurfacing of Peel St. from Victoria Ave. to Sussex St., close the entrance to Lot M1, widen the street to the south, maintain prohibited parking on the north side and convert the parallel parking on the south side into angle parking to increase parking supply by approximately 12 spaces (from 12 to 24 spaces); and
- Through a public-private partnership or other appropriate means, facilitate the consolidation and reconfiguration of the vacant / underutilized lands comprising and adjacent to Lot P9 (northeast corner of Victoria Ave. / Russell St.) to increase parking supply by approximately 114 spaces (from 106 to 220 spaces)⁵.

Altogether, these solutions would be expected to add approximately 221 spaces to the parking supply, which is equal to the anticipated required expansion. To support these solutions, additional recommendations relating to parking demand management and enforcement are made as follows:

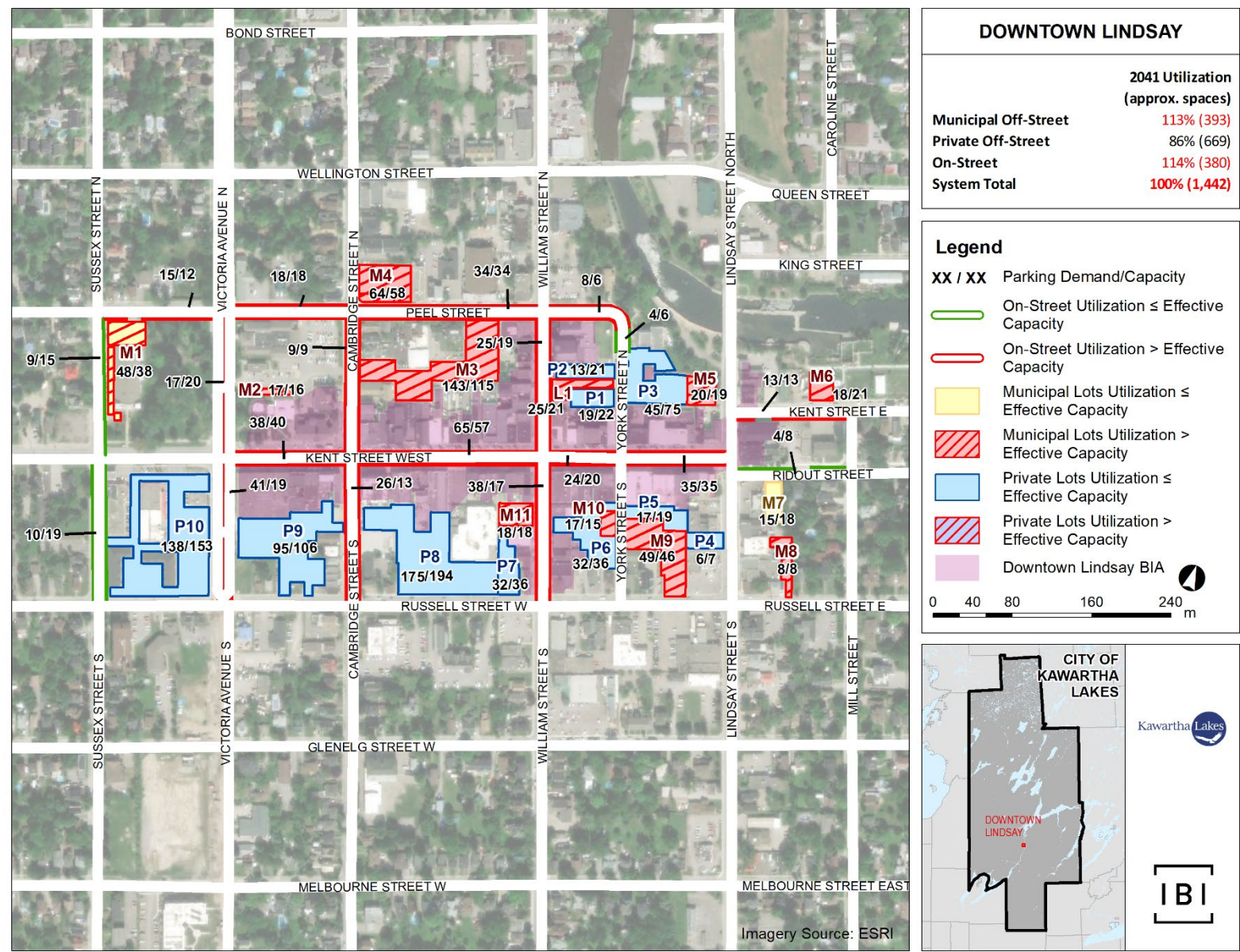
⁴ Based on a ratio of 1 parking space per 30 sq. m., which is a value that takes into account drive aisles and parking spaces based on industry research and previous project experience.

⁵ Based on a ratio of 1 parking space per 30 sq. m., which is a value that takes into account drive aisles and parking spaces based on industry research and previous project experience.

- Introduce dynamic permit pricing to municipal parking lots. Increase pricing for the core lots (M2, M3, M4, and the forthcoming lot at 7 William St. S.⁶), maintain pricing for the intermediate lots (M5, M9, and M10), and reduce pricing for the peripheral lots (M6 and M7);
- Reduce the duration for free off-street parking from 4 hours to 3 hours, where applicable, to increase demand for parking permits and help recover the cost of the LPR technology; and
- Maintain free 2-hour on-street parking and monitor implemented recommendations for two years. If parking demand is not better distributed or managed, consider reinstating paid on-street parking.

⁶ Identified as Lot M11 in Exhibit 6-7.

Exhibit 6-7: Lindsay Core Area | 2041 Peak Weekday Utilization Map



6.4.3 Recommendations for Fenelon Falls Core Area

Exhibit 6-8 shows notional forecasted peak utilization for the Fenelon Falls Core Area, after parking demand redistribution. While utilization of the parking system is anticipated remain well below effective capacity, even through to 2041, demand is anticipated to exceed effective capacity for certain lots for which demand cannot be redistributed to other parking facilities within an acceptable walking distance. To mitigate that challenge, the following solutions are recommended:

- Delineate parking along Oak Street, from May Street to the western limit, by adding pavement markings to the north side of the street and signage restricting parking on the other side (the street is too narrow to accommodate parking on both sides);
- Delineate parking on both sides of Bond Street, from the eastern limit of the study area to just east of the curved segment, adjacent to Garnet Graham Beach Park, to the west, by adding pavement markings;
- Upon reconstruction or resurfacing of Lot M1, reconfigure it to increase parking supply by approximately 35 spaces⁷; and
- Incorporate into the municipal parking system the site of the former Fenelon Falls Arena (southeast corner of Bond Street / John Street) to increase parking supply by approximately 70 spaces.⁸ Via a long vehicle routing plan and with the support of wayfinding signage, encourage long vehicles (e.g. trucks with boat trailers, buses, recreational vehicles etc.) to park in this lot.

Altogether, these solutions would be expected to improve parking distribution and increase parking supply by approximately 105 spaces, focusing the expansion in areas anticipated to otherwise operate beyond effective capacity. Complementary to the foregoing are the following recommendations regarding parking demand management and enforcement:

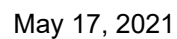
- Introduce a 3-hour parking duration limit to prime parking assets (e.g. Colborne St., Water St., Lot M2 etc.) for the busy summer months (roughly Victoria Day to Labour Day), actively enforced by Municipal Law Enforcement Division or the Fenelon Falls Chamber of Commerce. Adjust the duration limit based on utilization and turnover;
- Issue residential parking permits via LPR technology to Colborne Street residents who have no access to private parking (i.e. those

⁷ Based on a ratio of 1 parking space per 30 sq. m., which is a value that takes into account drive aisles and parking spaces based on industry research and previous project experience.

⁸ Recommended long vehicle routing plan: launch boats at the western limits of Water Street, take May Street to Francis Street and then to John Street and park in the new lot.

presently reliant on on-street parking) and allow them to park anywhere in Lot M3 with no time restrictions;

- Introduce proactive enforcement;
- Where Oak Street intersects Water Street and May Street, install signage at all approaches that restricts long vehicles from entering Oak Street; and
- Create a long vehicle route as follows: Launch boats at the western limit of Water Street, take May Street to Francis Street to John Street and park in the new lot. Signage should be installed at all intersections along this route to direct drivers with trailers to the new lot after launching their boats.



6.4.4 Recommendations for Bobcaygeon Core Area

Exhibit 6-9 shows notional forecasted peak utilization for the Bobcaygeon Core Area, after parking demand redistribution. At peak demand, the parking system is anticipated to operate essentially at effective capacity in 2041. While no opportunities for parking supply increases through reconfiguration of existing parking lots are evident, there are a few opportunities to increase on-street parking supply modestly through revision of pavement markings.

Furthermore, there is a widely-recognized need for more long-vehicle and long-term parking on the periphery of the Core Area. Through a combination of duration-limited on-street parking, proactive enforcement and improved wayfinding, it is expected that demand for long-vehicle and long-term parking can be shifted to appropriate off-street parking assets within a reasonable distance of the Core Area.

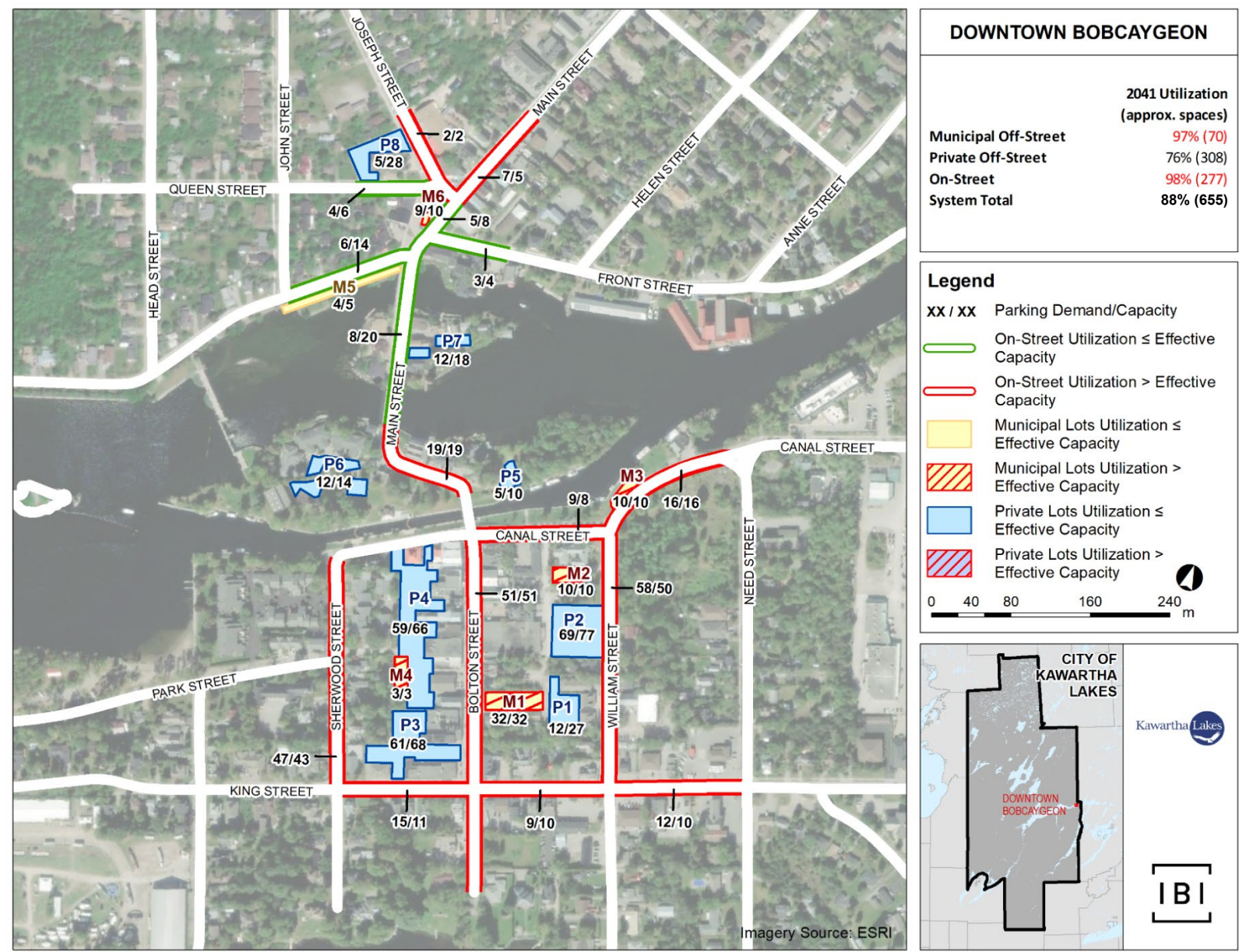
Accordingly, it is recommended that the City implement the following measures relating to parking supply in and around the Core Area:

- Revise pavement markings on Bolton St. and other streets, as may be applicable, to eliminate unnecessary “no parking” zones and optimize configuration, thereby increasing on-street parking supply modestly;
- Ensure the redevelopment of Bobcaygeon Beach Park provides ample space designated for long-vehicle and long-term parking to help alleviate congested parking assets in the Core Area during summer; and
- Expedite the paving of the Bobcaygeon Arena parking lot, which is a project approved through the City’s 2020 Tax-Supported Capital Budget.

It is also recommended that the City implement the following parking demand management and enforcement measures in an effort to keep peak utilization below effective capacity system-wide:

- Introduce a 2-hour parking duration limit to prime parking assets (e.g. Bolton St., Canal St., Lot M6 etc.) for the busy summer months (roughly Victoria Day to Labour Day), actively enforced by Municipal Law Enforcement Division or the Bobcaygeon Chamber of Commerce. Adjust the duration limit based on utilization and turnover. If parking demand is not better distributed or managed, consider instating paid on-street parking;
- Introduce proactive enforcement;
- Relocate the Farmers Market from the Bobcaygeon Arena to Bobcaygeon Beach Park and, through a wayfinding system, direct long-vehicle and long-term parking to Bobcaygeon Beach Park and, during the summer months, the Bobcaygeon Arena; and
- Deputize Foodland owners and managers to empower them to enforce their parking lot. In consultation with Foodland, a parking time limit should be introduced to the lot as well.

Exhibit 6-9: Bobcaygeon Core Area | 2041 Peak Weekday Utilization Map



7 Parking Service Policies and Administration

This section evaluates the City's parking service in terms of policies and administration, and develops related recommendations aimed at supporting those made in Sections 5 and 6.

7.1 Service Level Standards

Clear service level standards are crucial to setting general expectations around municipal services and identifying the triggers for service expansion. As previously discussed, three service level standards have guided the analysis and recommendations herein:

- Maximum system-wide peak parking utilization for municipal parking: 85%;
- Maximum system-wide peak parking utilization for private parking: 90%; and
- Maximum acceptable walking distance from parking location to destination: 400m.

As a general rule, the City should observe maximum system-wide parking utilization rates of 85% and 90% for municipal and private parking facilities, respectively. Depending on the parking system size and layout, these thresholds represent the point at which users generally begin to experience excessive difficulty in finding available parking, leading to user frustration and excessive congestion caused by users searching for available parking for an extended period of time. In other words, these thresholds can be considered to define "effective capacity" of a parking asset or system of such assets.

As previously identified, an average walking distance of 240m to 360m from outdoor / uncovered parking facilities to a downtown destination is considered acceptable for the land uses within the three Core Areas. Based on that standard, a maximum walking distance of 400m between parking and destinations should be observed wherever reasonable, provided that accessible parking is adequate and optimally located.

To ensure service level standards are being met, the City should periodically complete the following process:

- **Collect parking utilization data:** Conduct hourly parking utilization counts during the winter or spring months in Lindsay and the summer months in Fenelon Falls and Bobcaygeon. For all Core Area parking assets, this should be done between 8:00 a.m. and 6:00 p.m. over two consecutive weekdays and 8:00 a.m. and 8:00 p.m. over two

consecutive Saturdays to ensure daily parking demand fluctuations are captured.

- **Assess existing conditions and forecast future conditions:**

Identify parking assets operating beyond effective capacity during the period of peak parking demand, as well as alternative parking opportunities within an acceptable walking distance of these assets. Then forecast future parking demand to arrive at one of the following scenarios for each Core Area:

- The parking system is projected to operate below effective capacity whereby all parking assets operate below effective capacity or particular parking assets operate above effective capacity but are within an acceptable walking distance of underutilized parking assets able to absorb localized excess demand.

Recommendation: No action needed.

- The parking system is projected to operate below effective capacity whereby particular parking assets operate above effective capacity and are not within an acceptable walking distance of underutilized parking assets able to absorb localized excess demand.

Recommendation: Adopt strategies aimed at bringing about a better distribution of parking demand, such as variable parking prices or duration limits, or dynamic wayfinding.

- The parking system is projected to operate above effective capacity.

Recommendation: First adopt strategies aimed at managing parking demand such as introduced / increased parking prices, introduced / reduced maximum parking durations or enhanced parking enforcement. In the event that such measures are inadequate or politically infeasible, consider parking supply expansion.

7.1.1 Recommendations

The City is recommended to maintain the following service level standards in each of the Core Areas:

- Maximum system-wide peak parking utilization for municipal parking: 85%;
- Maximum system-wide peak parking utilization for private parking: 90%; and
- Maximum acceptable walking distance from parking location to destination: 400m.

May 17, 2021

7.2 Parking Signage and Wayfinding

Four fundamental parking sign types are known to enhance the experience of parking asset users:

Introduction: The first level of parking signage alerts drivers approaching parking areas. The signage should be distinct in both colour and size, and it can be characterized by unique logos. The signs should display the names of the lots and perhaps who the intended users are (e.g. permit holders, pay-as-you-use users, long vehicles etc.). These signs are located on the street, and are mounted on poles at standard heights.

Directional: Directional parking signage is distinct in colour, size, and image and directs drivers to the parking areas. The signs are mounted on poles at standard heights.

Identification: Identification signage is placed at the entry of each parking lot. The name of the parking area is identified and the type of parking available at the parking area is listed on the signage. The identification signage is distinctive in colour and size, and it is located on a pole at a relatively low height.

Pedestrian Wayfinding: These types of signs are placed at locations easily found and viewed by pedestrians, typically parking facility entry and exit points, and are intended to help pedestrians orient themselves in the Core Area.

Exhibit 7-1 shows examples of each of the four sign types discussed above.

Exhibit 7-1: Examples of Sign Types



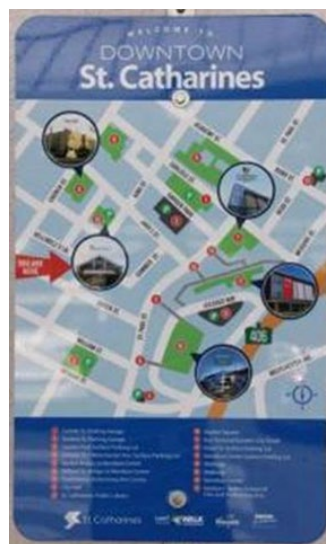
Introduction



Directional



Identification



Pedestrian Wayfinding

Among the qualities of good signage are the following:

- The appearance or theme of all signage is consistent;
- Use of common images, logos and colours;
- Placement at or near eye level if intended for pedestrians;
- Use of reflective and durable material;
- All four wayfinding sign types (introduction, directional, identification, and pedestrian) are integrated to guide motorist and pedestrian activity;
- All primary entrances to the Core Areas have introduction signage;
- All major routes through the Core Areas have directional signage;
- All parking areas have identification signage;
- All pedestrian routes to and from major parking areas have wayfinding signs;
- The identification signs located at parking areas need to convey parking prices, hours of operation, and maximum durations; and
- Exhibit lettering with a height of about 10 centimeters for urban streets (varies according to traffic speed).

While improved static signage to parking facilities helps reduce parking-related traffic congestion, more powerful tools are available through smart parking management systems, or dynamic wayfinding systems. These provide users with real-time parking occupancy data, enabling them to target parking assets

May 17, 2021

with excess capacity, and with directional information to assist in wayfinding. **Exhibit 7-2** shows a dynamic wayfinding sign that displays the number of spaces available per level within a parking garage.

Exhibit 7-2: Dynamic Wayfinding Sign



Dynamic wayfinding is an effective method by which to improve the parking experience for drivers searching for a space in a parking facility with multiple levels or among several adjacent lots. Drivers are able to see the real-time parking vacancies, and can go where the most parking is available to find a space. Dynamic wayfinding signs are ideally complemented with static directional signage at critical junctions to provide users with further guidance.

7.2.1 Online Parking Maps

Complementary to signage and wayfinding systems would be online maps showing all parking assets in the Core Areas. Municipal parking lot locations could also be added to Google Maps. These services would improve awareness and utilization of Core Area parking systems, which is likely to result in improved distribution of parking demand. The webpage for the maps could also encourage users (e.g. employees) requiring long-term parking to use off-street and peripheral parking assets, leaving highly-valuable on-street assets for short-term uses with higher turnover rates, which is desirable for both businesses and customers. The services of an online parking map could be augmented with a mobile parking application through which users can view parking facilities and their respective capacities.

7.2.2 Recommendations

A wayfinding and signage strategy should be completed with the following considerations in mind:

- Introduction signs at major entry points to the Core Area;

- Directional signs located in advance of anticipated turning maneuvers;
- Identification signs located at all parking lot entrances – this would include naming / numbering, descriptions to aid in users’ spatial understanding, and a colour scheme on the identification signage to delineate municipal and private parking assets;
- Pedestrian signs located at each parking lot’s pedestrian access points;
- Addition of municipal parking lot locations to Google Maps; and
- Creation of online parking maps.

7.3 Parking Requirements in Zoning By-Laws

The parking requirements prescribed by the Lindsay, Fenelon Falls, and Bobcaygeon Zoning By-laws were compared to peer municipalities. The comparator municipalities are as follows:

- Township of King;
- Township of Uxbridge;
- Town of Georgina;
- Town of Orangeville;
- Municipality of Clarington;
- Town of Whitchurch-Stouffville;
- City of Woodstock;
- Town of Grimsby; and
- Town of Innisfil.

The residential, office, retail, and restaurant land use types were selected for the comparison as these land uses are considered most representative of land use in the City’s Core Areas.

Exhibit 7-3 shows the comparison results. Based on the comparison, the City’s parking requirements are generally consistent with those of the comparator municipalities on average.

Exhibit 7-3: Comparison of Municipal Parking By-Law Requirements for Downtown Areas

Municipality	Land Use			
	Apartment (Dwelling Units)	Office (GFA)	Retail (GFA)	Restaurant (GFA)
King City (Township of King)	1.5 per unit	3.7 per 100 m ² of GFA	5.6 per 100 m ² of GFA	11.1 per 100 m ² of GFA
Uxbridge	1.5 per unit	5.0 per 100 m ² of GFA	5.0 per 100 m ² of GFA	1 per 4 person or 11.1 per 100 m ² of GFA (whichever is greater)
Georgina	1.75 per unit	3.7 per 100 m ² of GFA	3.7 per 100 m ² of GFA	10.5 per 100 m ² of GFA
Orangeville	1.5 per unit	5.0 per 100 m ² of GFA	5.0 per 100 m ² of GFA	11.1 per 100 m ² of GFA (Washroom area and 50% of kitchen area excluded)
Bowmanville (Municipality of Clarington)	1 per 1 bd unit 1.25 per 2 bd unit 1.5 per 3+ bd unit 0.25 per unit - visitor	3.3 per 100 m ² of GFA	3.3 per 100 m ² of GFA	1 per 4 persons
Whitchurch-Stouffville	1.5 per unit	5.0 per 100 m ² of GFA	3.0 per 100 m ² of GFA (less than 1,200 m ²) 2.0 per 100 m ² of GFA (more than 1,200 m ²)	1 per 4 person or 10 per 100 m ² of GFA (whichever is greater)
Woodstock	1.1 per unit	2.0 per 100 m ² of GFA	2.0 per 100 m ² of GFA	2 per 100 m ² of GFA
Grimsby	1.5 per unit	3.6 per 100 m ² of GFA	3.6 per 100 m ² GFA	22.2 per 100 m ² of GFA
Innisfil	1.75 per unit	Ground floor: 3.6 per 100 m ² of GFA Upper floor: 2.7 per 100 m ² of GFA	5.3 per 100 m ² of GFA	1 per 4 person or 12.5 per 100 m ² of GFA (whichever is greater)
Lindsay (Kawartha Lakes)	1.55 per unit (incl. visitor)	4.0 per 100 m ² of GFA	Ground floor: 4.0 per 100 m ² of GFA Upper floor: 2.9 per 100 m ² of GFA	9.1 per 100 m ² of GFA
Fenelon Falls (Kawartha Lakes)	1.5 per unit	3.6 per 100 m ² of GFA	3.6 per 100 m ² of GFA	1 per 4 person or 10.8 per 100 m ² of GFA (whichever is greater)
Bobcaygeon (Kawartha Lakes)	2 per unit	1 per business + 4.0 per 100 m ² of GFA	3.3 per 100 m ² of GFA	20.0 per 100 m ² of GFA
Average*	1.56 per unit	3.6 per 100 m ² of GFA	3.7 per 100 m ² of GFA	11.9 per 100 m ² of GFA or 1 per 4 persons

*Requirements with different formats were not included in the average.

May 17, 2021

7.3.1 Recommendations

- Consideration of site-specific applications to have parking requirements reduced for any particular development ought to have regard for the impact of such a reduction on the parking system of the relevant Core Area; and
- In cases of proposed developments for which provision of adequate on-site parking is economically infeasible, the City should consider permitting development proponents to mitigate anticipated parking deficiencies through agreements with owners of private parking lots located within a walkable distance to the proposed development. Such agreements should be made perpetual and robust through registration on title to all involved lands.

7.4 Cash-in-Lieu of Parking Policies

The provision of funds necessary to operate, maintain, upgrade and expand parking systems is a common challenge faced by municipalities. Cash-in-lieu of parking policies permit developers to pay cash to municipalities as an alternative to providing some or all of the minimum number of parking spaces required by the applicable zoning by-law. The funds thereby collected are typically placed in a reserve fund used for the improvement and expansion of municipal parking systems.

Cash-in-lieu of parking is used by many Canadian municipalities as a mechanism to mitigate private parking supply deficiencies associated with development by increasing municipal parking supply, given the substitutability between private and municipal parking. It is principally used to address the challenges that arise when provision of on-site parking by developers is either impractical or prohibitively costly, but is also known to be used to:

- Encourage shared or short-term parking arrangements, discourage vehicle use, and promote and potentially fund transit;
- Intensify and or revitalize downtown cores (especially former surface lots); and
- Assure property owners that sufficient parking opportunities will be available.

Cash-in-lieu of parking usually applies to a specific geographic area, often a downtown or another area targeted for intensification or redevelopment, in which there is an acute public interest in ensuring adequate parking supply. Cash-in-lieu of parking is most commonly applied to office developments, but in some municipalities it is also applied to retail and residential developments. Upgrade and expansion of municipal parking supply in tandem with development may encourage a desirable mix of land uses in downtown cores as well as support related economic development objectives. Some municipalities use a cash-in-

lieu rate that represents approximately 50% of the cost to provide a municipal parking space. Such an approach recognizes the spillover benefit of municipal parking to nearby properties.

Historically, the City has practiced cash-in lieu of parking in downtown Lindsay, but with no established or consistent rate of payment. In downtown Fenelon Falls, cash-in-lieu of parking is set at a rate of \$4,000 per parking space. A cash-in-lieu of parking policy does not exist for downtown Bobcaygeon. Through consultation with peer municipalities, cash-in-lieu of parking rates were gathered, as shown in **Exhibit 7-4**. As indicated by **Exhibit 7-4**, approximately half of the consulted municipalities either do not have a cash-in-lieu of parking policy or levy a rate in accordance with a formula or the municipality's discretion. For the peer municipalities that have a cash-in-lieu of parking policy, the rates range from \$562 to \$6,056 per space, with the average rate being \$2,855 per space.

Exhibit 7-4: Cash-in-lieu of Parking Rate Comparison

Municipality	Rate per Space	Notes
Peterborough	\$6,056	-
King City	\$3,300	-
Uxbridge	\$100	-
Georgina	\$970	-
Orangeville	-	No current cash-in-lieu policy.
Bowmanville	-	No current cash-in-lieu policy.
Whitchurch-Stouffville	\$5,000	-
Woodstock	Variable	Based on required number of spaces, estimated land cost, estimated construction cost, and number of parking spaces missing.
Grimsby	Variable	Cost is at the discretion of the Town, depends on location and type of development.
Innisfil	\$562.00	-
Tillsonburg	Variable	Based on required number of spaces, estimated land cost, estimated construction cost, and number of parking spaces missing.
Lindsay	-	Cost is at the discretion of the City.
Bobcaygeon	-	No current cash-in-lieu policy.
Fenelon Falls	\$4,000	-
Average	\$2,855	

Based on the review's results, Fenelon Falls' rate of cash-in-lieu of parking (\$4,000 per space) is higher than the average observed in the peer municipalities. However, \$4,000 is much lower than the cost to provide a space of surface parking (approximately \$15,000 to \$20,000 per space). If municipal parking funded by cash-in-lieu of parking tends to benefit more than contributing developments, an appropriate cash-in-lieu rate could be \$7,500 to \$10,000 per space, assuming surface parking is built and a spillover rate of 50%. With Fenelon Falls' downtown municipal parking system exhibiting substantial excess capacity, even to 2041, it does not require the support of a cash-in-lieu of parking policy. A similar conclusion holds for downtown Bobcaygeon, although that prescription should be re-examined before utilization reaches effective capacity toward 2041.

Based on public and stakeholder comments, there is some community interest in having the City emplace an above-ground parking garage in downtown Lindsay to accommodate future parking demand. At a capacity of 200-400 parking spaces, such a facility is estimated to cost upwards of \$45,000 per space, or \$9M to \$18M in total depending on size. Even at a contribution rate of 50%, the cash-in-lieu of parking rate for such a facility would be upwards of \$22,500 per space. However, actual rates of cash-in-lieu of parking levied in Lindsay have been a fraction of this and a fraction of even the amount needed to provide a surface parking space. For example, according to City of Kawartha Lakes Council Report PLAN2018-046, it was recommended that cash-in-lieu of 100 parking spaces be set at \$76,362.64 (or \$763.63 per parking space) for the proposed redevelopment of 171-183 Kent Street West, and Council supported that recommendation.

Eventually, the municipal parking system in downtown Lindsay will need to be expanded, even if demand management measures are implemented in the meantime. Regardless of the form (e.g. parking garage, surface parking etc.) it ultimately takes, that expansion will need to be funded somehow. As noted in **Section 3.2.1**, that funding could be raised through one or more of the following:

- Cash-in-lieu of parking;
- Community benefits charges (replaces development charges for parking services as per the More Homes, More Choice Act);
- LDBIA levy;
- Capital or local improvement charges;
- Paid parking, inclusive of reinstatement of paid on-street parking; or
- General tax levy.

As development in the City is not sufficiently dense to make community benefits charges viable, as per City of Kawartha Lakes Council Report CA2020-001, that option can be eliminated from further consideration. Based on commentary

made at the stakeholder and public consultations, the generally preferred option is an LDBIA levy, which aligns with the LDBIA having been the most vocal proponent for a parking garage and with the notion that expansion of the municipal parking system would chiefly benefit downtown businesses.

Recognizing this, the significant contributions of redevelopment to parking demand and the benefits conferred by municipal parking to the City as a whole, a case could be made to jointly fund municipal parking expansion with a combination of an LDBIA levy, cash-in-lieu of parking, paid parking and or general tax levy. Local capital or improvement charges could be used in place of an LDBIA levy or cash-in-lieu of parking. Determination of the optimal combination of financing instruments is, however, beyond the scope of this study. Until such a determination is made, it would be prudent to maintain some form of cash-in-lieu of parking policy in Lindsay.

7.4.1 Recommendations

- Abolish cash-in-lieu of parking for Fenelon Falls and do not introduce cash-in-lieu of parking for Bobcaygeon;
- Determine the optimal mix of funding instruments to support the expansion of the municipal parking system in the Lindsay Core Area. Until that determination is made, maintain for downtown Lindsay some form of cash-in-lieu of parking in a consistent manner, and ensure the proceeds thereby raised are deposited into a parking reserve fund to be used exclusively for the upgrade and expansion of municipal parking in downtown Lindsay; and
- Payment of cash-in-lieu of parking should remain at the discretion of City Council to ensure that excess parking demand generated by proposed developments can be met by the municipal parking system.

7.5 Parking Service Administration

This section examines the existing administrative structure for the City's parking service, reviews alternatives and modifications to that structure and develops recommendations accordingly.

7.5.1 Existing Administrative Structure

In many ways, the existing manner in which the City's parking service is administrated is a legacy of the amalgamation of the County of Victoria with its 16 constituent municipalities, which is the restructuring that formed the single-tier City of Kawartha Lakes in 2001. Prior to amalgamation, parking services in the Town of Lindsay were provided by the Lindsay Parking Authority, an agency acting on behalf of the Town, while parking services in Fenelon Falls and Bobcaygeon were provided directly by the local municipalities through a combination of staff and contracted resources.

After amalgamation, the City dissolved the Lindsay Parking Authority and assigned responsibility for parking services to the Municipal Law Enforcement Division, Roads Operations Division and Engineering Division. Generally speaking, these divisions, respectively, provide for the enforcement, maintenance and capital aspects of the parking service. Much of the enforcement function in downtown Lindsay was delegated to the LDBIA upon removal of paid parking in late 2015 at the request of the LDBIA. Moreover, various property owners in downtown Lindsay were empowered by the Town of Lindsay to issue fines etc. to enforce parking by-laws applicable to their private lots, a practice continued by the City today.

Through discussions with City staff and consideration of industry best practices, IBI Group has identified opportunities for improvement to the City's parking service. In large part, the intended outcomes of the improvements would be increased efficiency and or effectiveness. To inform recommendations made in that context, the following sections examine alternative service models that could point to potential improvements to the City's parking service.

7.5.2 Parking Division

A parking division is a distinct part of the municipal administration led by a manger and dedicated exclusively to providing all aspects of a municipality's parking service. The division would therefore be responsible for all capital and operating functions of the parking service, inclusive of policymaking and enforcement. Such a division is appropriate when the scale and complexity of the parking service exceed that manageable by a multifunctional division but not that which would warrant a parking authority. Determination of a parking service's scale and complexity should account for seasonality, especially in municipalities who routinely experience large influxes of seasonal residents and tourists.

7.5.3 Parking Authority

A parking authority is a municipally-owned agency or corporation accountable to a governance board and dedicated exclusively to providing all aspects of a municipality's parking service. An example is the Toronto Parking Authority, which manages on behalf of the City of Toronto approximately 59,000 parking spaces comprised of 19,000 on-street spaces, 22,000 off-street spaces, and 18,000 spaces owned by third parties such as the Toronto Transit Commission, Exhibition Place, and Toronto's Parks, Forestry, and Recreation Divisions. The Toronto Parking Authority also manages Bike Share Toronto which consists of approximately 2,750 publicly available bicycles.

A municipality's parking authority is governed by a board of directors, where directors are appointed by and accountable to the municipal council. Such a governance structure confers considerably more autonomy than is afforded to a parking division. A parking authority service model is appropriate when the scale and complexity of the parking service are sufficient to warrant autonomous administration and specialized expertise.

7.5.4 Public-Private Partnership

A public-private partnership (P3) is an arrangement, based on an agreement between a government and private-sector entity, for the purpose of financing, constructing and or operating public infrastructure and services. For municipal parking services, a typical P3 involves having the private sector partner emplace or upgrade parking facilities at its own expense, granting the private sector partner the right to operate and earn income from the facilities for a specified period and having the municipality resume operations once that period expires. Obviously, such an arrangement would require instatement of paid parking.

7.5.4.1 Benefits of P3s

The potential benefits of partnering with a private entity are evident throughout the P3 agreement's lifecycle. Overall, if everything goes as planned and the agreement is structured correctly, efficient and effective parking operations are achieved whereby the public is provided with a high-quality parking experience at a reasonable cost. Benefits associated with P3s include:

1. **Access to Funding:** Capital improvements to parking, such as new technologies and infrastructure upgrades, can be very expensive. Private entities may have access to forms and levels of capital financing to which municipalities do not.
2. **Expertise:** Private parking entities often have experience and expertise not possessed by government; their knowledge of how to provide high-quality parking cost-effectively can be leveraged.

3. **Industry Networks:** The private entity has likely worked in the industry long enough to have established relationships that can be leveraged. These relationships help mitigate risk and manage costs.
4. **Harnessing of Profit Motive:** The private entity's motive to earn profit can be harnessed to bring about efficiency and effectiveness in the provision of parking services.
5. **Risk Management:** There are a number of risks associated with constructing and operating a parking facility. A risk-averse municipality can transfer some or all of these risks to the private entity.

7.5.4.2 Drawbacks of P3s

Although P3s present a number of benefits, there are also a number of drawbacks that must be considered:

1. **Insufficient Return on Investment:** Based on the level of risk associated with the P3, the private entity will have a minimum acceptable rate of return on investment in mind. If the market for parking services or the municipality's political climate is such that that rate of return is difficult to meet (e.g. aversion to paid parking), a typical P3 may not even be feasible.
2. **High Risk Premium:** The transferring of risk from the municipality to the private entity will come at a premium on the private entity's required rate of return on investment. If that premium is sufficiently high, the municipality may be better off without a P3.
3. **Costly Legal Fees:** Depending on its term, scale and complexity, a P3 can entail significant legal costs for the municipality, not only to establish the agreement but also to manage any disputes arising under it.
4. **High Borrowing Costs:** Financial institutions typically charge higher interest costs to private entities than to governments, given the taxing power of the latter group.
5. **Long-Term and Inflexible Agreement:** The term of a P3 agreement typically ranges from 15 to 40 years, but it could be longer. Turnover in political leadership could result in the municipality seeking to move in directions contrary to the agreement. Moreover, in order for the P3 to work, the municipality must to some degree relinquish control of the subject parking facility. The degree of relinquishment is governed by the agreement, and is typically inversely related to the degrees of risk and responsibility transferred to the private entity.

7.5.5 Discussion

The existing administrative structure of the City's parking service is known to create inefficiencies and inconsistencies. Examples of such problems include

May 17, 2021

excessive costs of removing snow in parking lots, insufficient attention to conditions (e.g. pavement markings, encroachments etc.) in parking lots, inadequate resources to enforce parking in Fenelon Falls and Bobcaygeon during peak demand in summer, and excessively divided attention across parking and non-parking by-law enforcement. Perhaps the principal challenge is that, while all Municipal Law Enforcement officers are able to enforce parking, the existing administrative structure and level of resources allow for only a reactive approach to enforcement. However, a proactive approach is needed, especially during seasons of heavy demand for parking.

Given the scale and complexity of the City's parking service, and the general aversion to paid parking, neither a parking authority nor a typical P3 service model would be appropriate. While at this time even a parking division would not be warranted, the existing administrative structure would do well to move somewhat in that direction. Specifically, a supervisory human resource should be added to the Municipal Law Enforcement Division, who would, among other things, manage the day-to-day enforcement and related operational needs of the City's parking service. Such an addition would provide for a more proactive, consistent and focused approach to parking enforcement and operations, as well as a more coordinated approach to the various beneficial nuances to service delivery such as those relating to delegated and private enforcement.

7.5.6 Recommendations

- Create a supervisory position reporting to the Manager of Municipal Law Enforcement, and shift all day-to-day responsibility for parking enforcement and related operations to the former position;
- Maintain responsibility for parking-related maintenance (e.g. repair, painting, sweeping, signage replacement, inspection etc.) and capital work (e.g. resurfacing, reconfiguration, drainage improvements, lighting improvements etc.) in the Roads Operations Division and Engineering Division, respectively;
- Maintain delegation of parking enforcement in downtown Lindsay to the LDBIA, and provide the same option to the local chambers of commerce in Fenelon Falls and Bobcaygeon;
- In lieu of paying the LDBIA directly for parking enforcement services, the City should permit the LDBIA to retain parking fine revenues it generates. Should parking fine revenue be insufficient to offset the cost of the service, the LDBIA has recourse to its own tax levy to make up the shortfall. This change will promote accountability and proactive parking enforcement in downtown Lindsay, given the LDBIA asked to be delegated responsibility for the service;

- Continue to provide private property owners with the option to obtain the authority to enforce parking by-laws applicable to their parking lots;
- Increase the overtime parking fine to \$40 and overnight parking fine to \$30 to match prevailing fines in peer municipalities;
- Adopt handheld license plate recognition (LPR) software to improve on-street parking enforcement in Lindsay. LPR-based enforcement can be adopted in Bobcaygeon and Fenelon Falls in the future as parking demand grows;
- Provide snow removal with internal resources or by adding the service to an existing cost-effective outsourcing arrangement, such as that managed by Roads Operations Division or the Department of Community Services; and
- Undertake another Downtown Parking Strategy in 2029.

8 Recommendations

Through **Exhibit 8-1**, **Exhibit 8-2**, **Exhibit 8-3**, and **Exhibit 8-4**, this section summarizes the recommendations made in Sections 6 and 7 and outlines recommendations developed based on the findings of Section 5. The recommendations are organized by Core Area and those applicable City-wide, as well as by theme. Each recommendation is associated with a suggested timeline for implementation: short-term (1-2 years), medium term (3-5 years), long-term (beyond 5 years) and ongoing. To guide and qualify implementation of the recommendations, the City should conduct annual parking utilization surveys and continue to monitor development activity and population growth. In particular, the City should be careful to track parking supply changes and deficiencies arising from development activity in the Core Areas.

While some users of the Core Area parking systems may perceive a shortage of parking at certain times, this study shows that, based on industry best practices and utilization data, the existing parking supply is adequate to meet existing demand. Rather than a shortage of supply, existing parking challenges have been found to stem principally from (i) uneven distribution of parking activity, (ii) deficient wayfinding and awareness of the availability of parking and (iii) restrictive notions of an acceptable walking distance. Many of the recommendations made herein are designed to address such issues or take advantage of low-cost expansions to parking supply wherever possible. Through to 2041, only the Lindsay Core Area is anticipated to require expansion to parking supply. Fortunately, half of that expansion entails no or minimal added capital cost, primarily because it coincides with capital works expected to occur anyhow.

Exhibit 8-1: Lindsay Core Area Parking Recommendations

Theme	Recommendation	Implementation Timeline
Improvements to Parking Lots	<p>Lot M1</p> <ul style="list-style-type: none"> Repaint the pavement markings. Add signage to better identify the accessible parking spaces. 	Short Term / Medium Term
	<p>Lot M2</p> <ul style="list-style-type: none"> Repaint the pavement markings. Add signage to better identify the accessible parking spaces. 	
	<p>Lot M3</p> <ul style="list-style-type: none"> Repaint the pavement markings. Add signage to better identify the accessible parking spaces. 	
	<p>Lot M4</p> <ul style="list-style-type: none"> Repave the lot and paint new pavement markings. There are currently no accessible parking spaces in this lot. Delineate one accessible parking space through the use of pavement markings and signage. 	
	<p>Lot M5</p> <ul style="list-style-type: none"> The garbage bins at the northeast corner of the parking are impeding parking supply. Relocate the bins to a location in the parking lot that will not impede parking supply. Paint new pavement markings so as to reconfigure the area and thereby gain approximately 10 spaces. Add a colour scheme or signage to distinguish Lot M5 from Lot P3 so that users are aware of the boundary between the lots. 	
	<p>Lot M6</p> <ul style="list-style-type: none"> Add signage to better identify the accessible parking spaces. 	

May 17, 2021

Theme	Recommendation	Implementation Timeline
	<p>Lot M7</p> <ul style="list-style-type: none"> Repave the lot and paint new pavement markings. There are currently no accessible parking spaces in this lot. Delineate one accessible parking space through the use of pavement markings and signage. <p>Lot M8</p> <ul style="list-style-type: none"> Repave the lot and paint new pavement markings. Add signage for the 6 newly leased spaces in Lot M8 for Dr. Sun Dentistry to identify them as reserved spaces. Combine the remaining 2 unreserved spaces from Lot M8 with Lot M7. <p>Lot M9</p> <ul style="list-style-type: none"> Repaint the pavement markings. Add a colour scheme or signage to distinguish Lot M9 from Lots P4 and P5 so that users are aware of the boundary between the lots. <p>Lot M10</p> <ul style="list-style-type: none"> Add signage to better identify the accessible parking spaces. 	

Theme	Recommendation	Implementation Timeline
Parking Supply Expansion	<ul style="list-style-type: none"> Upon relocation of the administrative offices for the Paramedic Service from 4 Victoria Ave. N., convert into public municipal parking (10 regular spaces and 1 accessible space) the 11 spaces in Lot M2 currently reserved for Paramedic Service vehicles and staff. Reconfigure Lot M5 to increase parking supply by approximately 10 spaces. Upon reconstruction or resurfacing of Victoria Ave. from Kent St. to Peel St., widen the street, close the entrance to Lot M2 and convert the parallel parking into angle parking to increase parking supply by approximately 34 spaces (from 20 to 54 spaces). Upon reconstruction or resurfacing of Kent St. from Victoria Ave. to Sussex St., widen the street and extend angle parking from Victoria Ave. to Sussex St., making allowance for turning lanes as needed, to increase parking supply by approximately 40 spaces. Upon reconstruction or resurfacing of Peel St. from Victoria Ave. to Sussex St., close the entrance to Lot M1, widen the street to the south, maintain prohibited parking on the north side and convert the parallel parking on the south side into angle parking to increase parking supply by approximately 12 spaces (from 12 to 24 spaces). Through a public-private partnership or other appropriate means, facilitate the consolidation and reconfiguration of the vacant / underutilized lands comprising and adjacent to Lot P9 (northeast corner of Victoria Ave. / Russell St.) to increase parking supply by approximately 114 spaces (from 106 to 220 spaces). 	Medium Term / Long Term
Parking Demand Management and Enforcement	<ul style="list-style-type: none"> Introduce dynamic permit pricing to municipal parking lots. Increase pricing for the core lots (M2, M3, M4, and the forthcoming lot at 7 William St. S.), maintain pricing for the intermediate lots (M5, M9, and M10), and reduce pricing for the peripheral lots (M6 and M7). Reduce the duration for free off-street parking from 4 hours to 3 hours, where applicable, to increase demand for parking permits and help recover the cost of the LPR technology. Maintain free 2-hour on-street parking and monitor implemented recommendations for two years. If parking demand is not better distributed or managed, consider reinstating paid on-street parking. 	Short Term / Medium Term

Exhibit 8-2: Fenelon Falls Core Area Parking Recommendations

Theme	Recommendation	Implementation Timeline
Improvements to Parking Lots	<p>Lot M1</p> <ul style="list-style-type: none"> Repave the lot and paint new pavement markings so as to reconfigure the lot and thereby gain approximately 35 spaces. There are currently no accessible parking spaces in this lot. Delineate one accessible parking space through the use of pavement markings and signage. 	Short Term
	<p>Lot M2</p> <ul style="list-style-type: none"> Repaint the pavement markings. 	
	<p>Lot M3</p> <ul style="list-style-type: none"> Clear out all junk and unauthorized vehicles. Issue encroachment notices and warnings to all adjacent property owners. Issue fines for dumping, overnight parking etc. and practice proactive enforcement to keep the lot clean and operational. Add lighting to the parking lot to enhance visibility and public safety. 	
	<p>Lot M4</p> <ul style="list-style-type: none"> Repaint the pavement markings. 	
	<p>Lot M6</p> <ul style="list-style-type: none"> There are currently no accessible parking spaces in this lot. Delineate one accessible parking space through the use of pavement markings and signage. 	
	<p>Lot M7</p> <ul style="list-style-type: none"> There are currently no accessible parking spaces in this lot. Delineate one accessible parking space through the use of pavement markings and signage. 	
	<p>Lot M8</p> <ul style="list-style-type: none"> Repaint the pavement markings. Add signage to better identify the accessible parking spaces. 	
Improvements to On-Street Parking	<ul style="list-style-type: none"> Delineate parking along Oak Street, from May Street to the western limit, by adding pavement markings to the north side of the street and signage restricting parking on the other side (the street is too narrow to accommodate parking on both sides). Delineate parking on both sides of Bond Street, from the eastern limit of the study area to just east of the curved segment, adjacent to Garnet Graham Beach Park, to the west, by adding pavement markings. 	Short Term

May 17, 2021

Theme	Recommendation	Implementation Timeline
Parking Supply Expansion	<ul style="list-style-type: none"> Upon reconstruction or resurfacing of Lot M1, reconfigure it to increase parking supply by approximately 35 spaces. Incorporate into the municipal parking system the site of the former Fenelon Falls Arena (southeast corner of Bond Street / John Street) to increase parking supply by approximately 70 spaces. Via a long vehicle routing plan and with the support of wayfinding signage, encourage long vehicles (e.g. trucks with boat trailers, buses, recreational vehicles etc.) to park in this lot. 	Medium Term
Parking Demand Management and Enforcement	<ul style="list-style-type: none"> Introduce a 3-hour parking duration limit to prime parking assets (e.g. Colborne St., Water St., Lot M2 etc.) for the busy summer months (roughly Victoria Day to Labour Day), actively enforced by Municipal Law Enforcement Division or the Fenelon Falls Chamber of Commerce. Adjust the duration limit based on utilization and turnover. Issue residential parking permits via LPR technology to Colborne Street residents who have no access to private parking (i.e. those presently reliant on on-street parking) and allow them to park anywhere in Lot M3 with no time restrictions. Introduce proactive enforcement. Where Oak Street intersects Water Street and May Street, install signage at all approaches that restricts long vehicles from entering Oak Street. Create a long vehicle route as follows: Launch boats at the western limit of Water Street, take May Street to Francis Street to John Street and park in the new lot. Signage should be installed at all intersections along this route to direct drivers with trailers to the new lot after launching their boats. 	Short Term / Medium Term

May 17, 2021

Exhibit 8-3: Bobcaygeon Core Area Parking Recommendations

Theme	Recommendation	Implementation Timeline
Improvements to Parking Lots	<p>Lot M1</p> <ul style="list-style-type: none"> Repaint the pavement markings. <p>Lot M2</p> <ul style="list-style-type: none"> Delineate accessible parking spaces with pavement markings and signage. <p>Lot M3</p> <ul style="list-style-type: none"> There are currently no accessible parking spaces in this lot. Delineate one accessible parking space through the use of pavement markings and signage. <p>Lot M4</p> <ul style="list-style-type: none"> There are currently no accessible parking spaces in this lot. Delineate one accessible parking space through the use of pavement markings and signage. Add a colour scheme or signage to distinguish Lot M4 from Lot P4 so that users are aware of the boundary between the lots. <p>Lot M5</p> <ul style="list-style-type: none"> There are currently no accessible parking spaces in this lot. Delineate one accessible parking space through the use of pavement markings and signage. <p>Lot M6</p> <ul style="list-style-type: none"> Add signage to better identify the accessible parking spaces. 	Short Term
Parking Supply Expansion	<ul style="list-style-type: none"> Revise pavement markings on Bolton St. and other streets, as may be applicable, to eliminate unnecessary “no parking” zones and optimize configuration, thereby increasing on-street parking supply modestly. Ensure the redevelopment of Bobcaygeon Beach Park provides ample space designated for long-vehicle and long-term parking to help alleviate congested parking assets in the Core Area during summer. Expedite the paving of the Bobcaygeon Arena parking lot, which is a project approved through the City’s 2020 Tax-Supported Capital Budget. 	

May 17, 2021

Theme	Recommendation	Implementation Timeline
Parking Demand Management and Enforcement	<ul style="list-style-type: none"> Introduce a 2-hour parking duration limit to prime parking assets (e.g. Bolton St., Canal St., Lot M6 etc.) for the busy summer months (roughly Victoria Day to Labour Day), actively enforced by Municipal Law Enforcement Division or the Bobcaygeon Chamber of Commerce. Adjust the duration limit based on utilization and turnover. If parking demand is not better distributed or managed, consider instating paid on-street parking. Introduce proactive enforcement. Relocate the Farmers Market from the Bobcaygeon Arena to Bobcaygeon Beach Park and, through a wayfinding system, direct long-vehicle and long-term parking to Bobcaygeon Beach Park and, during the summer months, the Bobcaygeon Arena. Deputize Foodland owners and managers to empower them to enforce their parking lot. In consultation with Foodland, a parking time limit should be introduced to the lot as well. 	Short Term / Medium Term

Exhibit 8-4: General Parking Recommendations

Theme	Recommendation	Implementation Timeline
Service Level Standards	<ul style="list-style-type: none"> Maximum system-wide peak parking utilization for municipal parking: 85%; Maximum system-wide peak parking utilization for private parking: 90%; and Maximum acceptable walking distance from parking location to destination: 400m. 	Ongoing
Wayfinding Improvements	<p>A wayfinding and signage strategy should be completed with the following considerations in mind:</p> <ul style="list-style-type: none"> Introduction signs at major entry points to the Core Area. Directional signs located in advance of anticipated turning maneuvers. Identification signs located at all parking lot entrances – this would include naming / numbering, descriptions to aid in users' spatial understanding, and a colour scheme on the identification signage to delineate municipal and private parking assets. Pedestrian signs located at each parking lot's pedestrian access points. Addition of municipal parking lot locations to Google Maps. Creation of an online parking maps. 	Short Term
Parking Requirements	<ul style="list-style-type: none"> Consideration of site-specific applications to have parking requirements reduced for any particular development ought to have 	Short Term / Ongoing

May 17, 2021

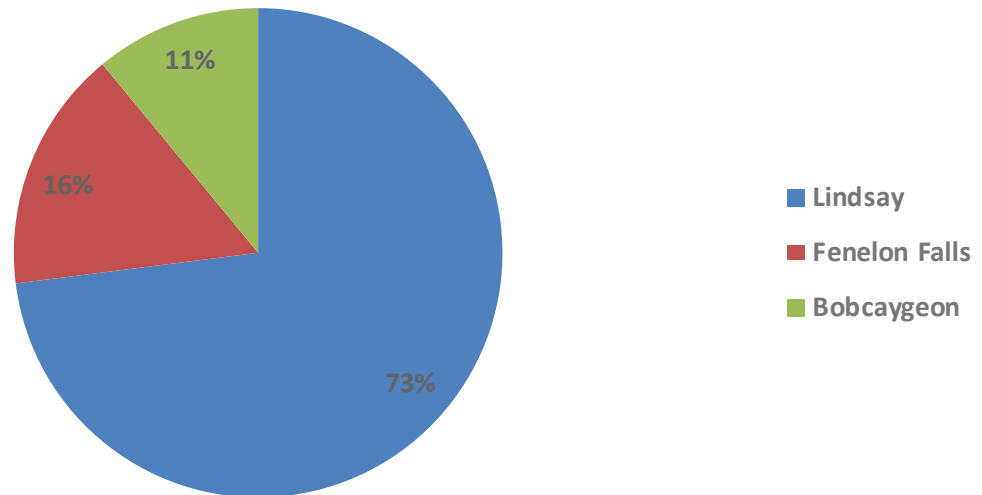
Theme	Recommendation	Implementation Timeline
in Zoning By-Laws	<p>regard for the impact of such a reduction on the parking system of the relevant Core Area.</p> <ul style="list-style-type: none"> In cases of proposed developments for which provision of adequate on-site parking is economically infeasible, the City should consider requiring development proponents to mitigate anticipated parking deficiencies through agreements with owners of private parking lots located within a walkable distance to the proposed development. Such agreements should be made perpetual and robust through registration on title to all involved lands. 	
Cash-in-Lieu of Parking Policies	<ul style="list-style-type: none"> Abolish cash-in-lieu of parking for Fenelon Falls and do not introduce cash-in-lieu of parking for Bobcaygeon. Determine the optimal mix of funding instruments to support the expansion of the municipal parking system in the Lindsay Core Area. Until that determination is made, maintain for downtown Lindsay some form of cash-in-lieu of parking in a consistent manner, and ensure the proceeds thereby raised are deposited into a parking reserve fund to be used exclusively for the upgrade and expansion of municipal parking in downtown Lindsay. Payment of cash-in-lieu of parking should remain at the discretion of City Council to ensure that excess parking demand generated by proposed developments can be met by the municipal parking system. 	Short Term

Theme	Recommendation	Implementation Timeline
Parking Service Administration	<ul style="list-style-type: none"> • Create a supervisory position reporting to the Manager of Municipal Law Enforcement, and shift all day-to-day responsibility for parking enforcement and related operations to the former position. • Maintain responsibility for parking-related maintenance (e.g. repair, painting, sweeping, signage replacement, inspection etc.) and capital work (e.g. resurfacing, reconfiguration, drainage improvements, lighting improvements etc.) in the Roads Operations Division and Engineering Division, respectively. • Maintain delegation of parking enforcement in downtown Lindsay to the LDBIA, and provide the same option to the local chambers of commerce in Fenelon Falls and Bobcaygeon. • In lieu of paying the LDBIA directly for parking enforcement services, the City should permit the LDBIA to retain parking fine revenues it generates. Should parking fine revenue be insufficient to offset the cost of the service, the LDBIA has recourse to its own tax levy to make up the shortfall. This change will promote accountability and proactive parking enforcement in downtown Lindsay, given the LDBIA asked to be delegated responsibility for the service. • Continue to provide private property owners with the option to obtain the authority to enforce parking by-laws applicable to their parking lots;. • Increase the overtime parking fine to \$40 and overnight parking fine to \$30 to match prevailing fines in peer municipalities. • Adopt handheld license plate recognition (LPR) software to improve on-street parking enforcement in Lindsay. LPR-based enforcement can be adopted in Bobcaygeon and Fenelon Falls in the future as parking demand grows. • Provide snow removal with internal resources or by adding the service to an existing cost-effective outsourcing arrangement, such as that managed by Roads Operations Division or the Department of Community Services. • Undertake another Downtown Parking Strategy in 2029. 	Short Term / Medium Term / Long Term / Ongoing

Appendix A

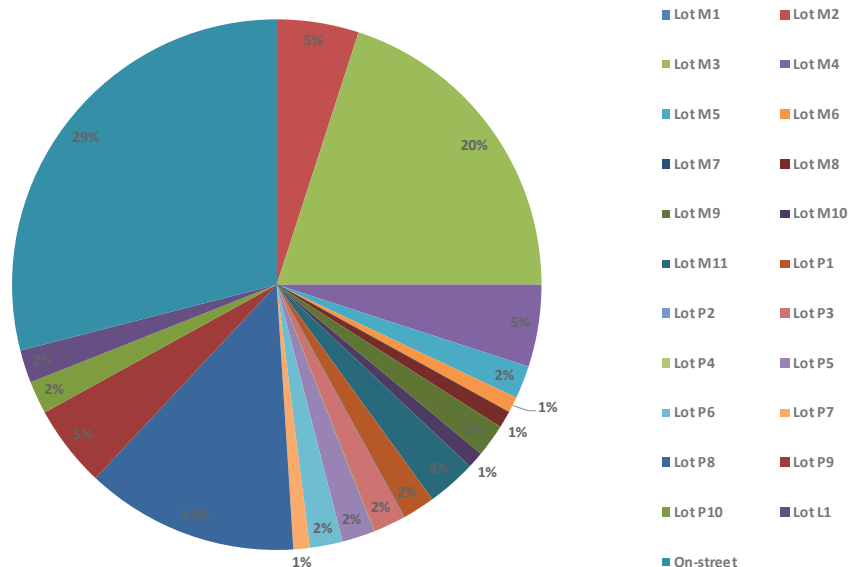
Online Survey and Crowd Sourcing Map Results

Which of the three downtown core areas of Kawartha Lakes do you visit most often?



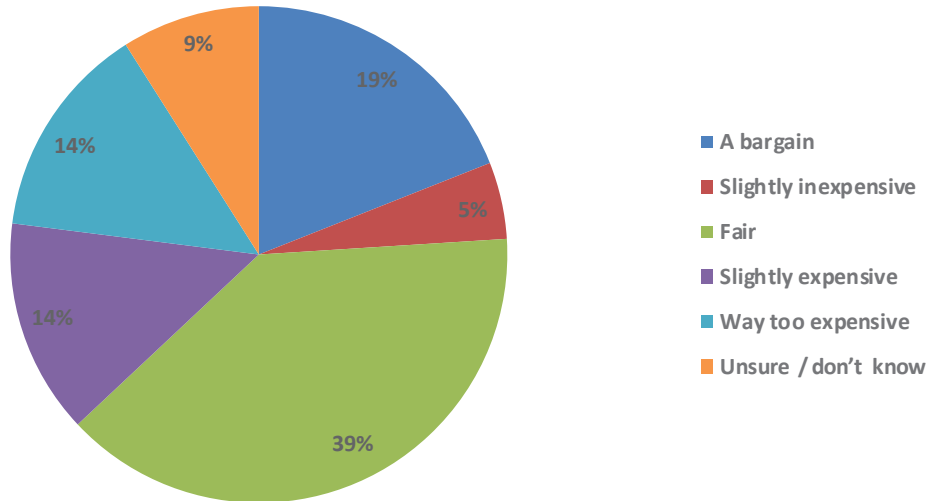
Total Responses: 424

If you drive to Downtown Lindsay, where do you typically park your car?



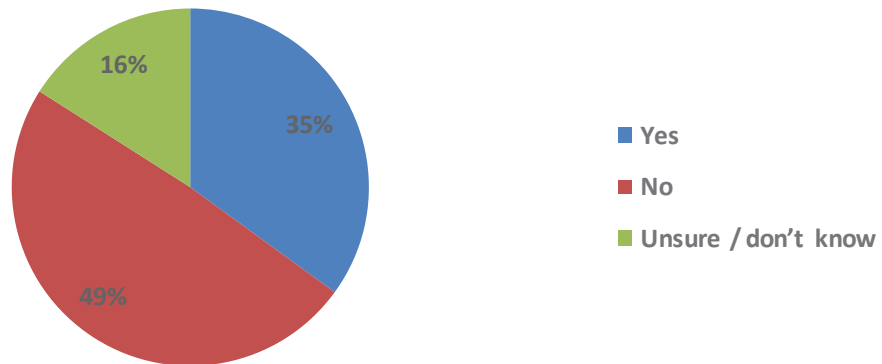
Total Responses: 257

In Downtown Lindsay, parking prices for municipal parking lots (when parking for longer than 4 hours) are:



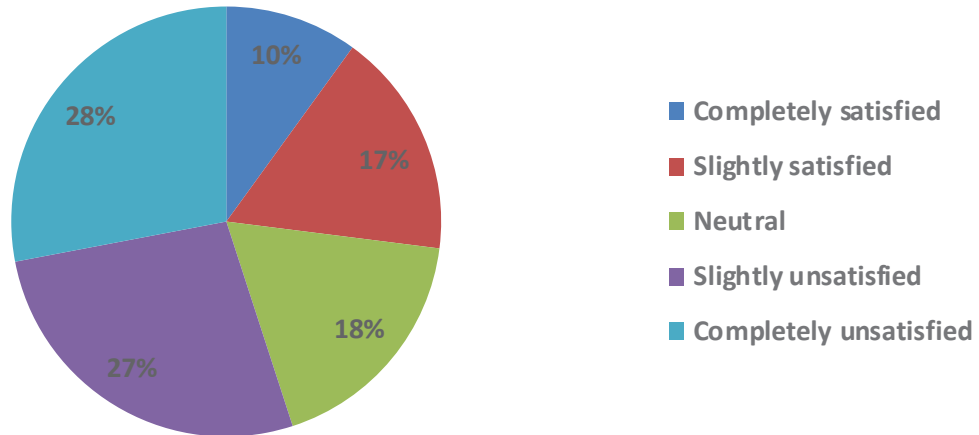
Total Responses: 258

In Downtown Lindsay, would you support an increase in parking prices to facilitate improved parking operations?



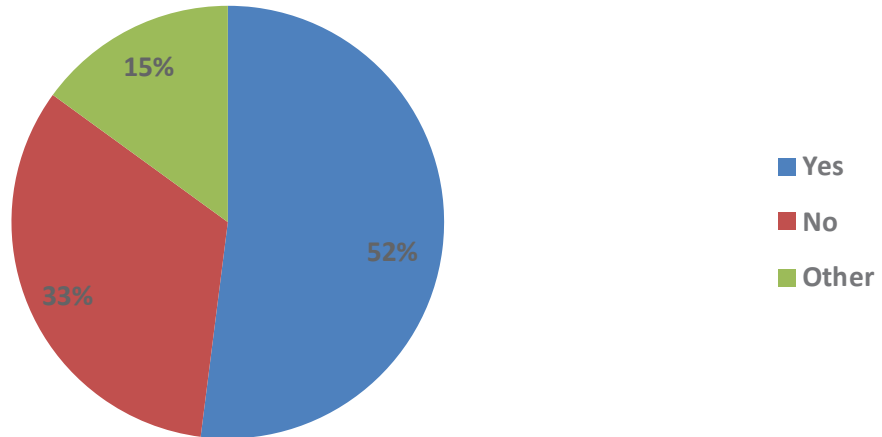
Total Responses: 257

When visiting Downtown Lindsay, how satisfied are you with your overall parking experience?



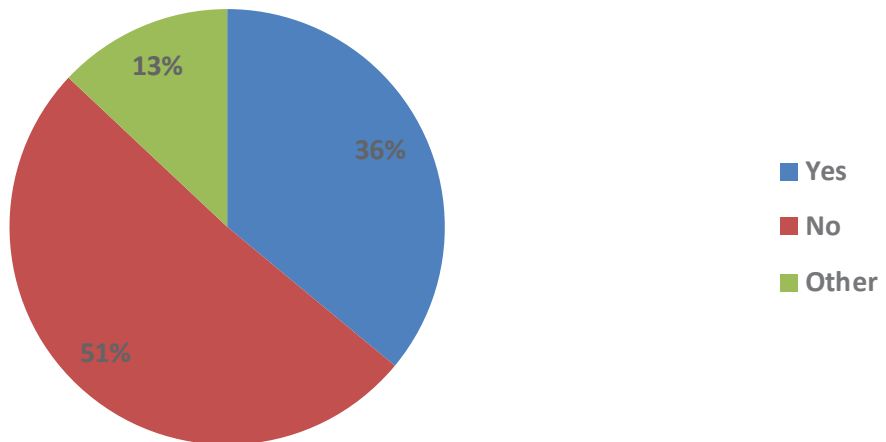
Total Responses: 256

In Downtown Lindsay, would you like to see a parking garage/structure built?



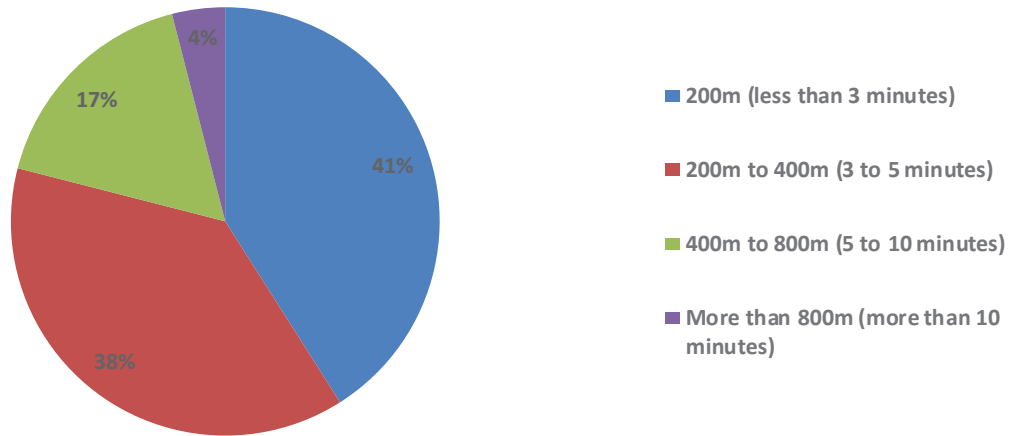
Total Responses: 284

In Downtown Lindsay, do you support on-street paid parking?



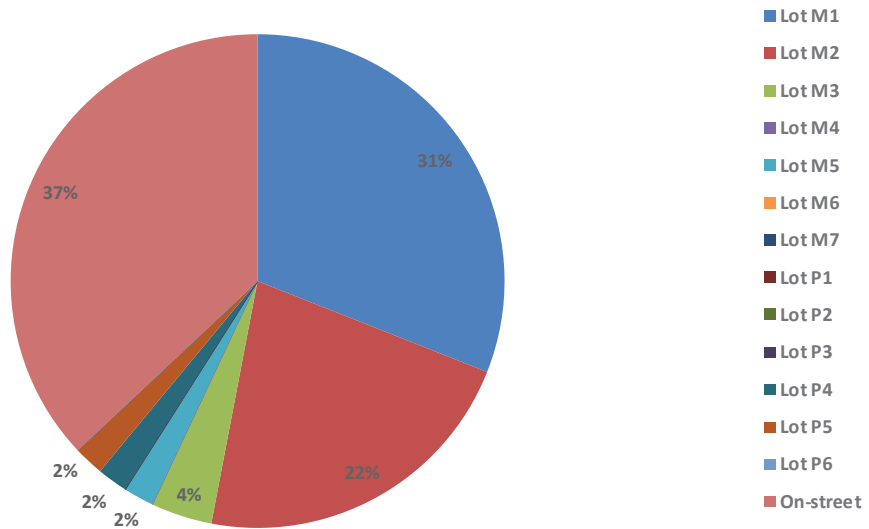
Total Responses: 289

In Downtown Lindsay, what is the maximum distance you are willing to walk from a parking spot to your destination?



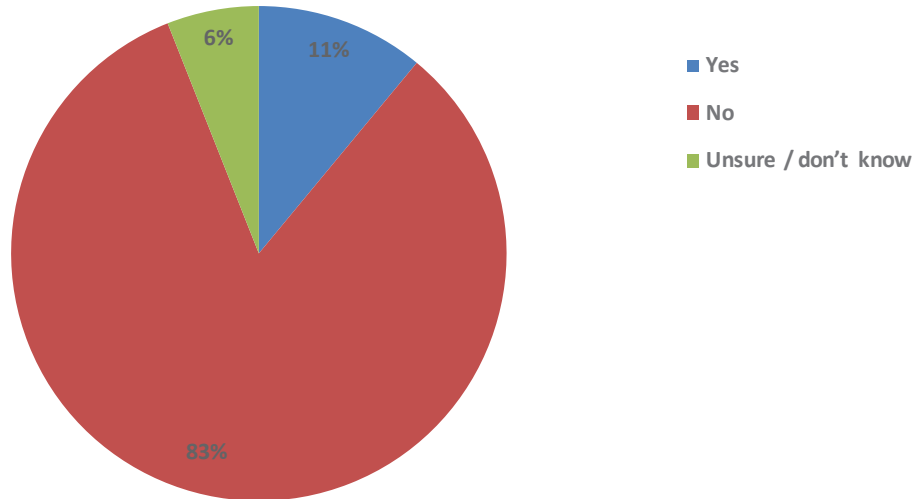
Total Responses: 255

If you drive to Downtown Fenelon Falls where do you typically park your car?



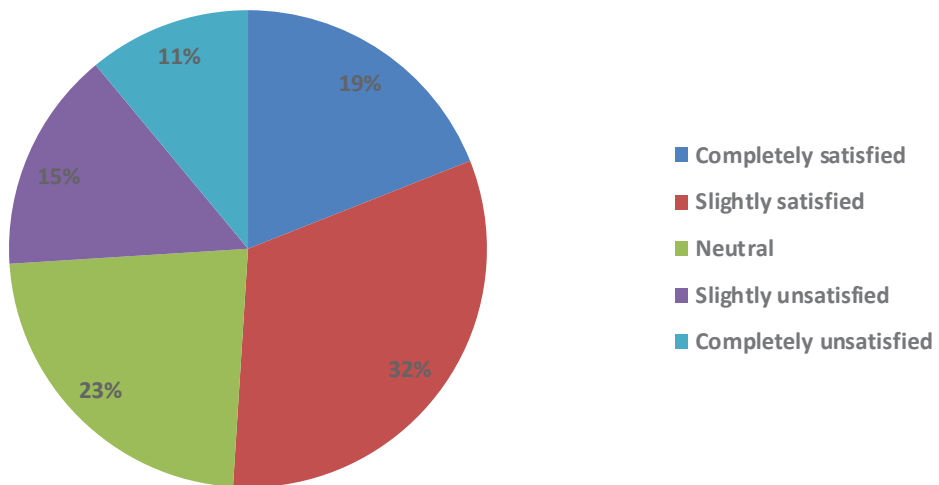
Total Responses: 54

In Downtown Fenelon Falls, would you support a similar parking fee structure as in Downtown Lindsay?



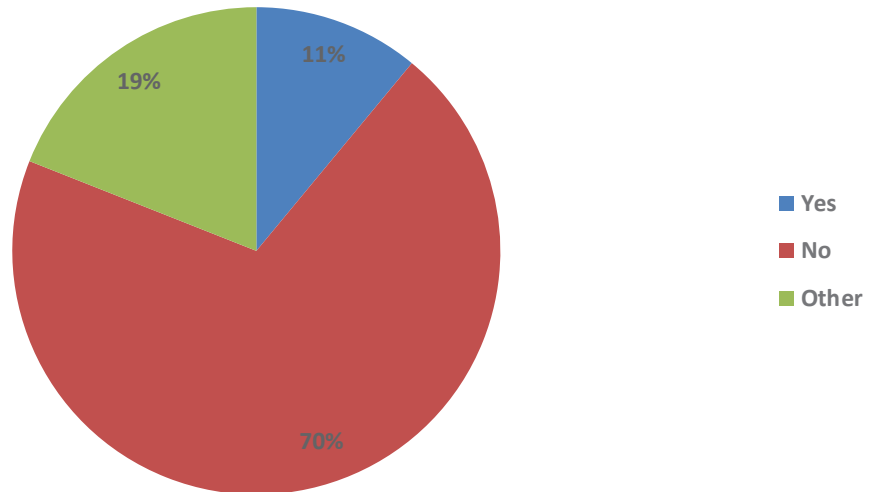
Total Responses: 54

When visiting Downtown Fenelon Falls, how satisfied are you with your overall parking experience?



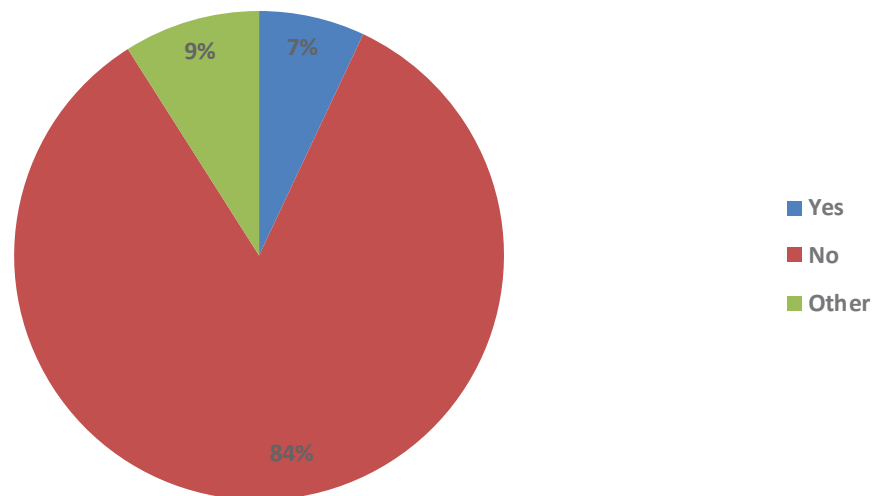
Total Responses: 53

In Downtown Fenelon Falls, would you like to see a parking garage/structure built?



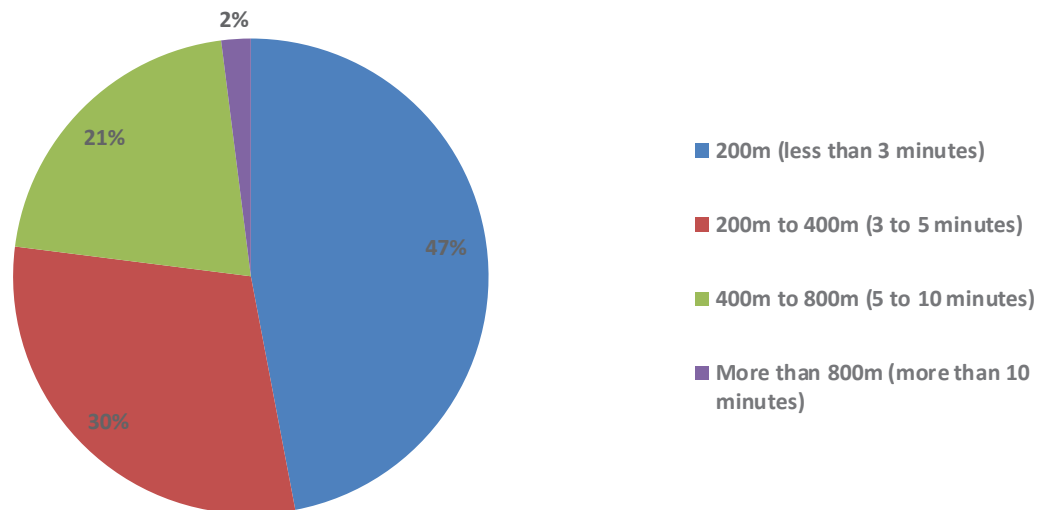
Total Responses: 61

In Downtown Fenelon Falls, do you support on-street paid parking?



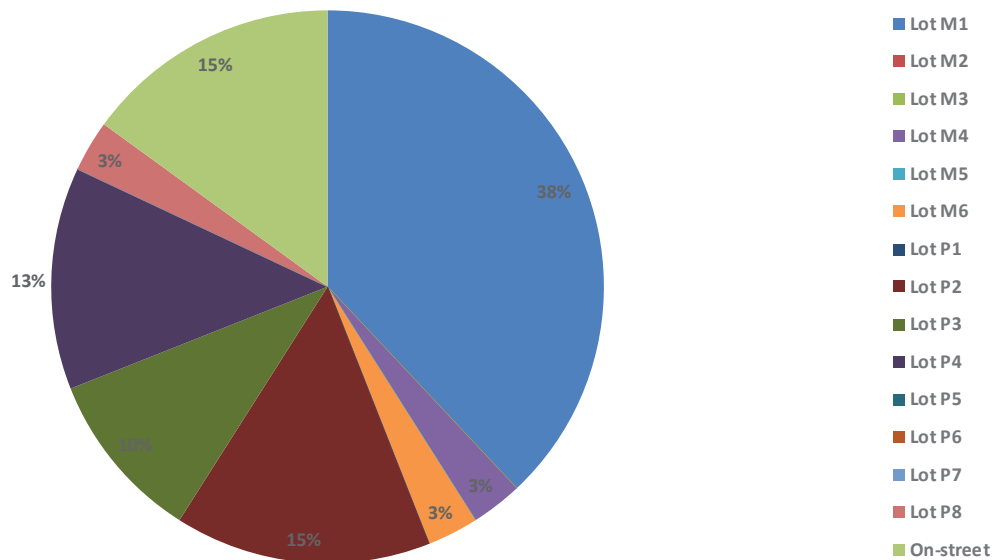
Total Responses: 57

In Downtown Fenelon Falls, what is the maximum distance you are willing to walk from a parking spot to your destination?



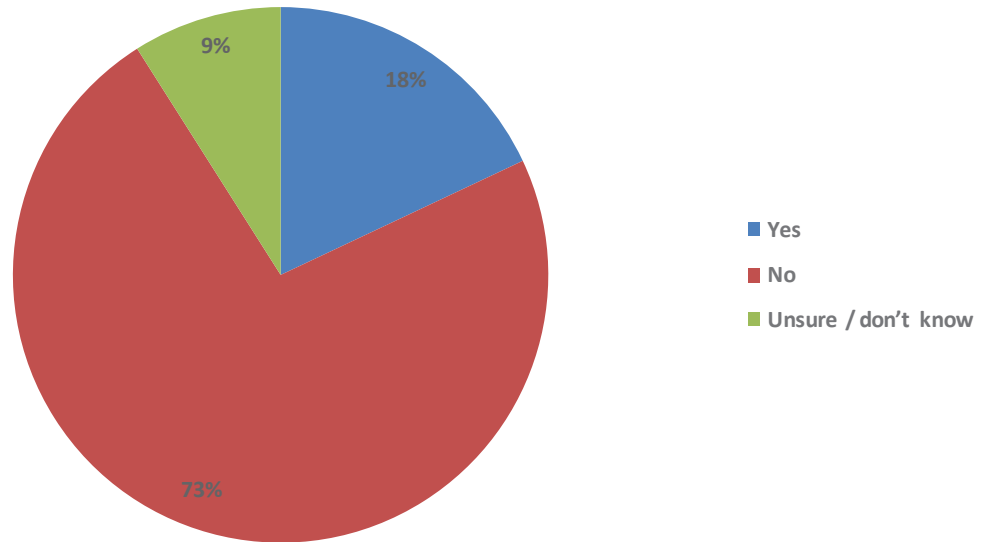
Total Responses: 53

If you drive to Downtown Bobcaygeon, where do you typically park your car?



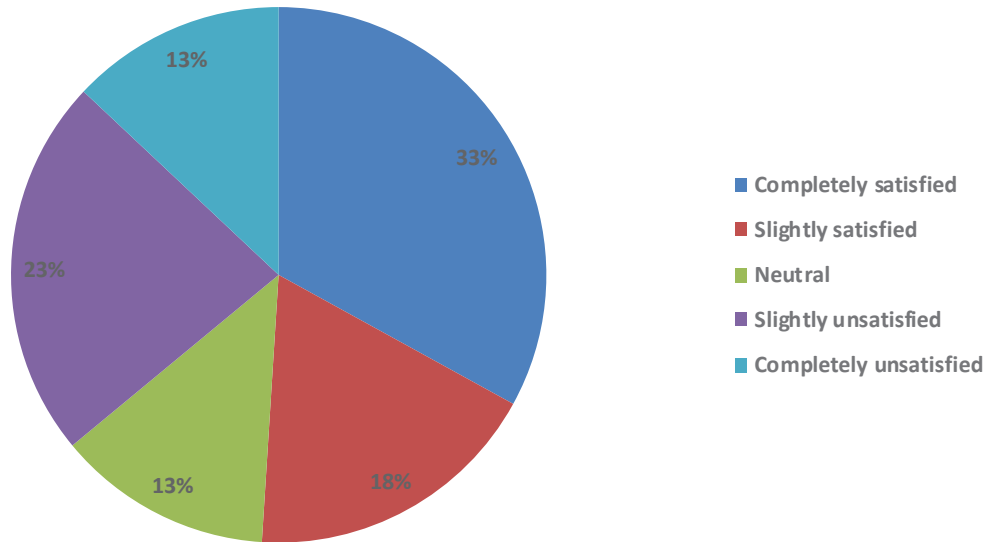
Total Responses: 40

In Downtown Bobcaygeon, would you support a similar parking fee structure as in Downtown Lindsay



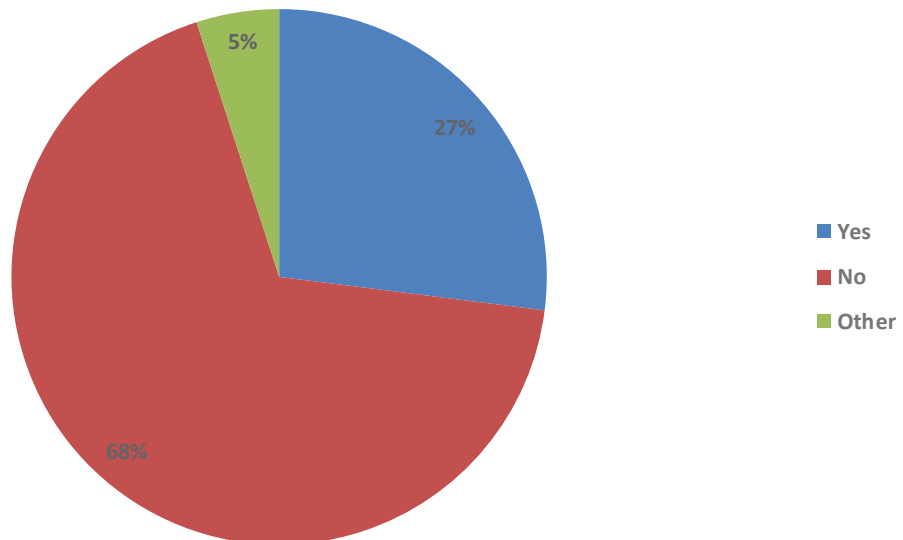
Total Responses: 40

When visiting Downtown Bobcaygeon, how satisfied are you with your overall parking experience?



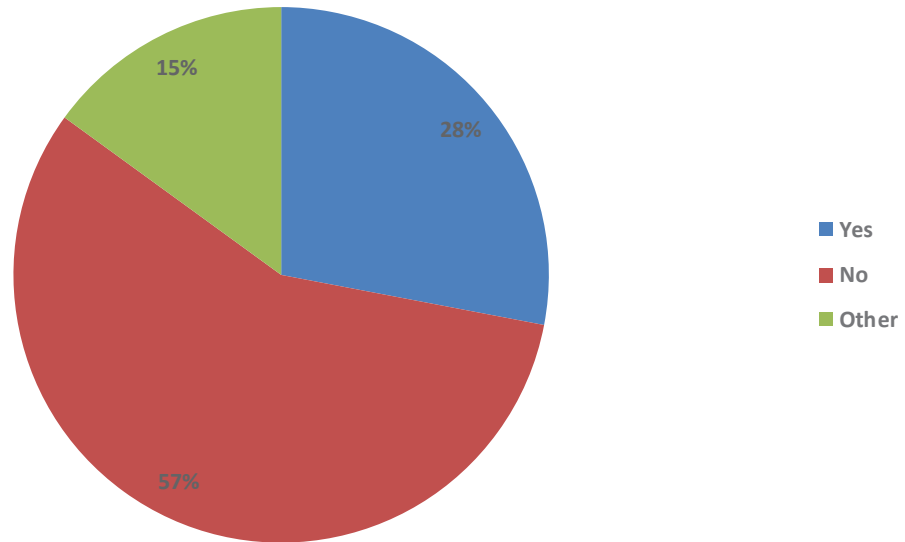
Total Responses: 40

In Downtown Bobcaygeon, would you like to see a parking garage/structure built?



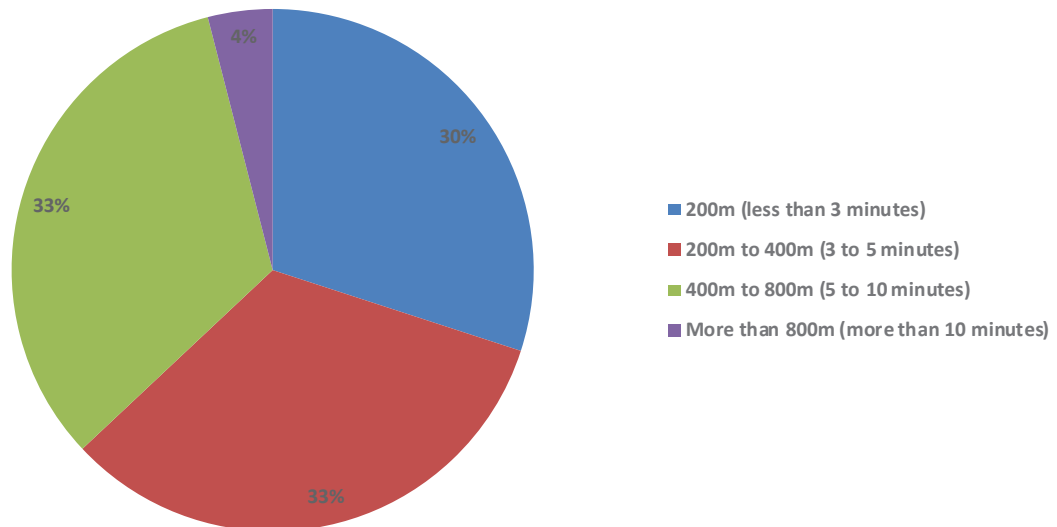
Total Responses: 41

In Downtown Bobcaygeon, do you support on-street paid parking?



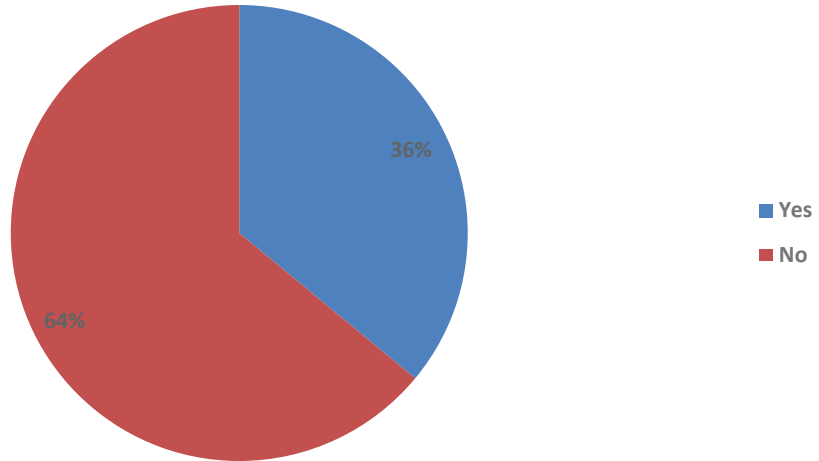
Total Responses: 46

In Downtown Bobcaygeon, what is the maximum distance you are willing to walk from a parking spot to your destination?



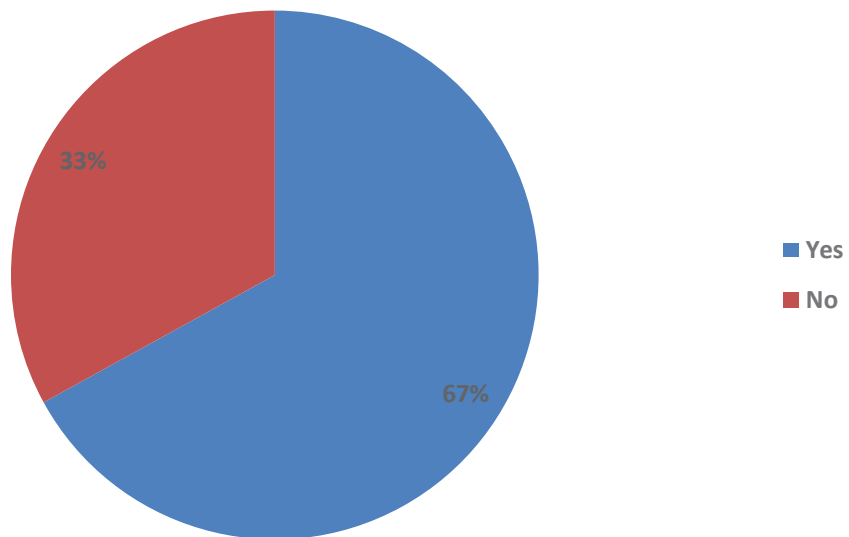
Total Responses: 40

Do you find that there is enough signage to direct you to municipal parking lots?



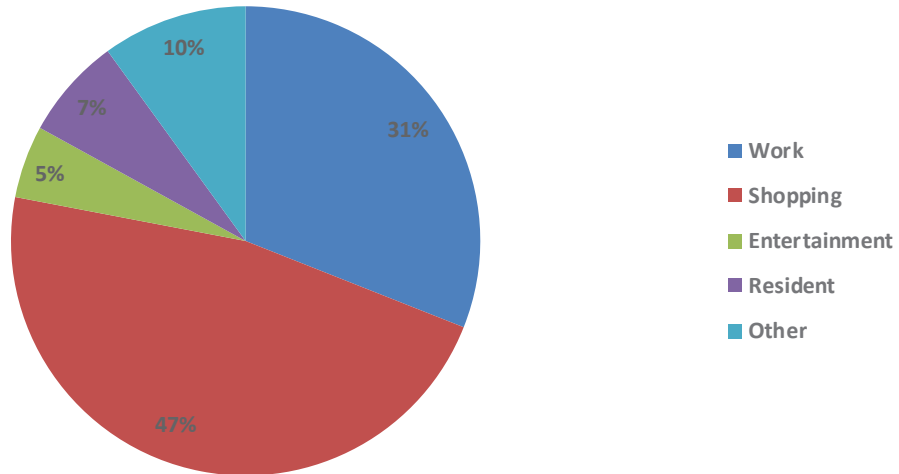
Total Responses: 320

Do you have difficulty finding an available parking space in your preferred parking location?



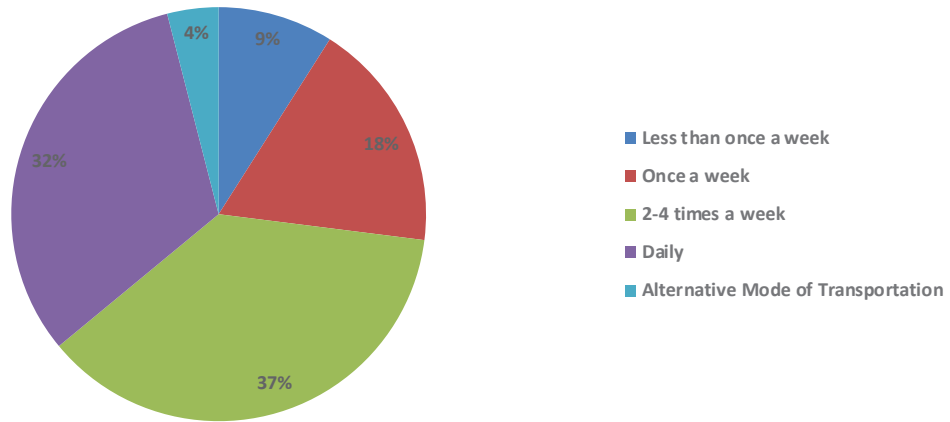
Total Responses: 324

In general, what is your primary purpose for visiting the downtown core area?



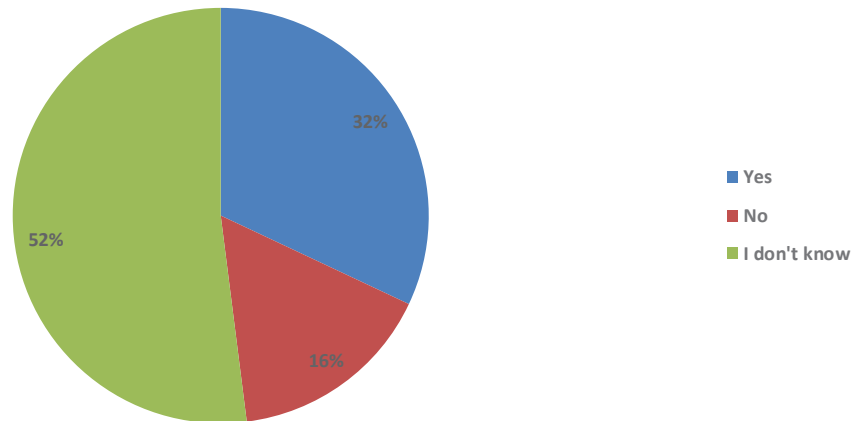
Total Responses: 346

On average, how often do you drive to and park in one of the downtown core areas?



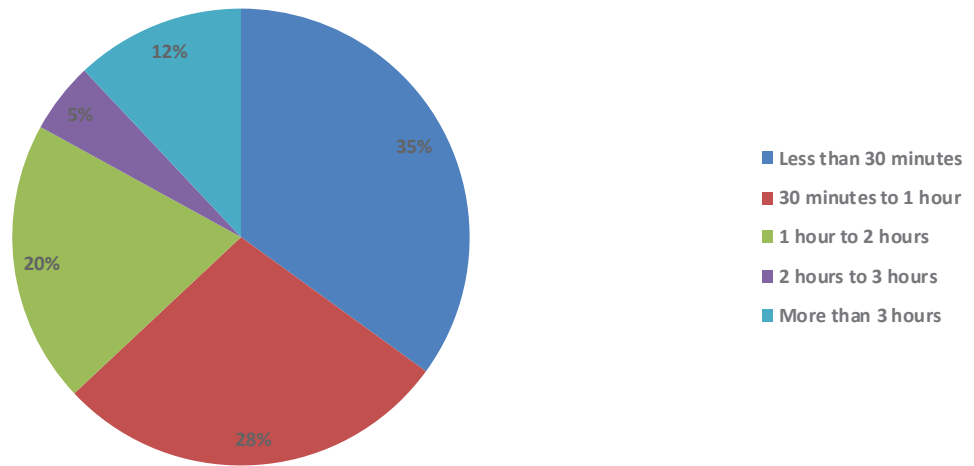
Total Responses: 325

Do you find there to be a lack of loading zones in the downtown area?



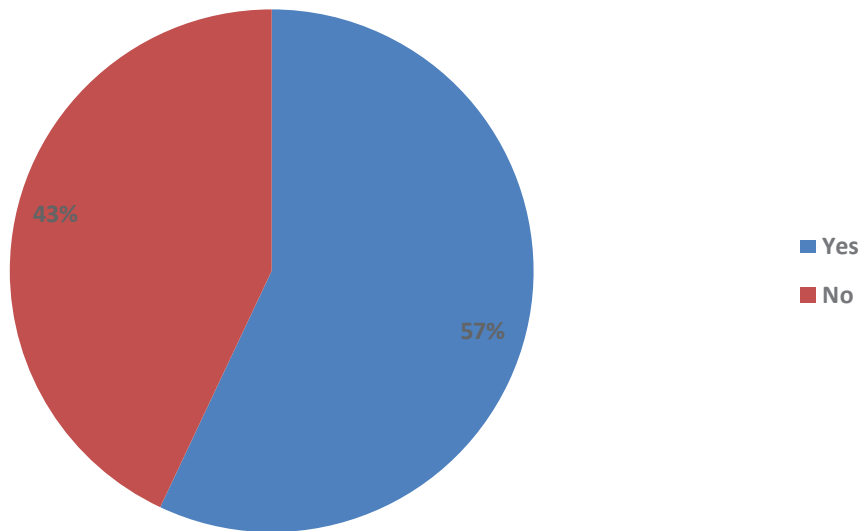
Total Responses: 323

When visiting the core downtown areas, how long do you typically park on-street?



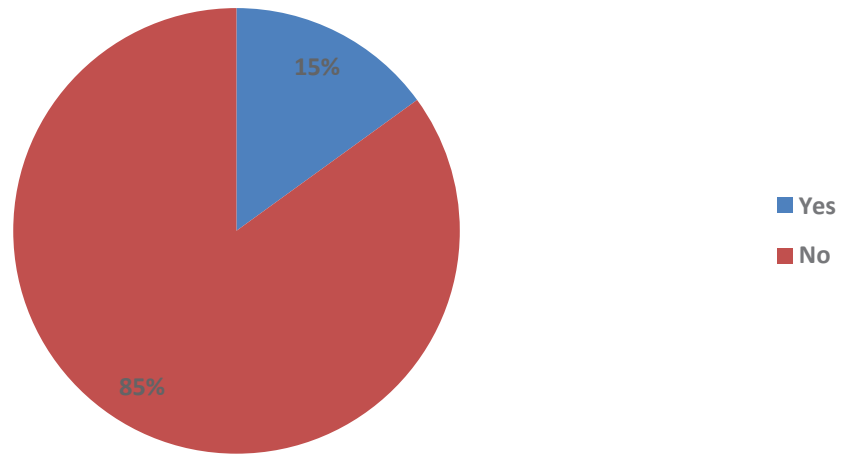
Total Responses: 324

Would you walk further for free on-street or off-street parking if paid parking was implemented in the core downtown streets?



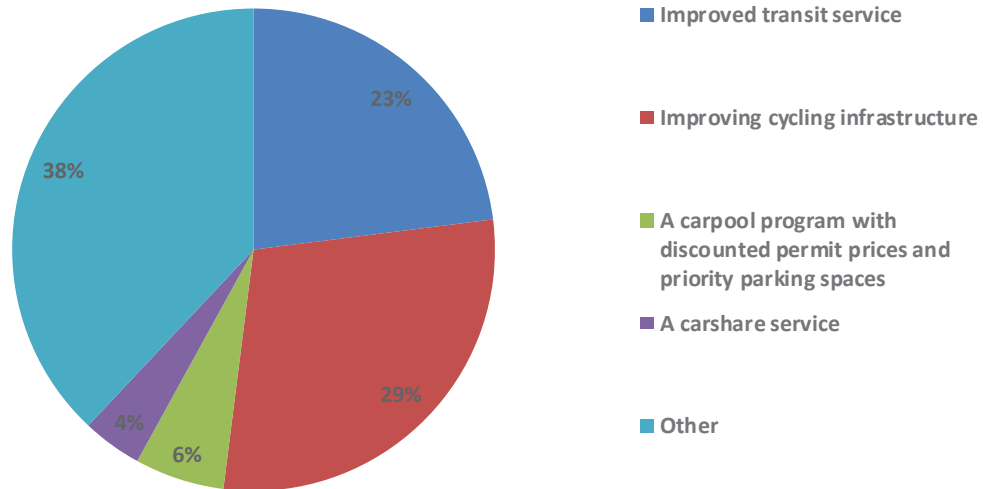
Total Responses: 314

Would you take a shuttle located just outside of the downtown area, from a parking lot with free all-day on-street and off-street parking, if paid on-street parking was implemented in the core downtown streets?



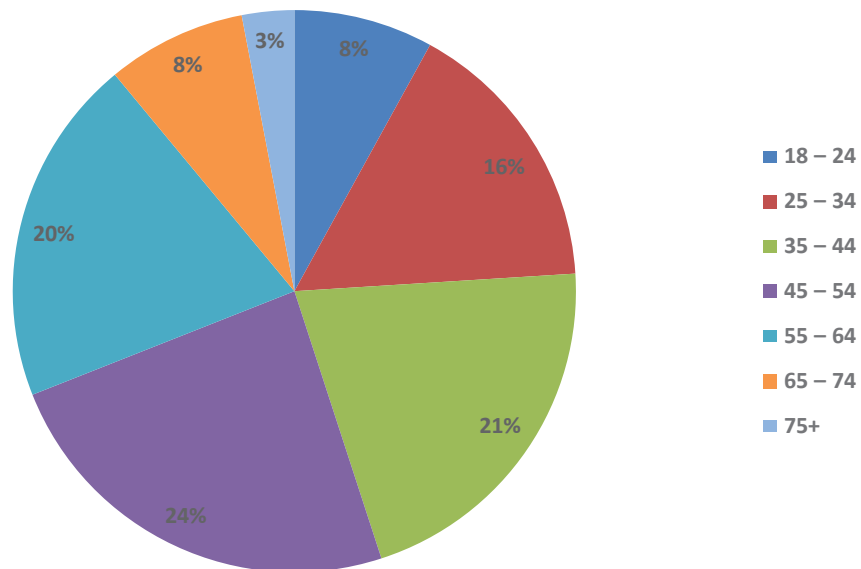
Total Responses: 317

Would any of the following strategies lead you to consider an alternative mode of transportation to the downtown core areas (select all that apply)?



Total Responses: 297

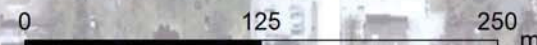
What is your age?



Total Responses: 156

LINDSAY

- My overall parking experience is usually positive here
- Off-street parking space typically hard to find here
- On-street parking space typically hard to find here
- Accessible parking space typically hard to find here
- Bicycle parking would be helpful here
- Parking spaces too small/narrow here
- Long vehicles (e.g., vehicles with boat trailers) should park here
- Not enough lighting or unsafe to walk here after parking my car
- Other (please leave comment)



LINDSAY

Angled parking should be reversed so drivers can see better when pulling away from curb. It also allows for easier access to trunk area when loading purchases. Cyclists need a safe route into the downtown core. Parallel parking on one side should allow for a bike lanes.

The 'herring bone' style of parking on Kent Street is both archaic, and dangerous as well as detracting from the potential attractiveness of the street. backing out of the spots is directly into traffic and a clear sightline is often blocked by large vehicles. We have a significant senior population who are frequently compromised physically, poor eyesight, mental issues etc. To require drivers to back out into traffic is both dangerous and stupid. There should be NO parking in Kent Street between Victoria and Lindsay Streets. There is ample land available to construct a Parking Garage Building. eg. behind the building on Victoria and Kent to Russell or behind Value Mart it would also create the opportunity to redesign Kent Street between Victoria and Lindsay Streets to one that beautifies that portion of the town. It would attract more 'tourists' and encourage people to walk and enjoy the 'downtown' dropping into stores and restaurants a win-win-win concept. As it currently stands that area is both dangerous and ugly. Political will is needed.

in the past this lot has always been sectioned off with concrete blocks. it makes maneuvering in the adjacent lot difficult.

great parking location. really unmaintained and unattractive space. unmarked as a parking lot, doesn't drive people here.

I would like to see parking here

Not enough parking spaces. Both on and Off street parking is very hard to find

No changes needed to Lindsay parking

this would be a great spot to add additional parking

Never enough availability during 12 - 2pm

would be helpful if all the rails between lots were removed i.

These are private spots

this typically has a lot of questionable loitering happening here. i would not feel safe walking here at night

this typically has a lot of questionable loitering happening here. i would not feel safe walking here at night, or leaving my car unattended for long periods of time.

this typically has a lot of questionable loitering happening here. i would not feel safe walking here at night

Bicycle parking is needed in Lindsay's downtown. I would like to see bike corrals in Queen's Square (ne corner of Victoria Ave. and Kent St.) This would welcome those on bicycle to the downtown and they could then visit library, stores, etc. on foot

○ Other (please leave comment)



0 125 250 250 m

FENELON FALLS

- On-street parking space typically hard to find here
- Bicycle parking would be helpful here
- Other (please leave comment)

260



0

125

250

m

FENELON FALLS

Getting cars off the Main Street allows for more relaxed enjoyment of downtown core. Sitting in a downtown restaurant without looking out at vehicles would be a big enhancement.

○ Other (please leave comment)

261



0 125 250 m

BOBCAYGEON

- On-street parking space typically hard to find here
- Accessible parking space typically hard to find here
- Bicycle parking would be helpful here
- Other (please leave comment)



BOBCAYGEON

This is a space in front of a physiotherapy office. It should be a accessible parking space. In the winter, people park there all night which means that it can't be cleared of snow. People entering the physio office have to climb over mounds of snow

More marked parking is needed opposite the library on William Street .

There is a boat launch here. But people are too lazy to walk 3 or 4 minutes down Anne St for parking.. It's getting more and more crowded and people park their trucks and trailers all over the place, including on the grassy boulevards regardless of the no parking signs. Cars whip around the parked vehicles creating a danger for cyclists and pedestrians. The Town should look at another location for a boat launch on Pigeon Lake in or near Bobcaygeon, somewhere that has sufficient parking. Also, I've never seen any parking enforcement here, ever.

Angled parking should be reversed so drivers can see better when pulling away from curb. It also allows for easier access to trunk area when loading purchases. Cyclists need a safe route into the downtown core. Parallel parking on one side should allow for a bike lanes.

I believe that this corner William and King is treacherous. A light is needed there. People are coming out of all the businesses on that corner and taking risks. An accident could easily happen here.

○ Other (please leave comment)

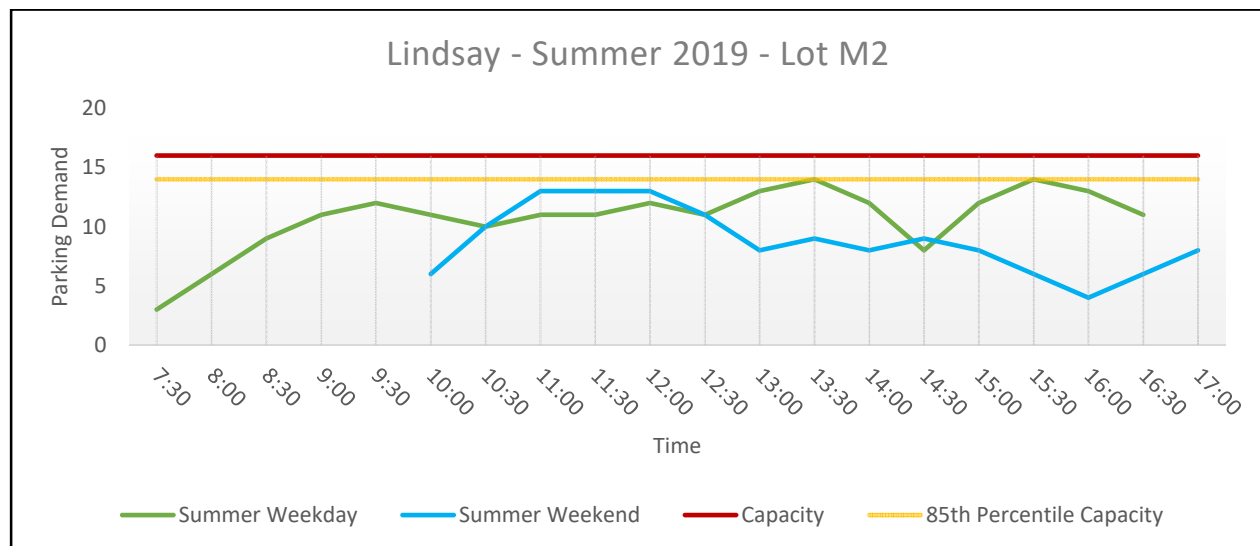
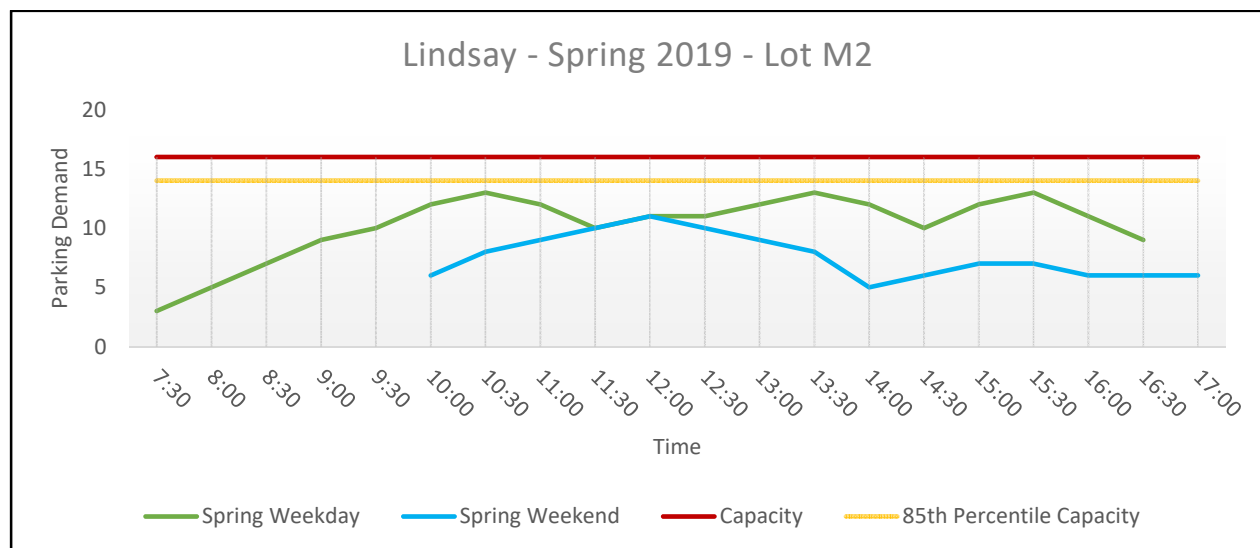
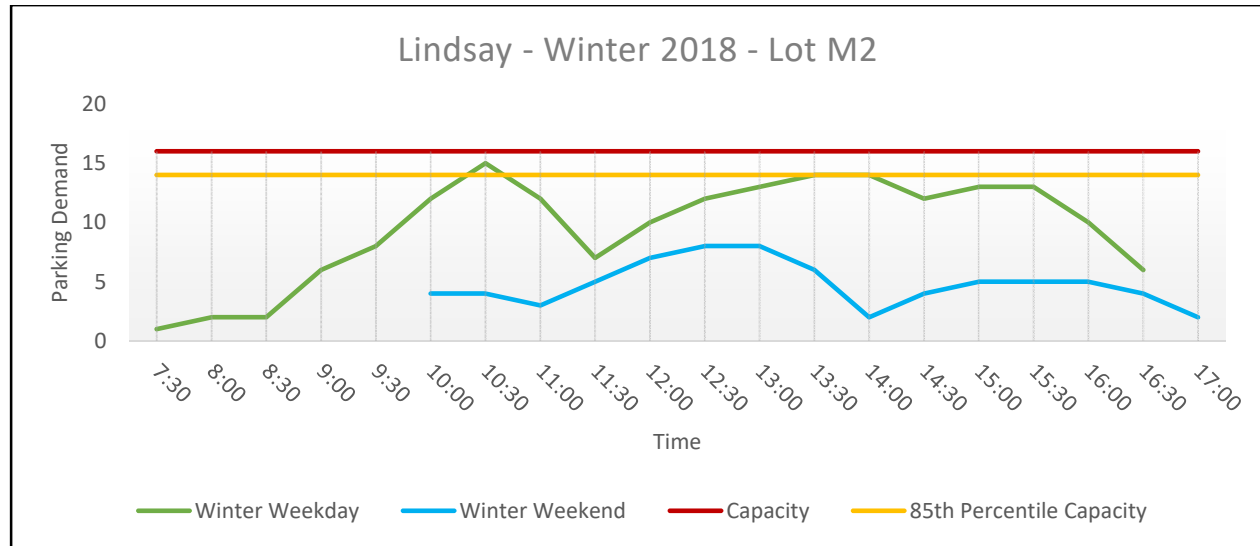


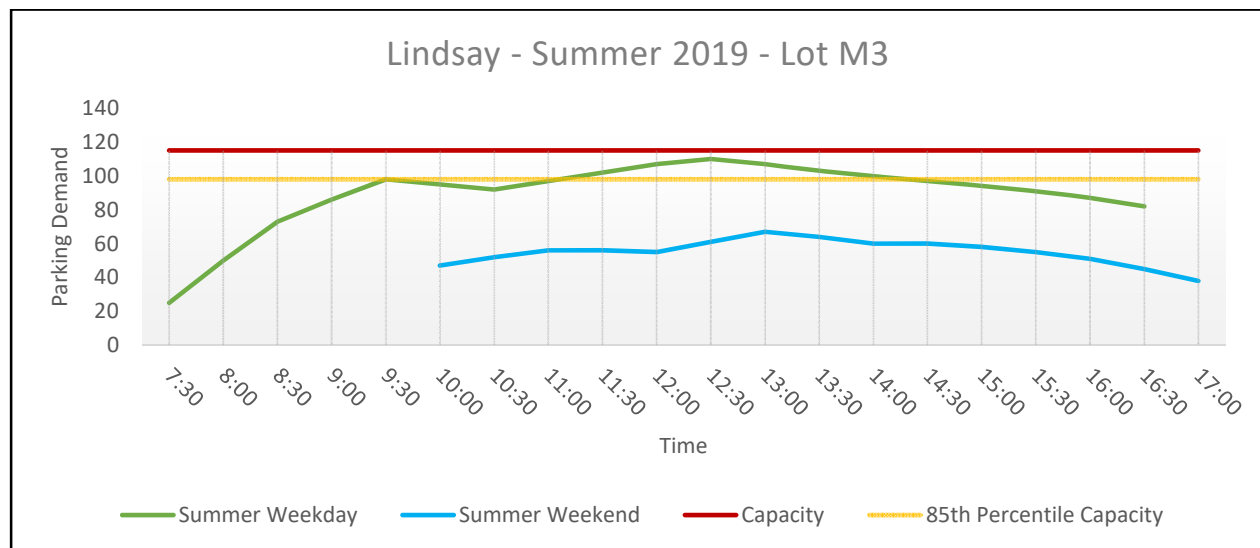
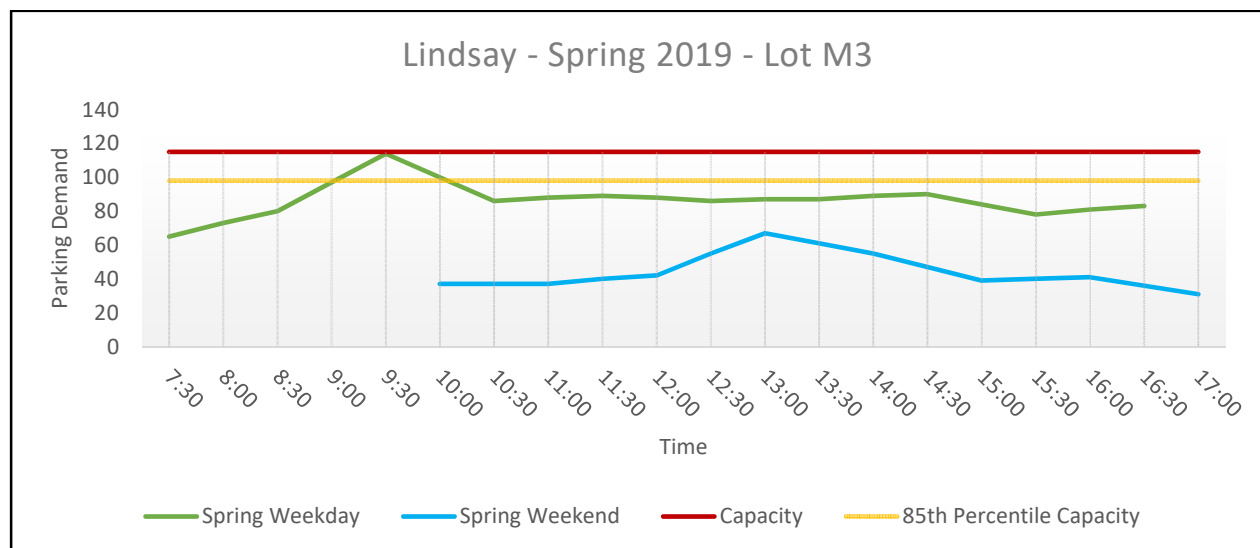
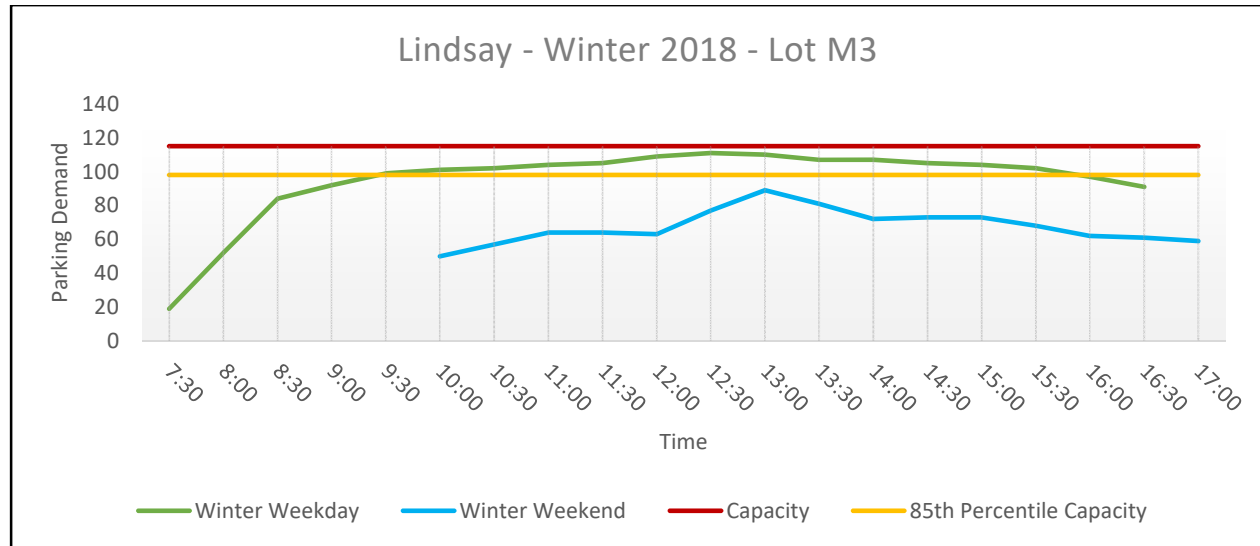
Appendix B

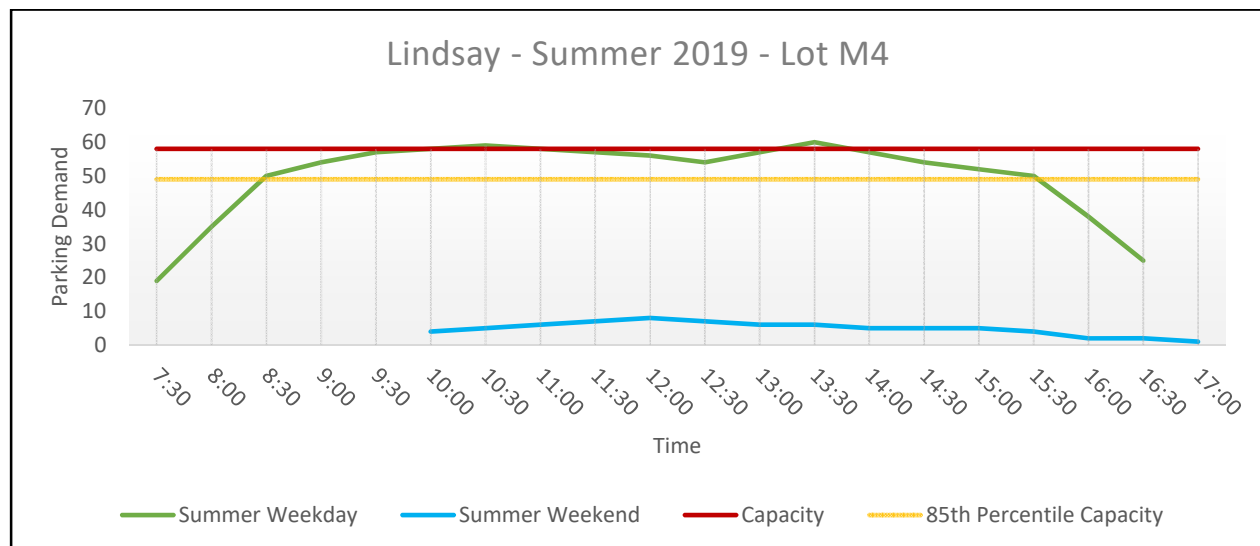
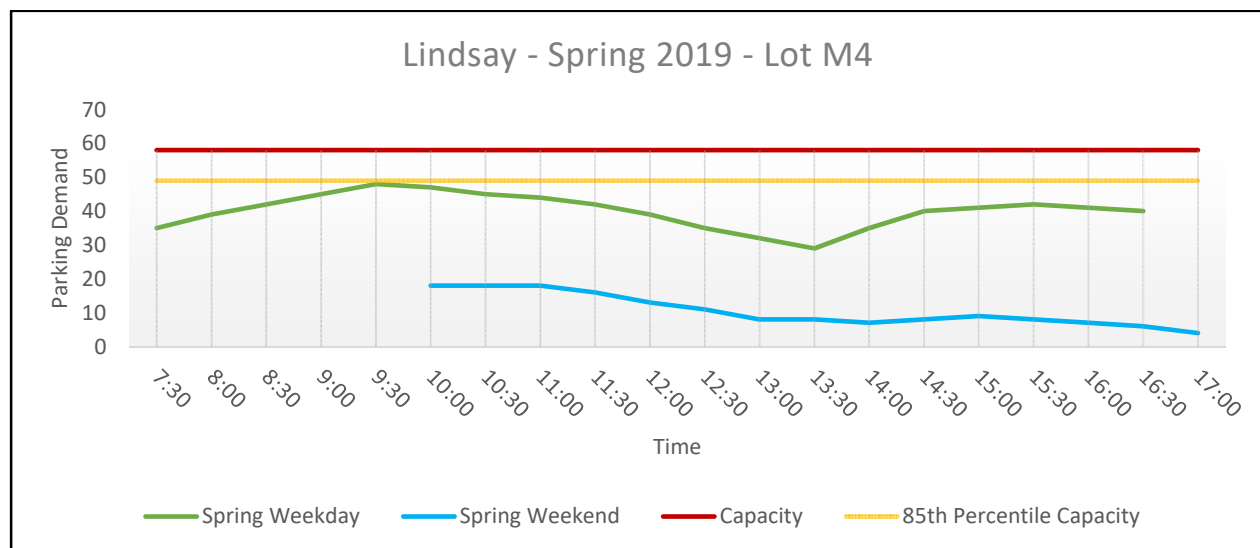
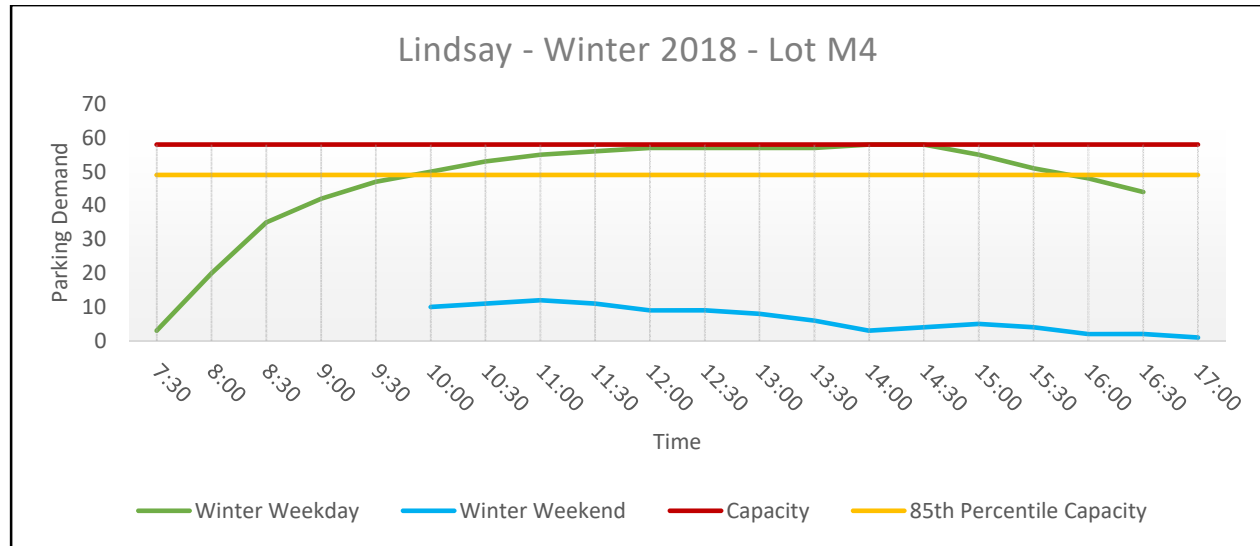
Parking Utilization Survey Results

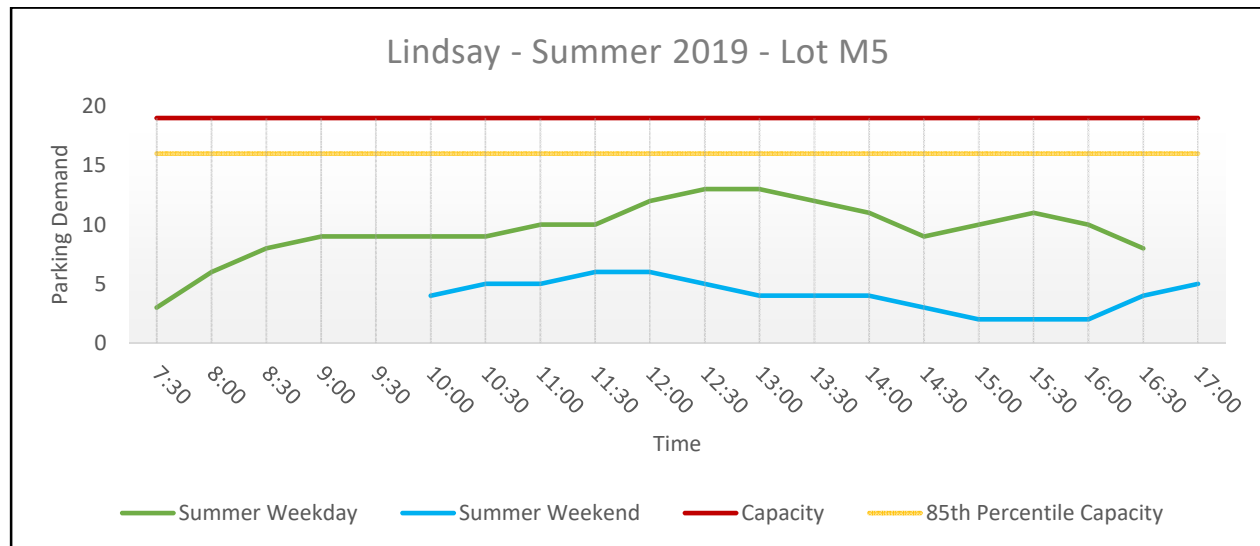
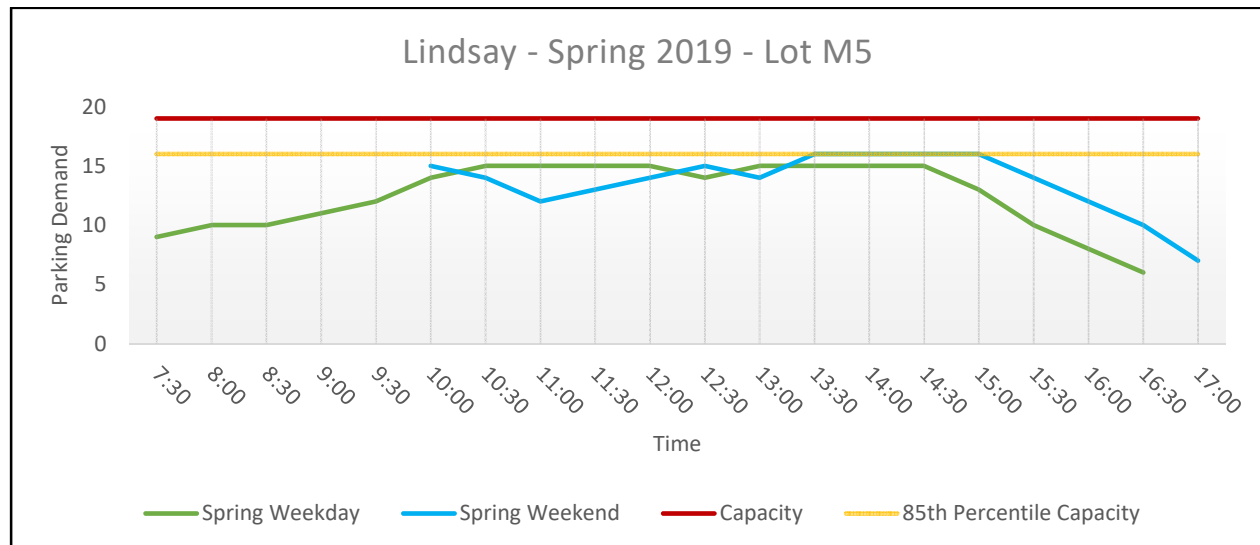
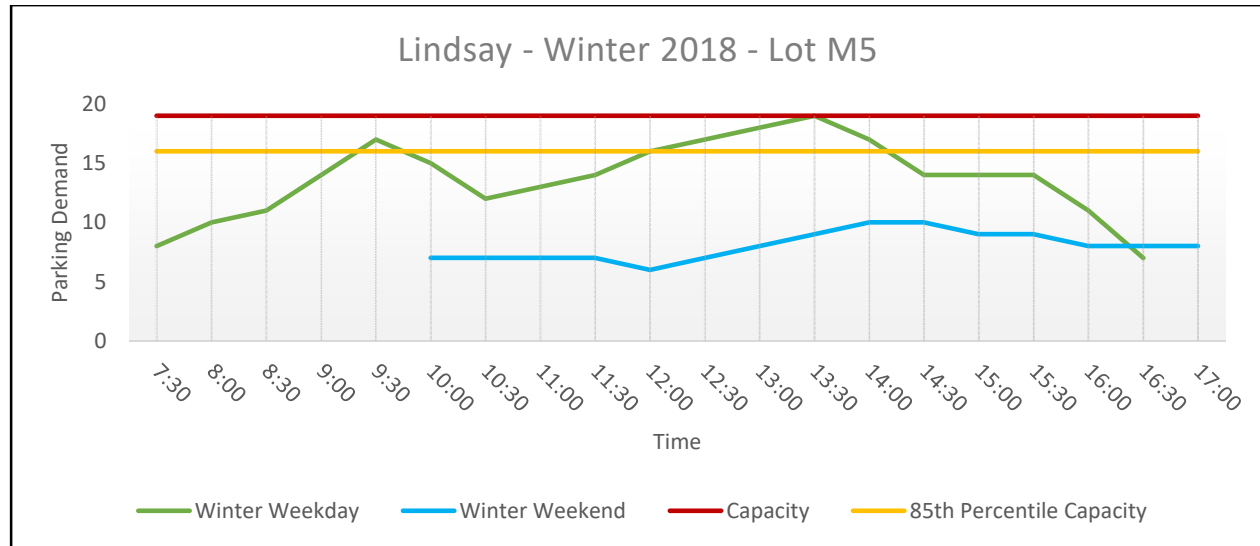
Lindsay Core Area

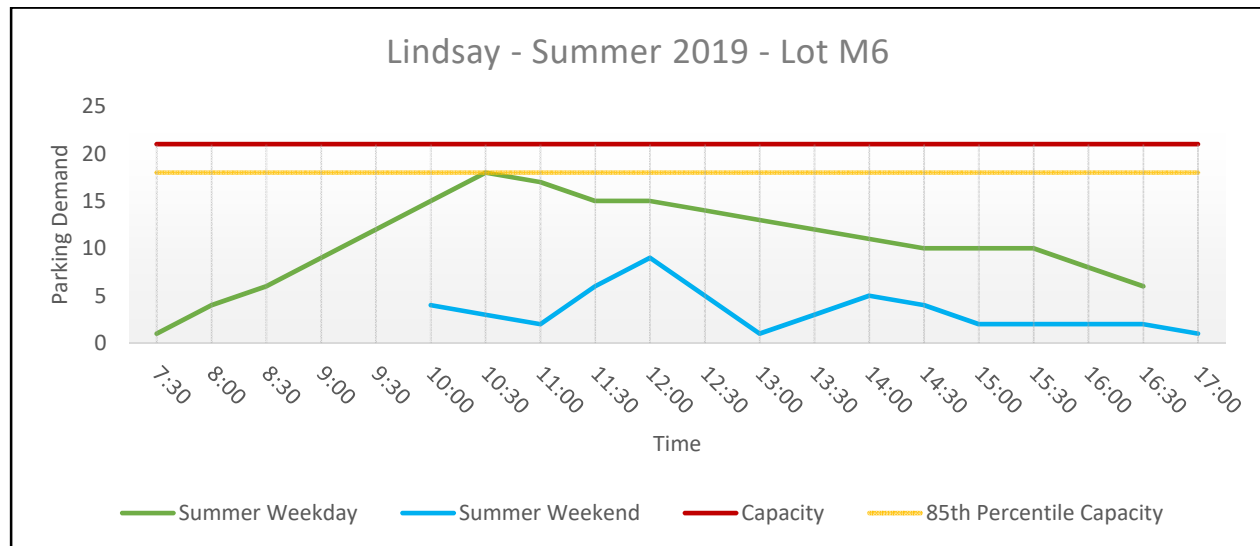
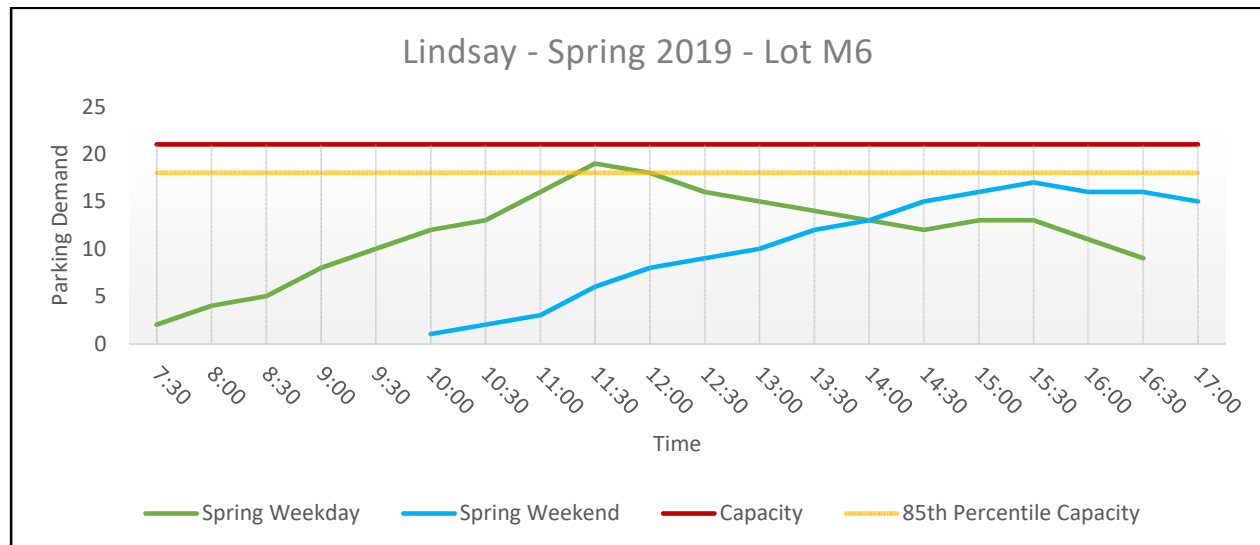
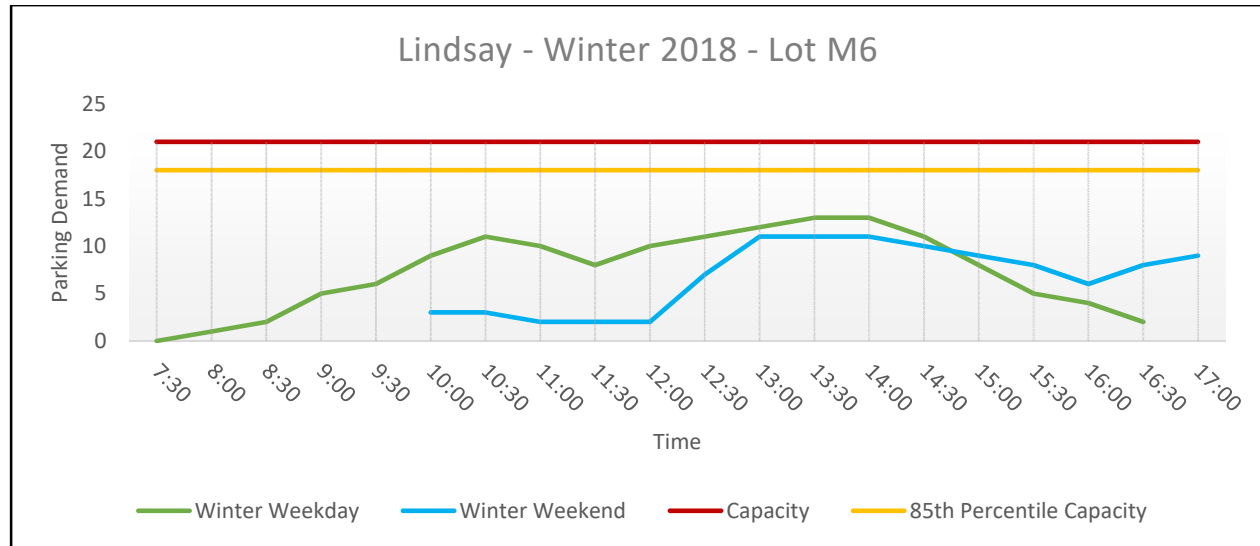
Municipal Off-Street Lots

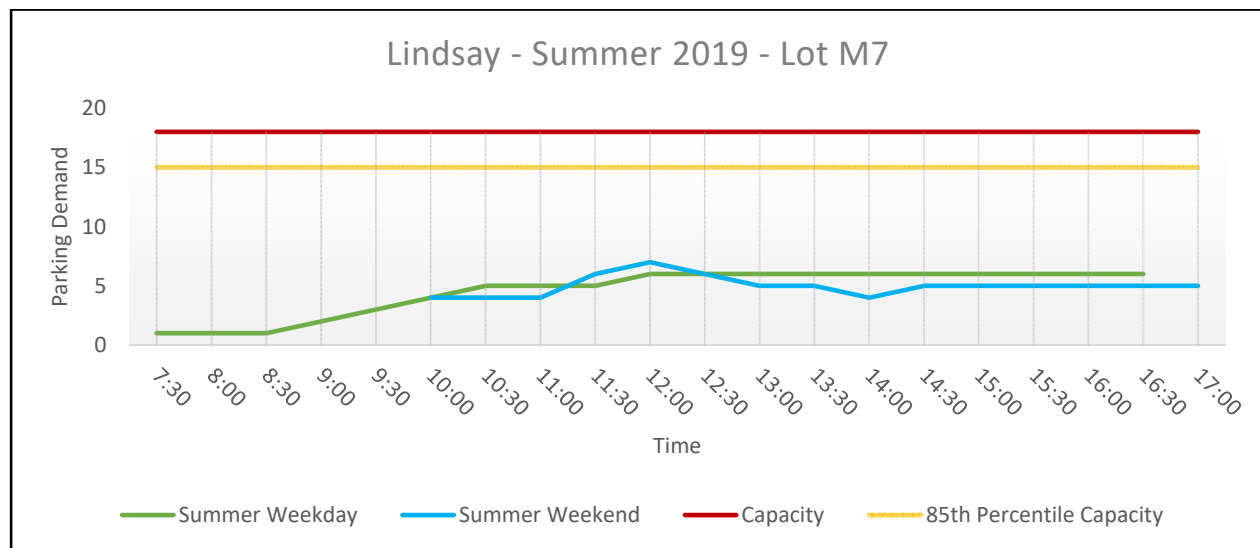
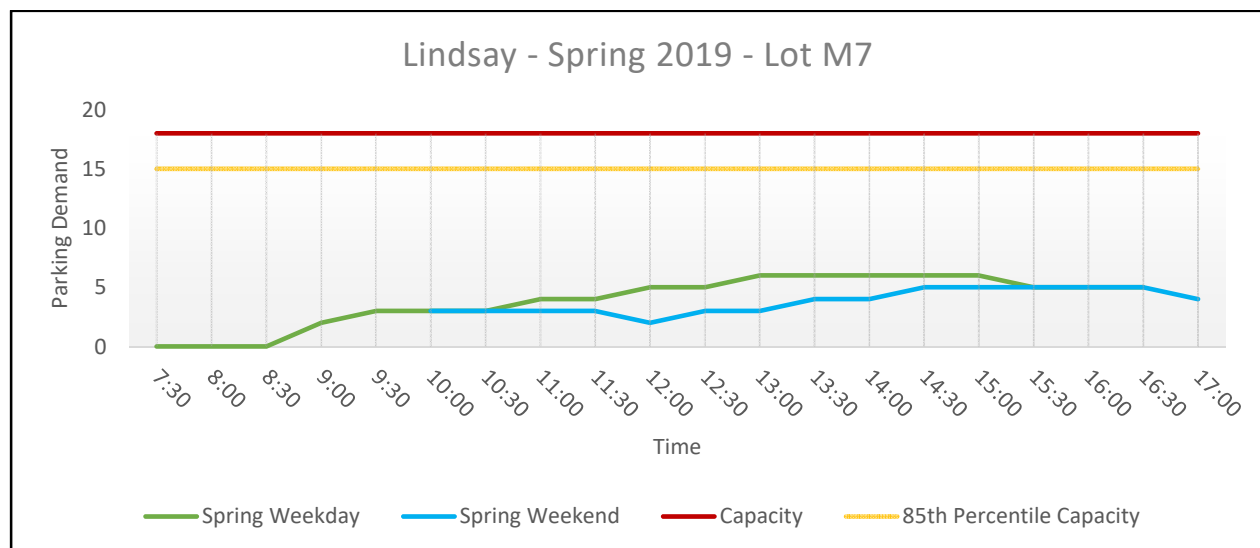
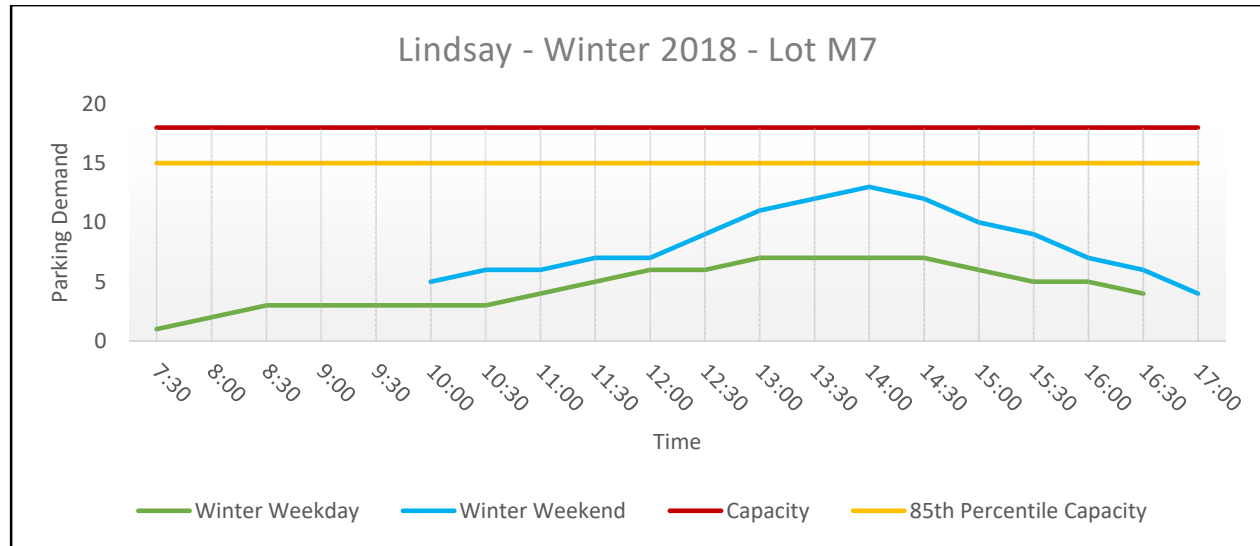


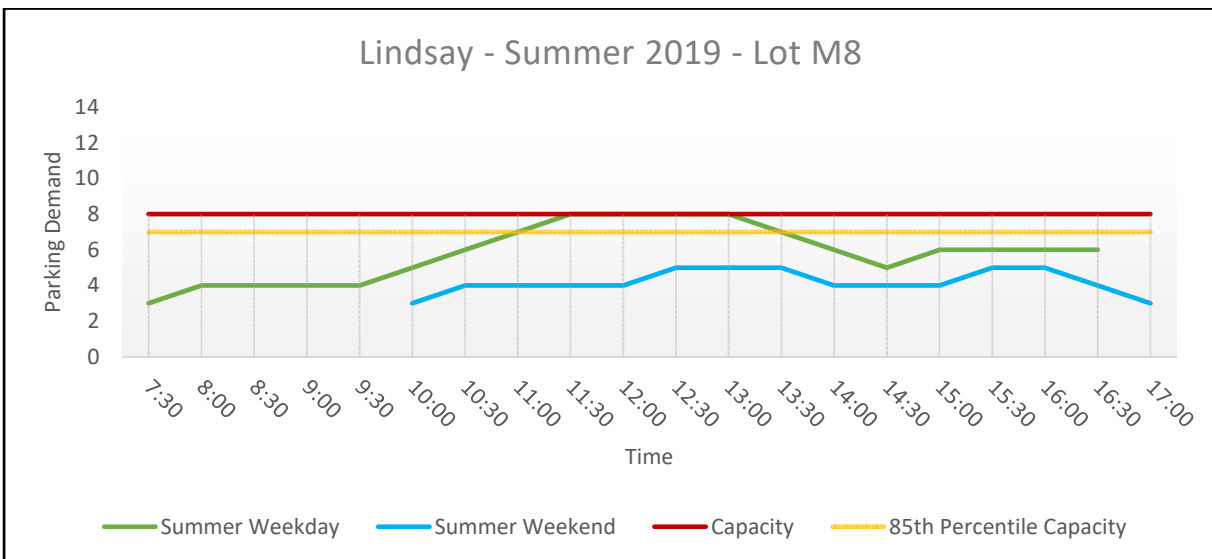
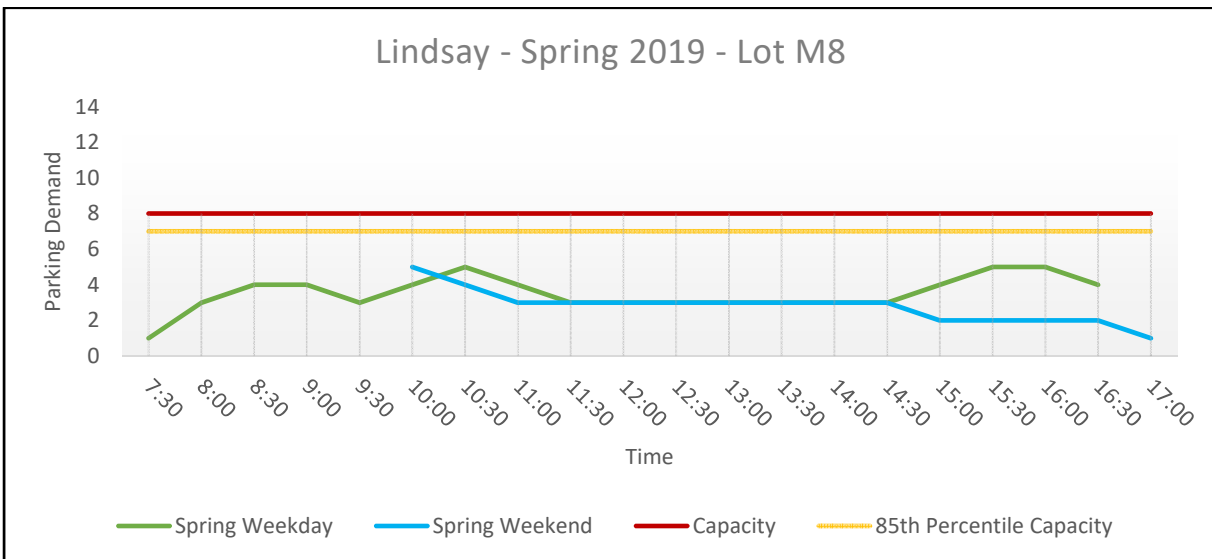
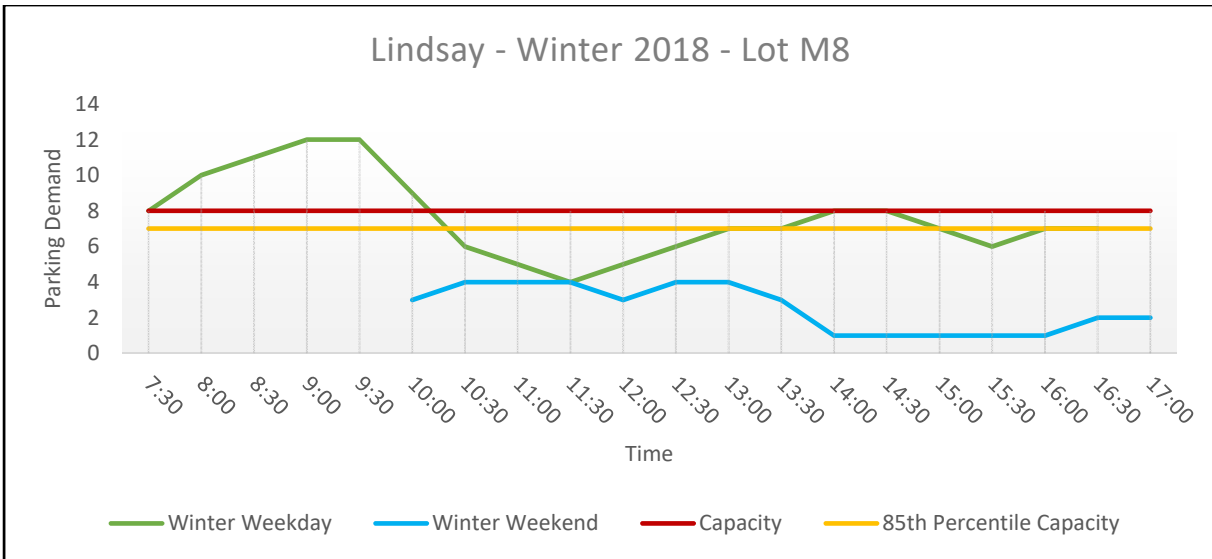


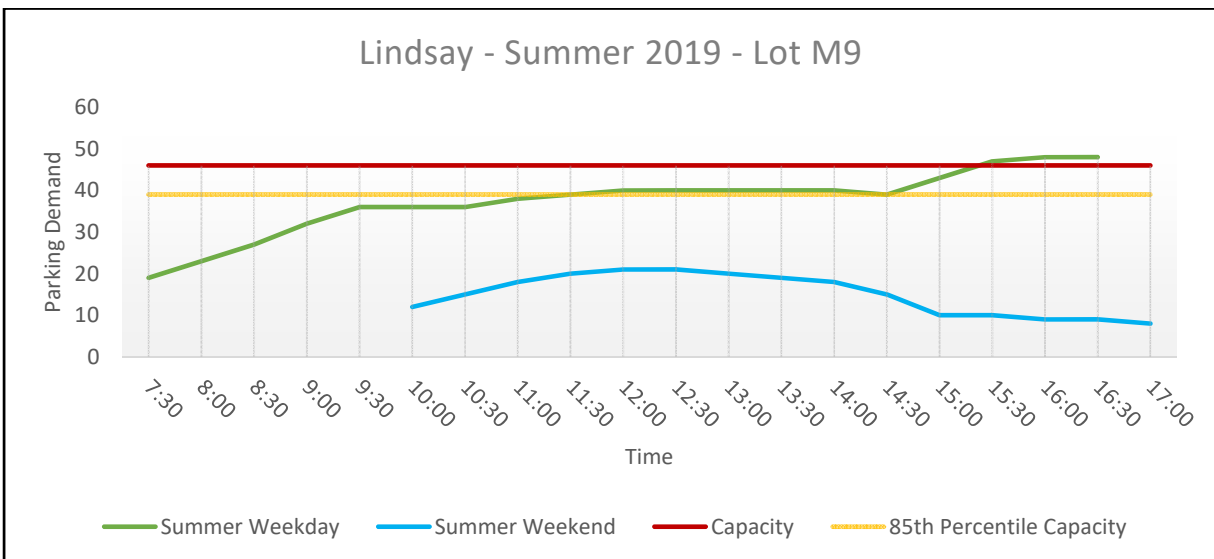
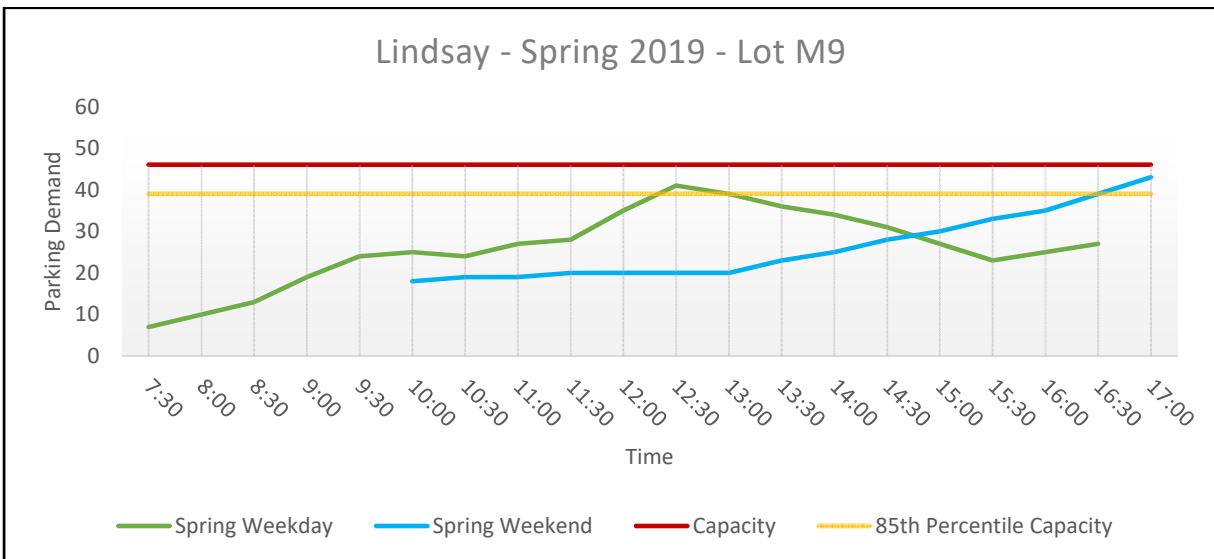
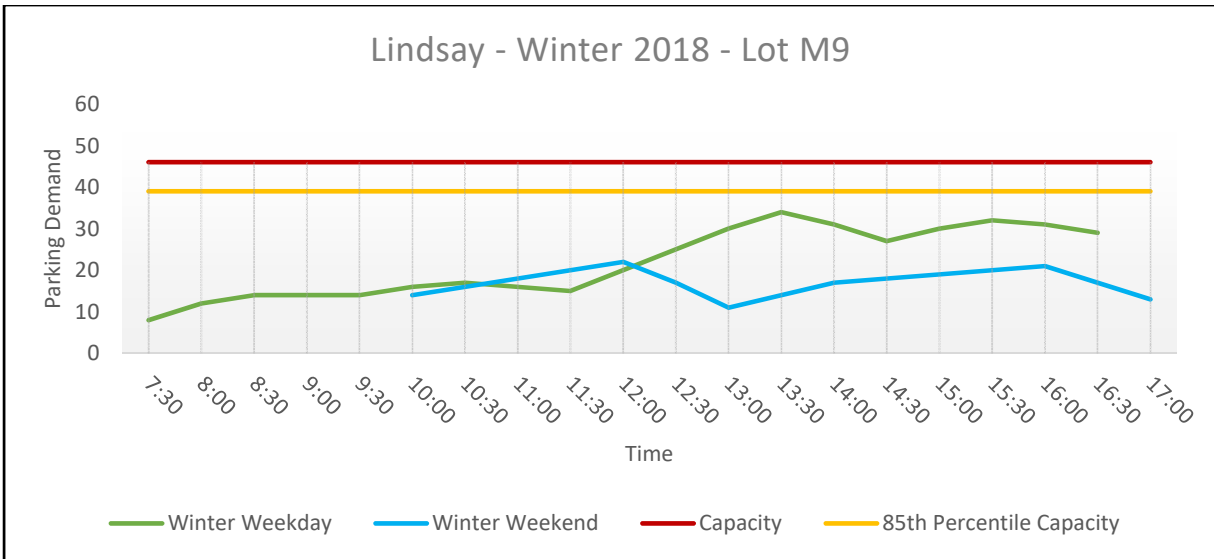


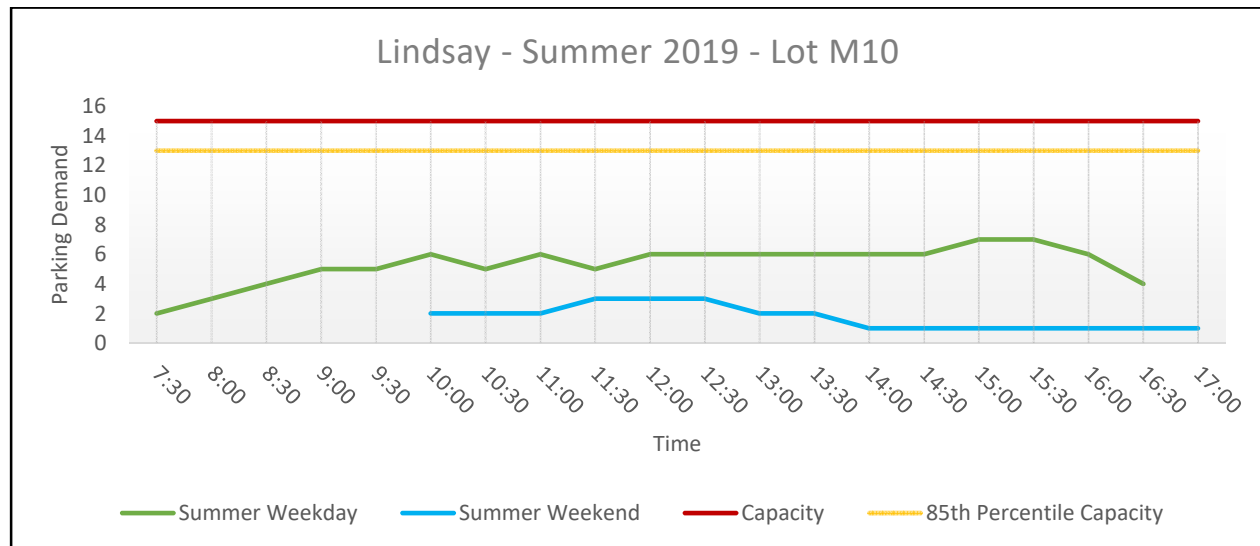
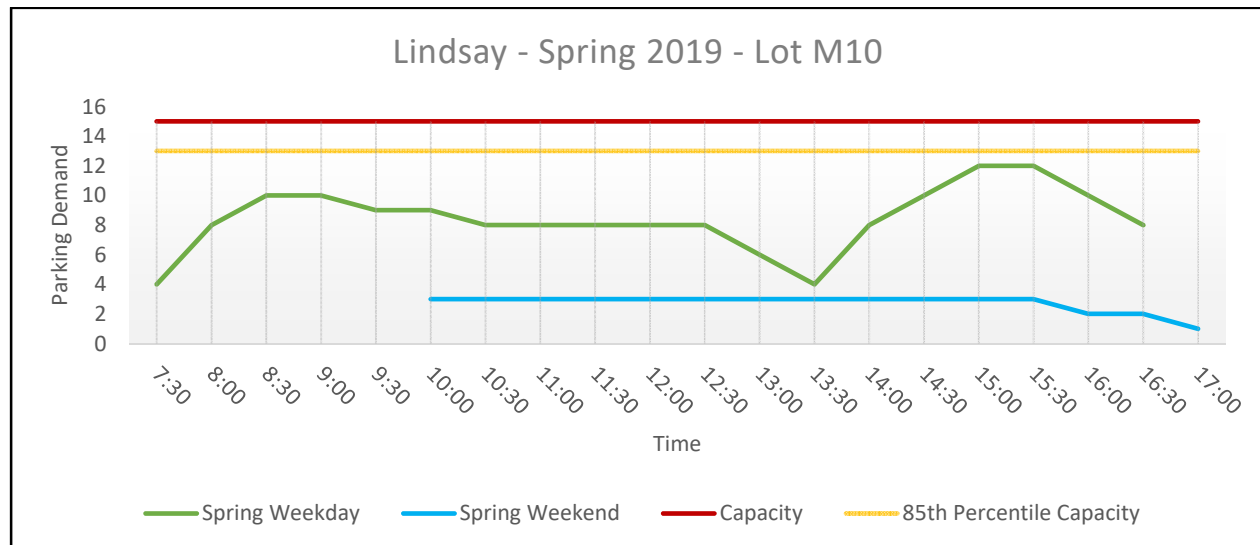
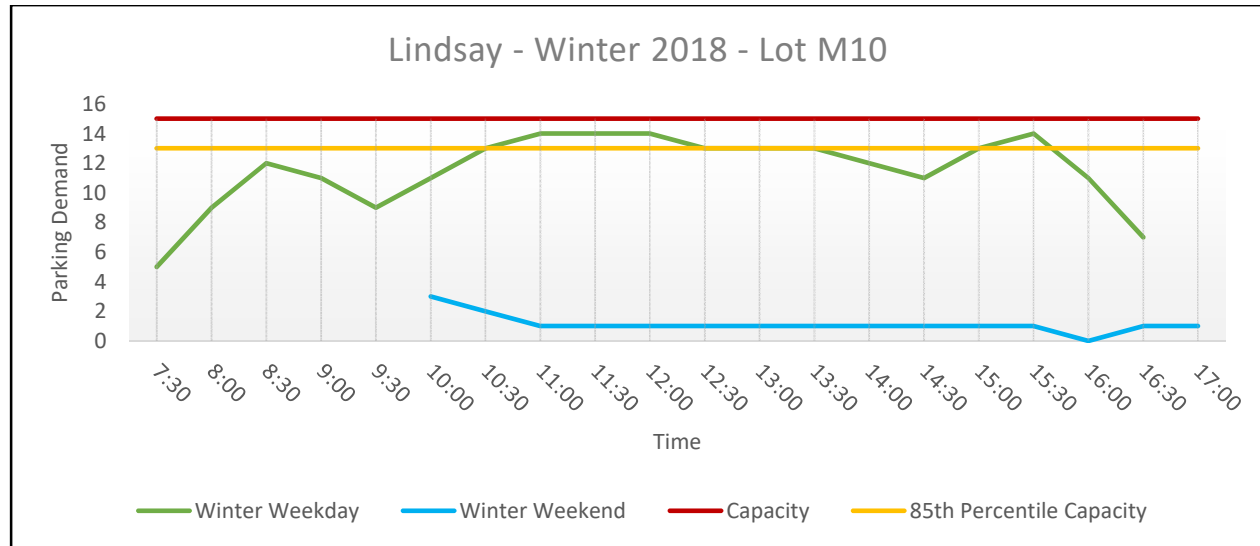






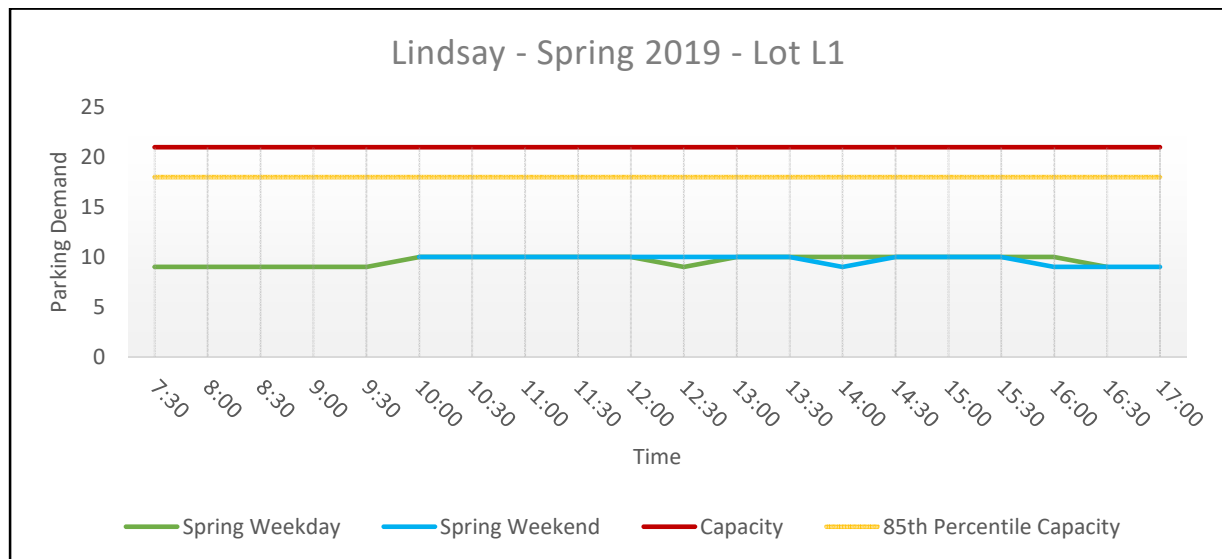
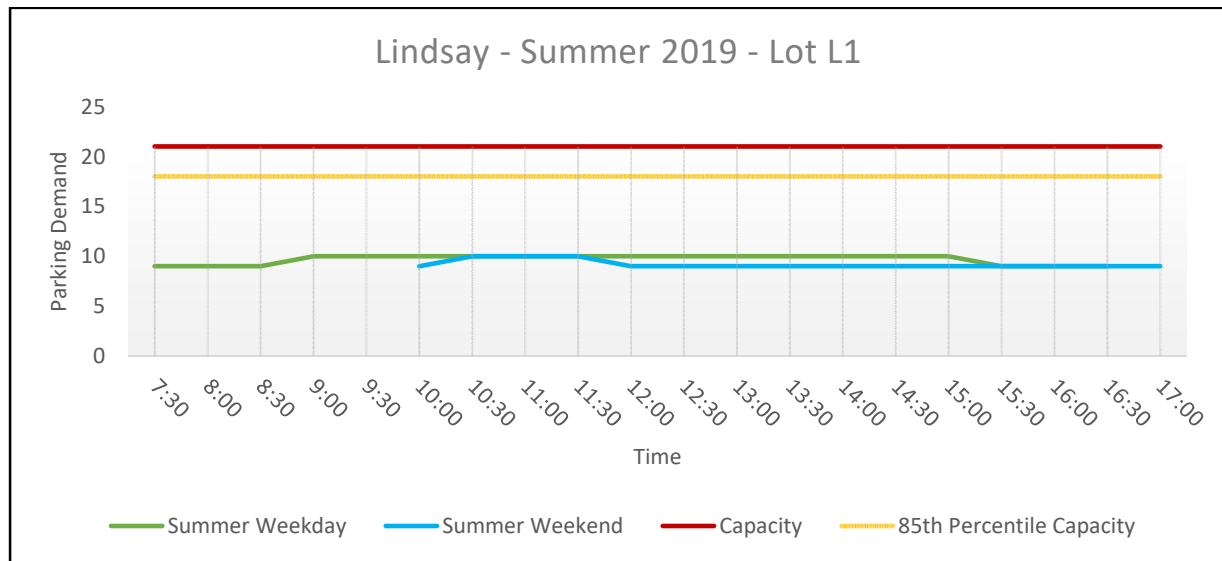


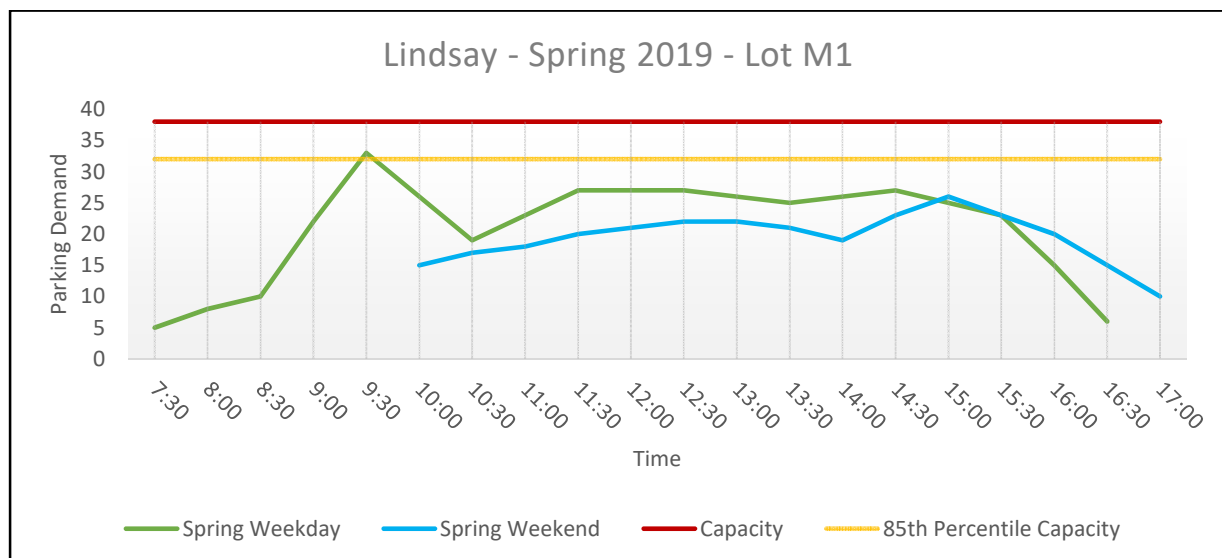
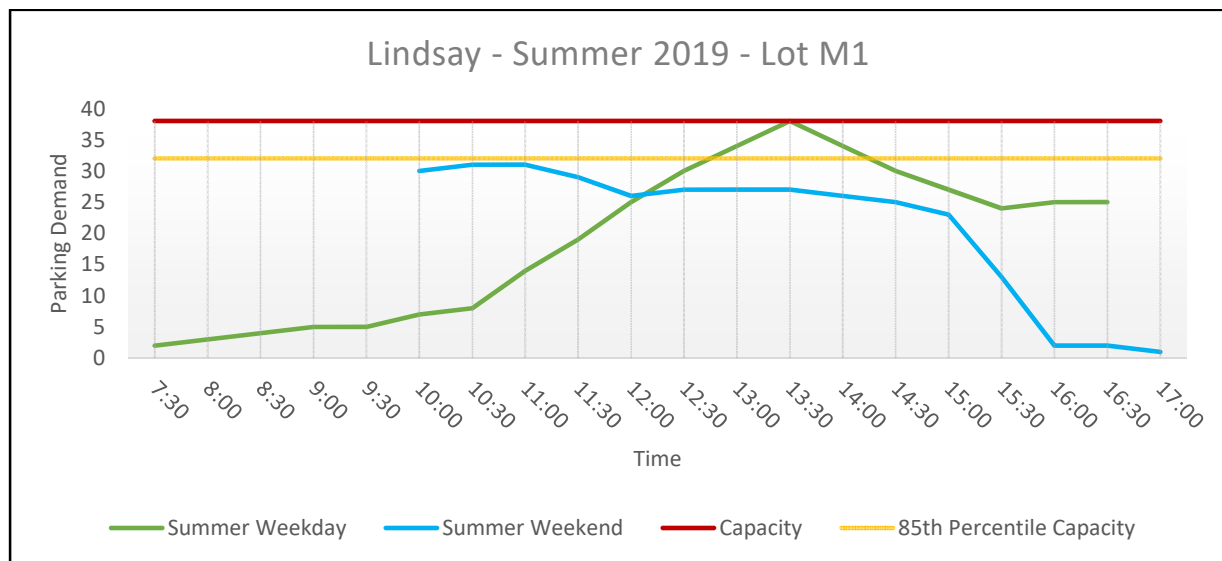
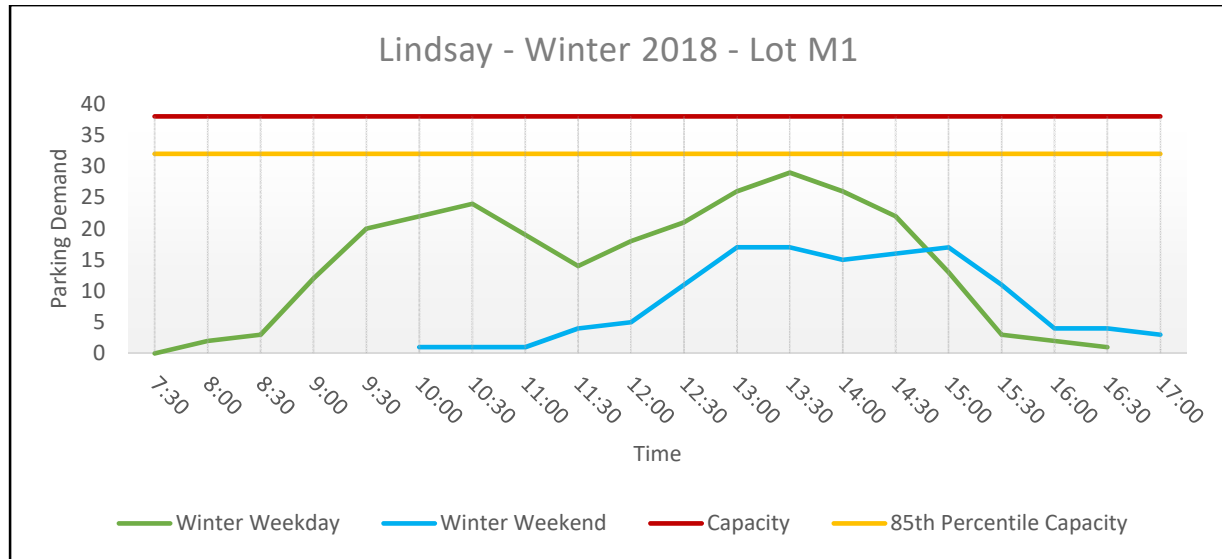


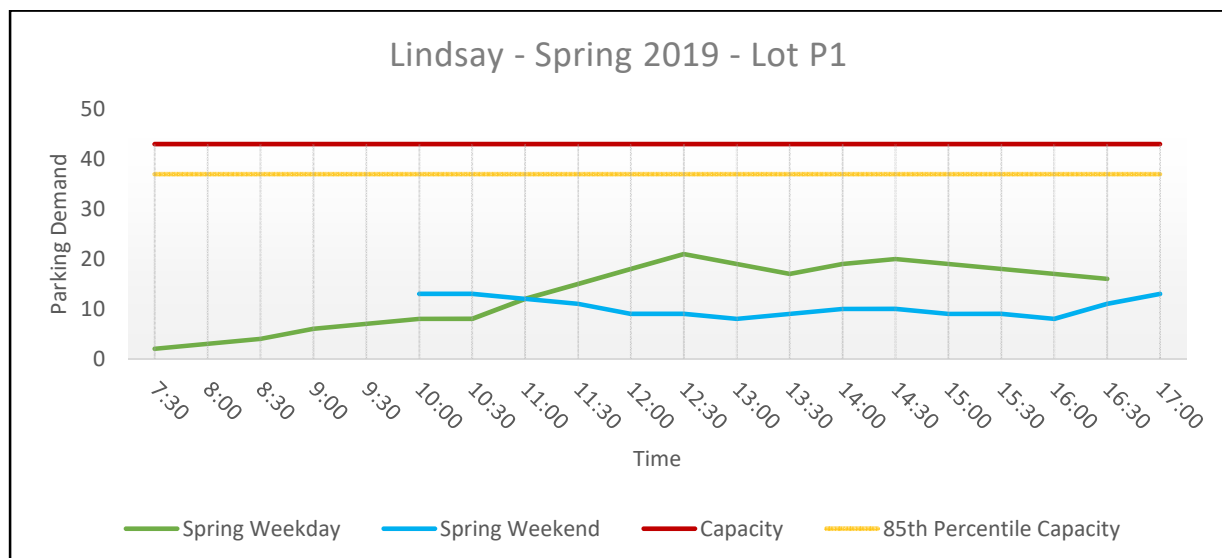
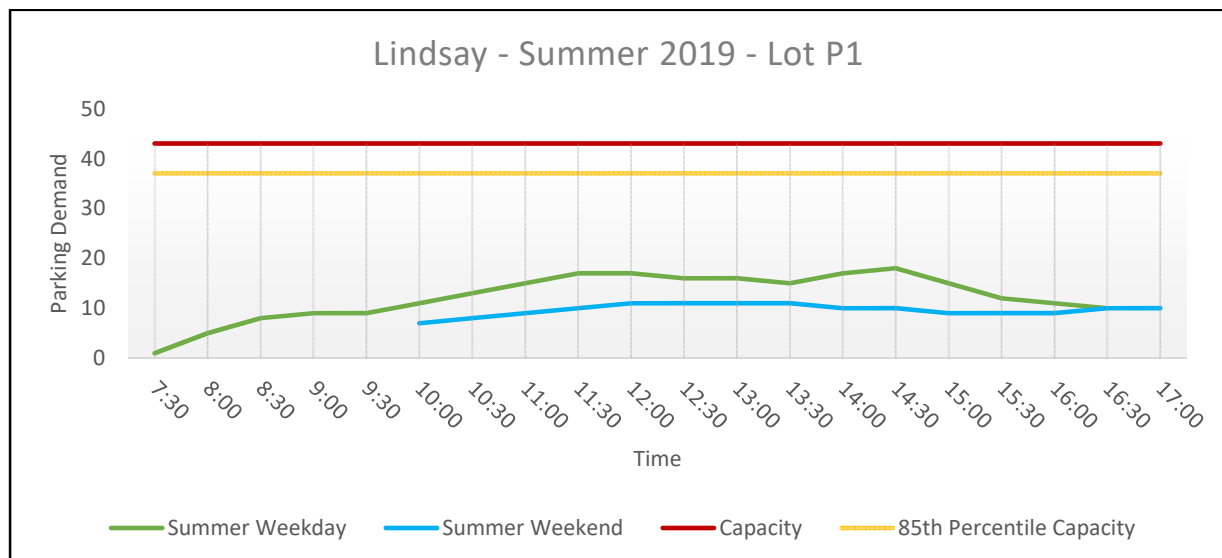
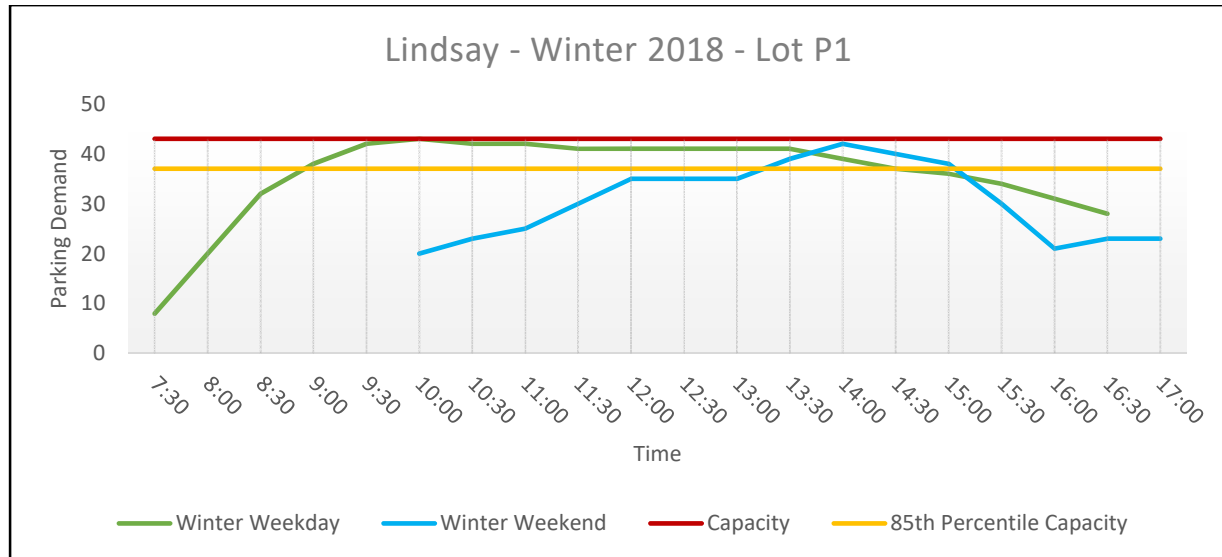


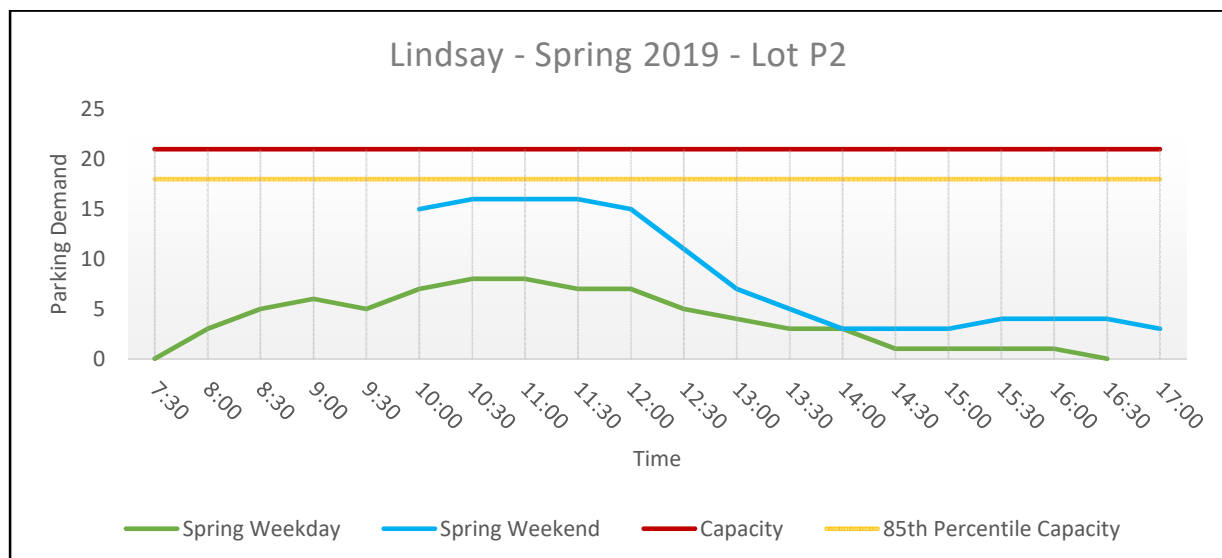
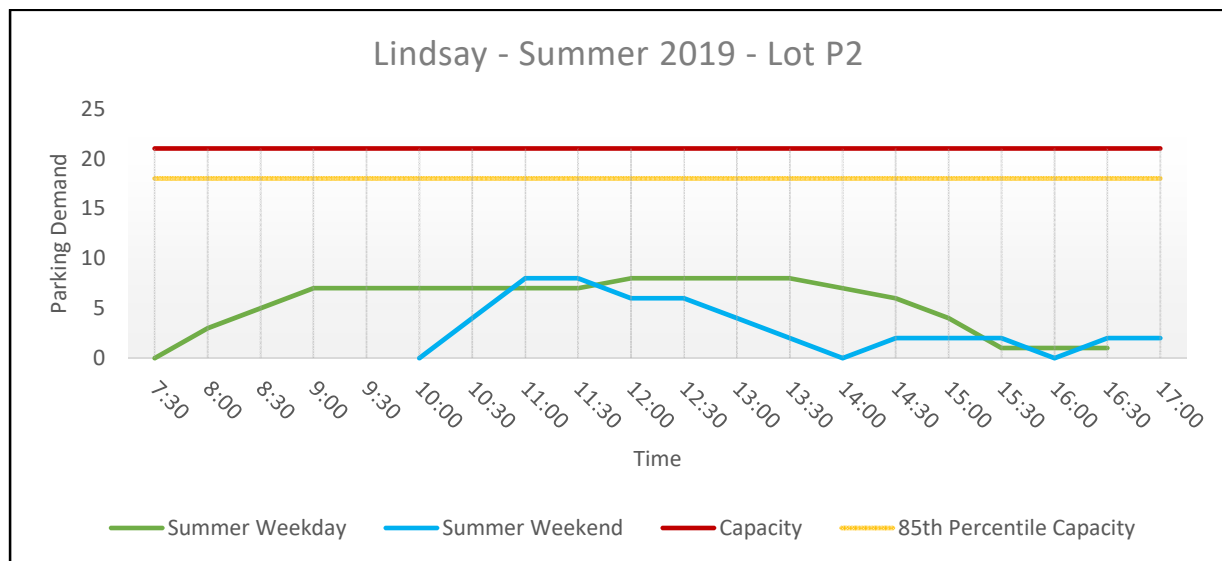
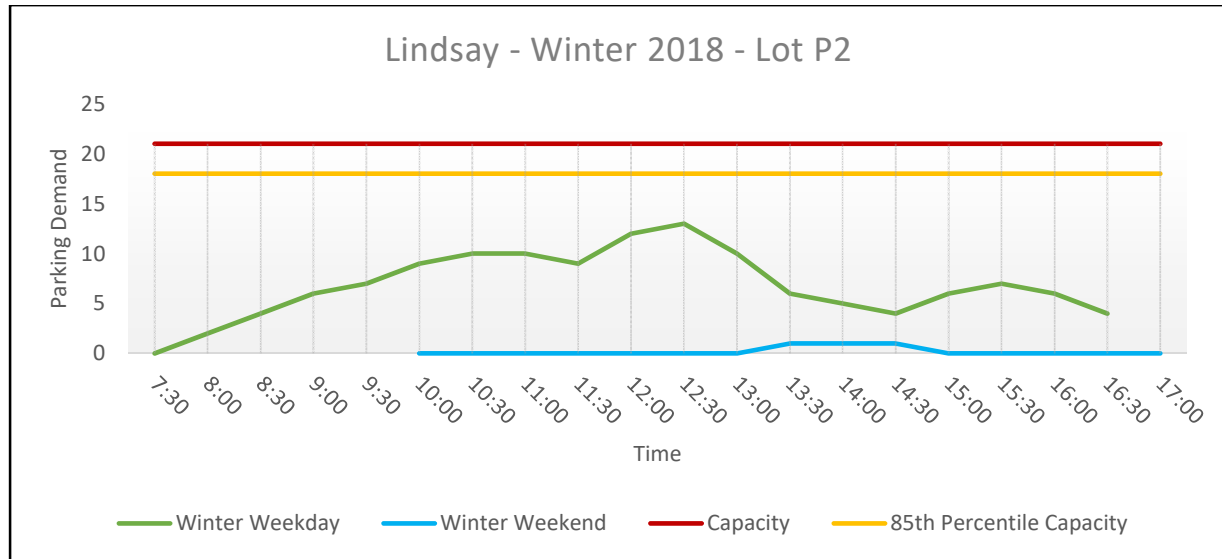
Lindsay Core Area

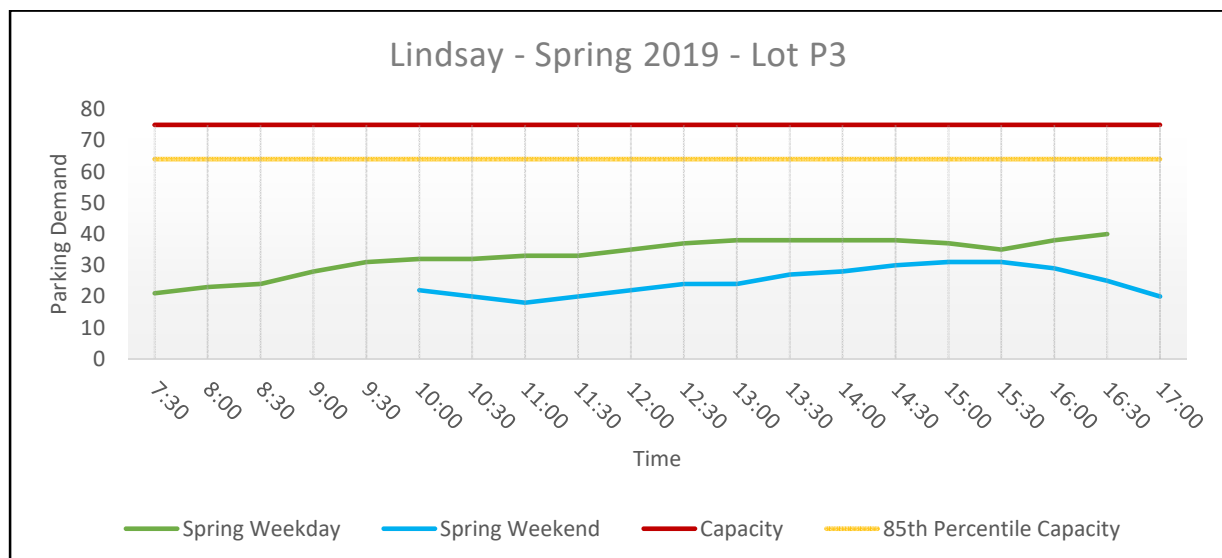
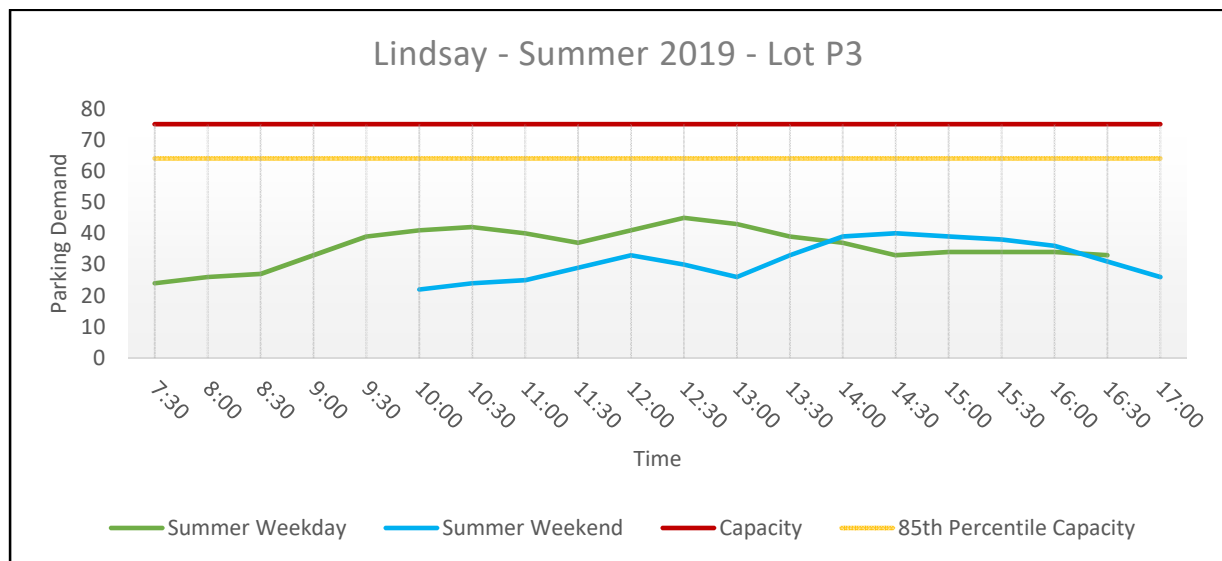
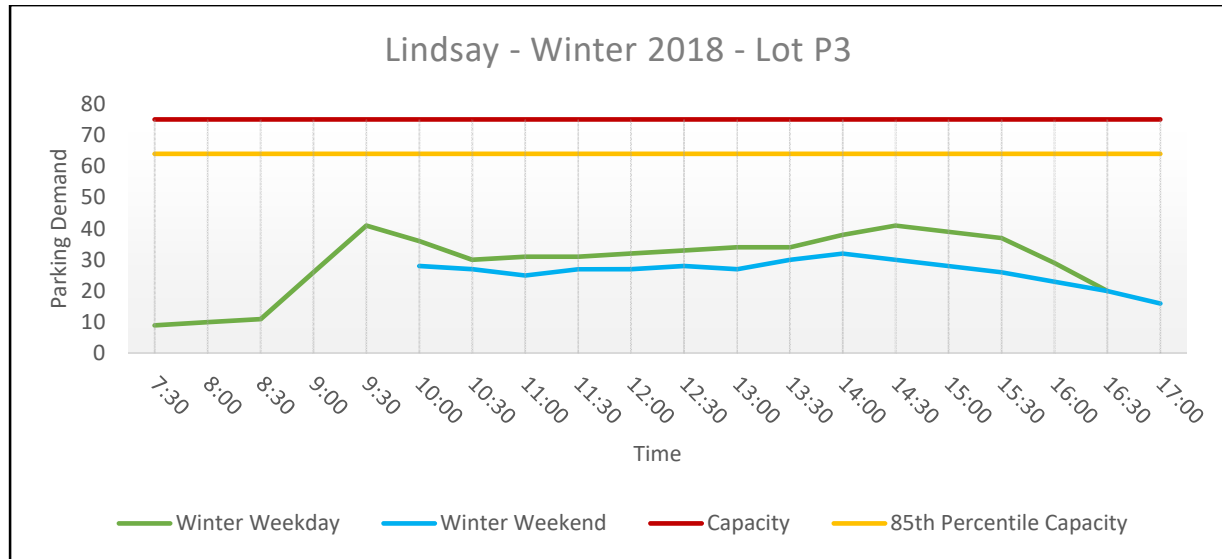
Private Off-Street Lots

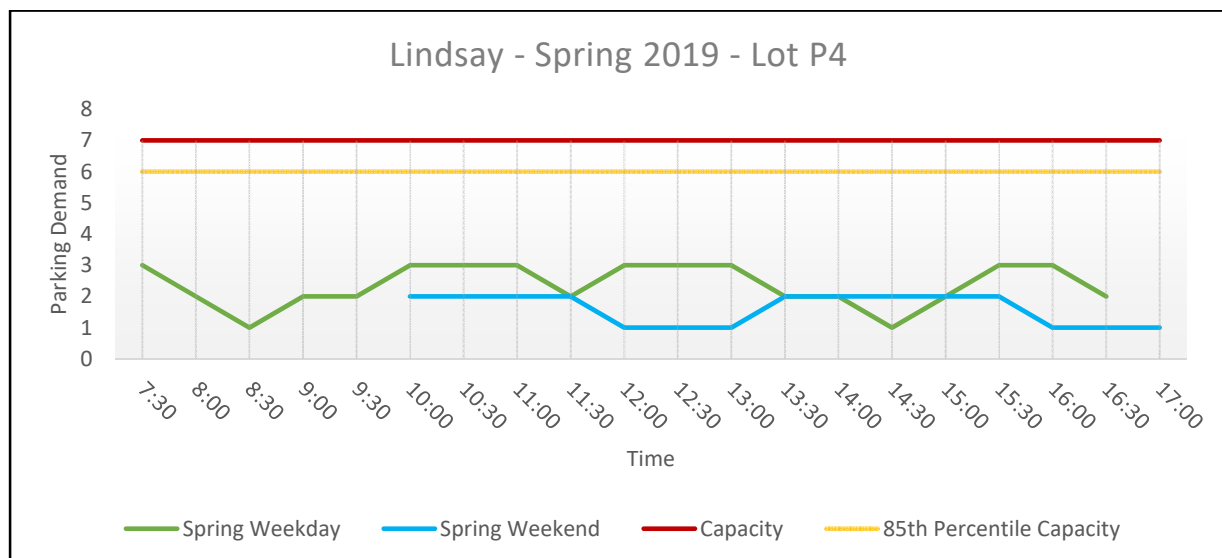
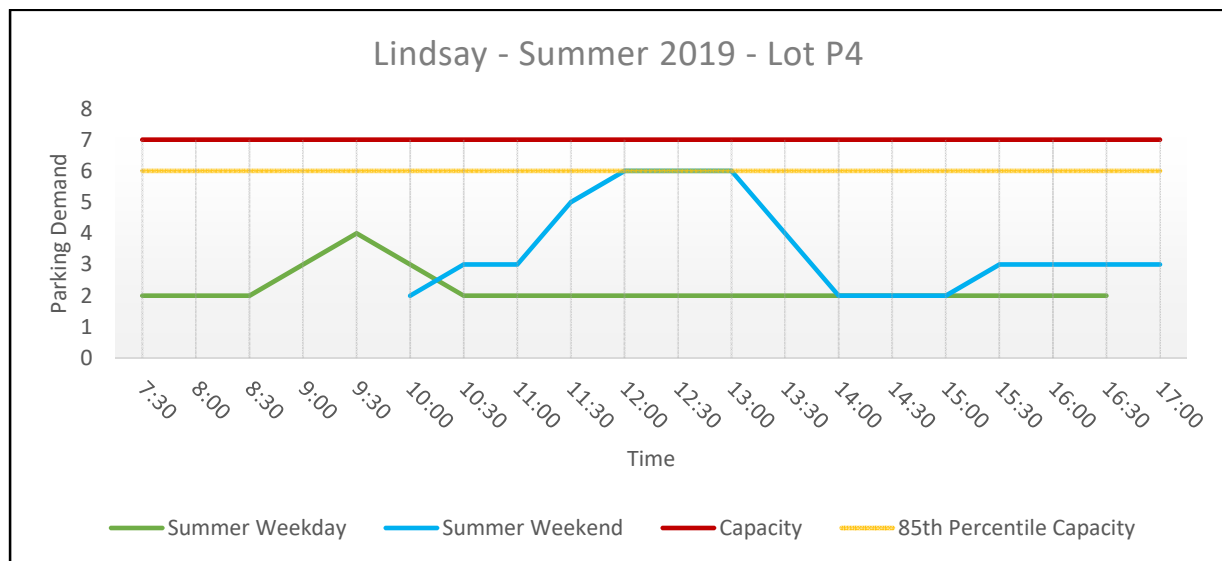
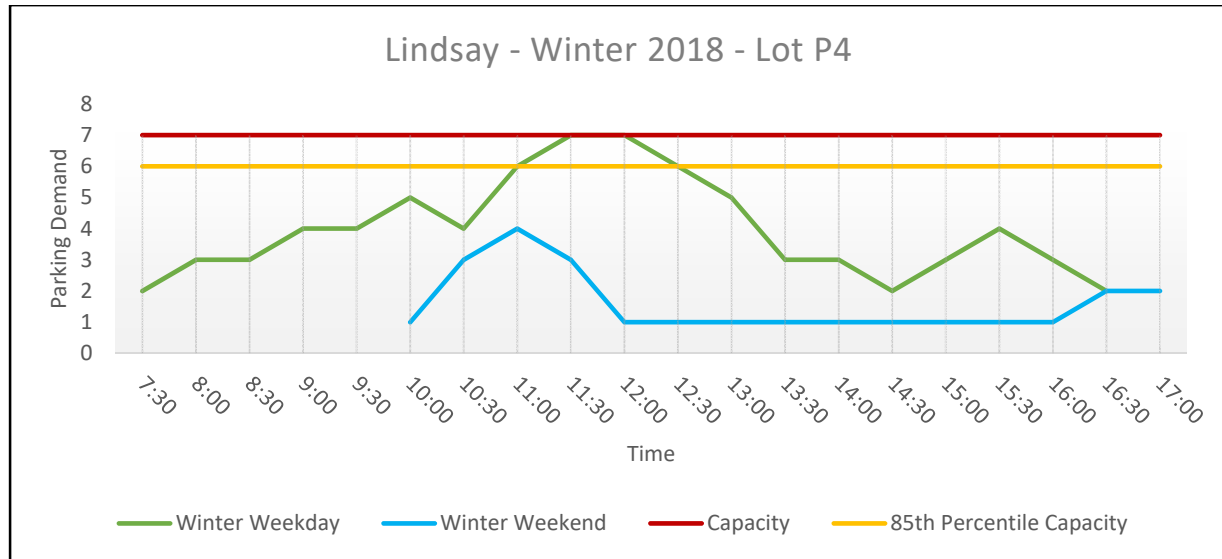


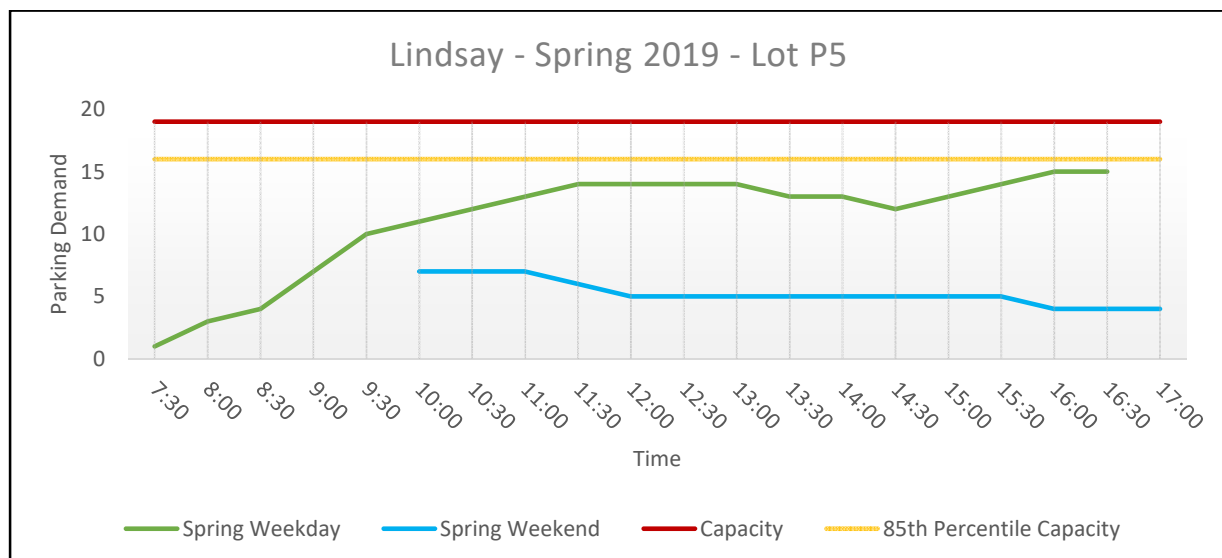
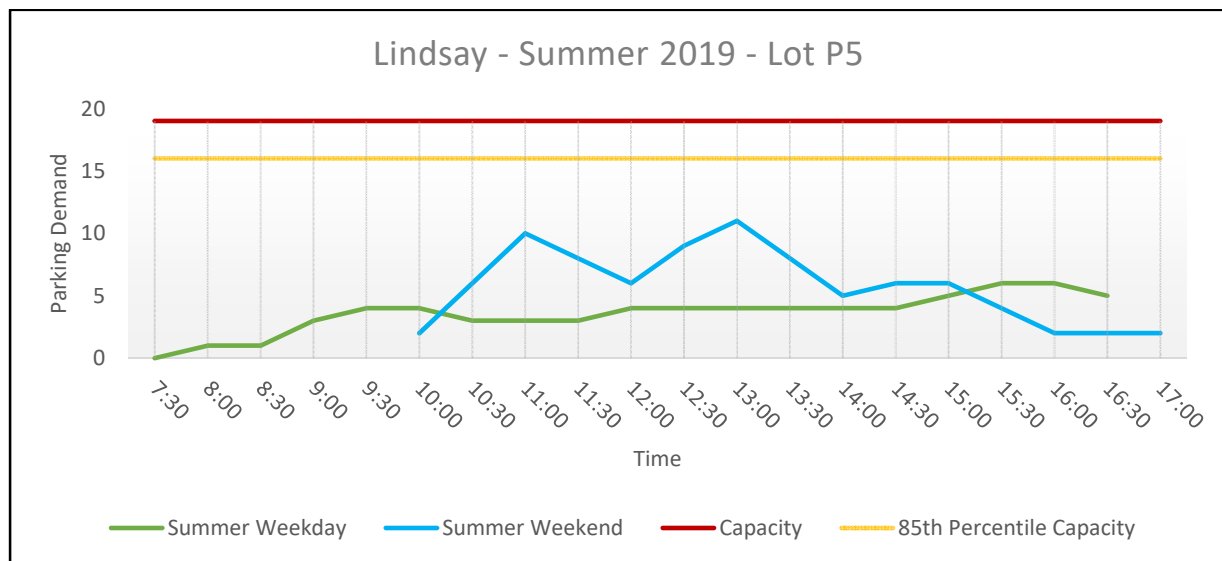
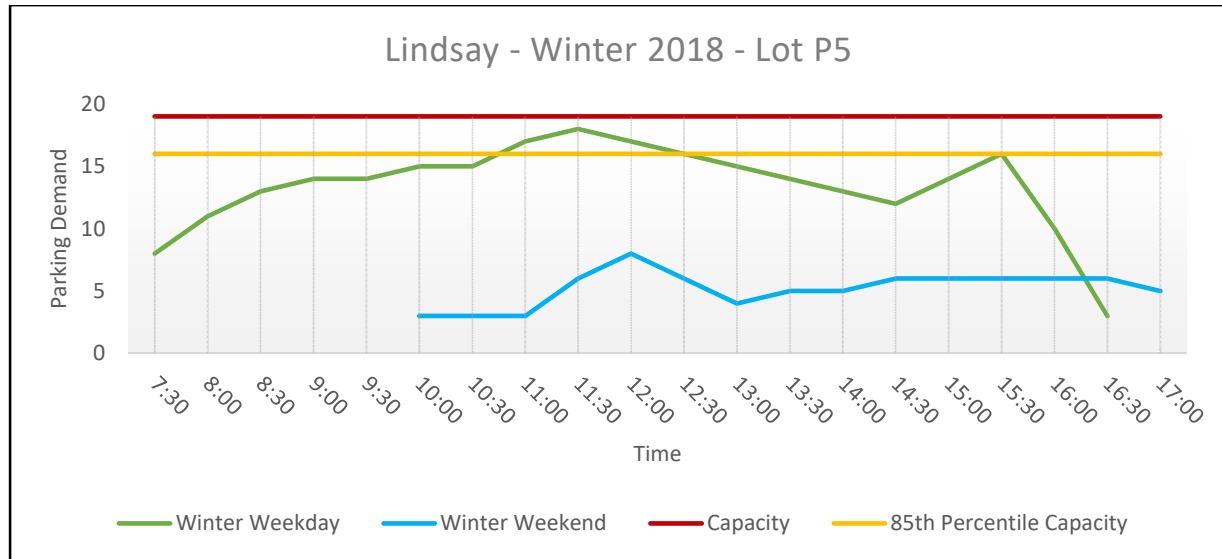


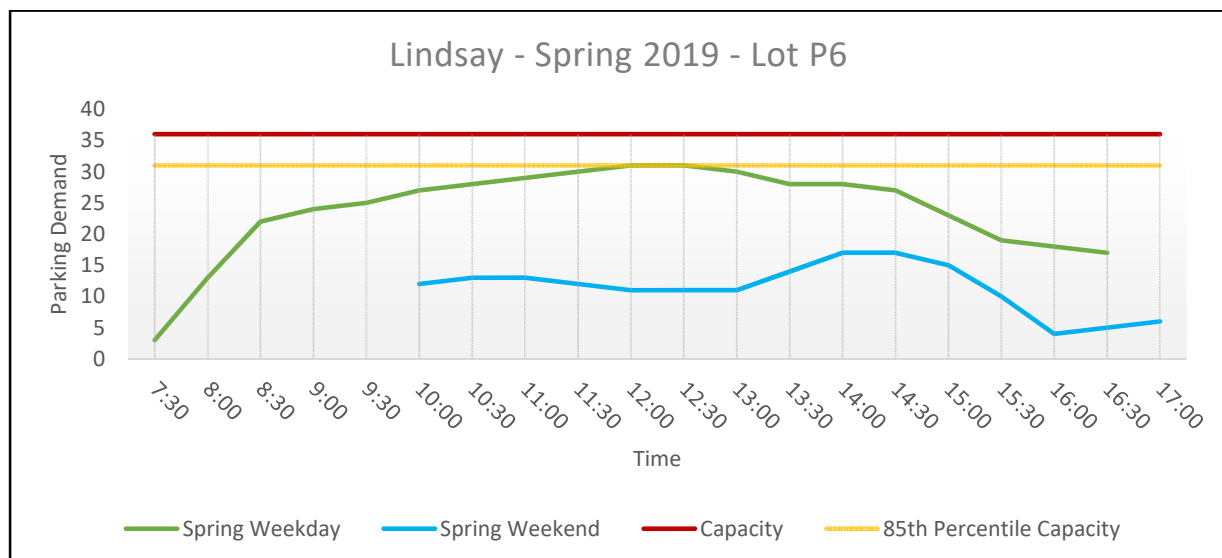
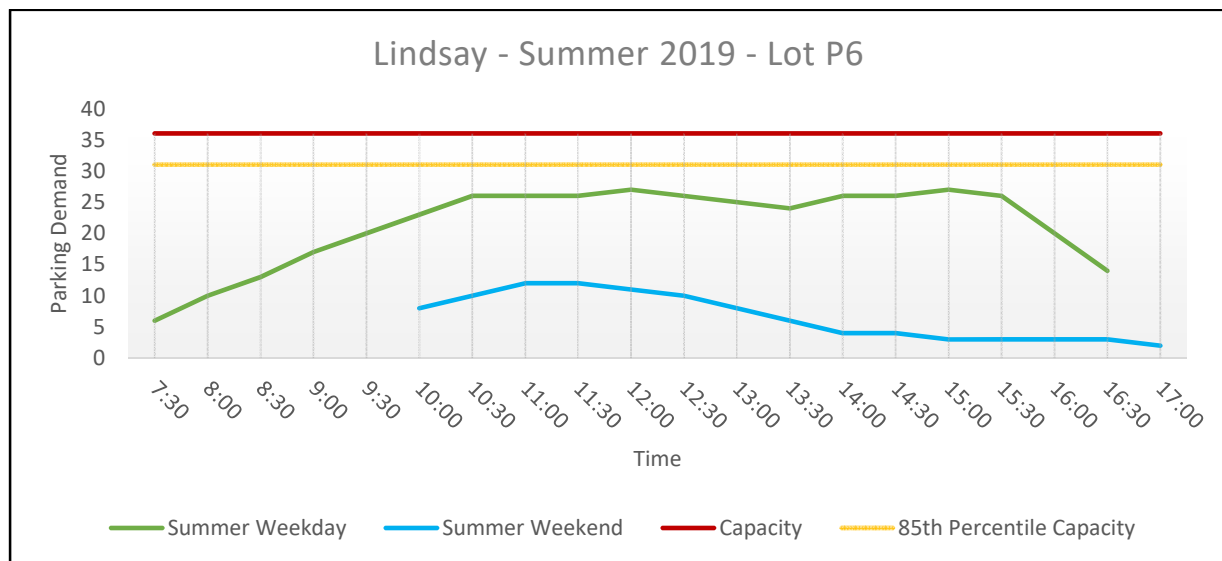
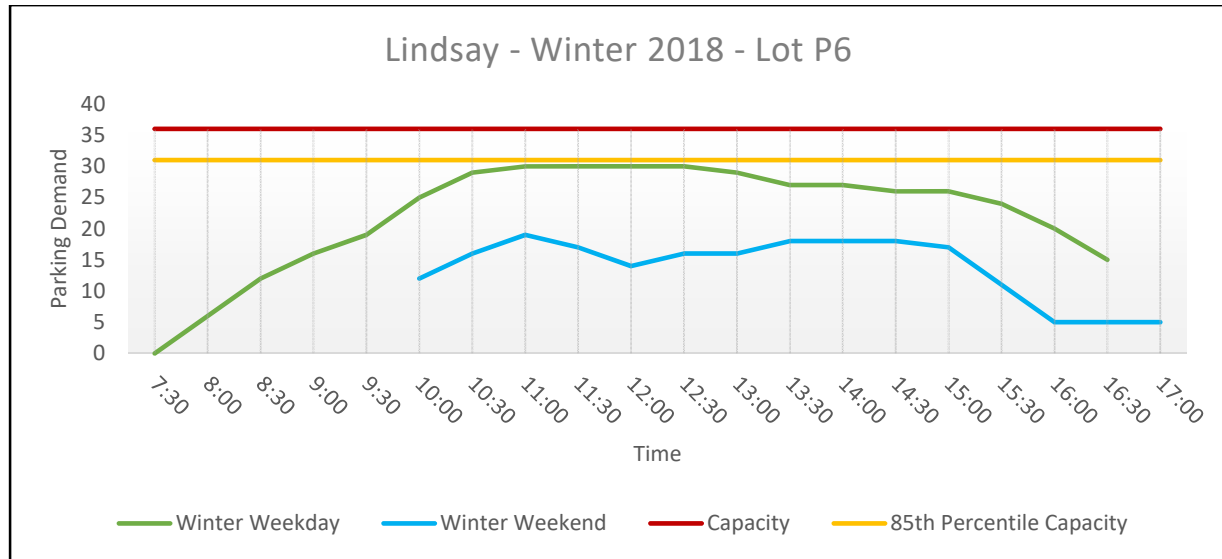


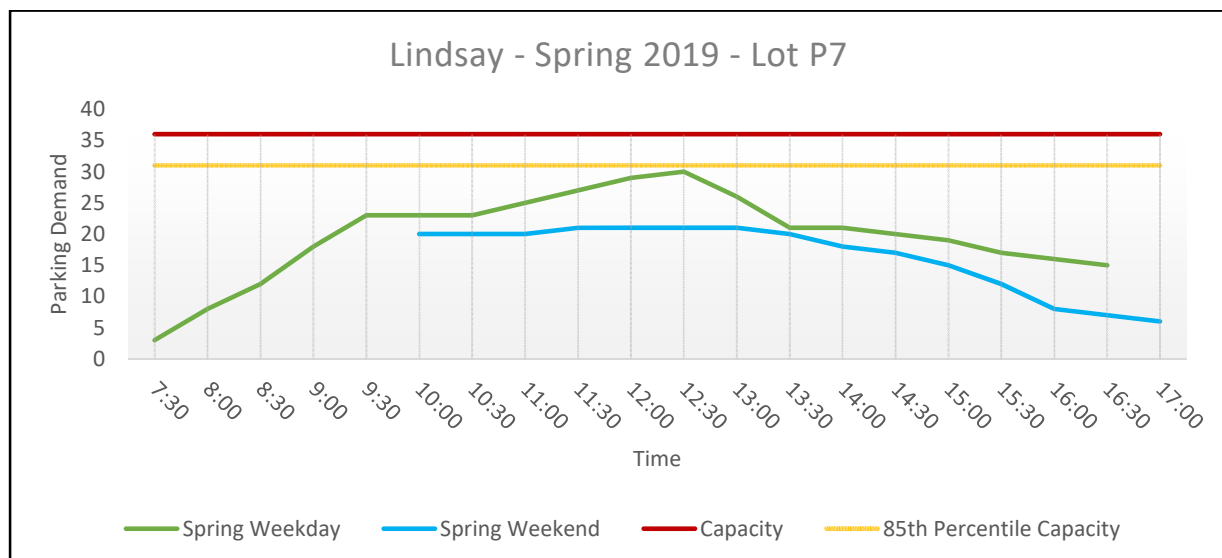
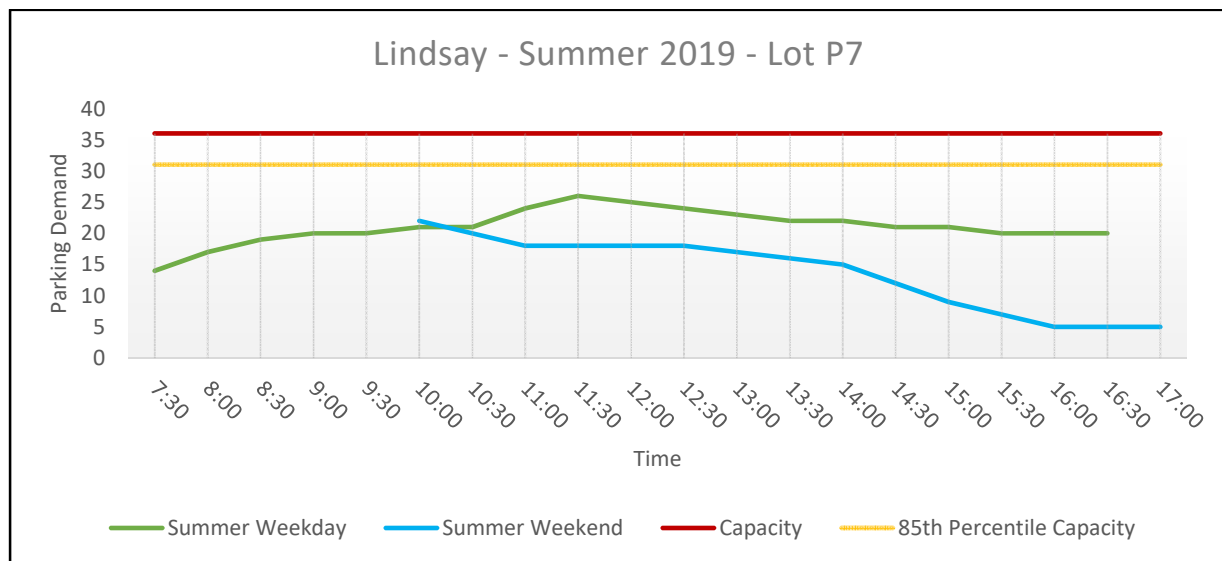
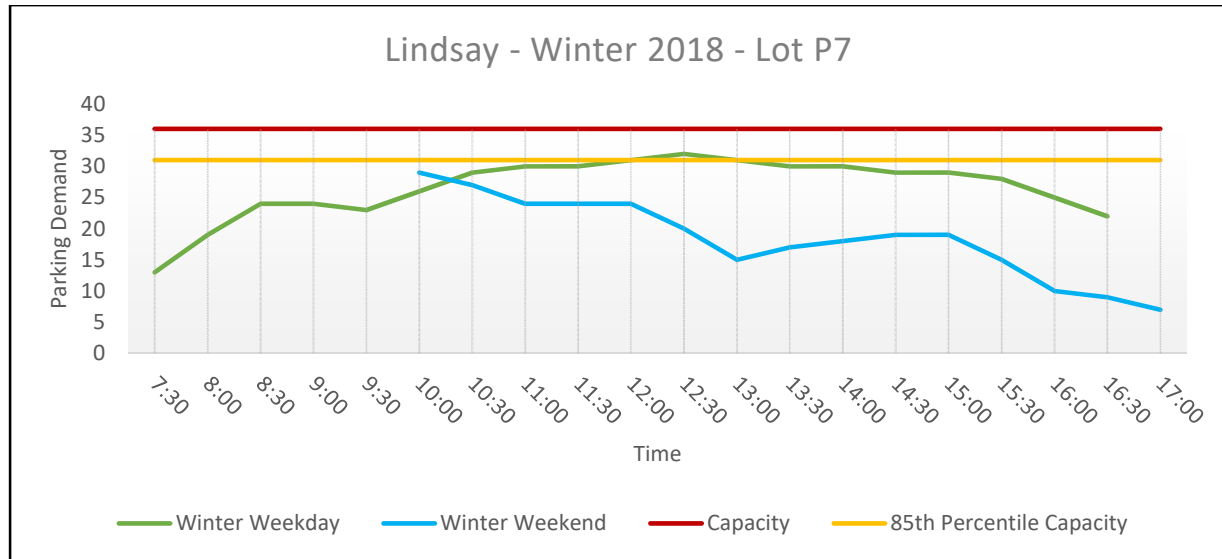


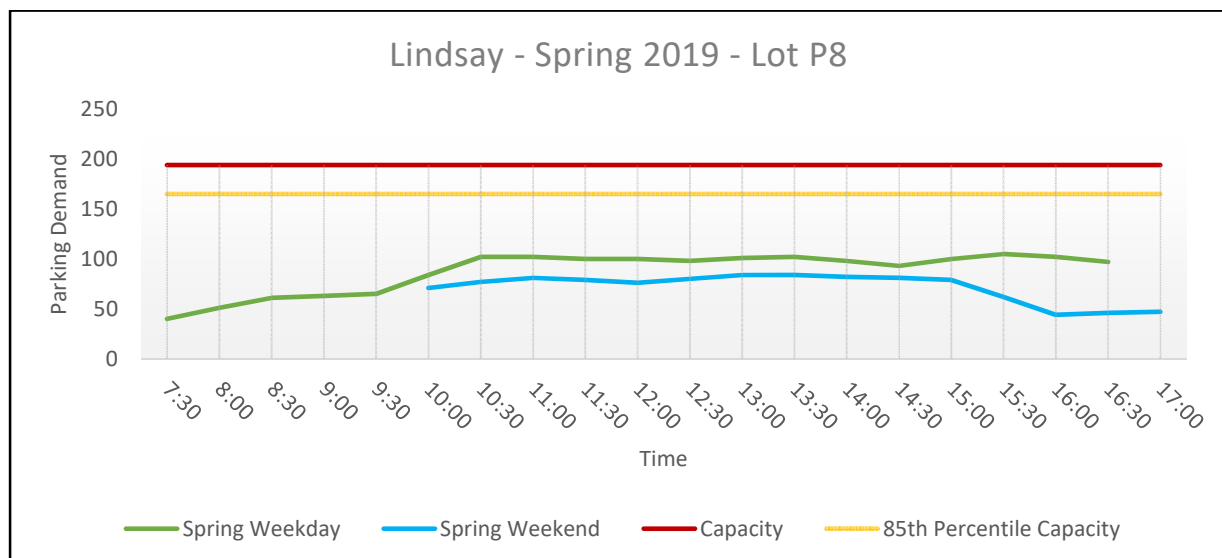
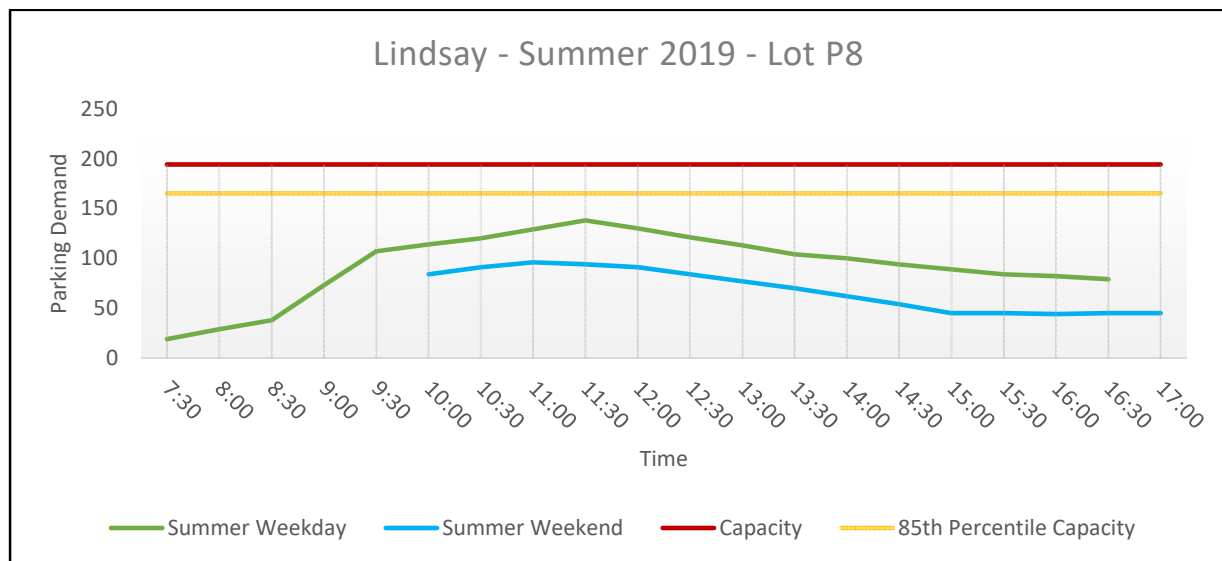
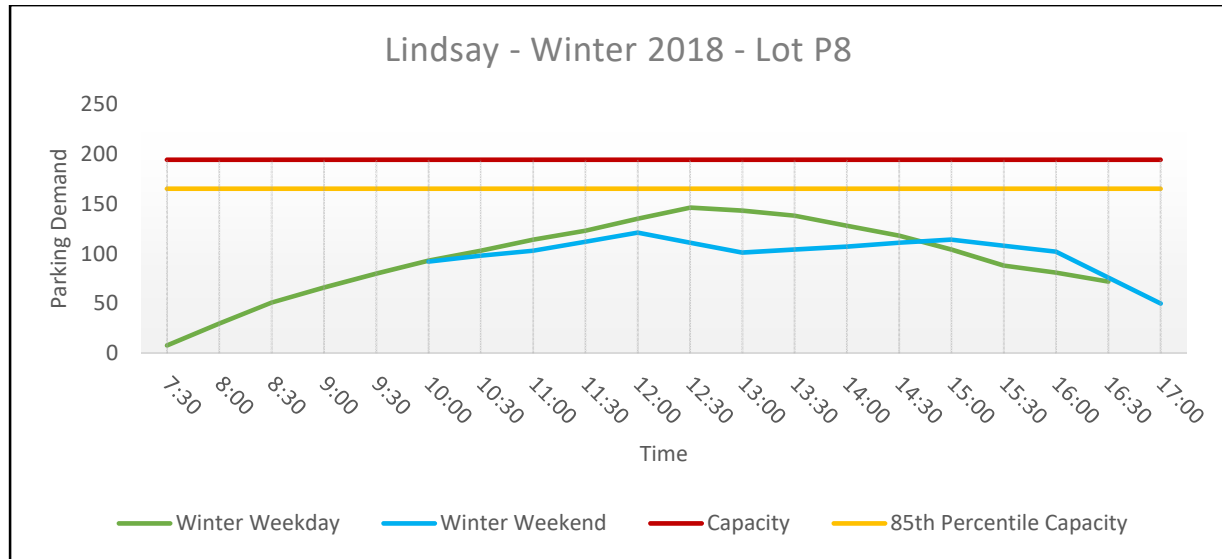


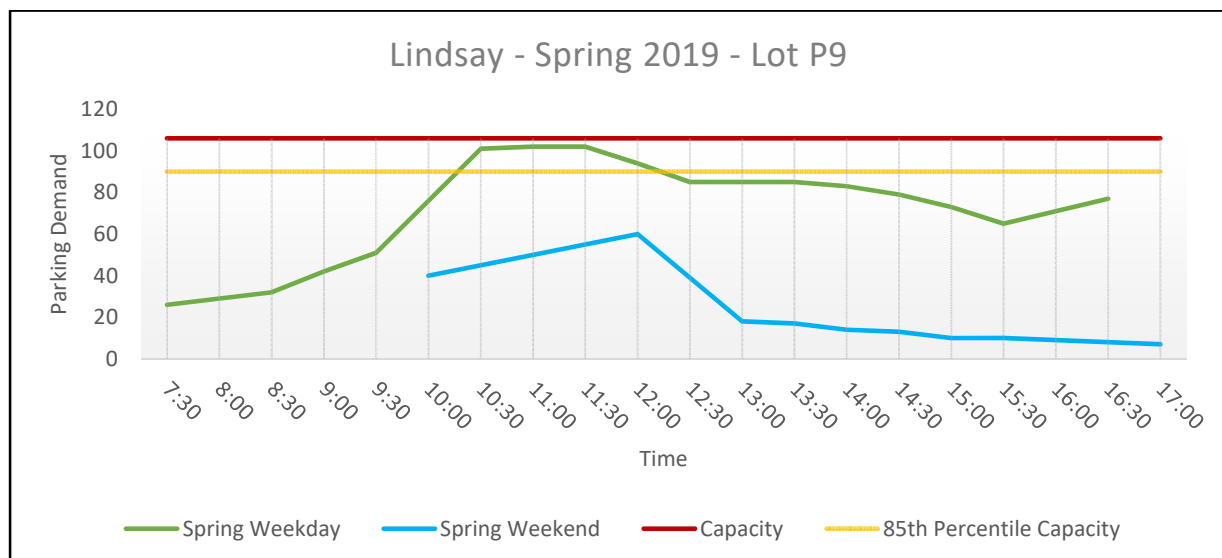
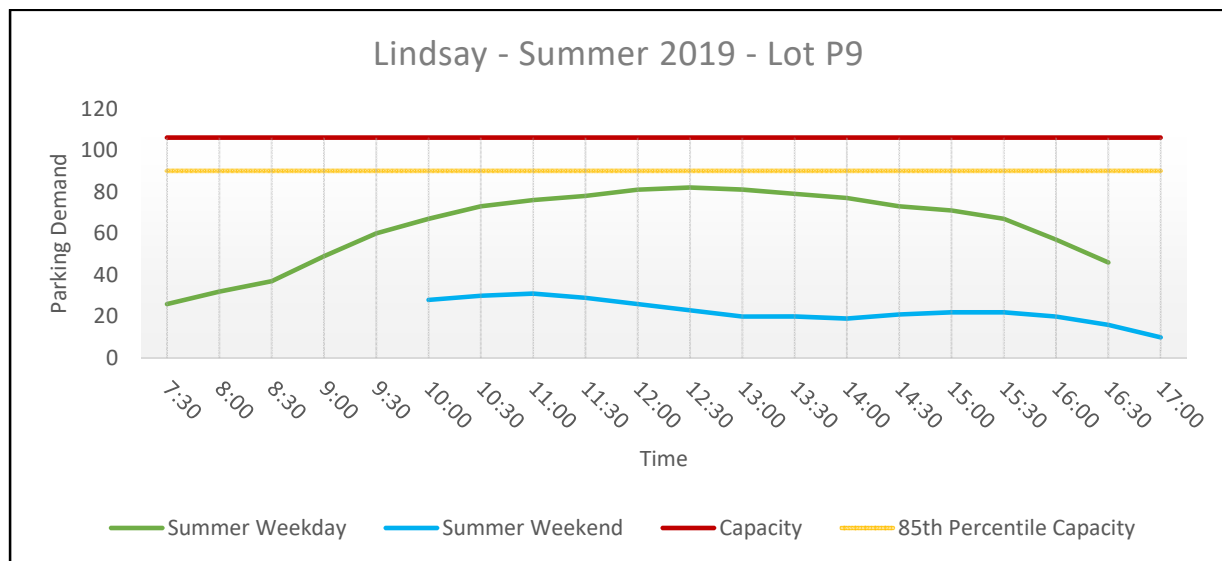
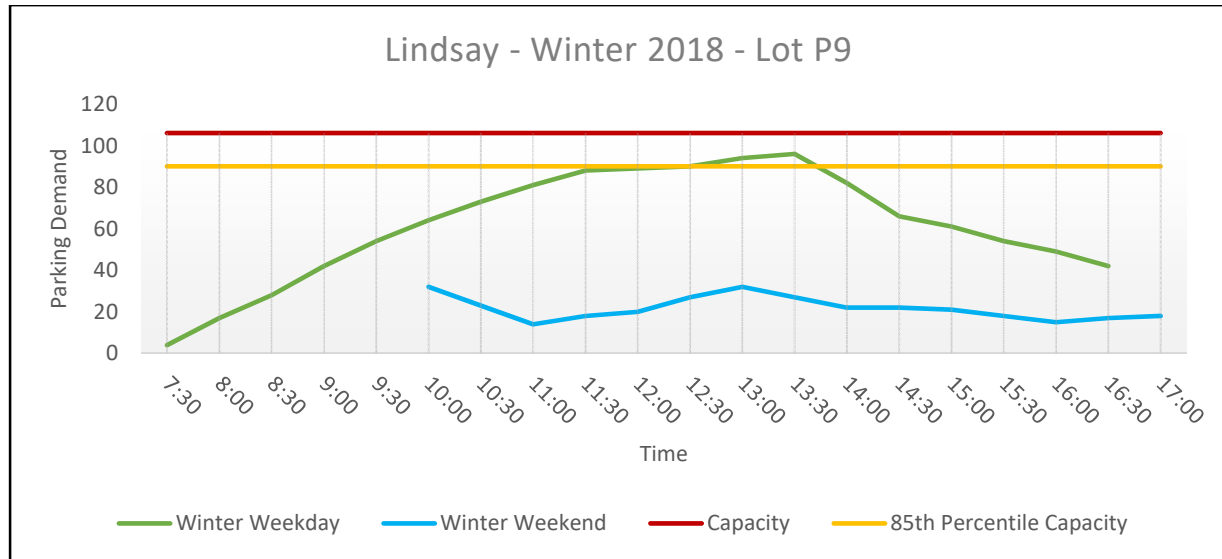


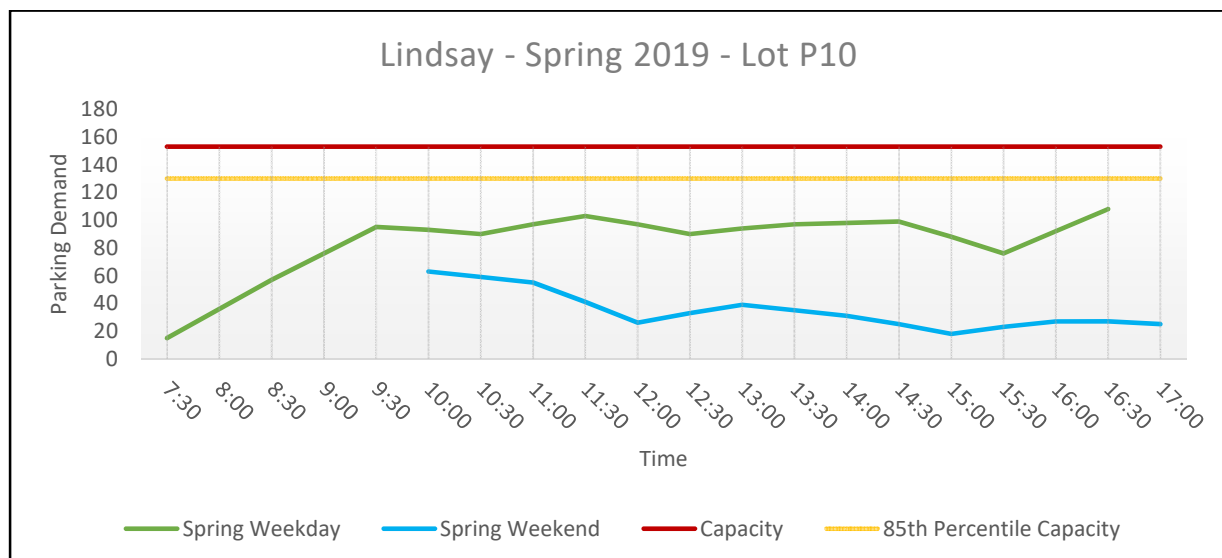
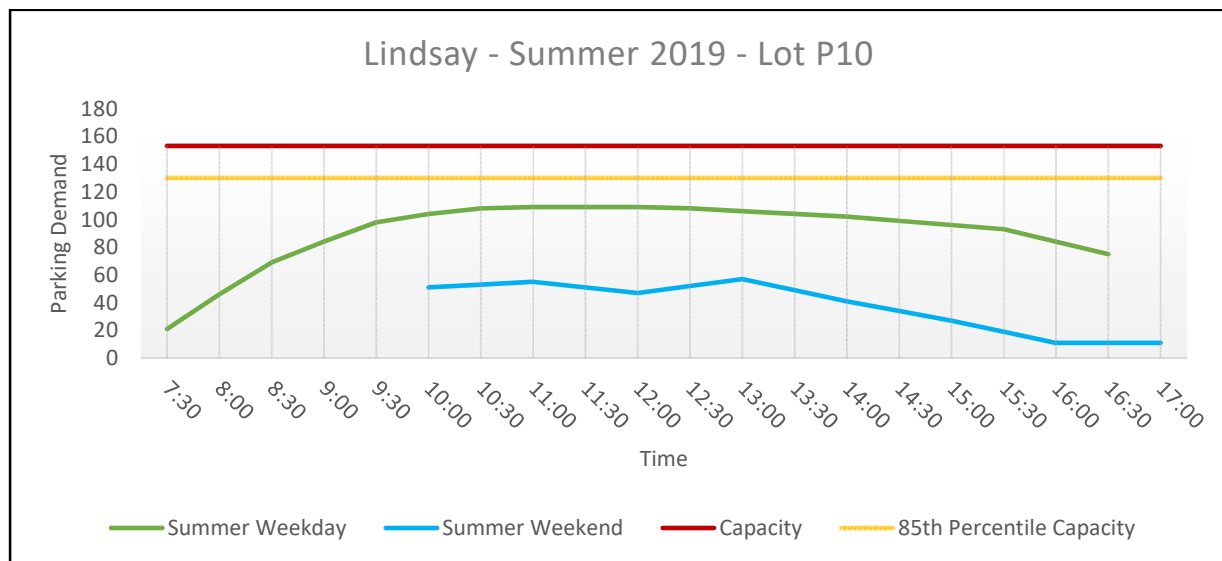
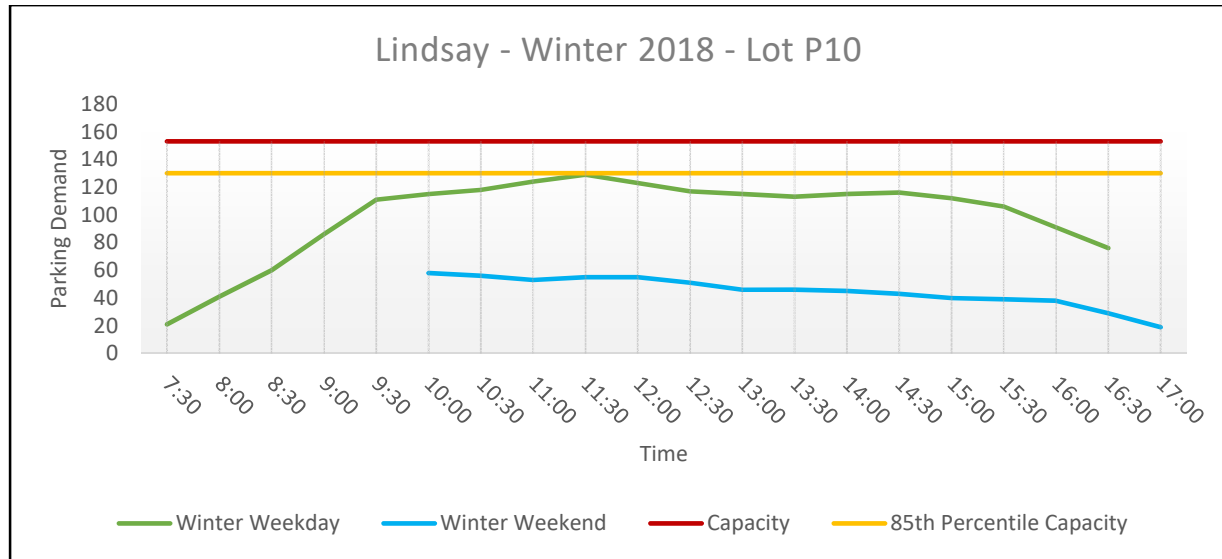






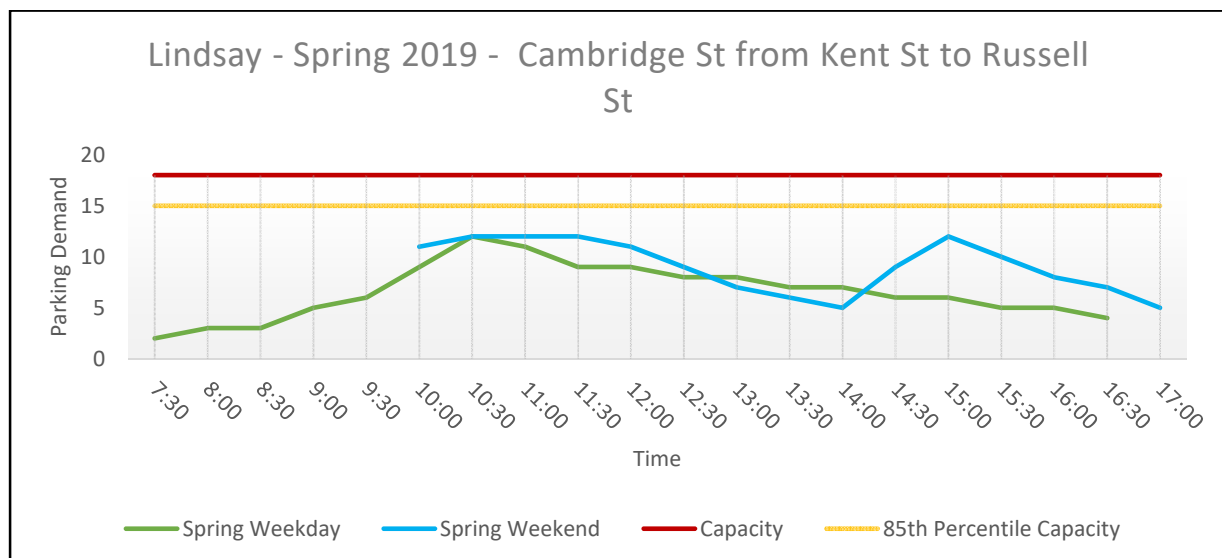
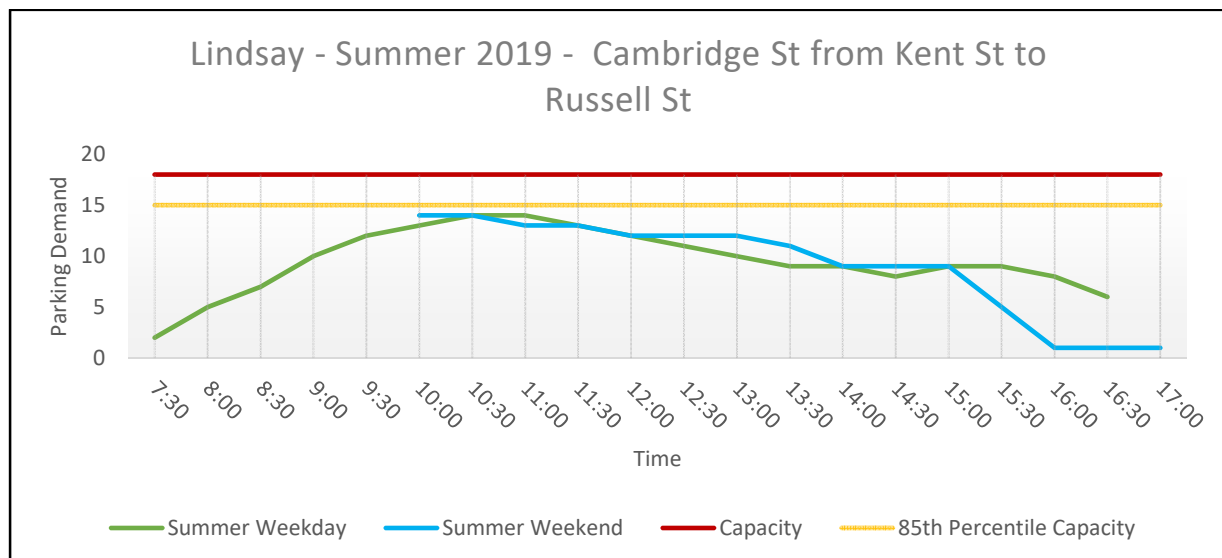
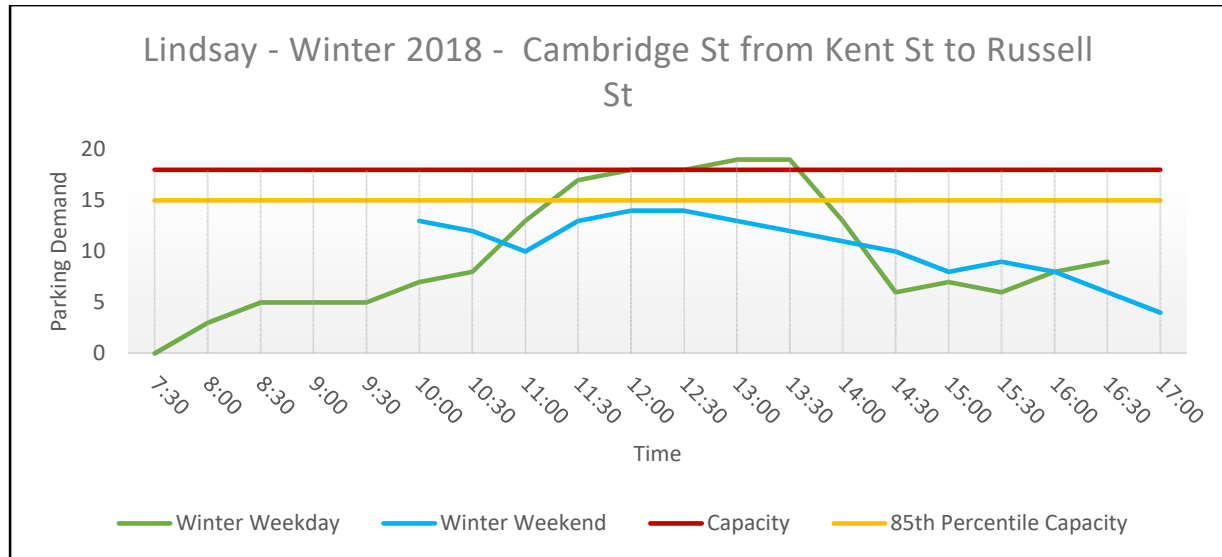


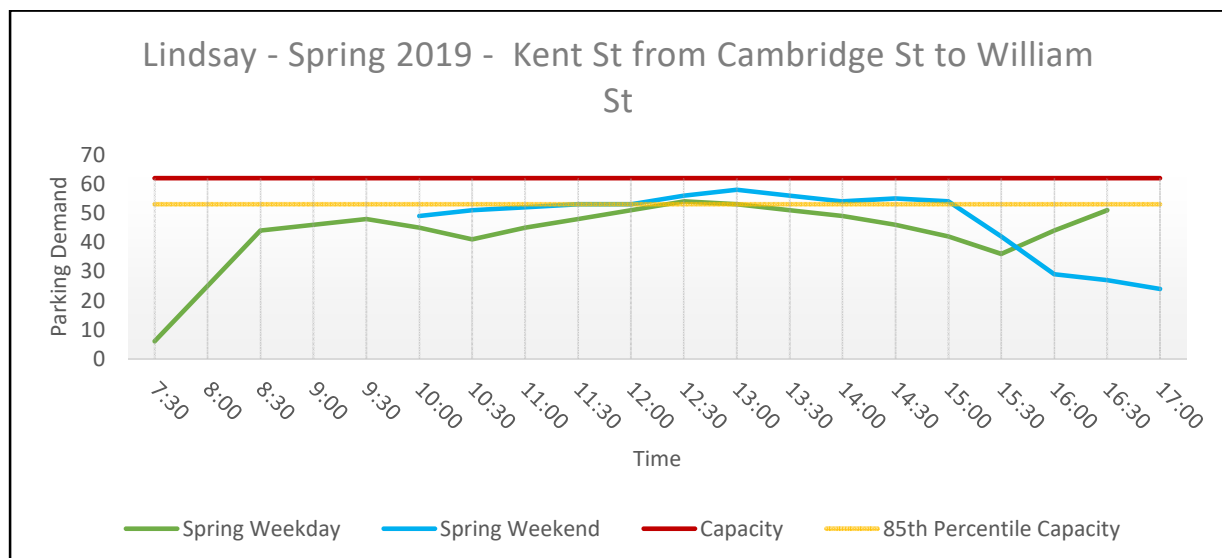
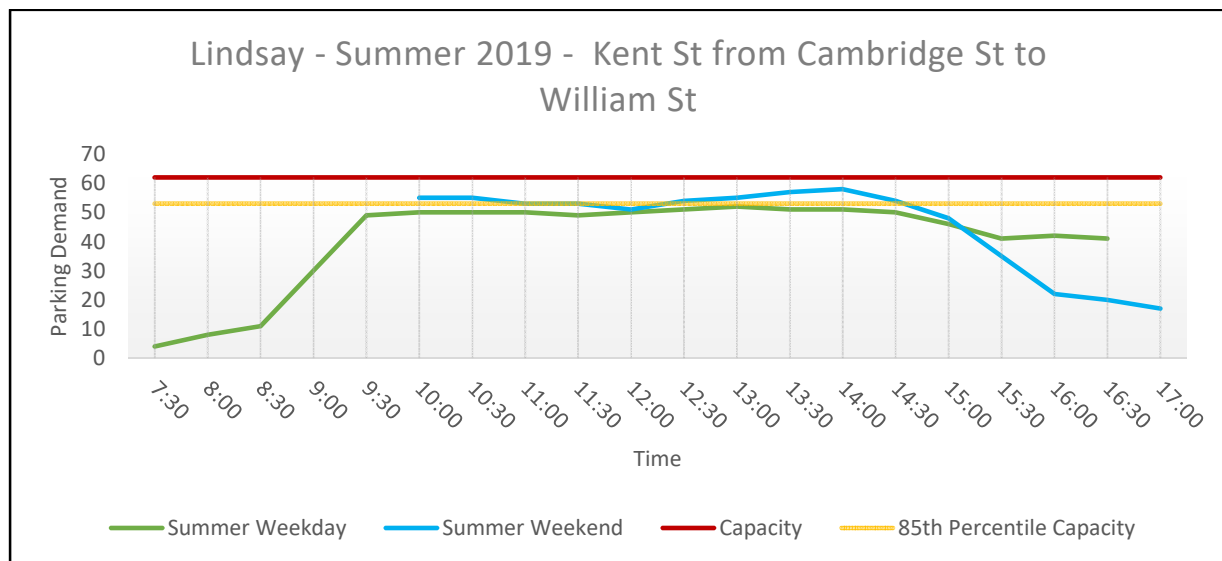
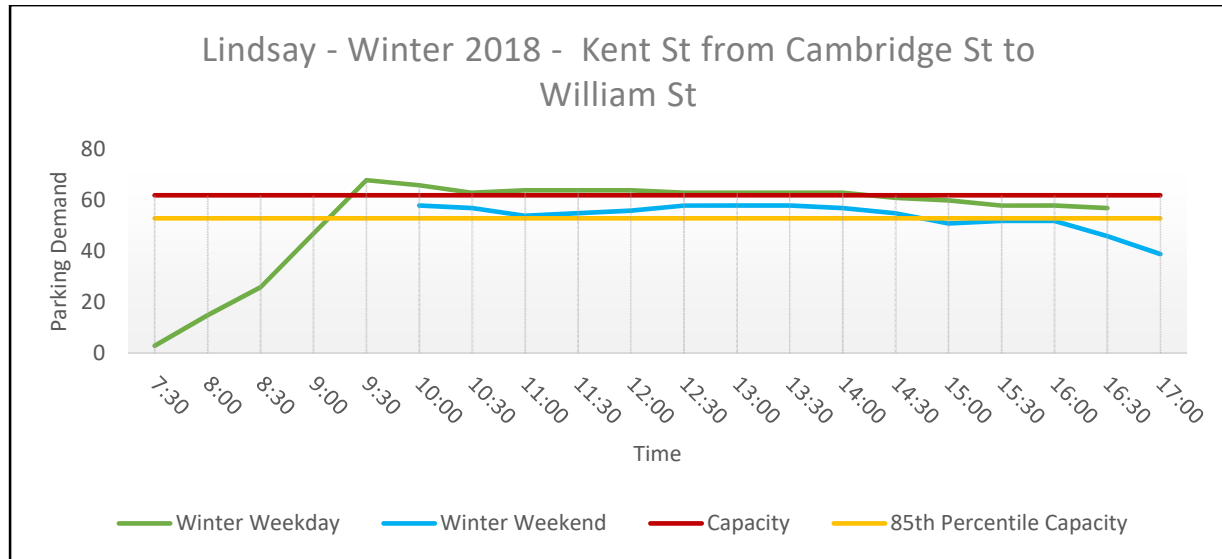


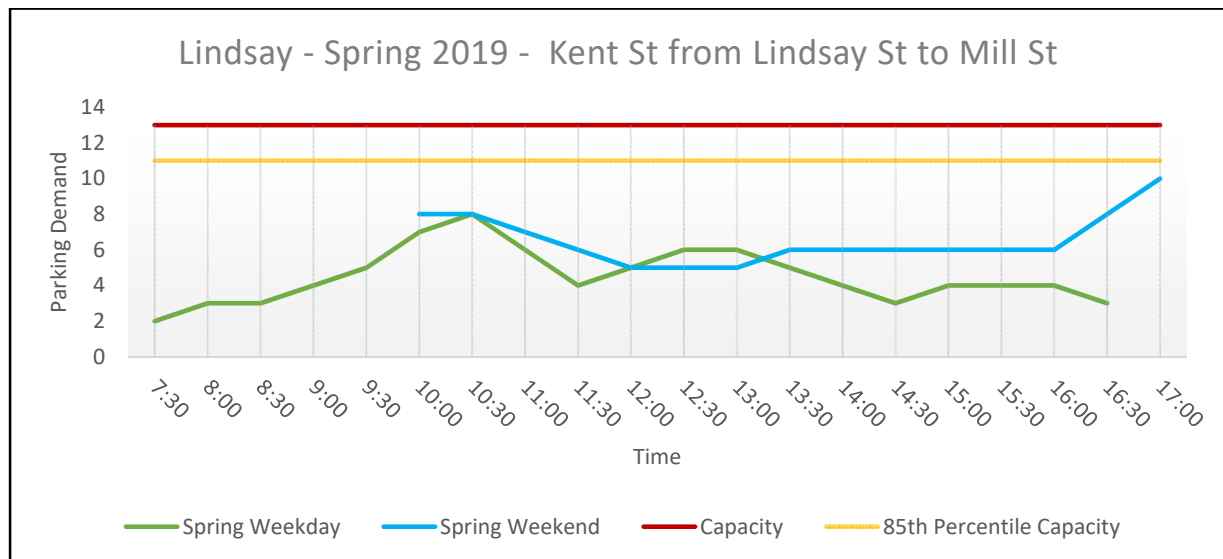
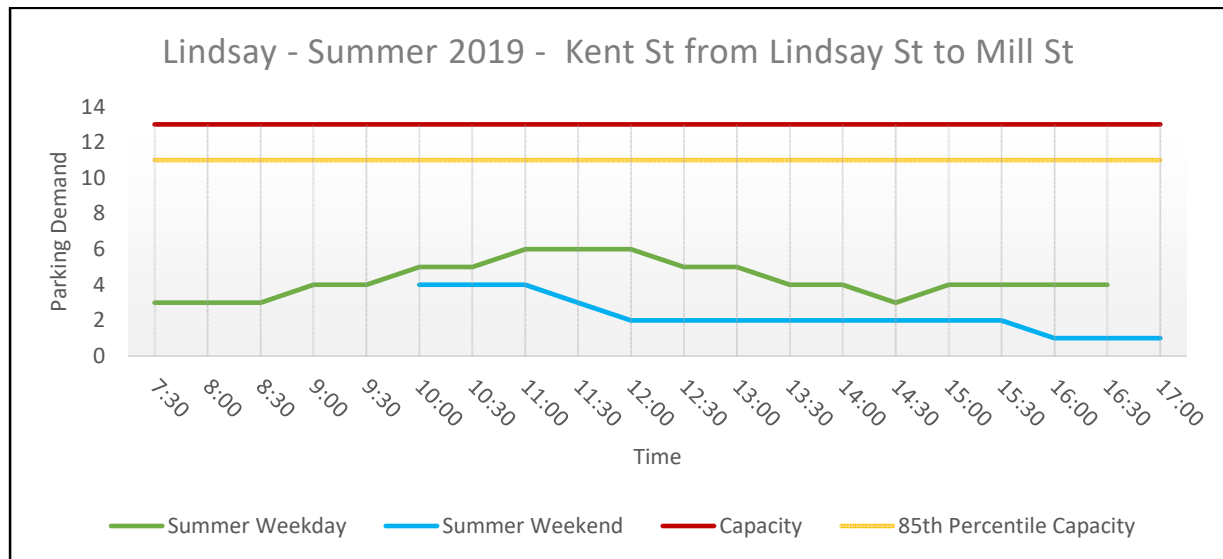
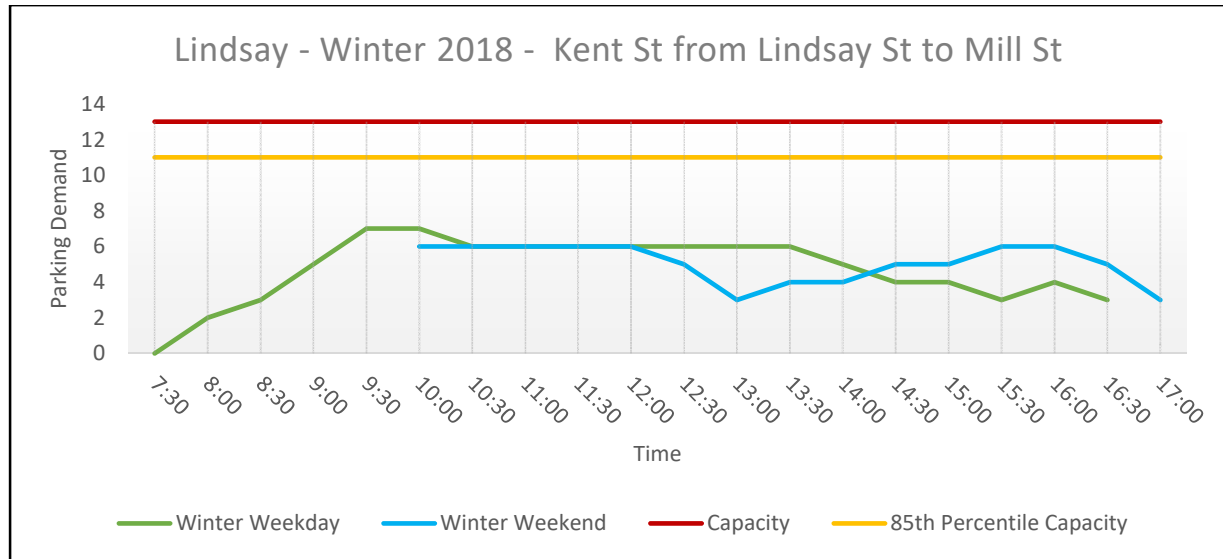


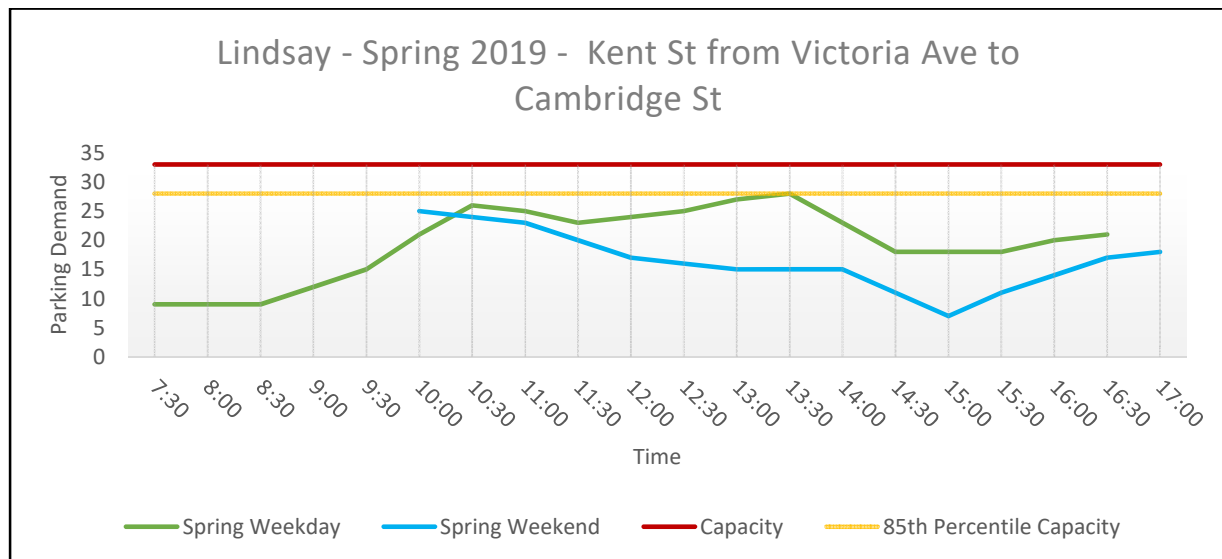
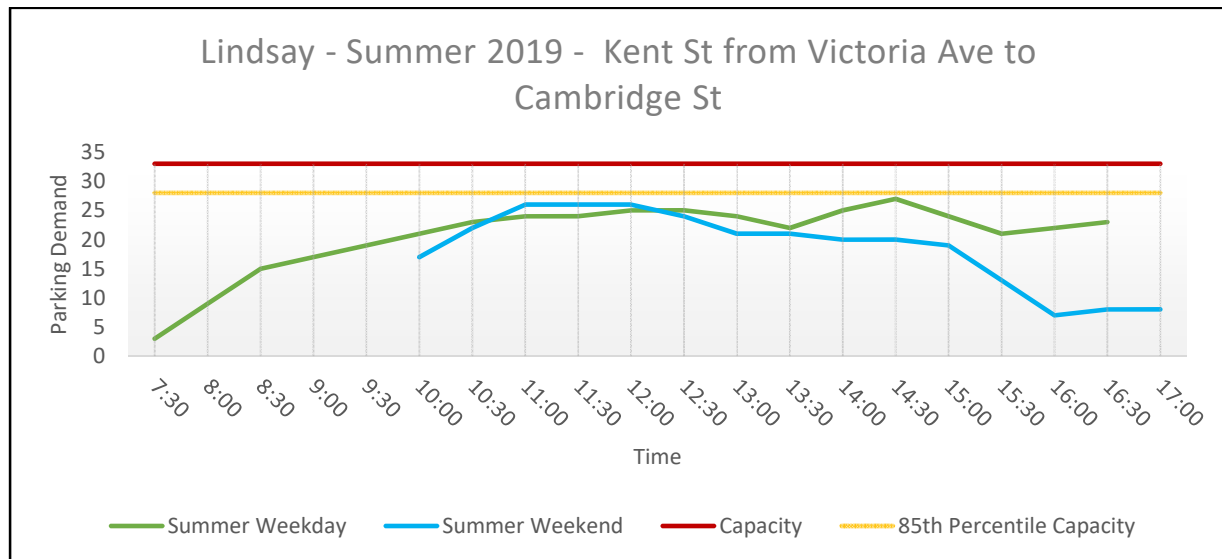
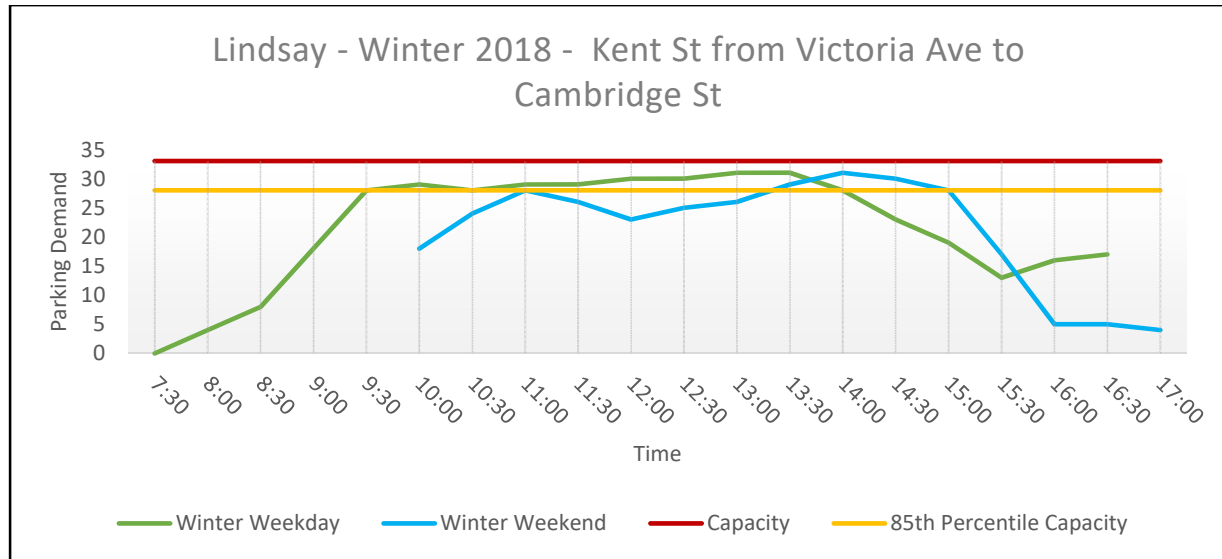
Lindsay Core Area

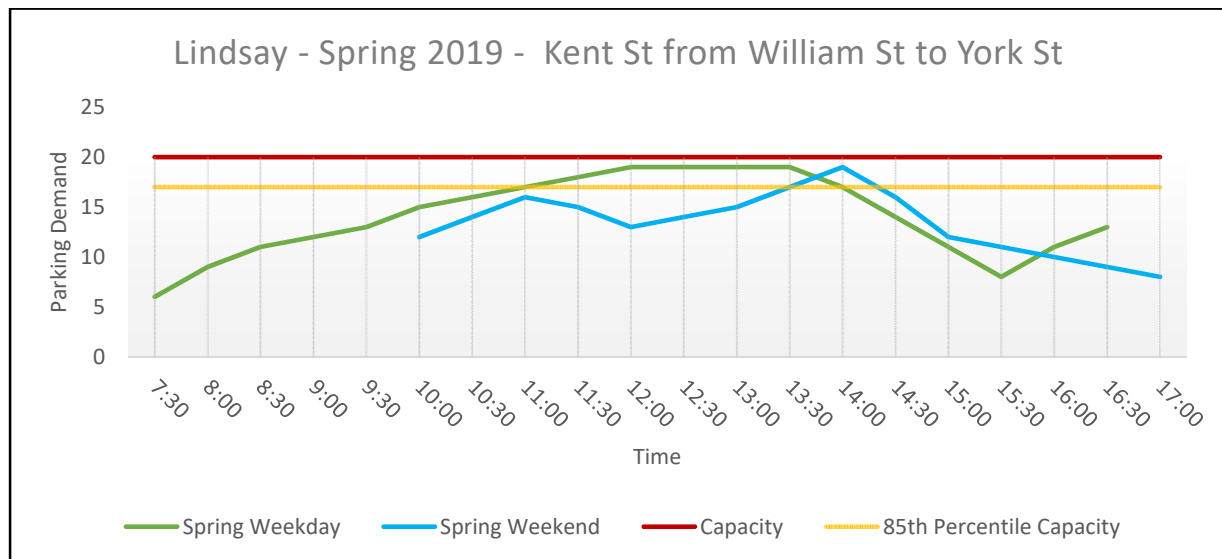
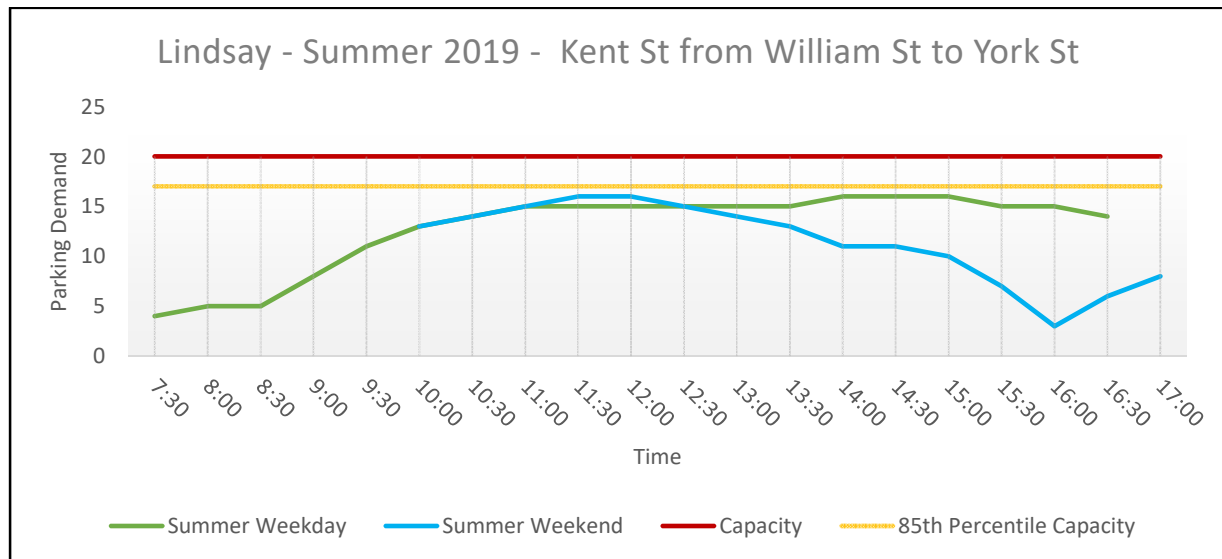
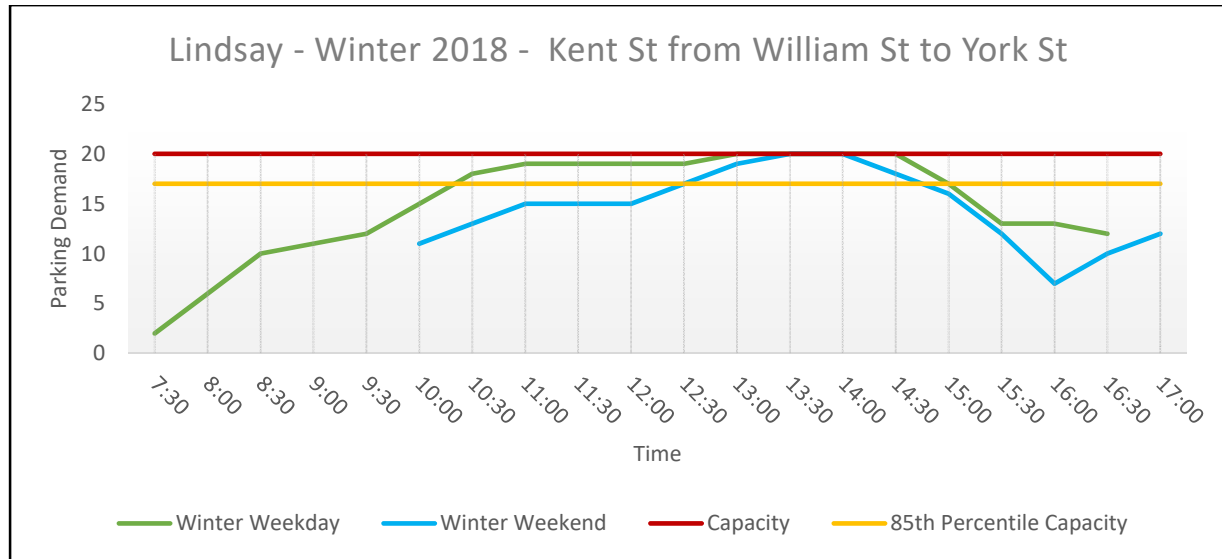
On-Street Segments

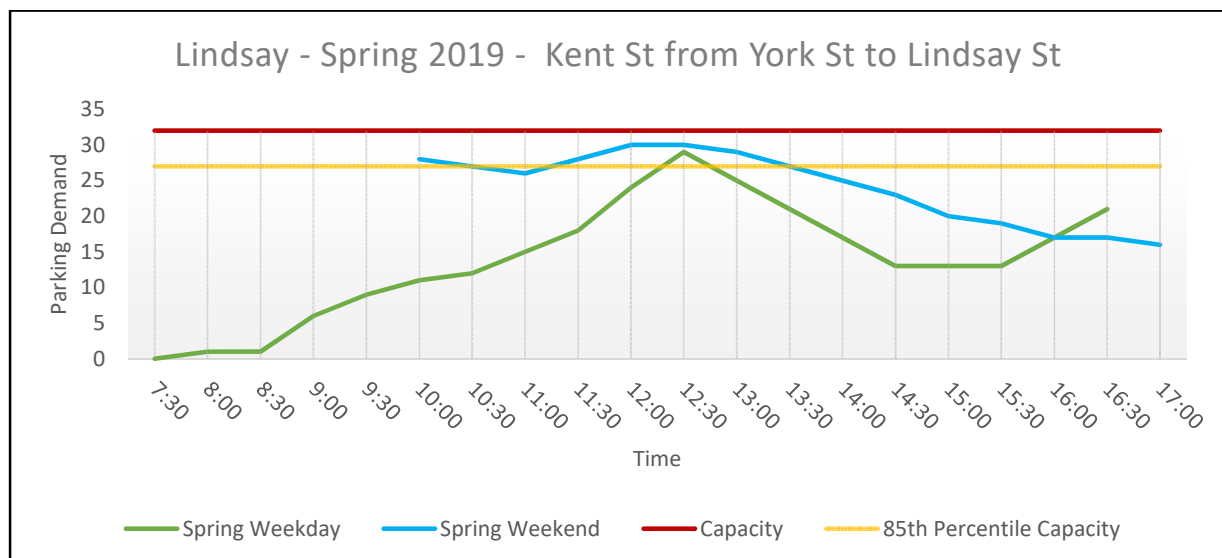
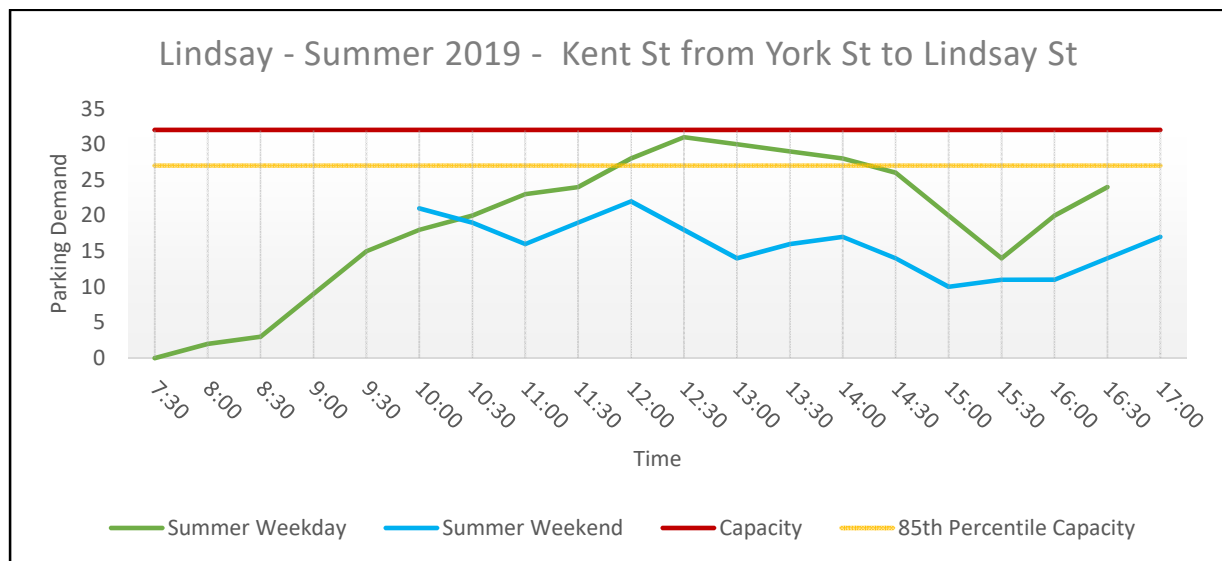
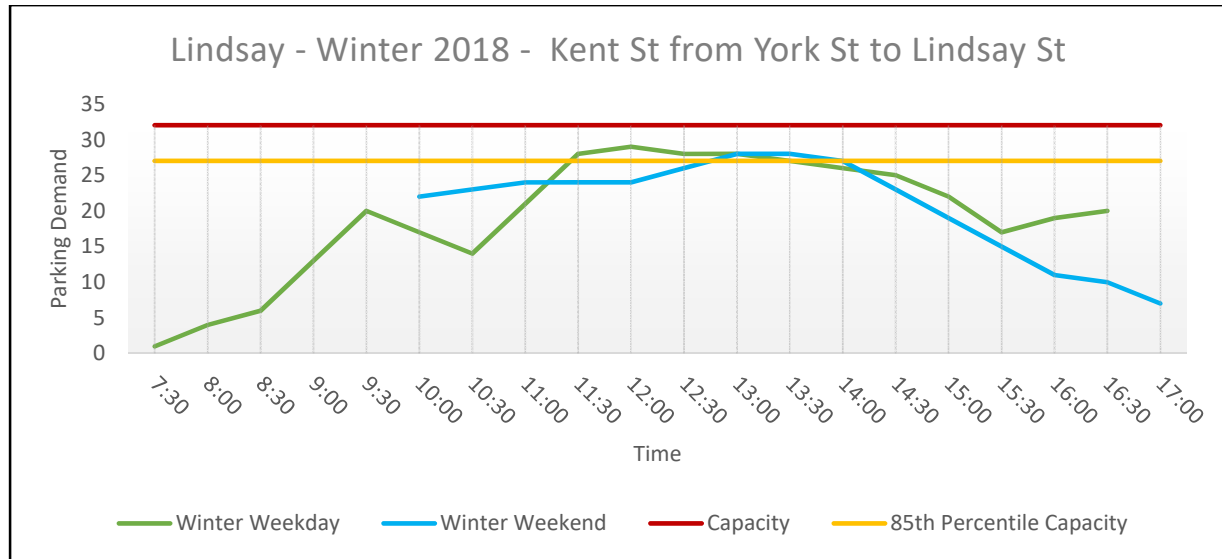


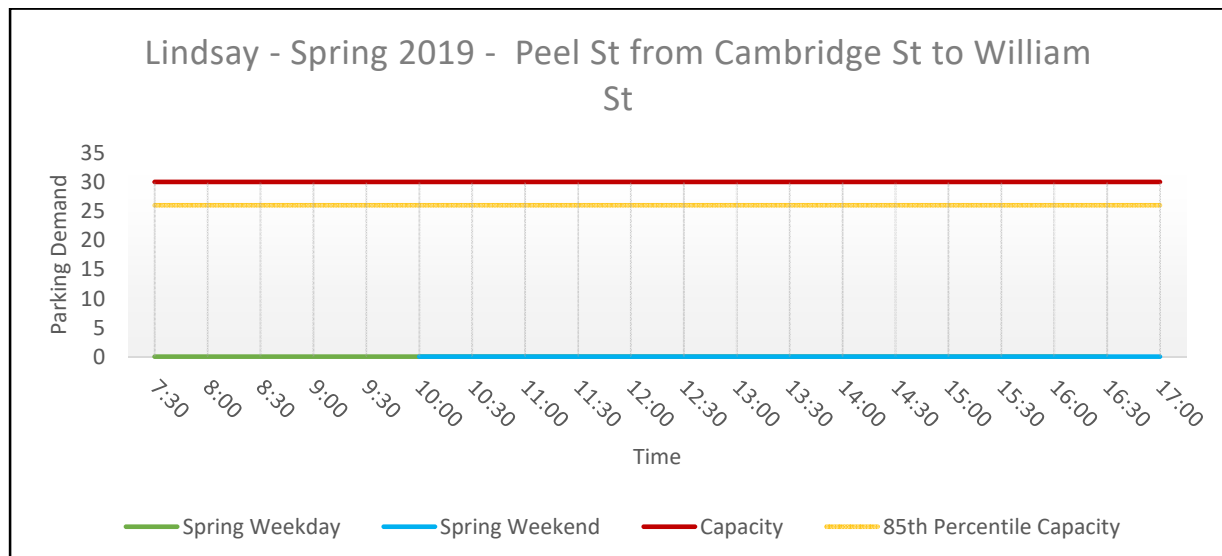
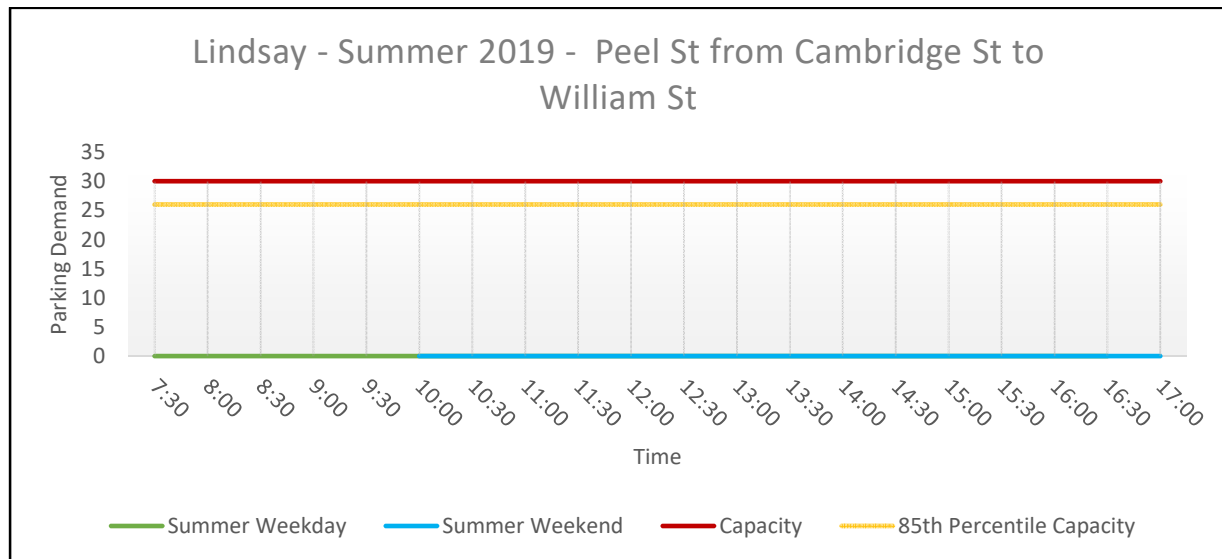
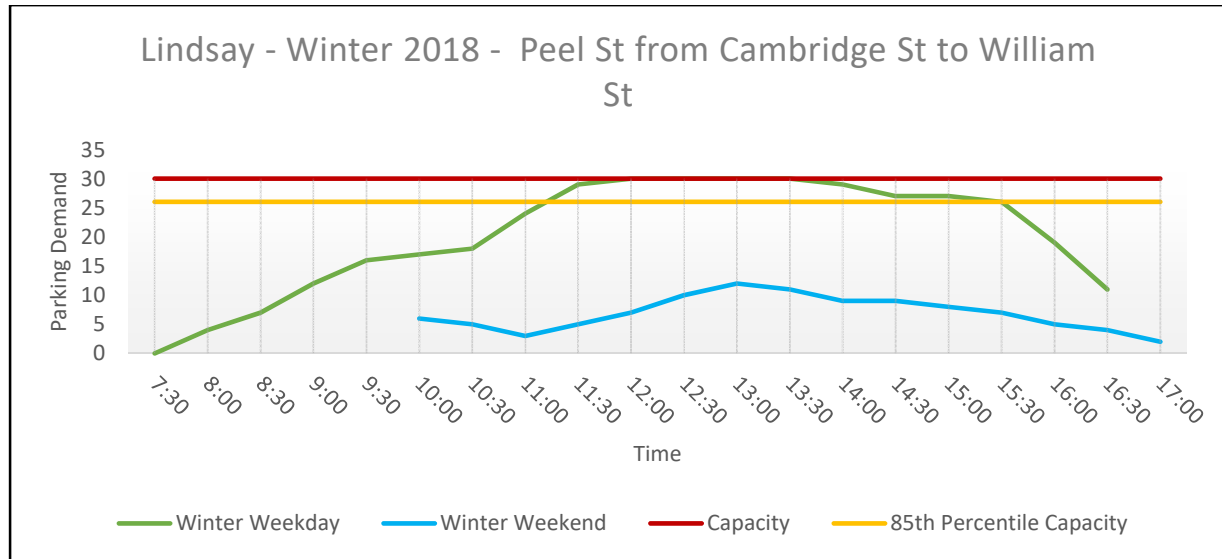


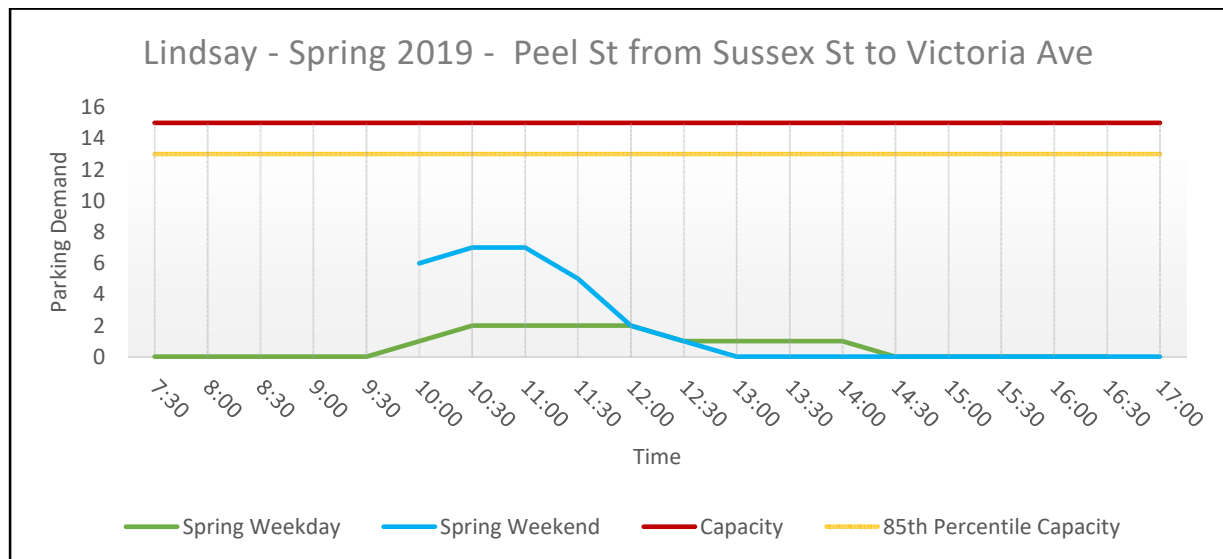
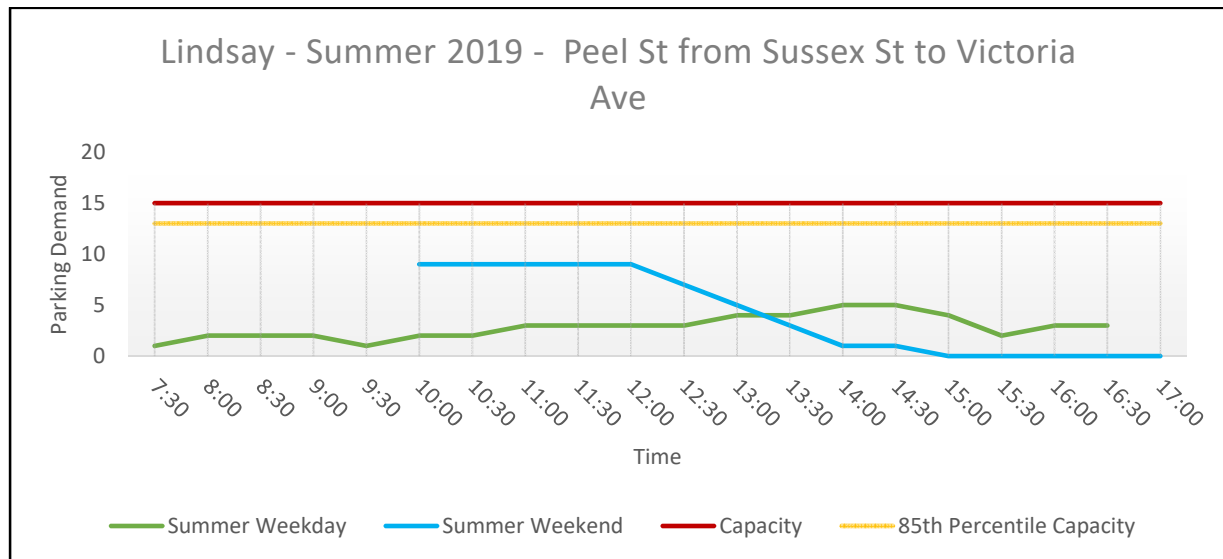
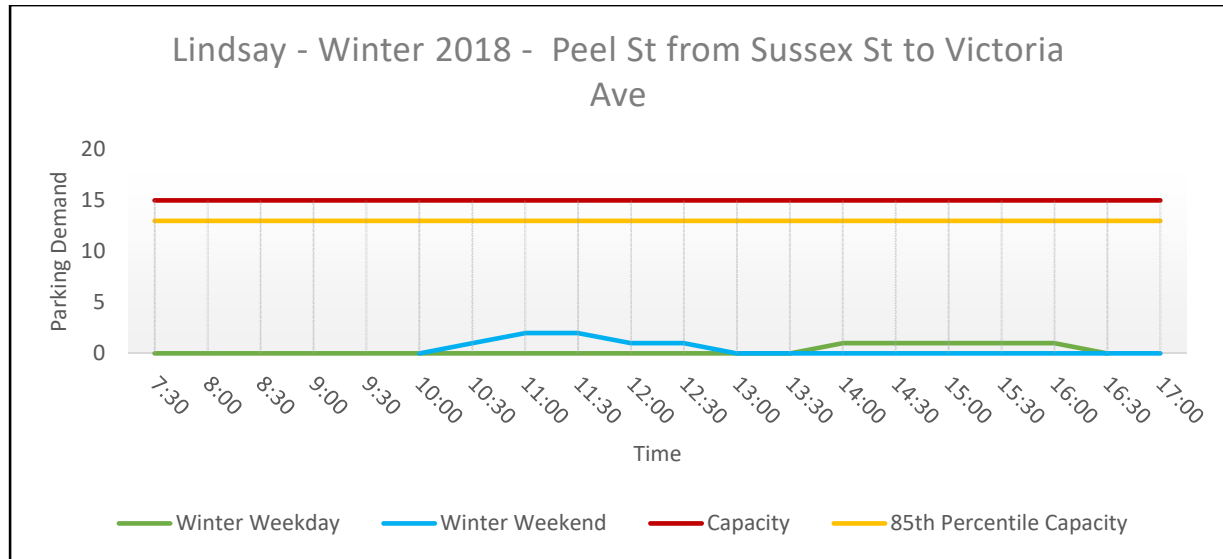


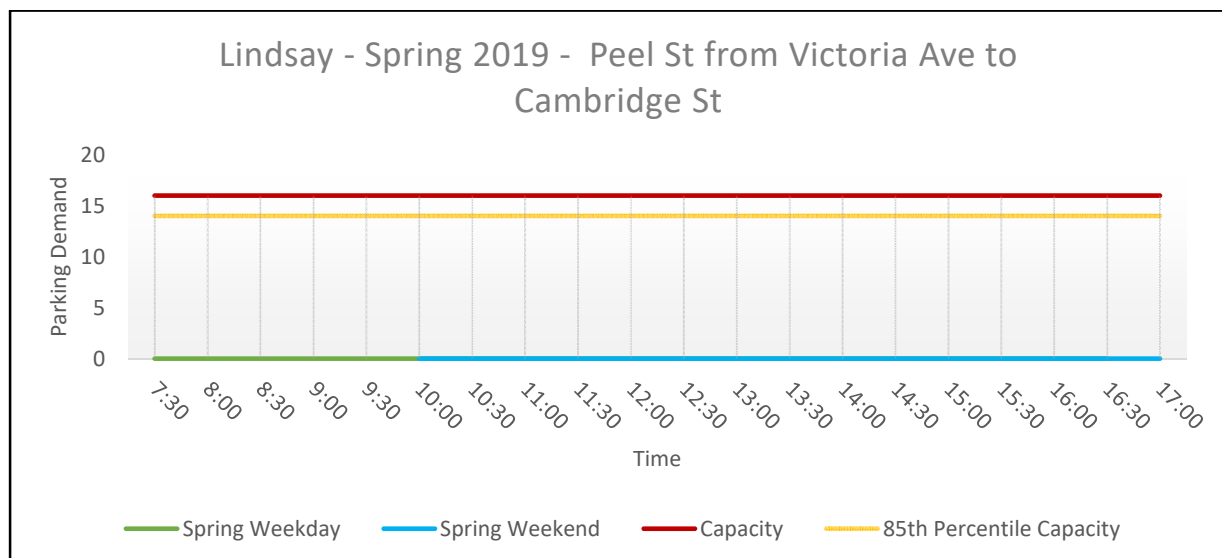
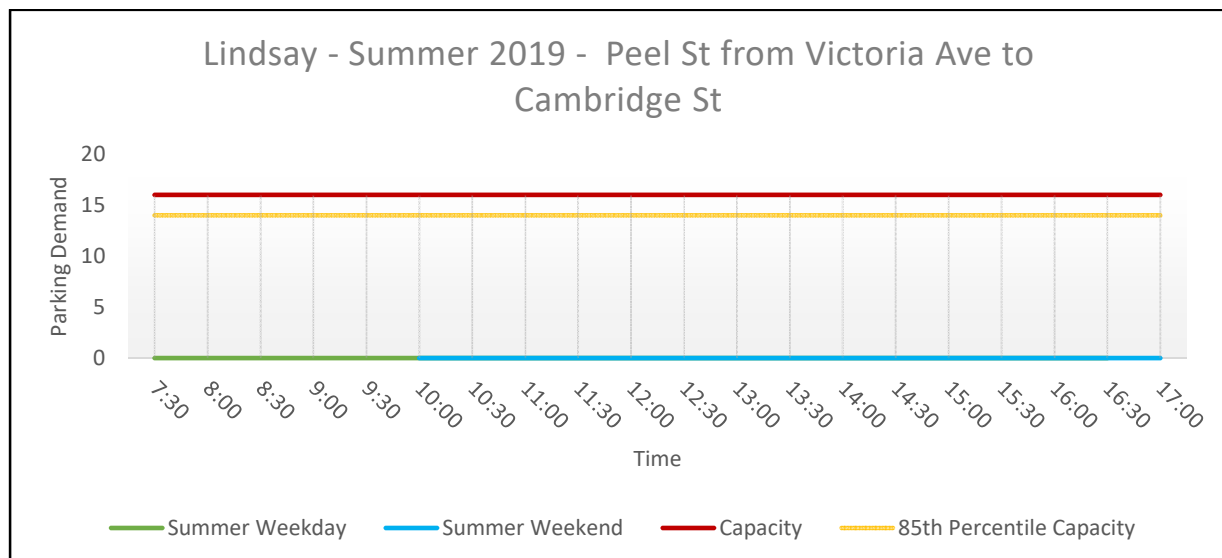
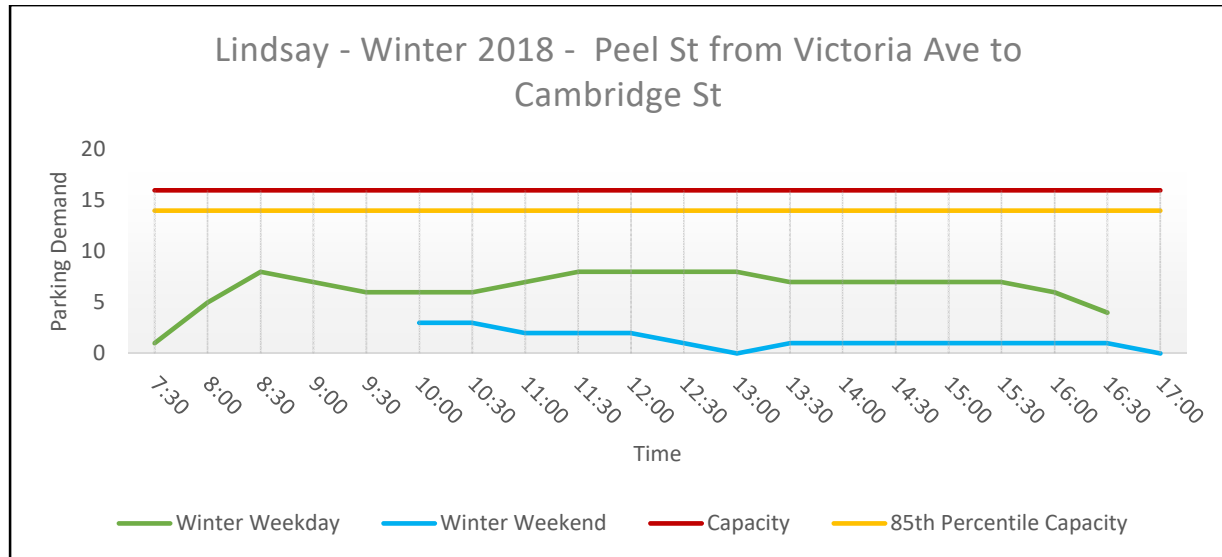


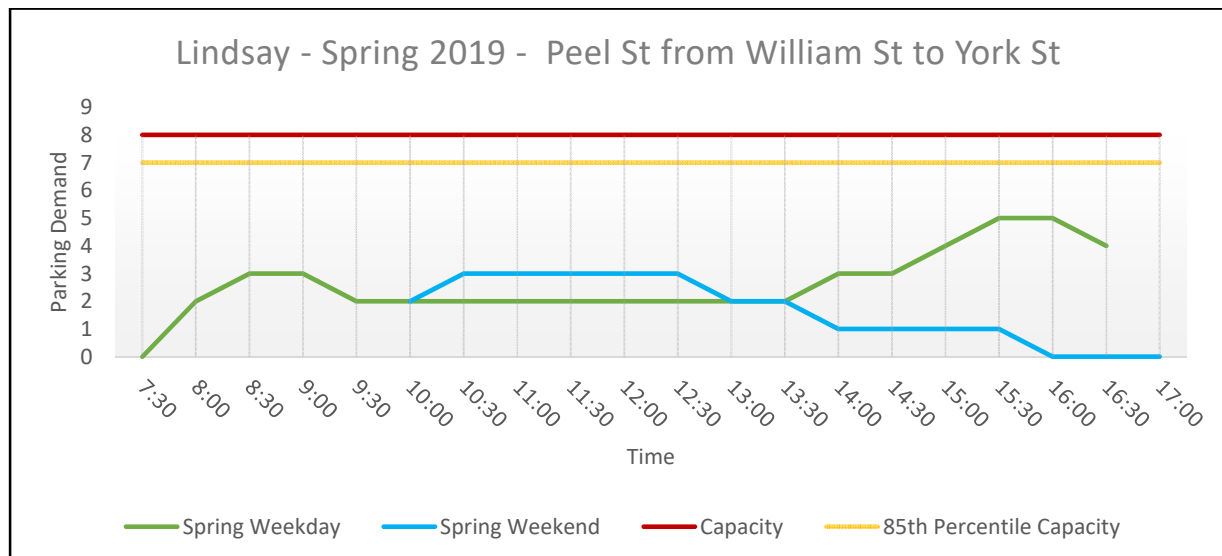
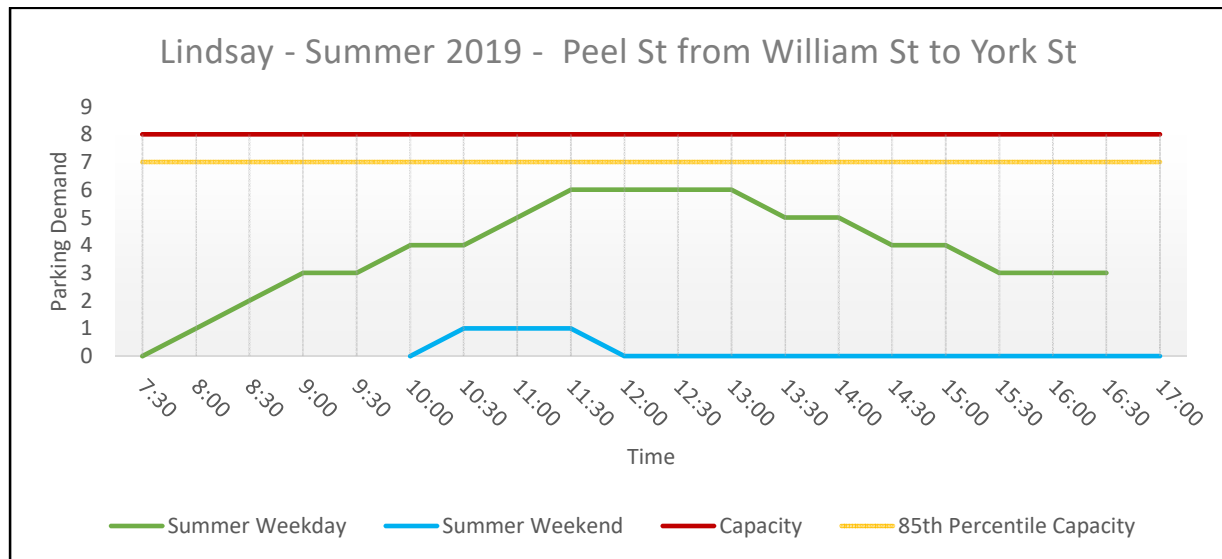
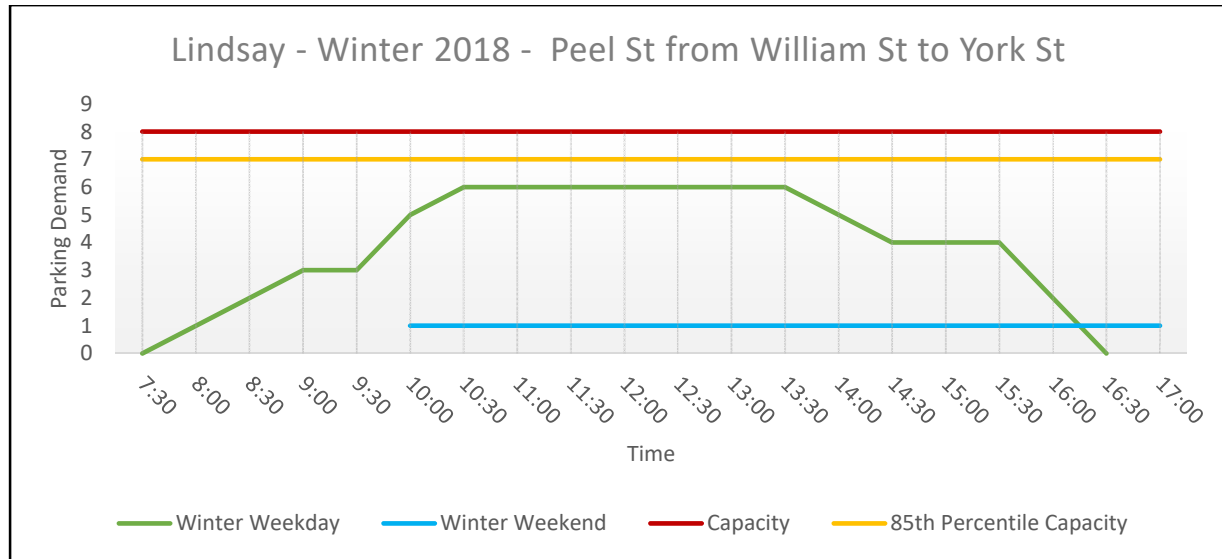


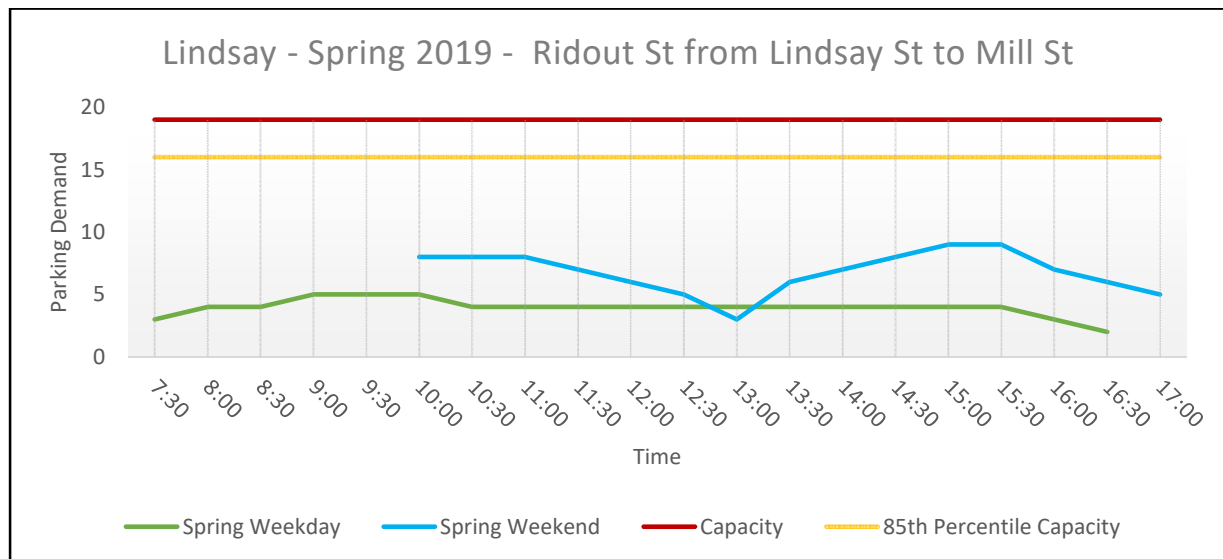
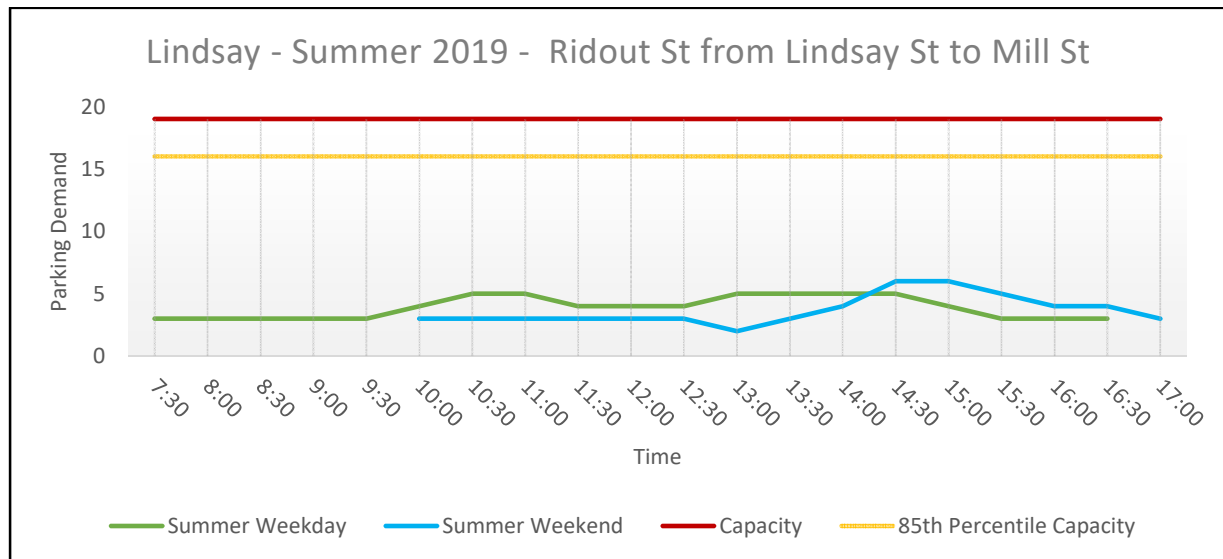
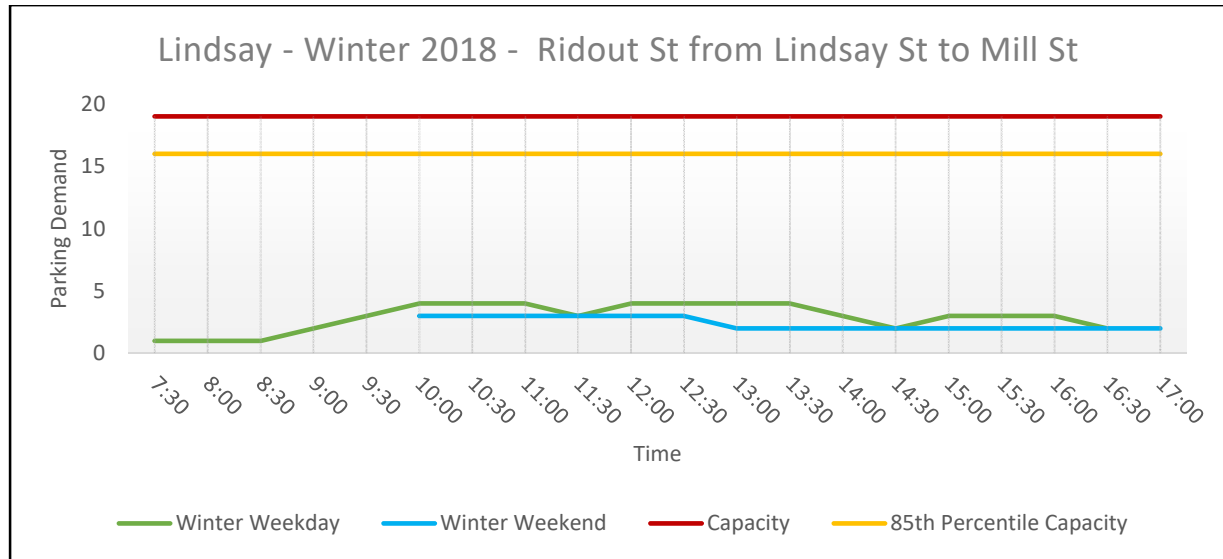


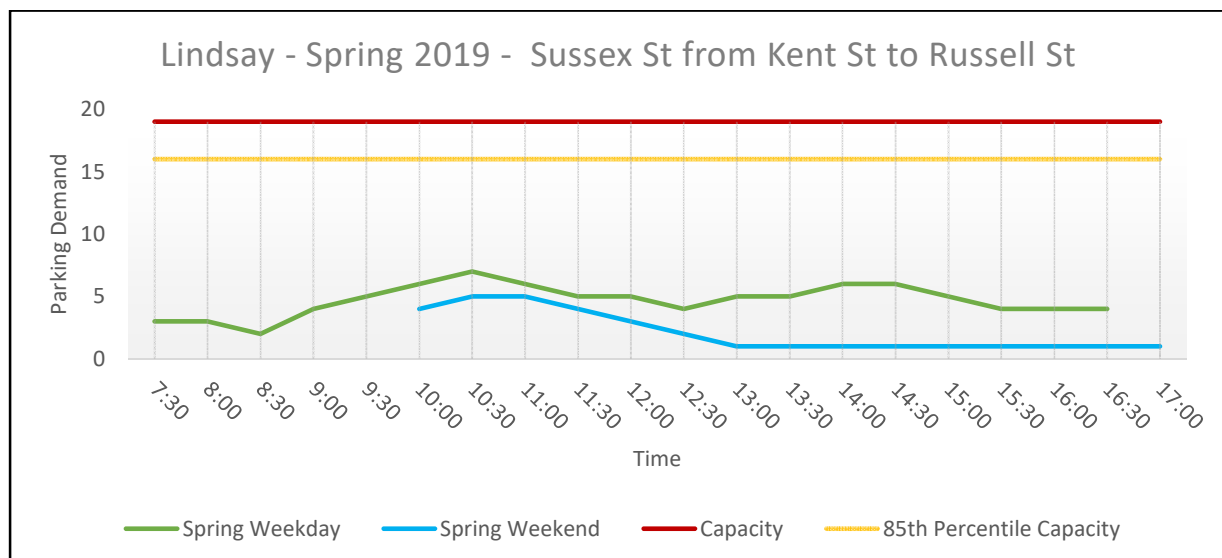
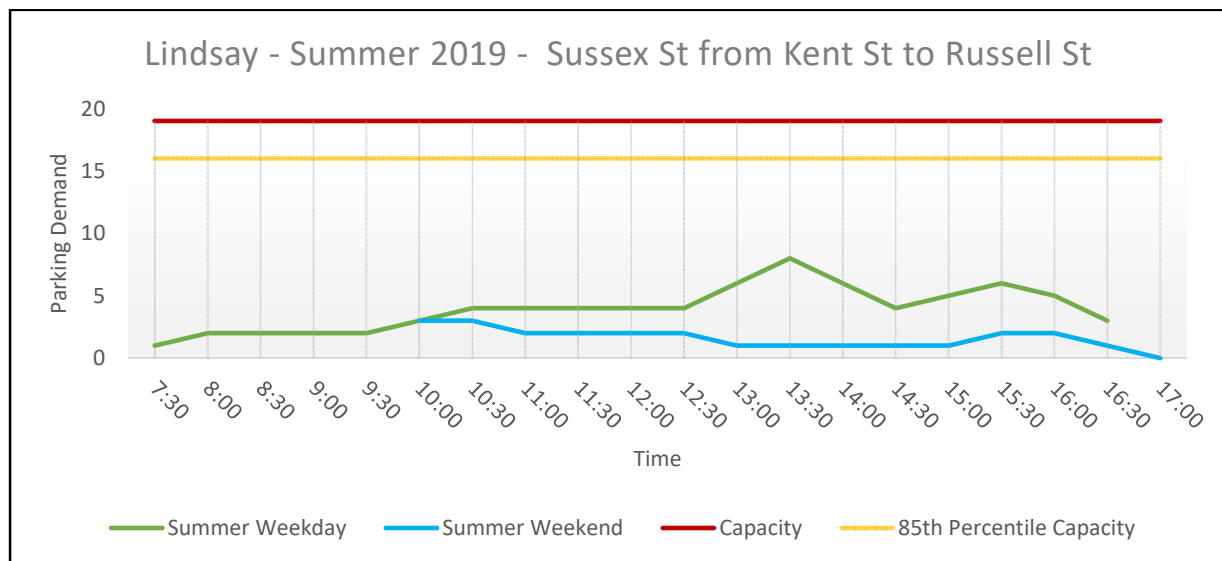
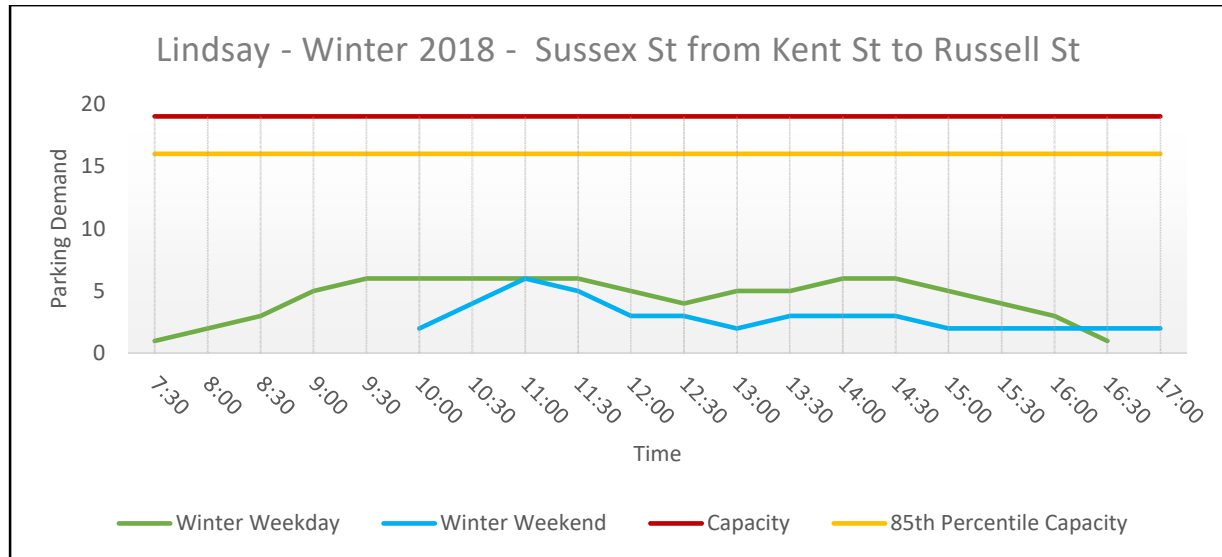


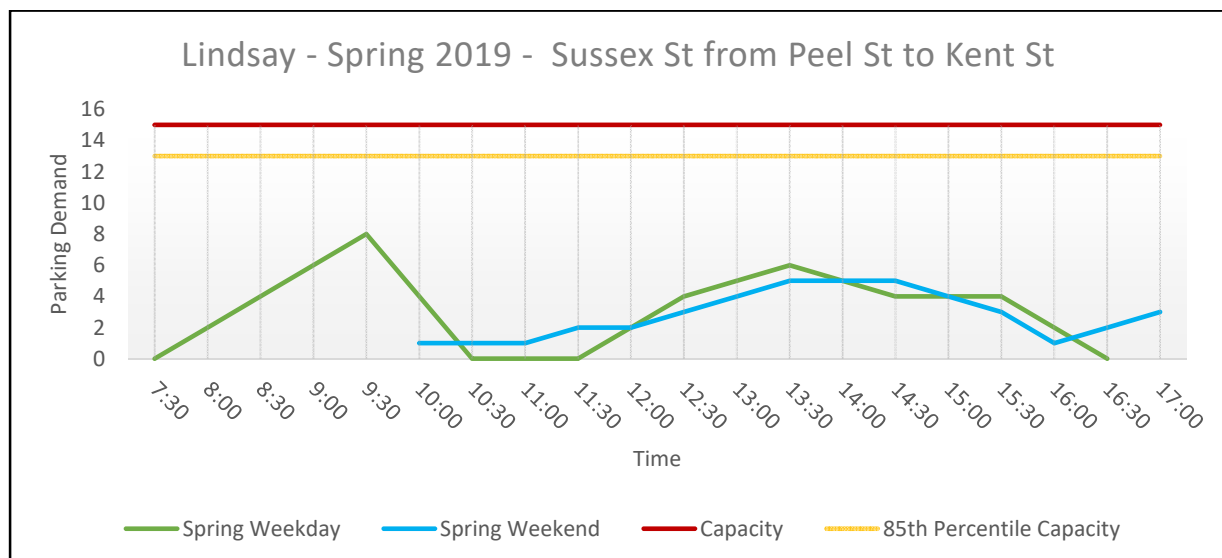
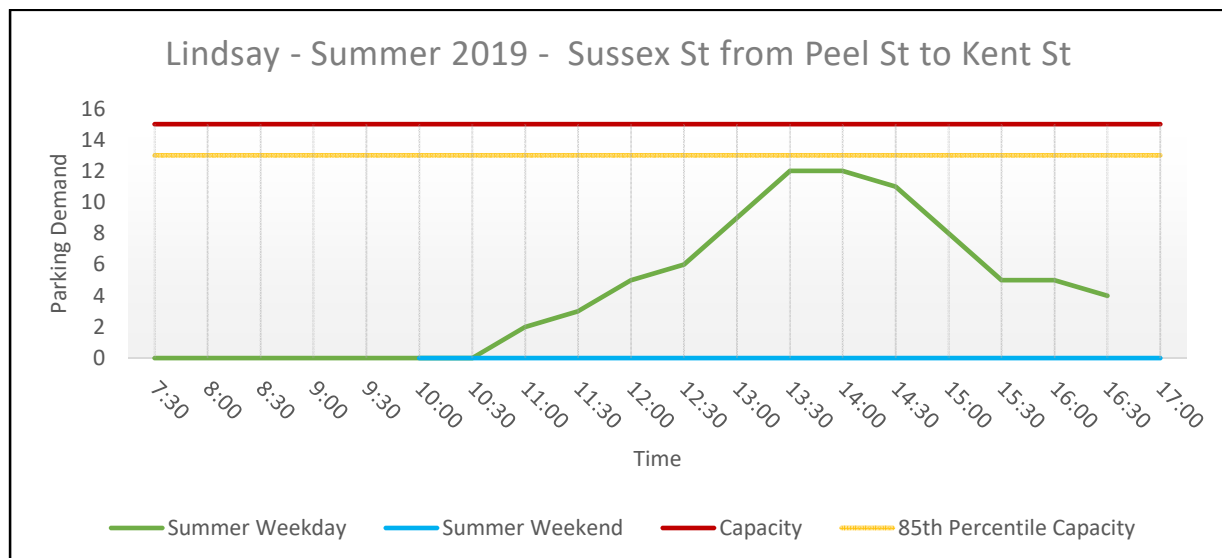
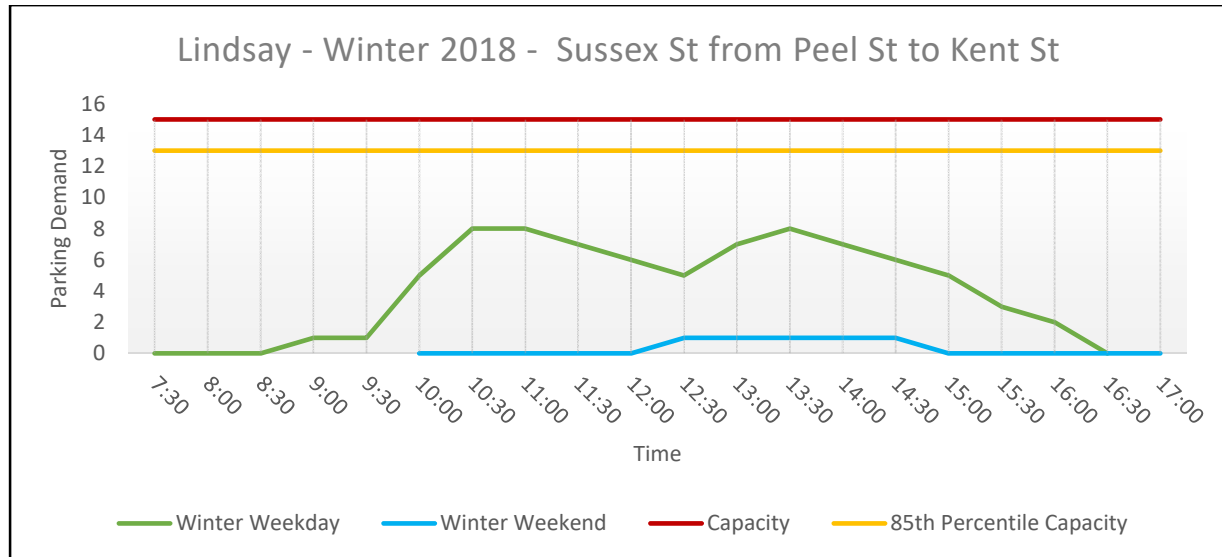


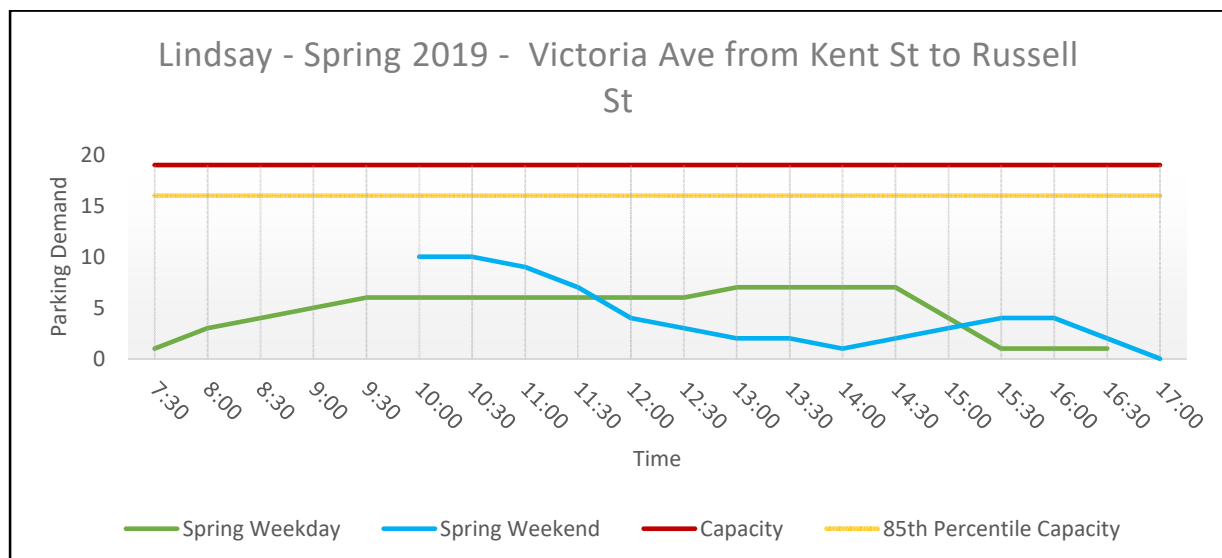
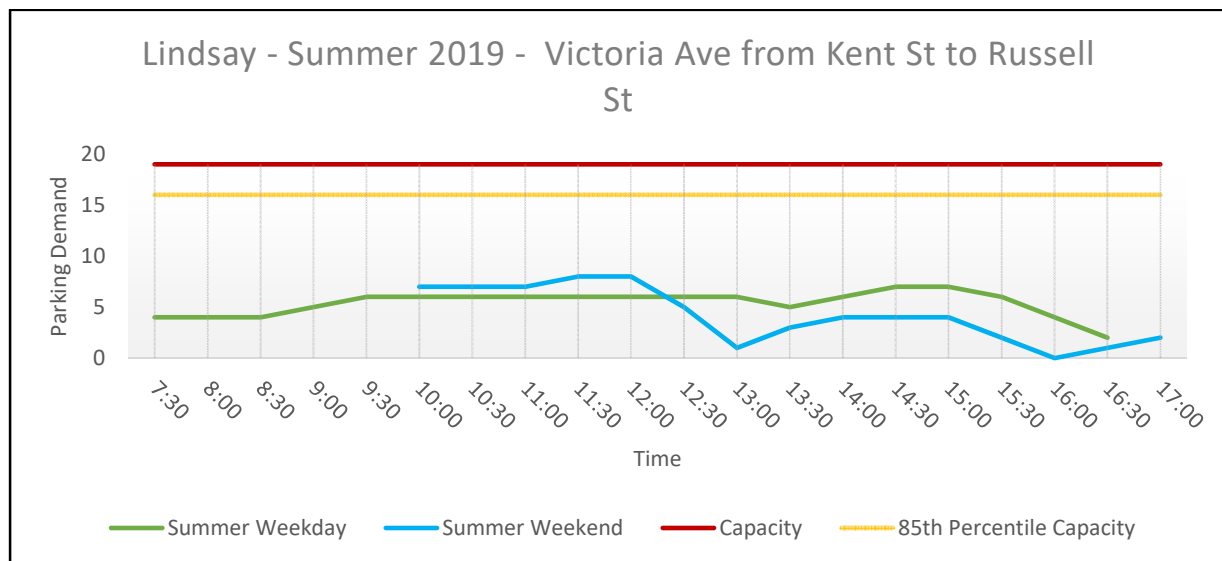
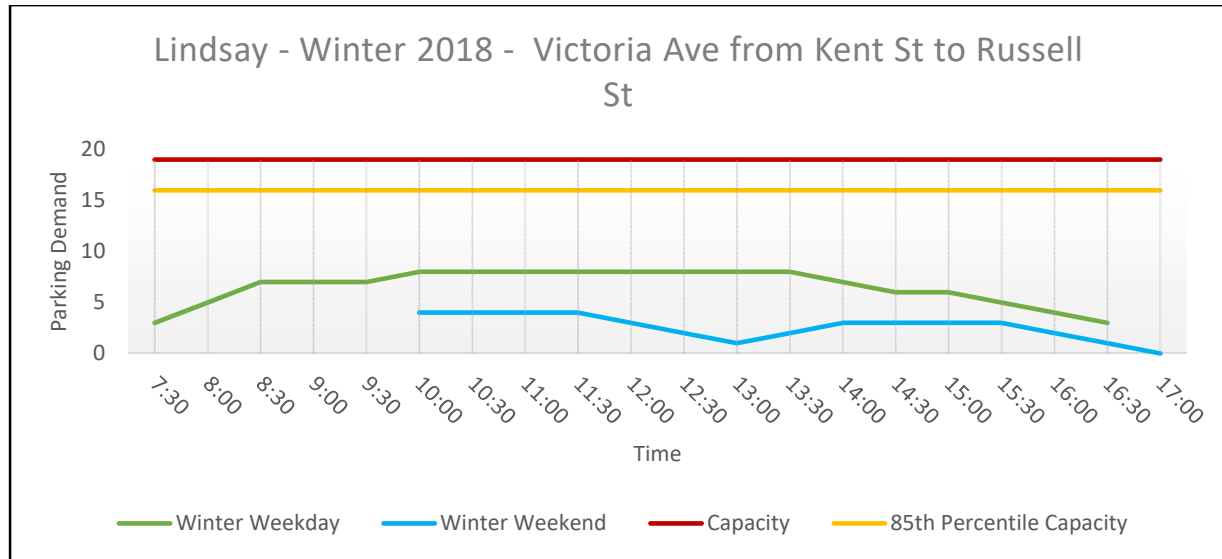


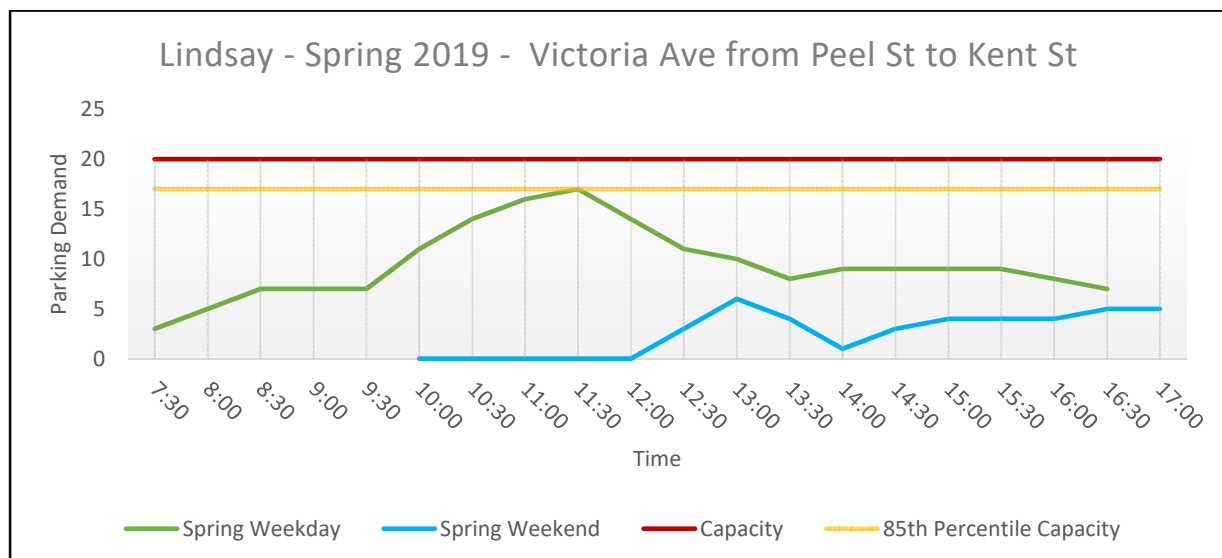
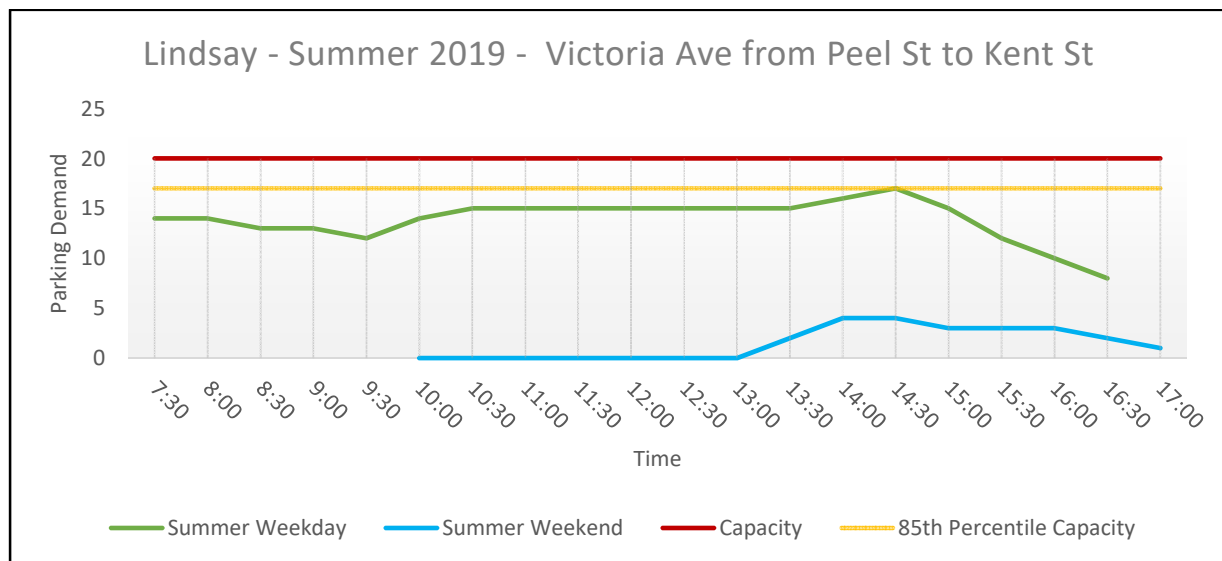
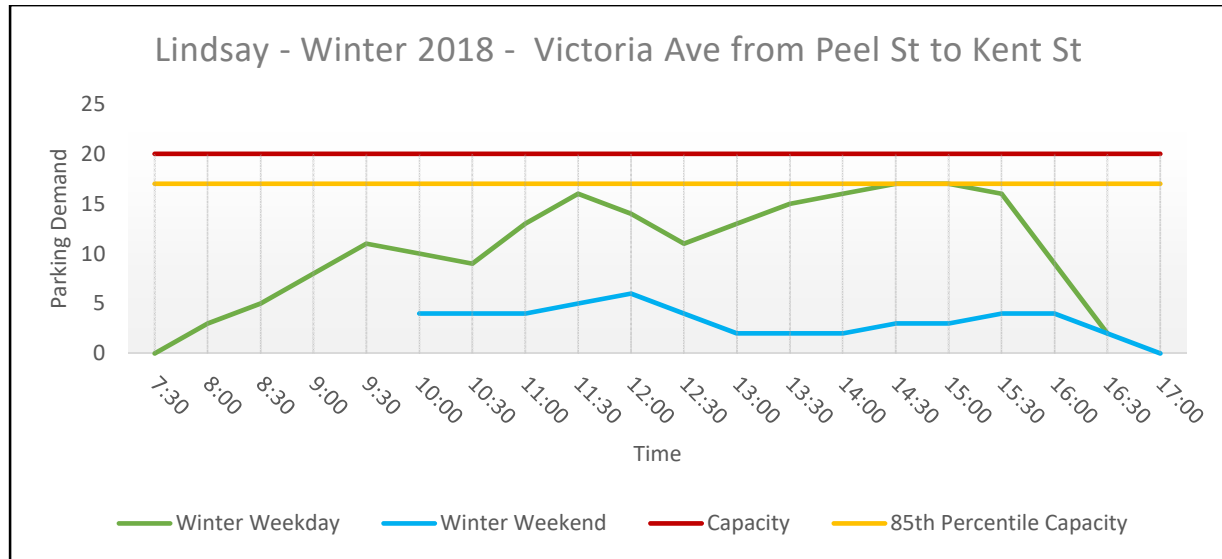


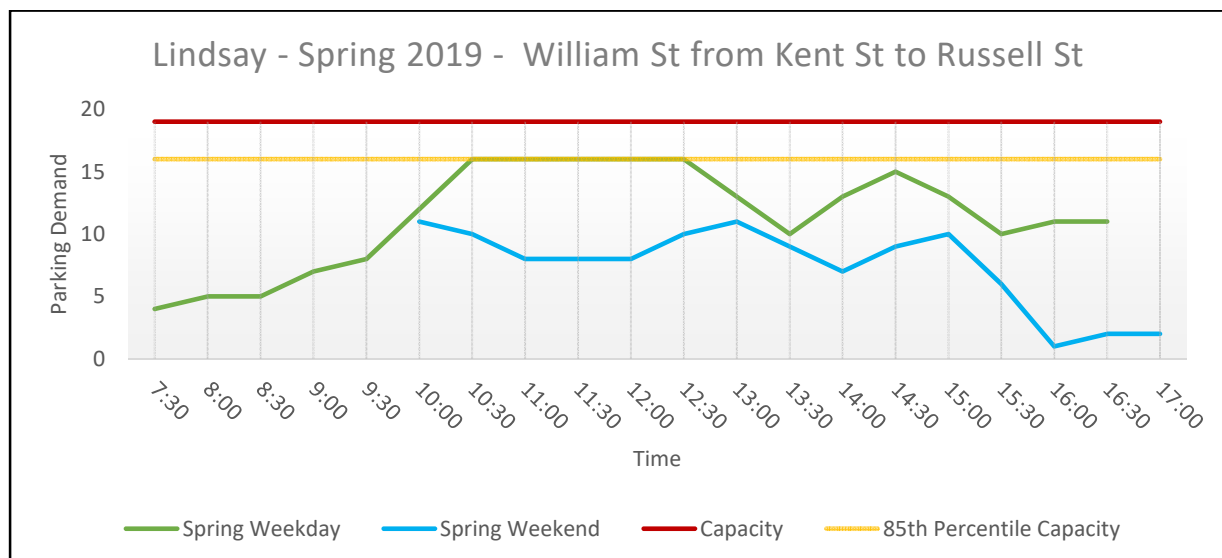
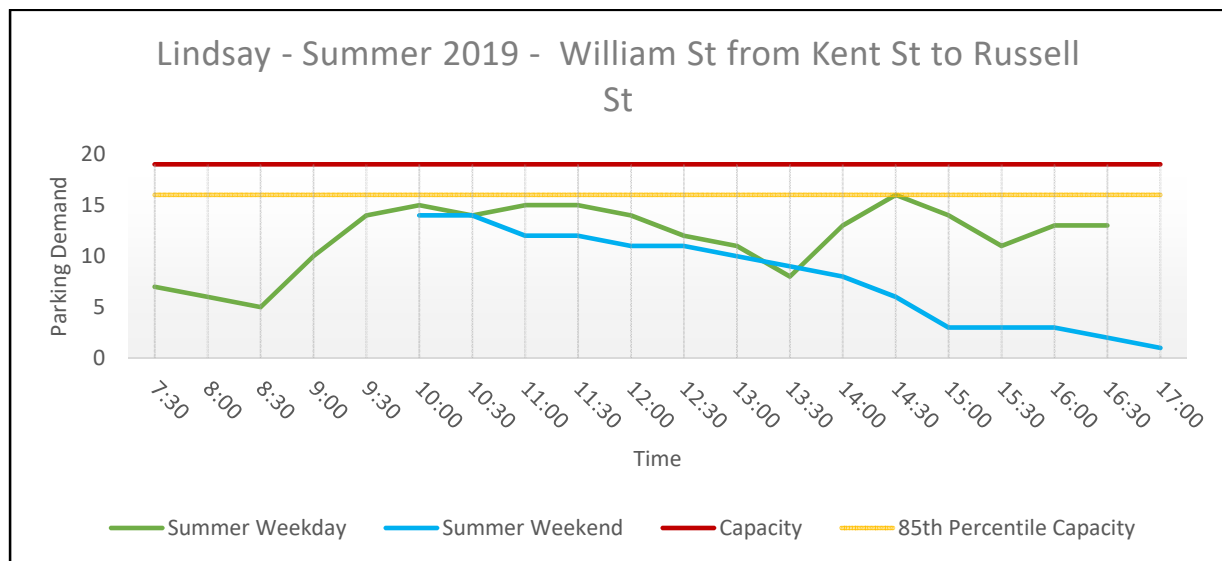
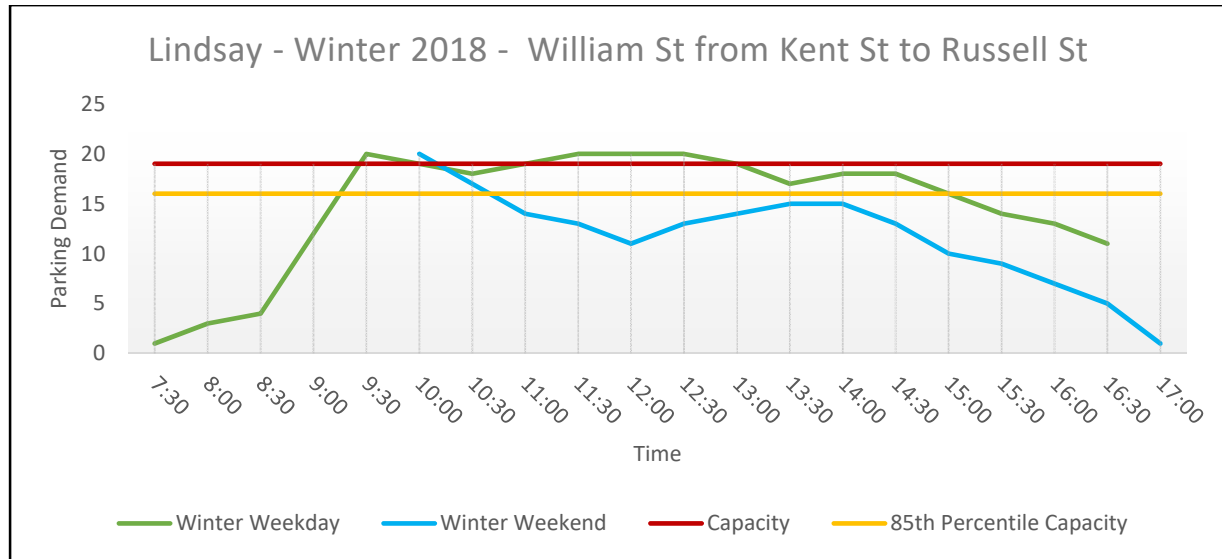


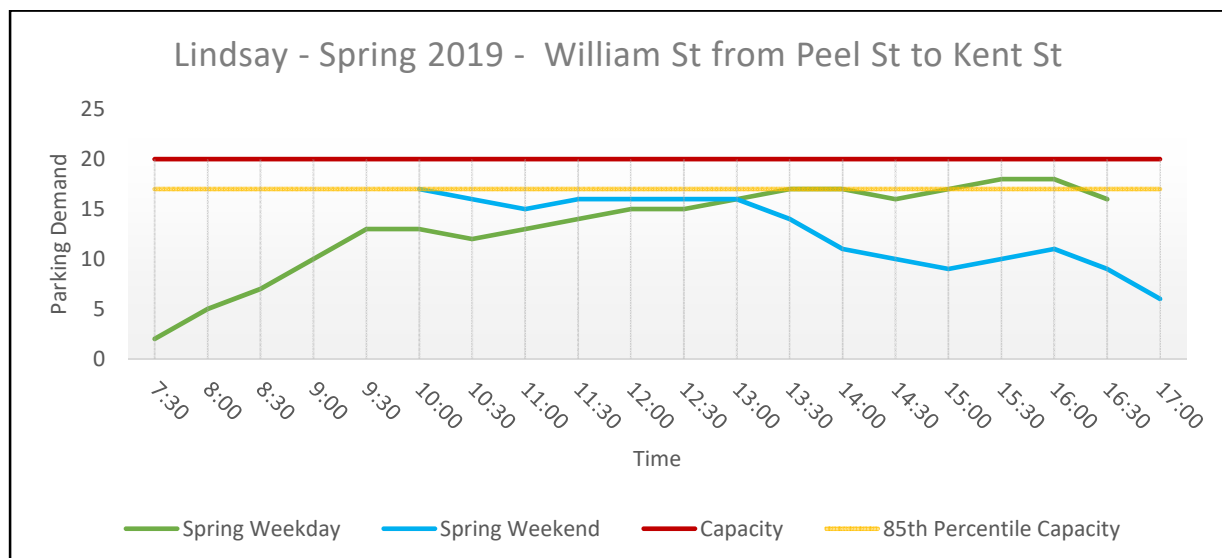
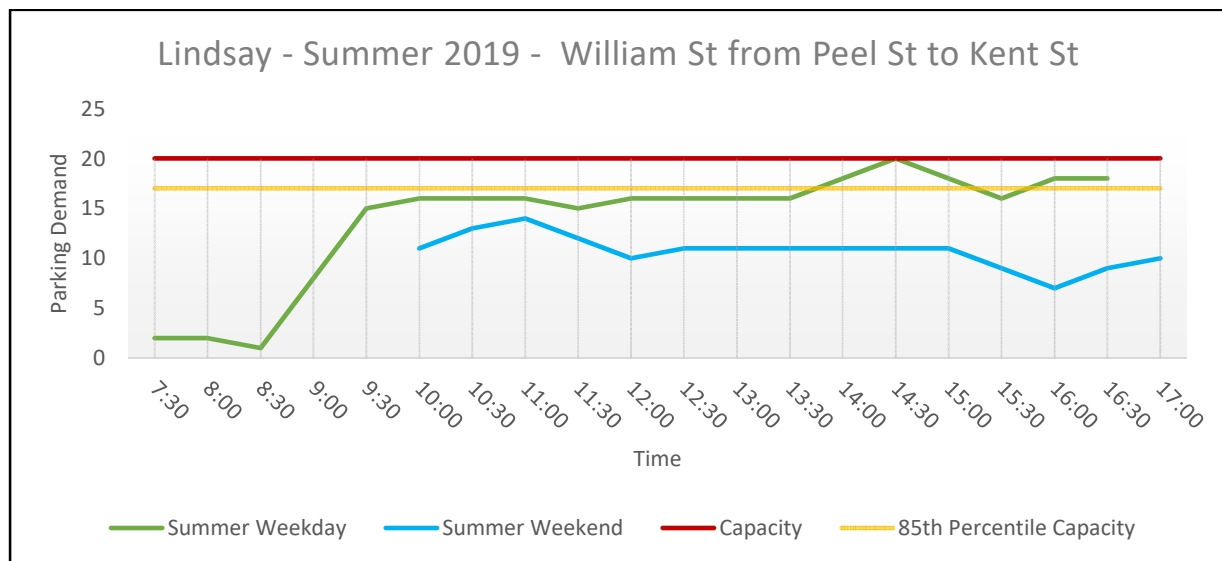
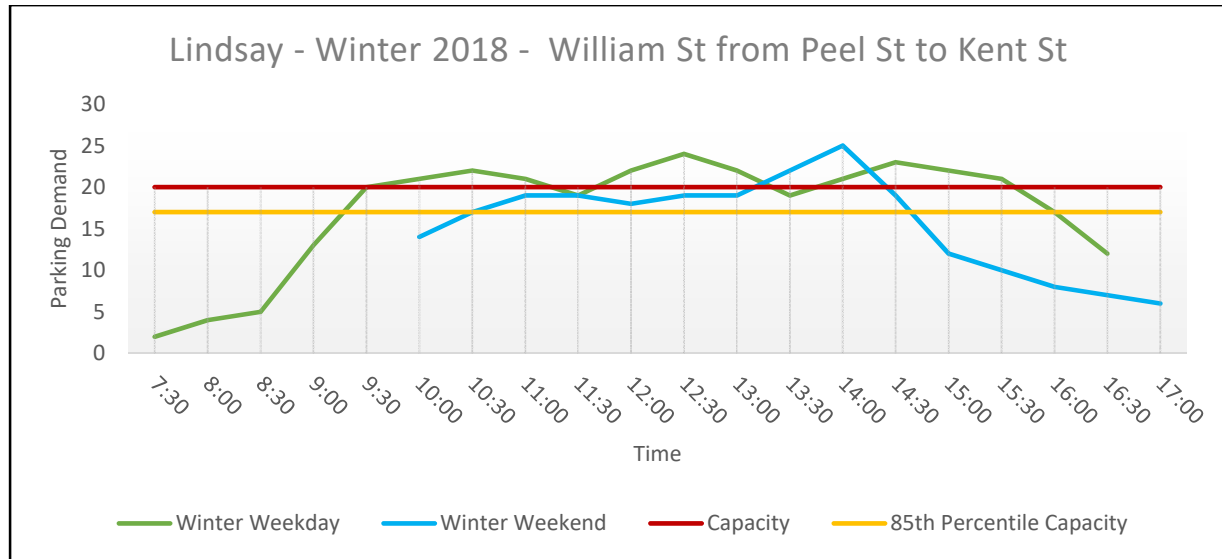


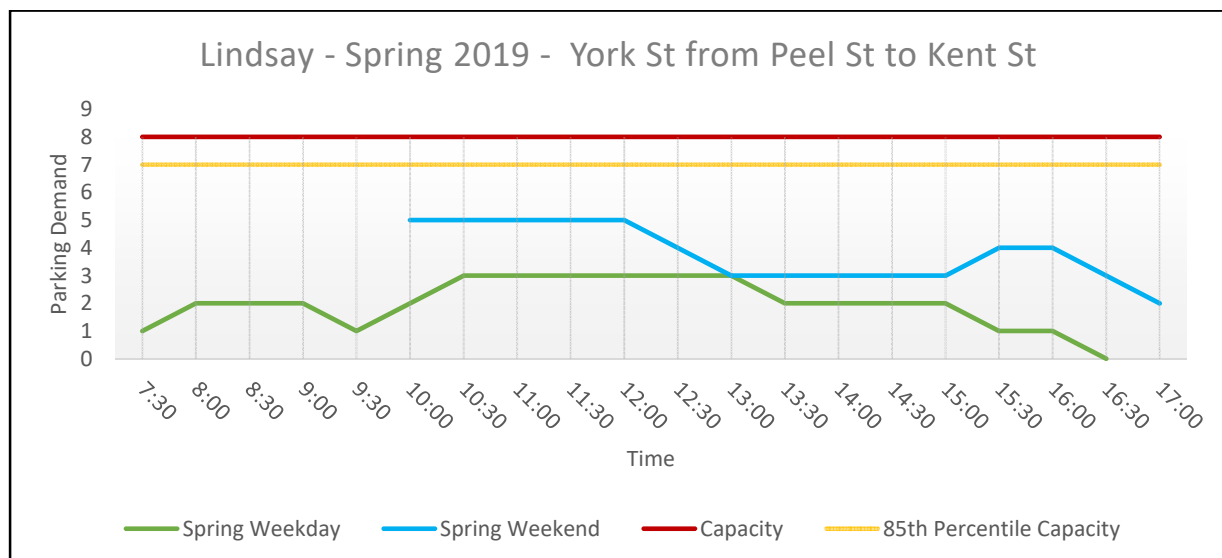
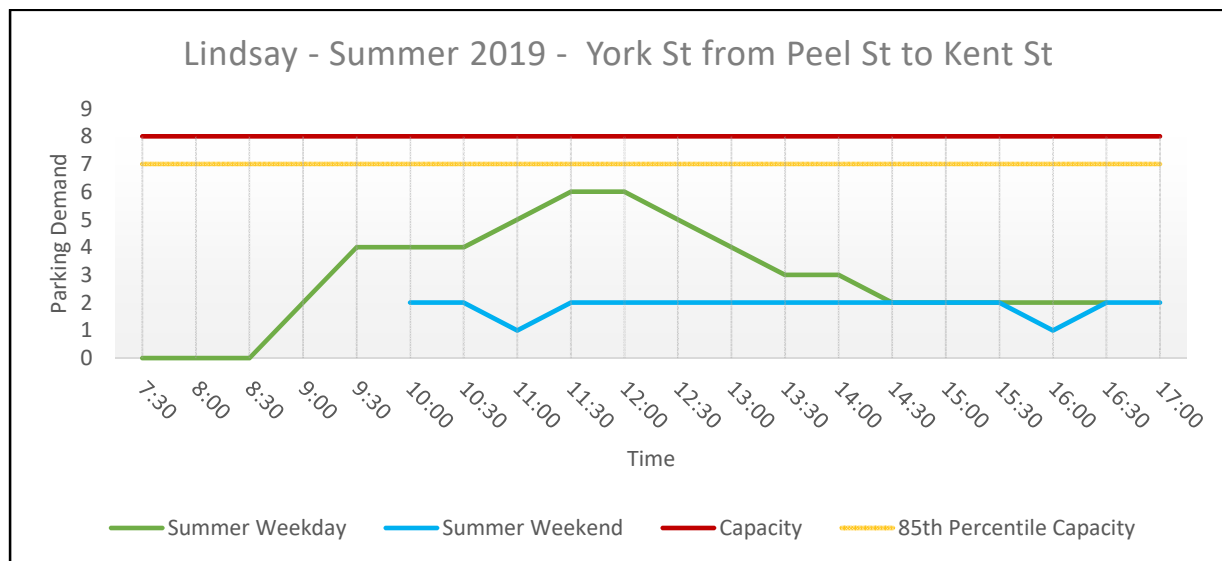
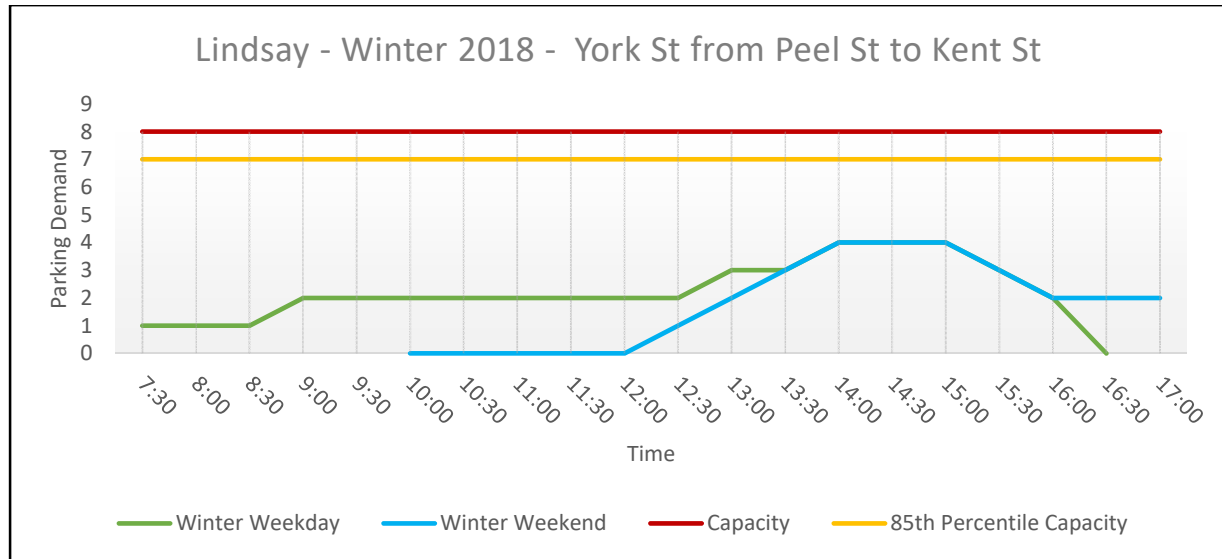






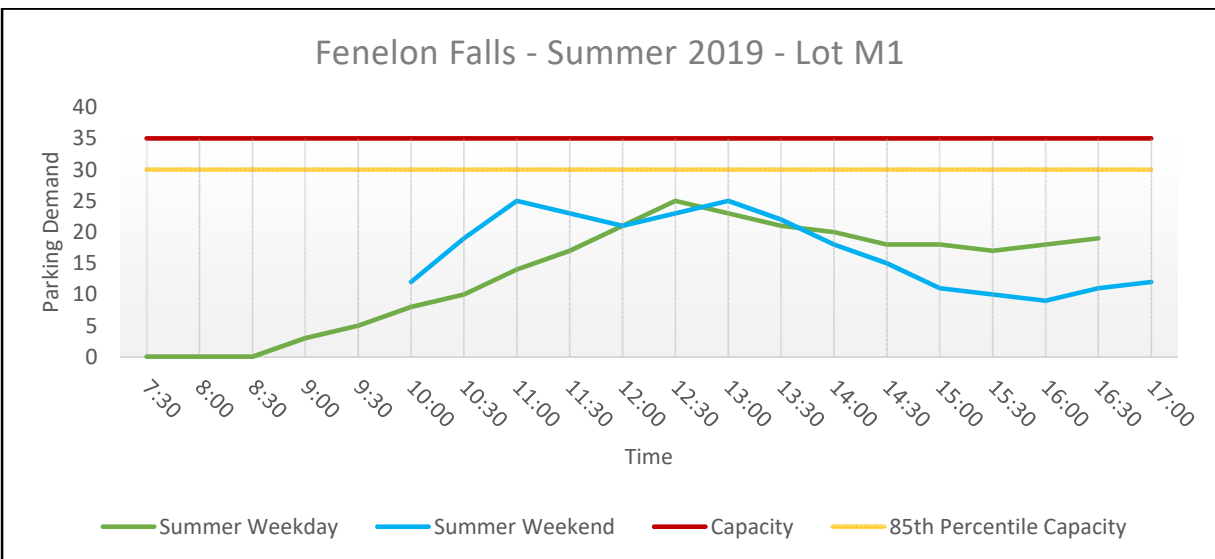
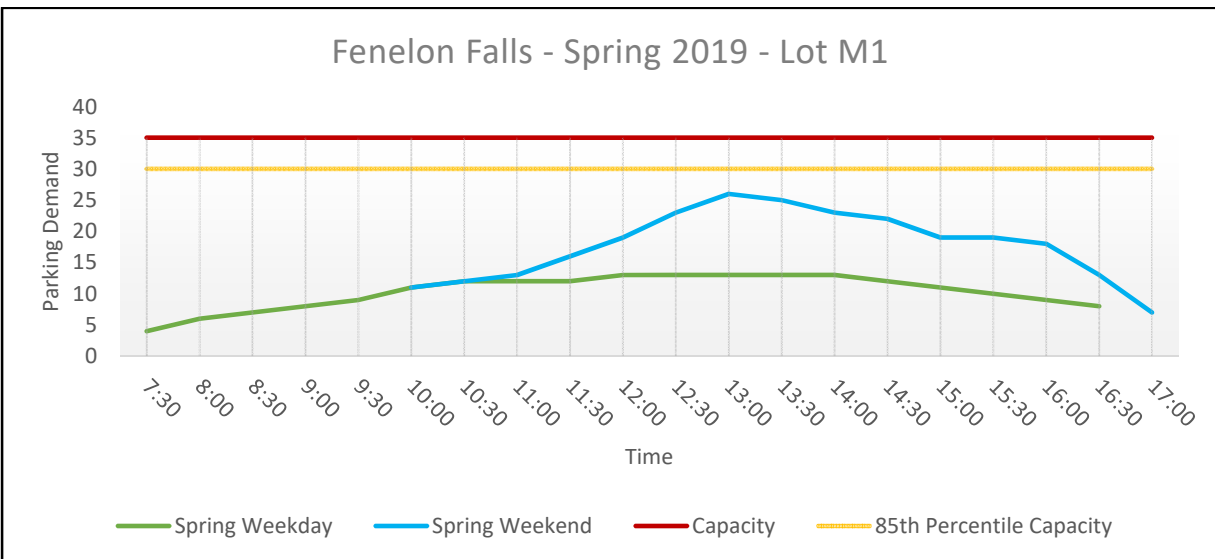
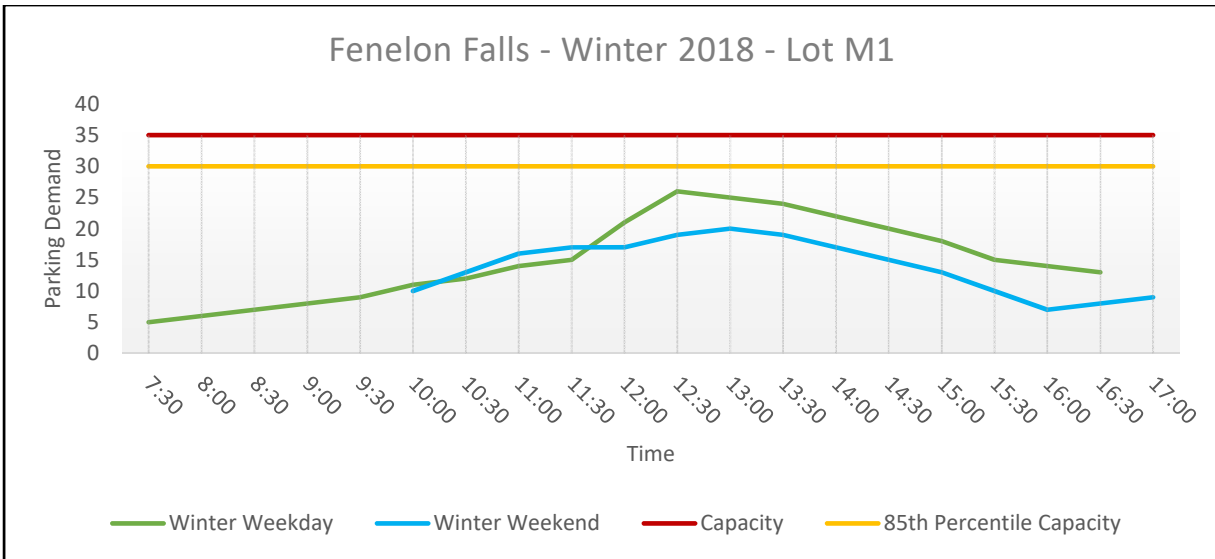


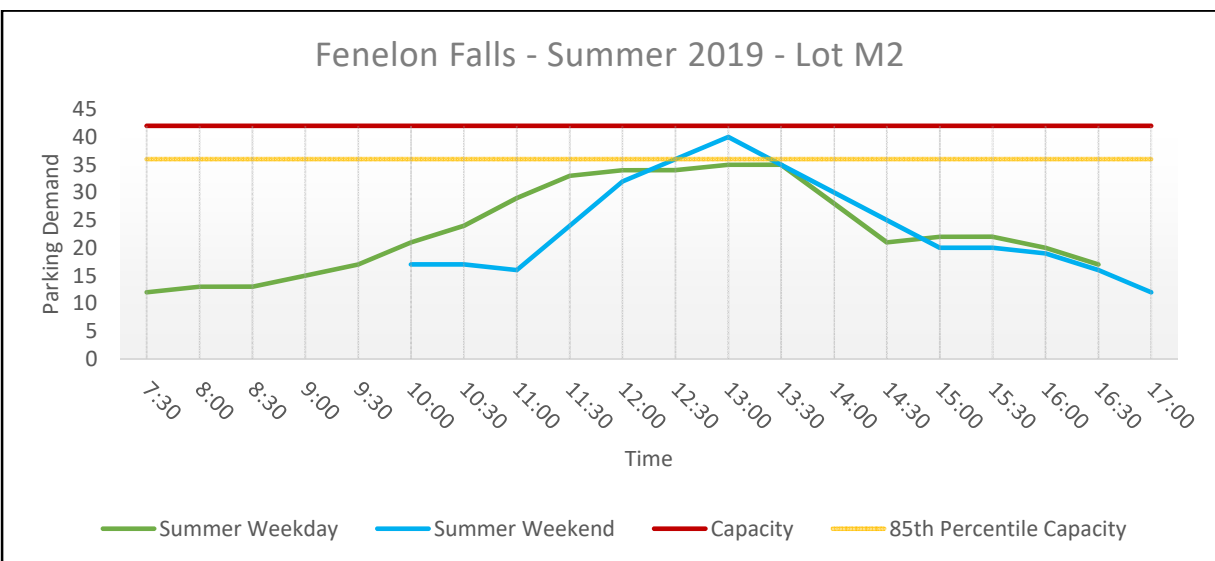
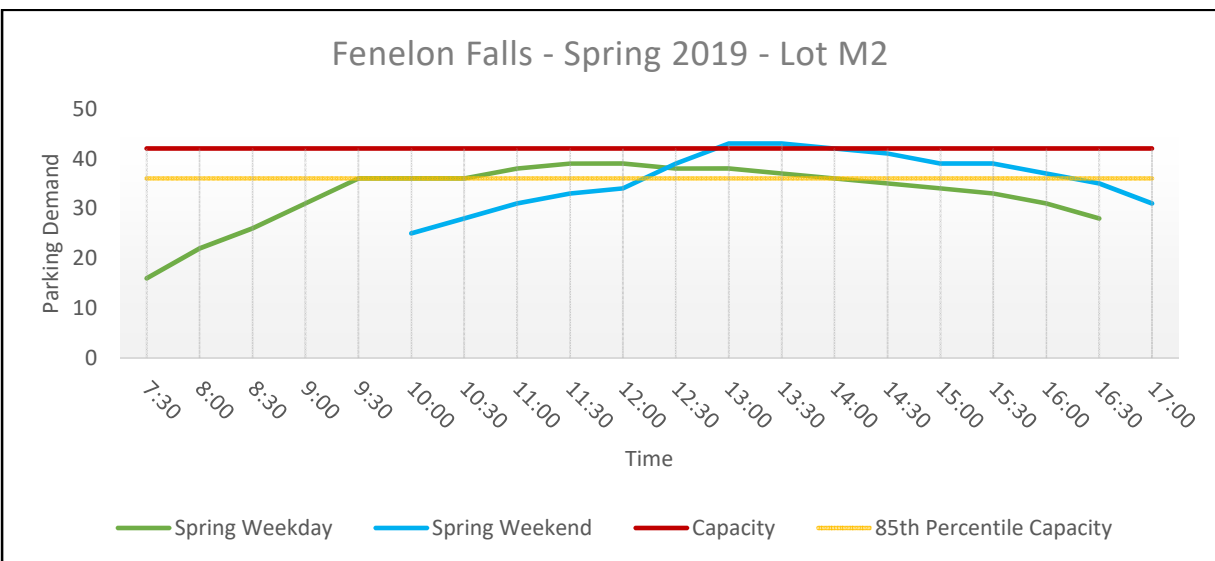
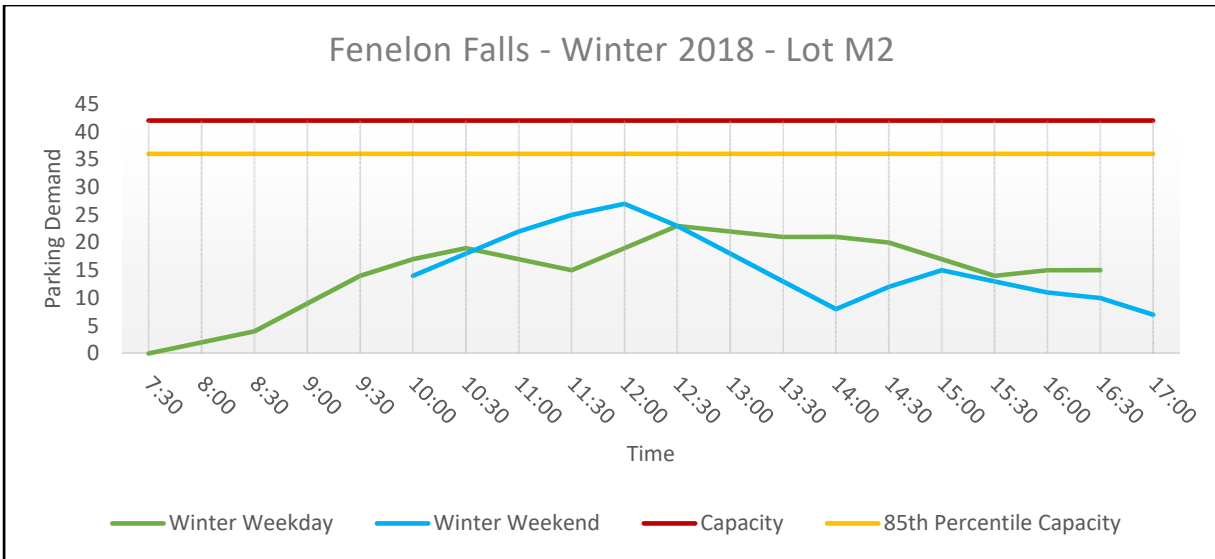


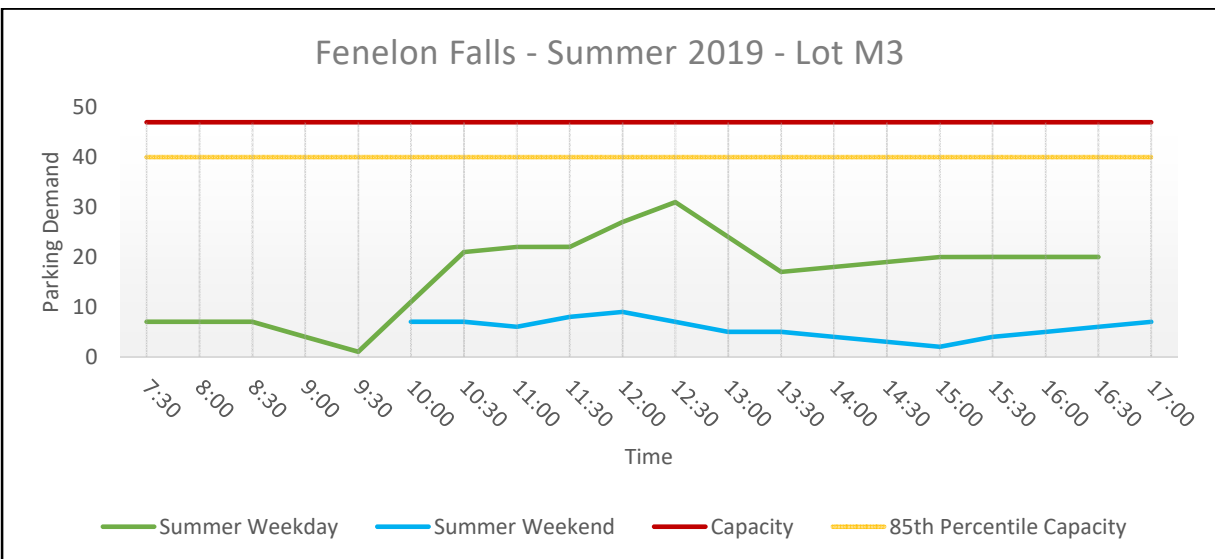
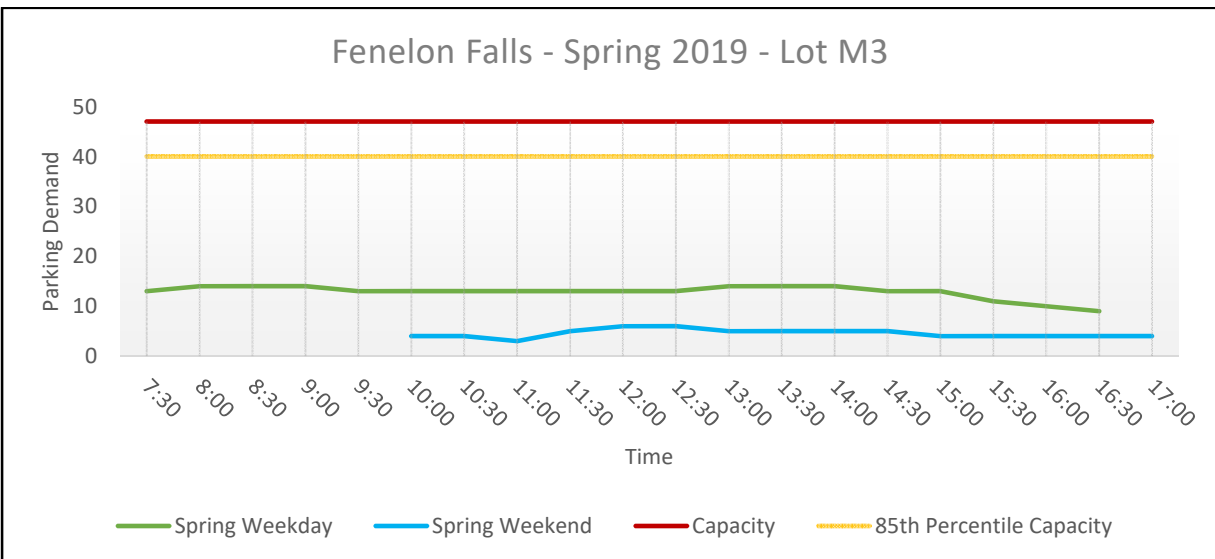
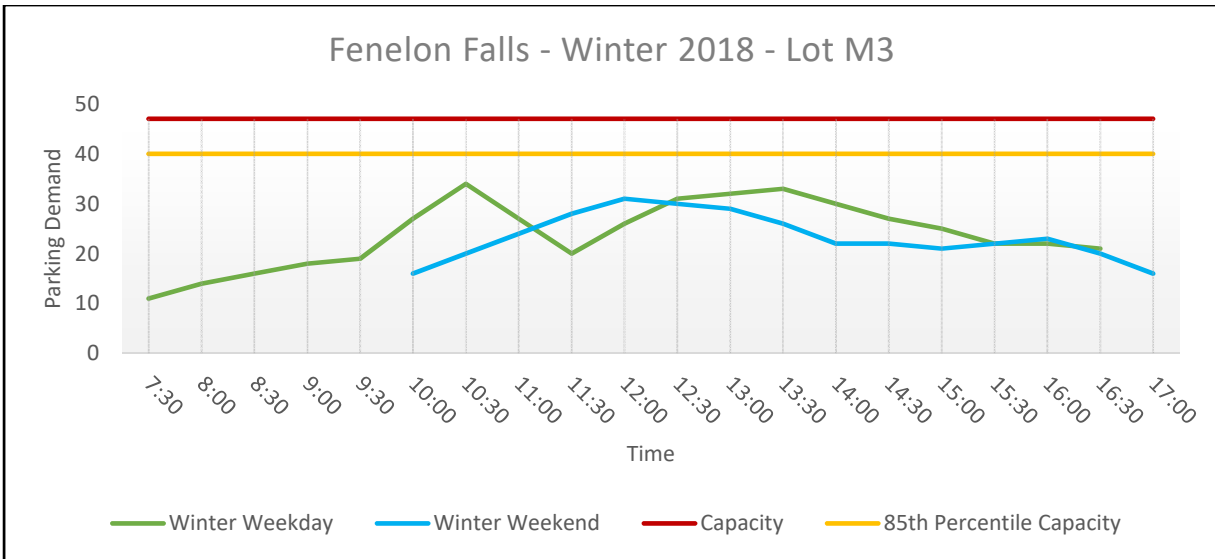


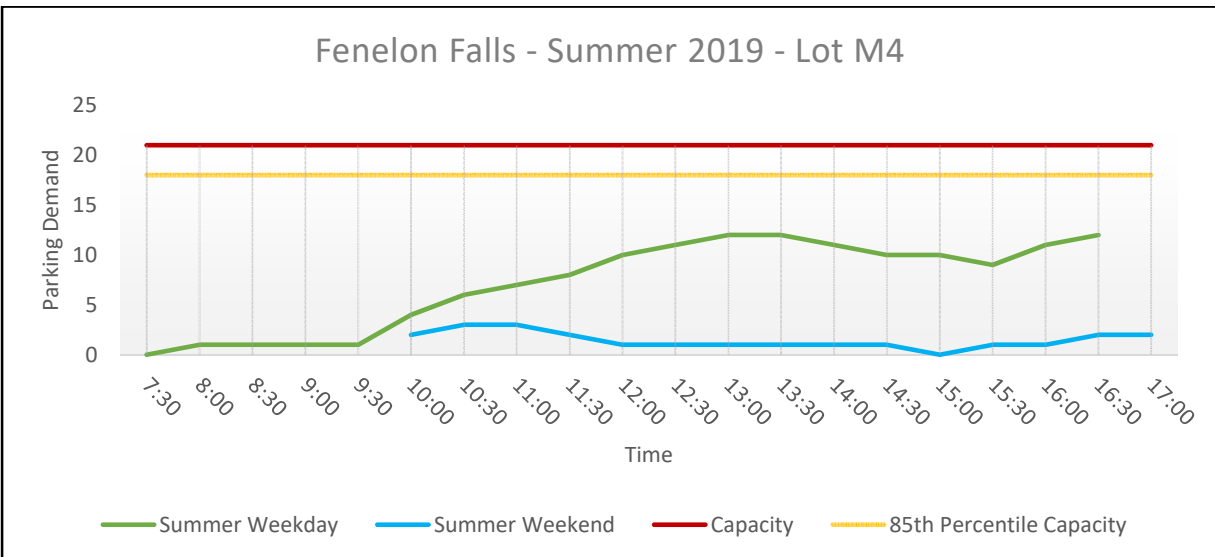
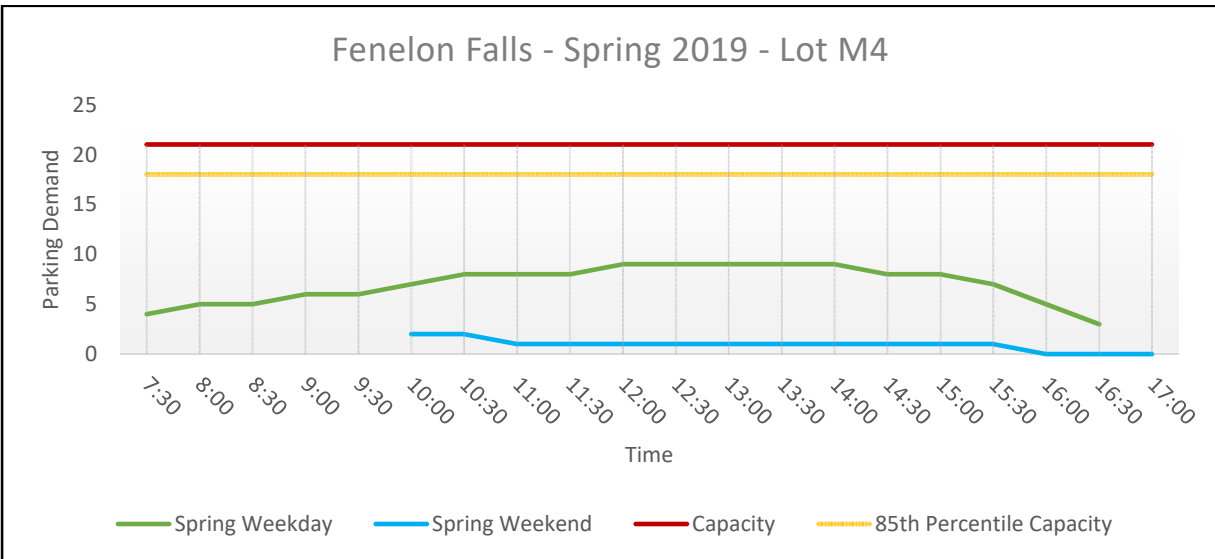
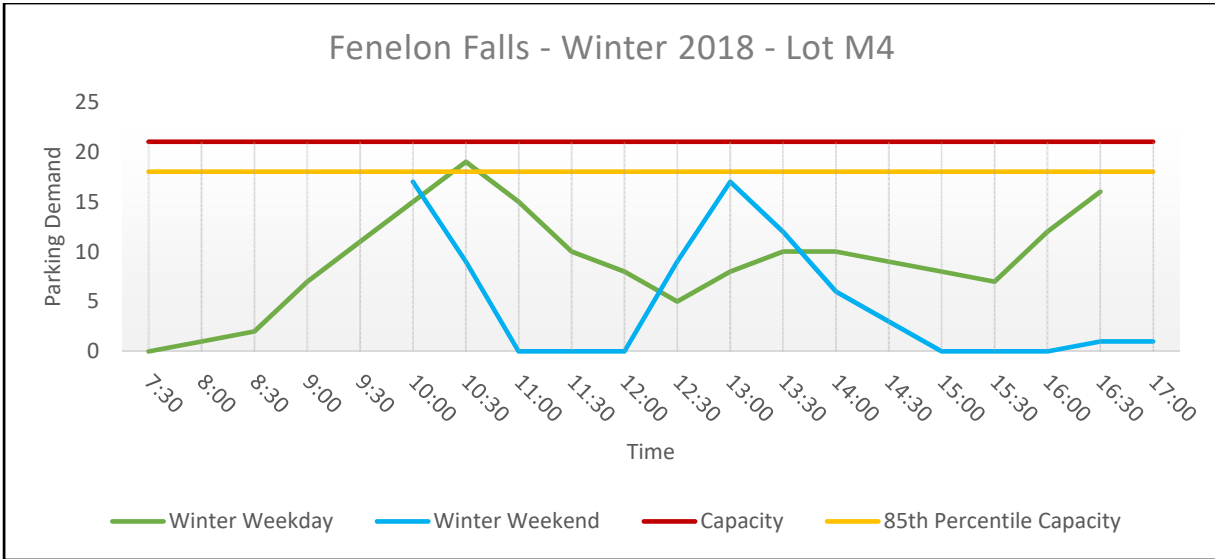
Fenelon Falls Core Area

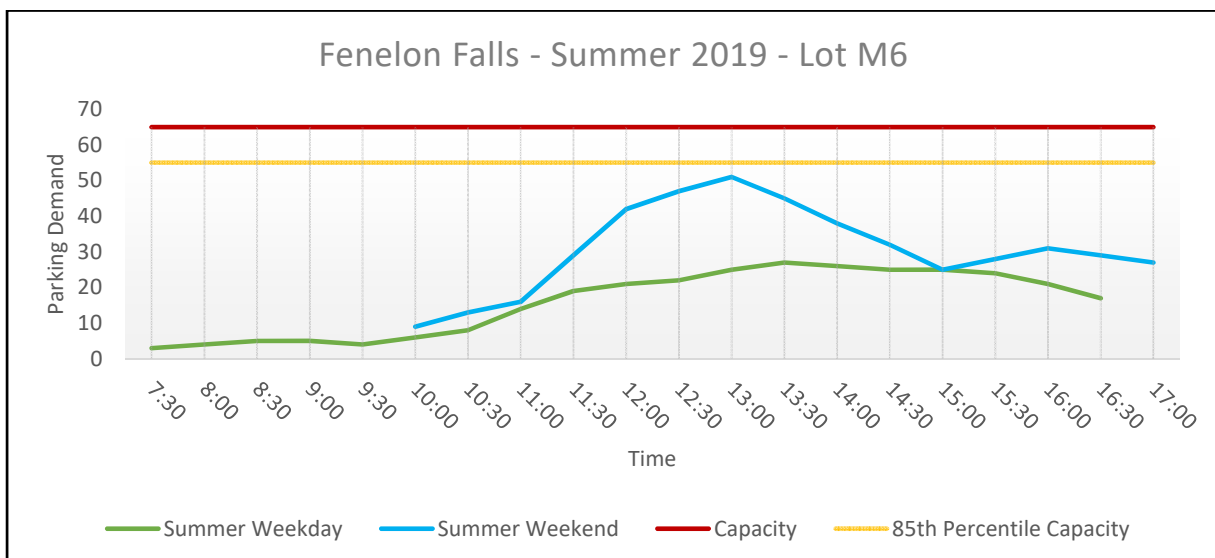
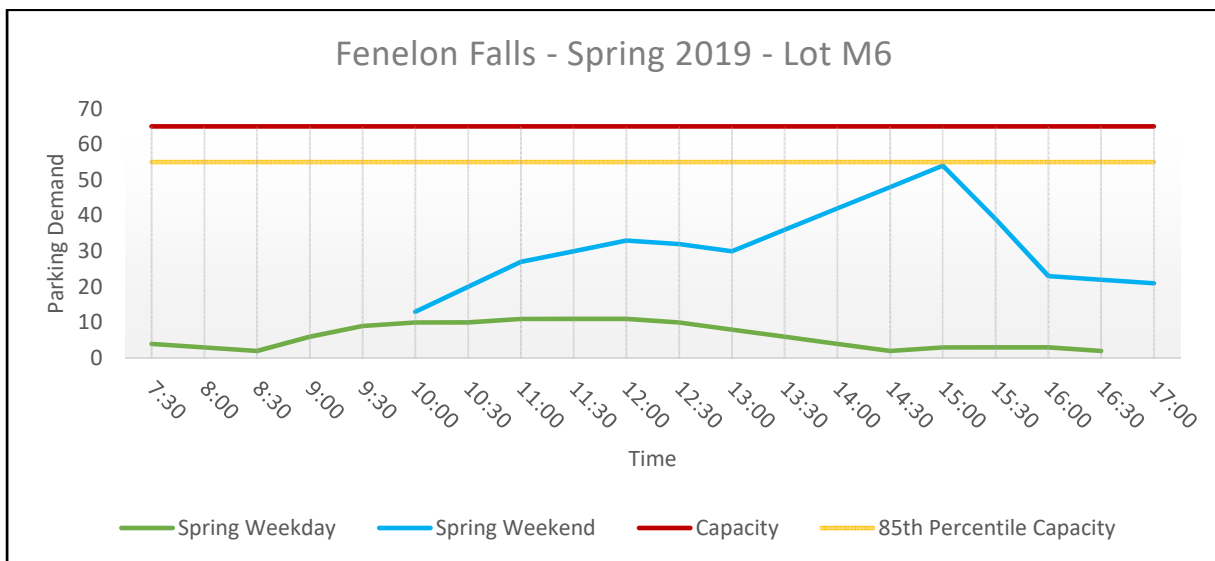
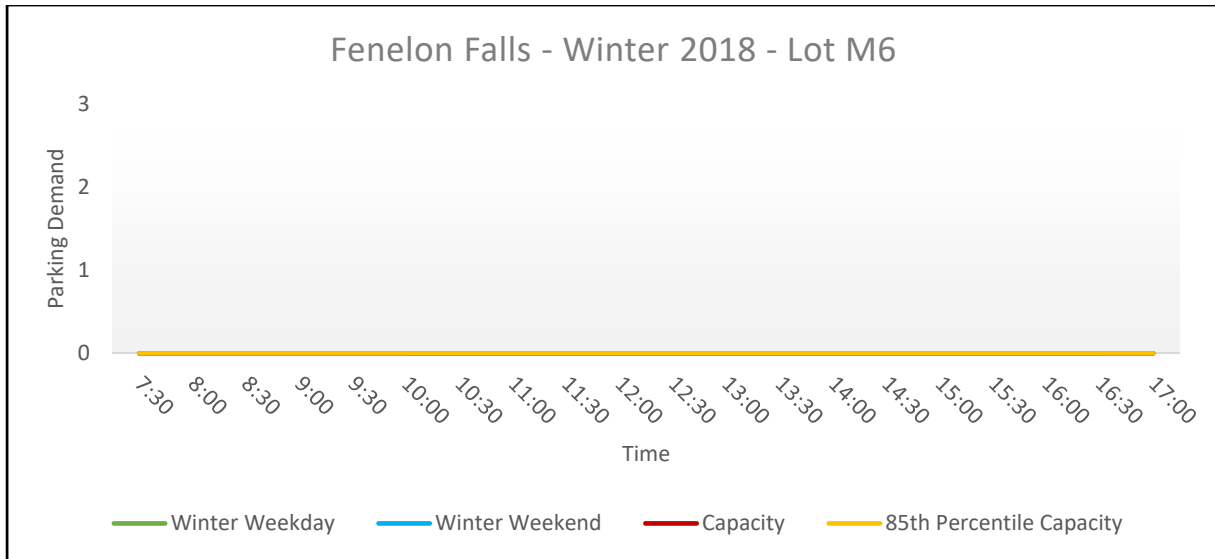
Municipal Off-Street Lots

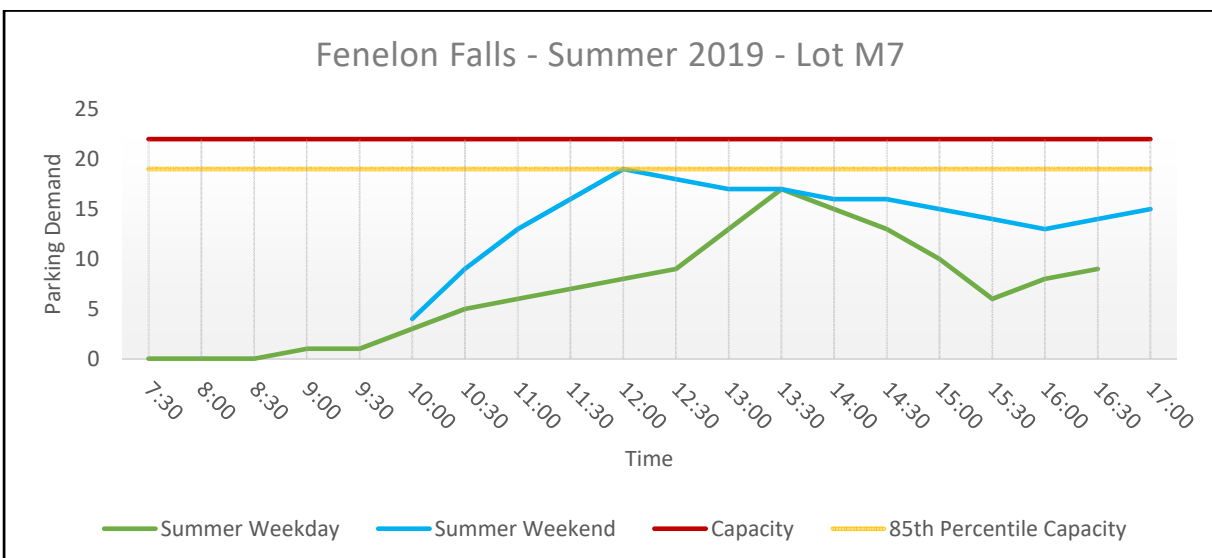
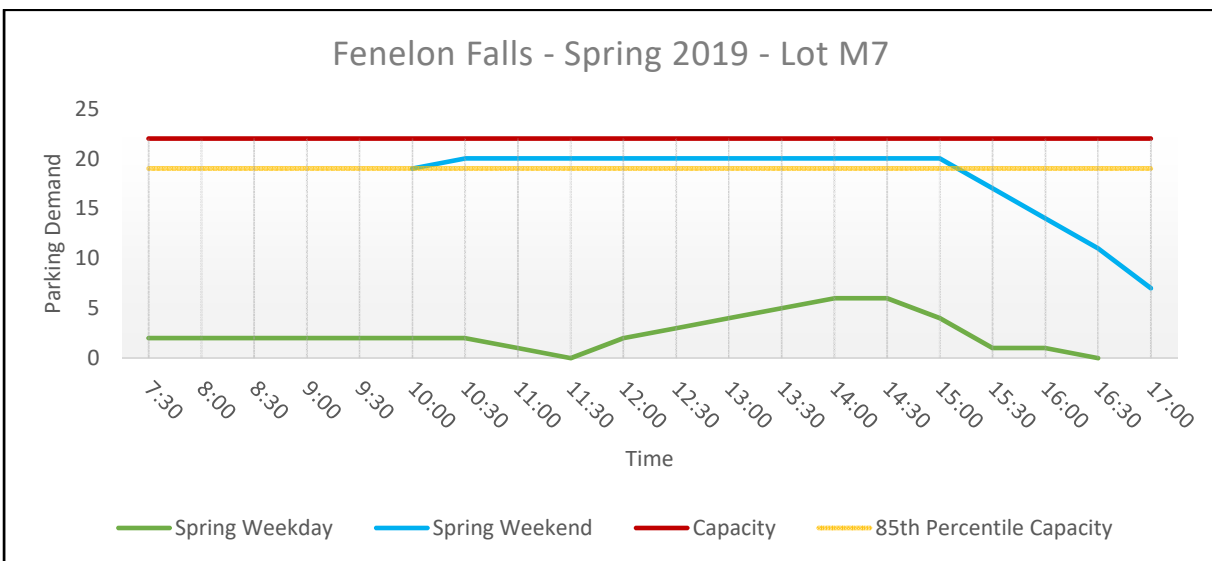
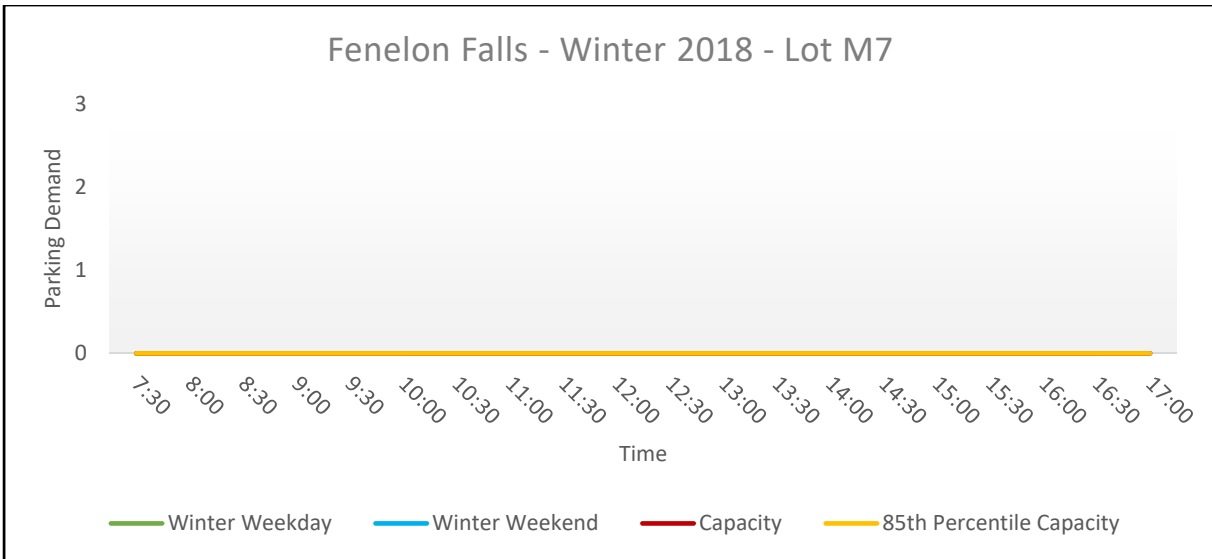


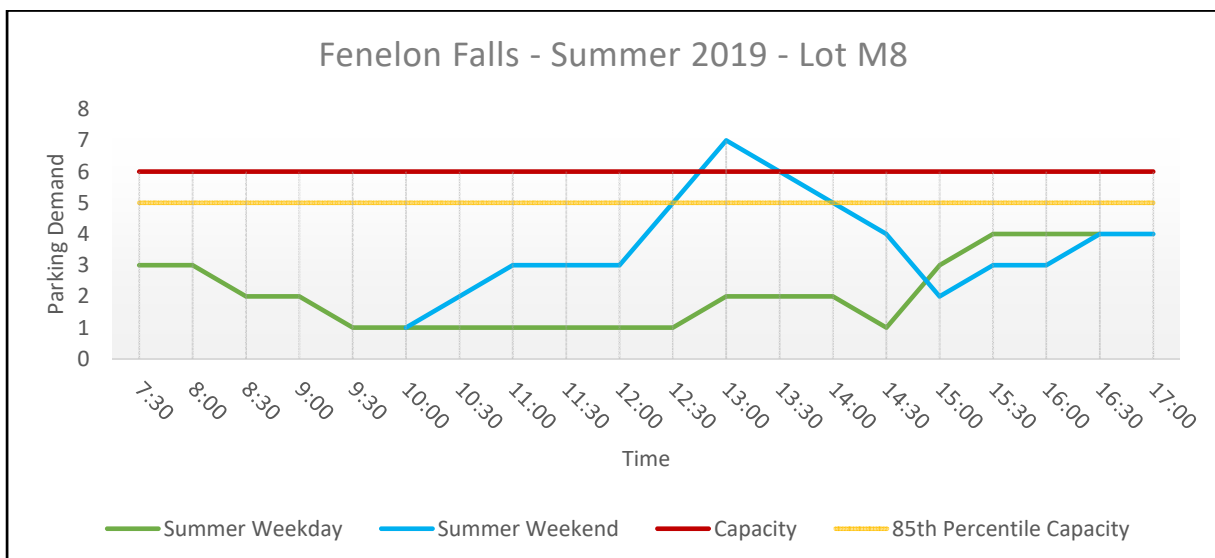
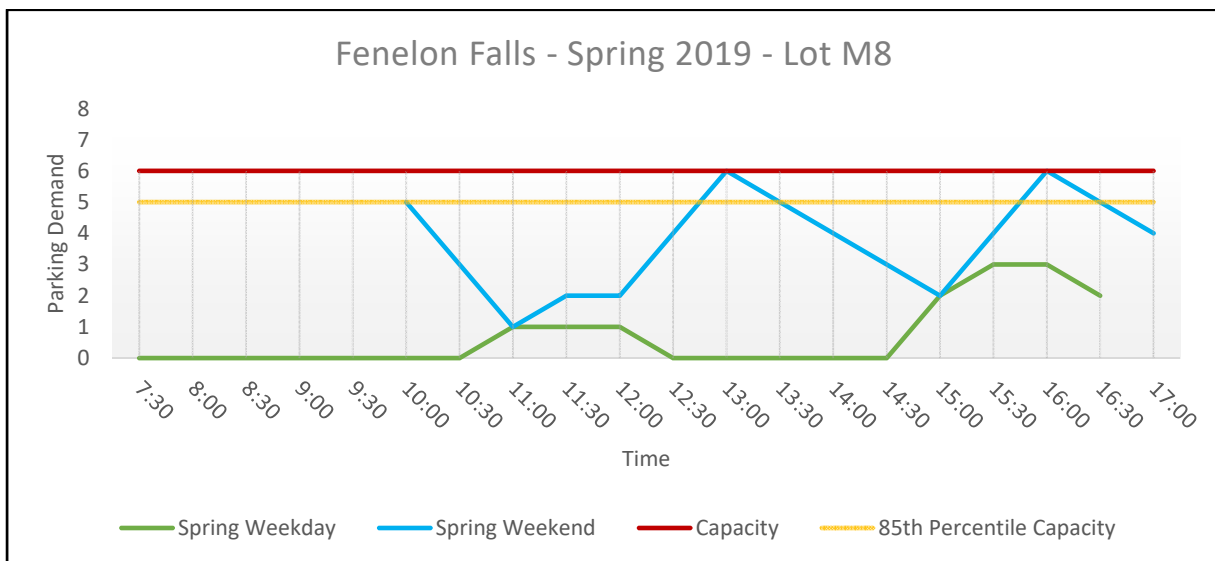
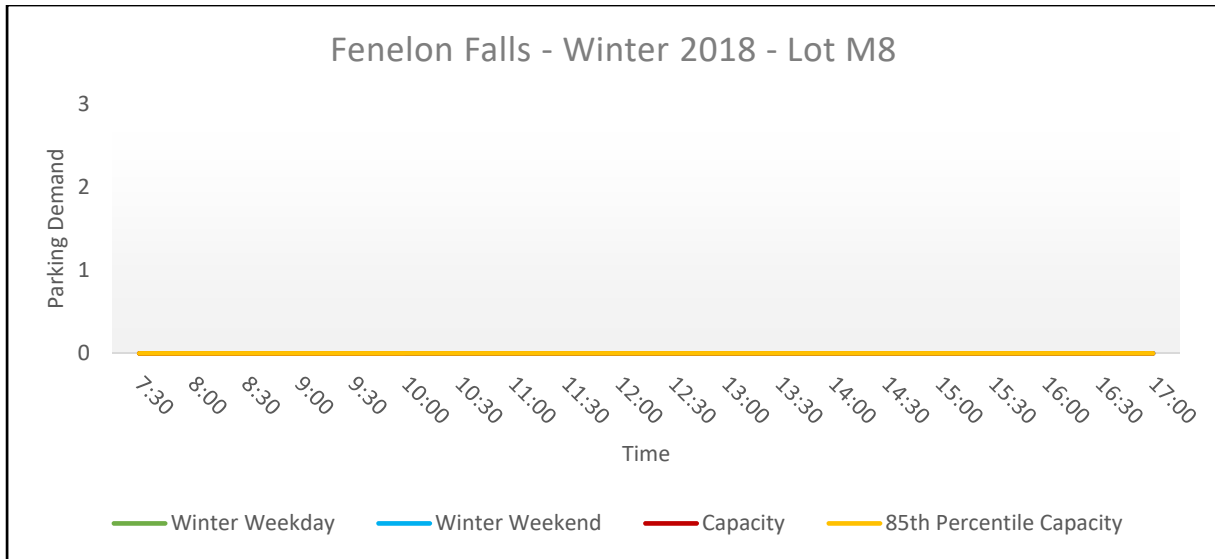






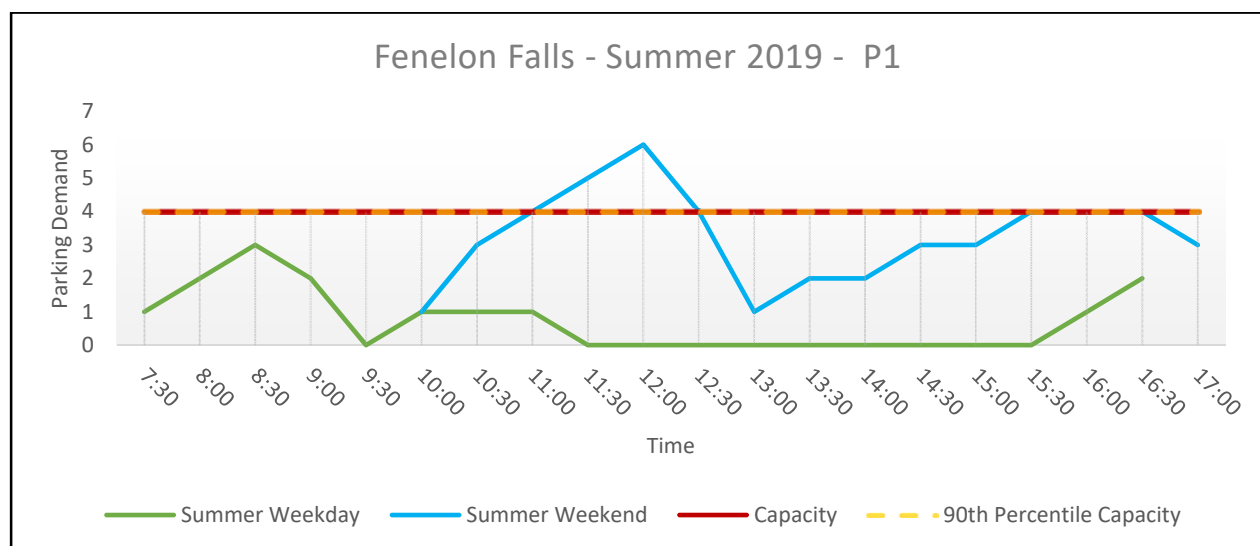
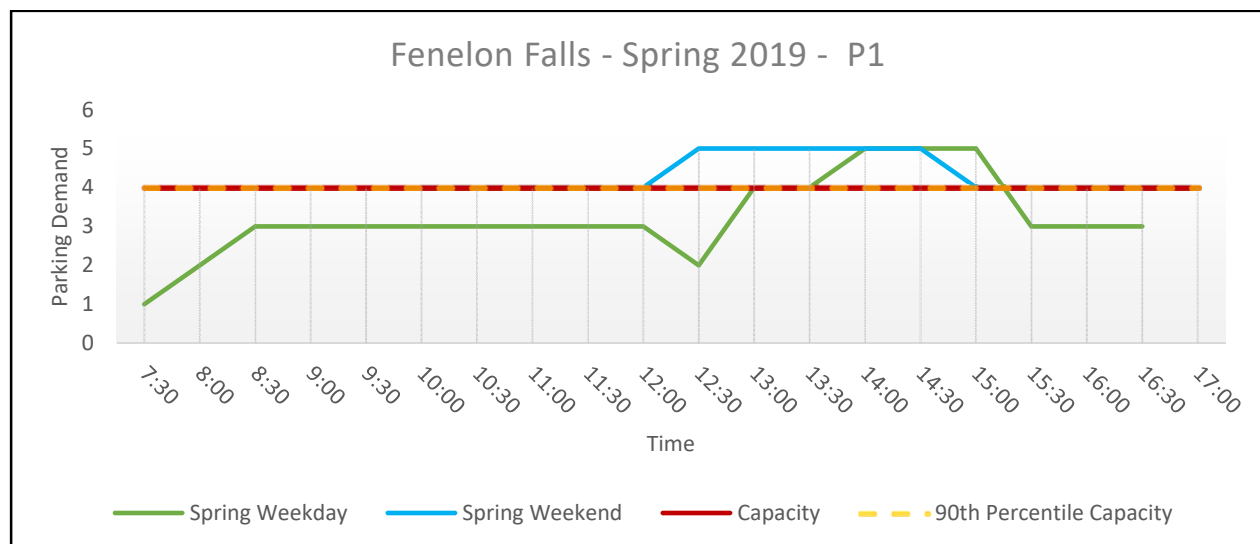
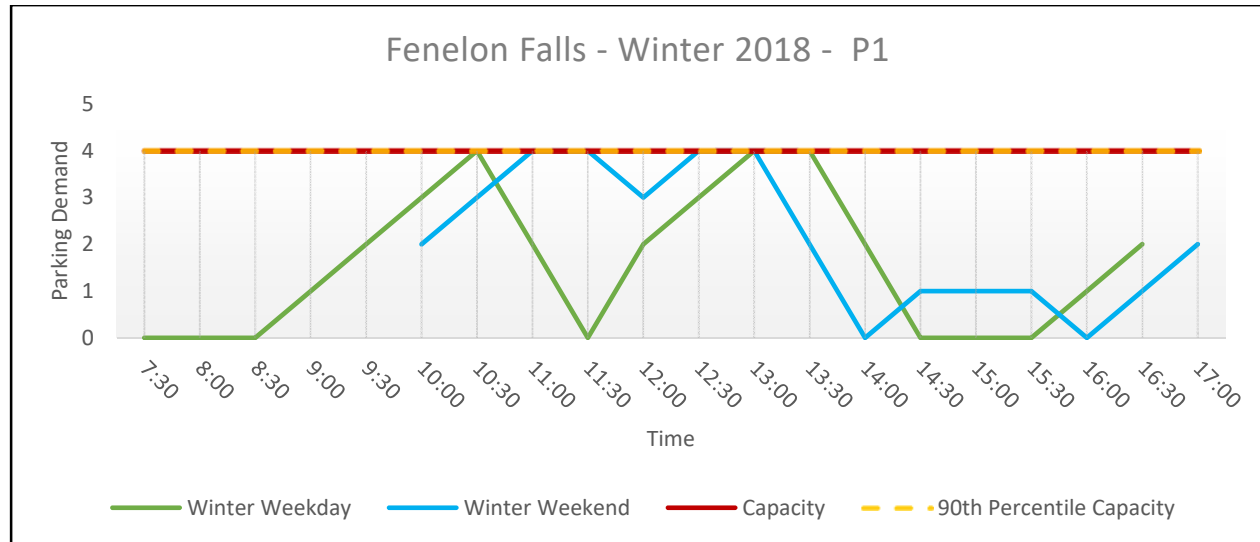


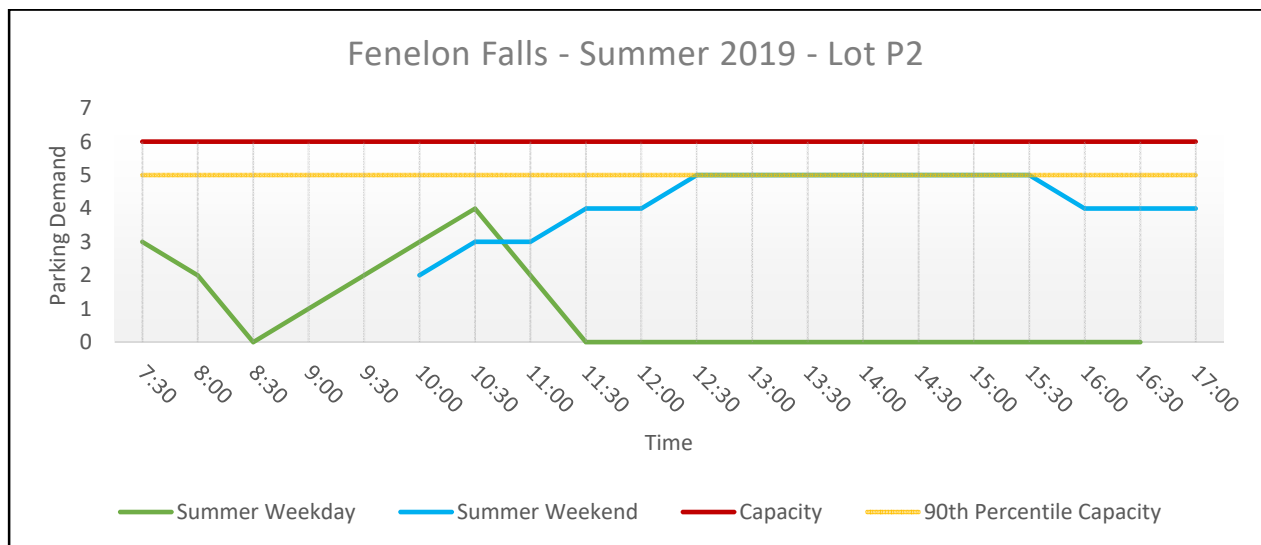
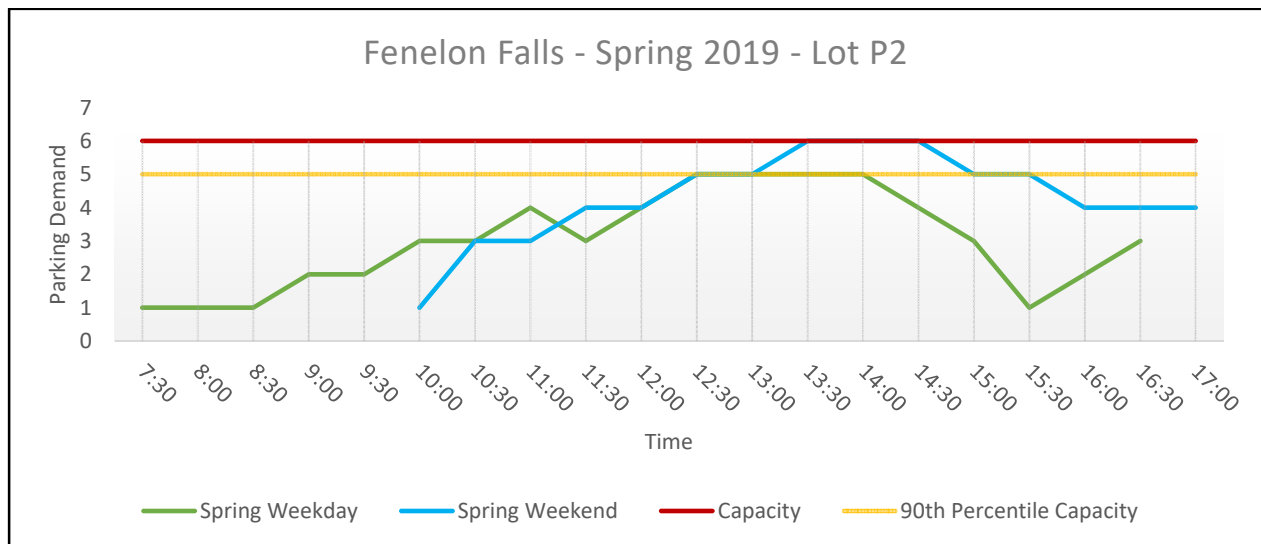
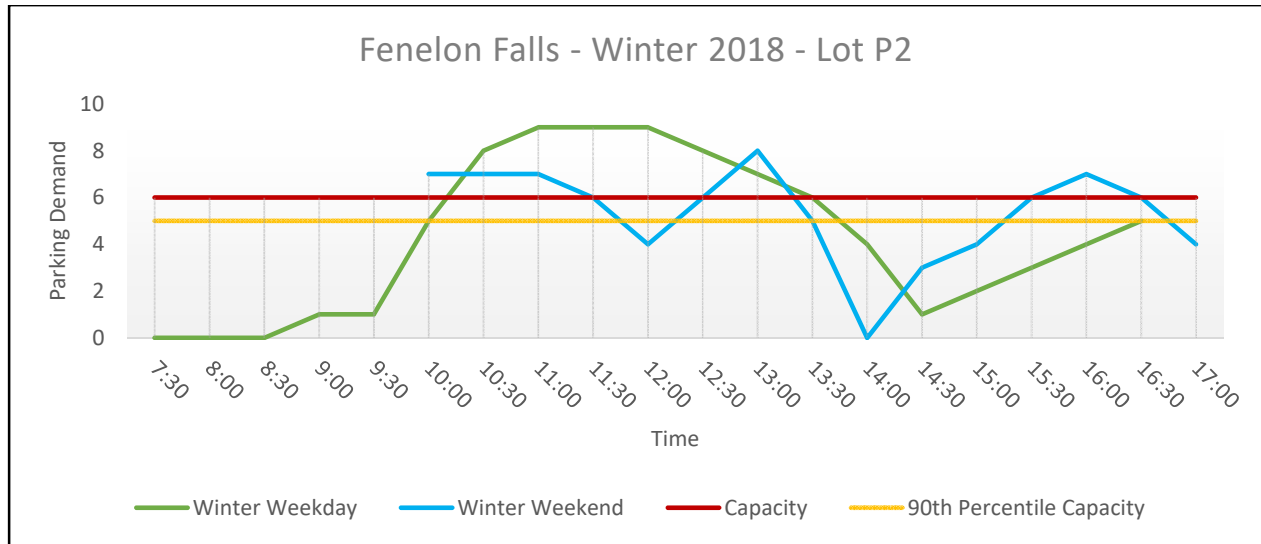


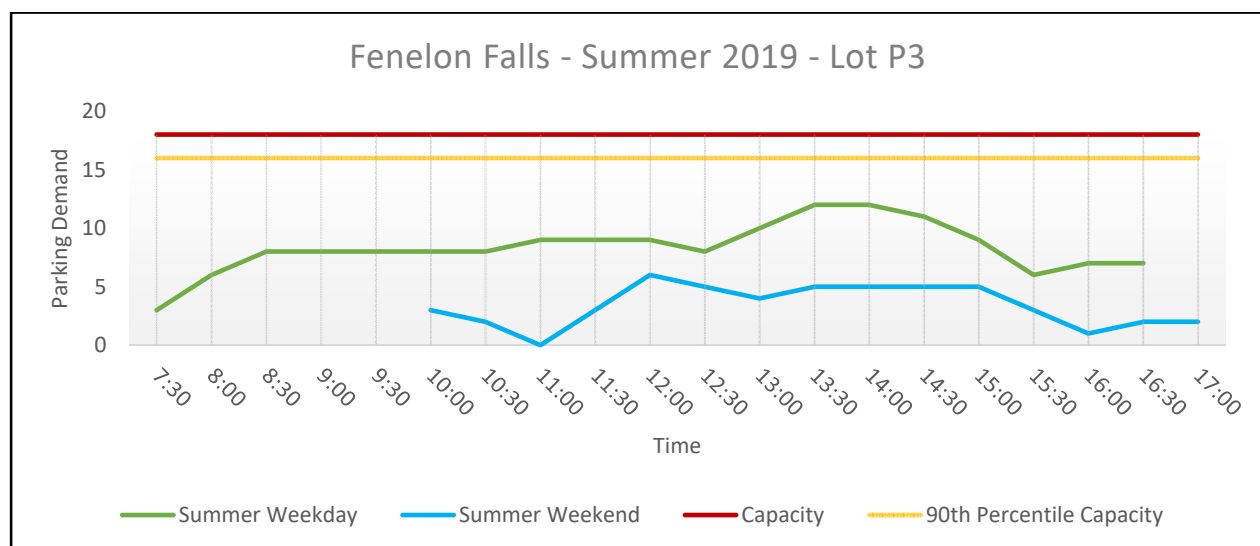
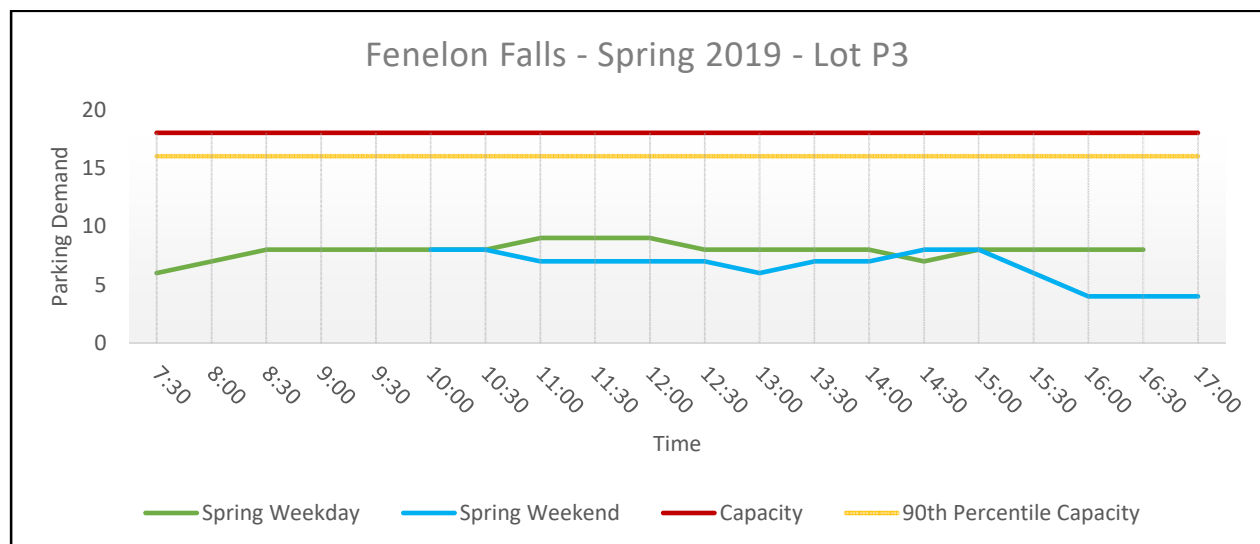
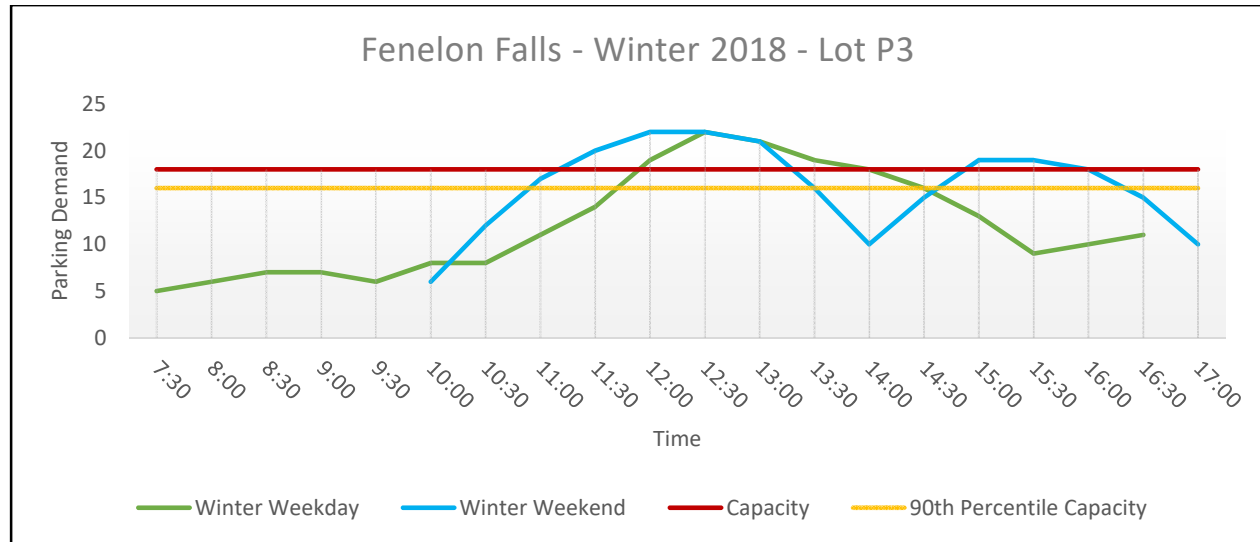


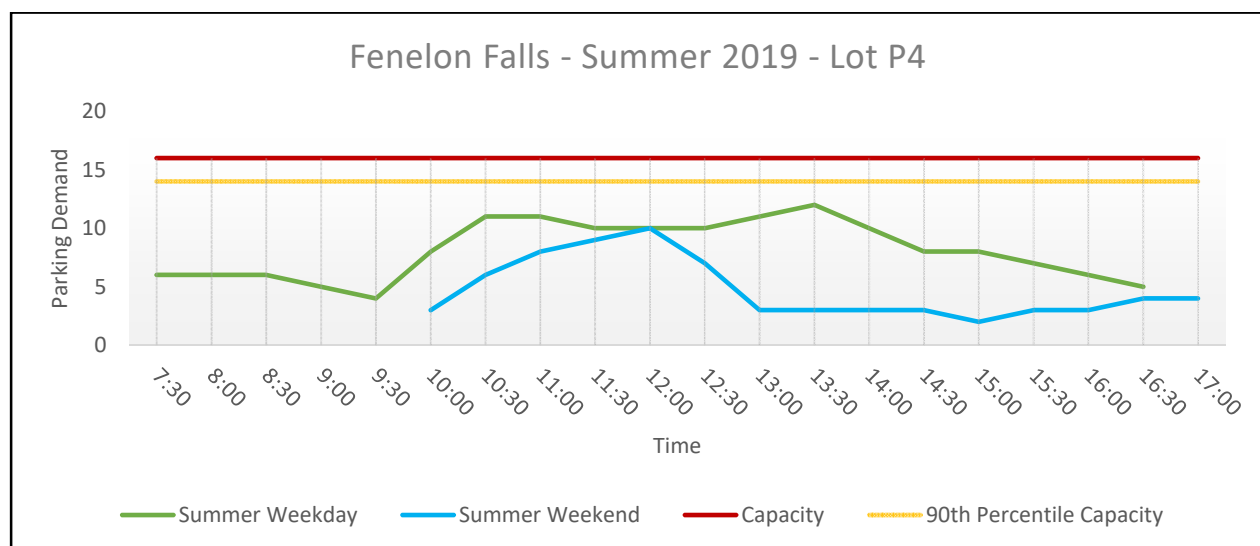
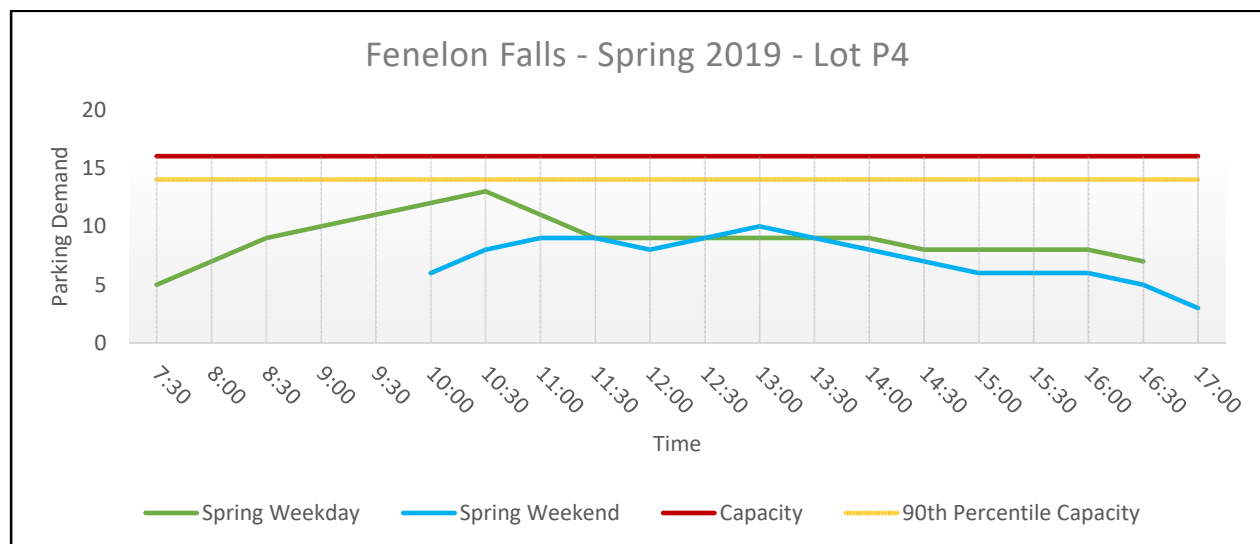
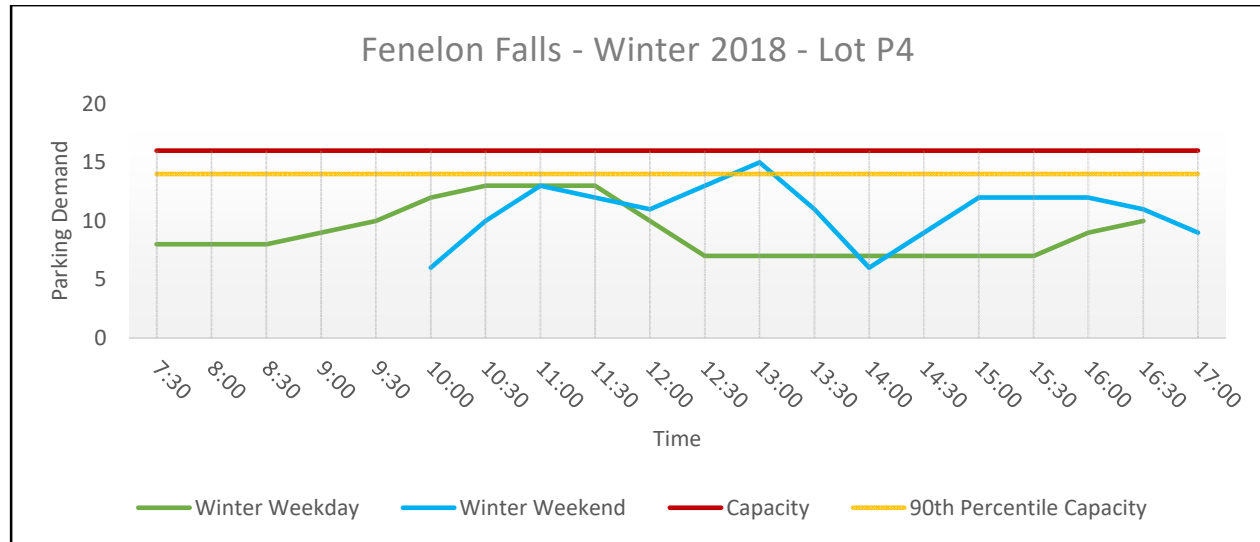
Fenelon Falls Core Area

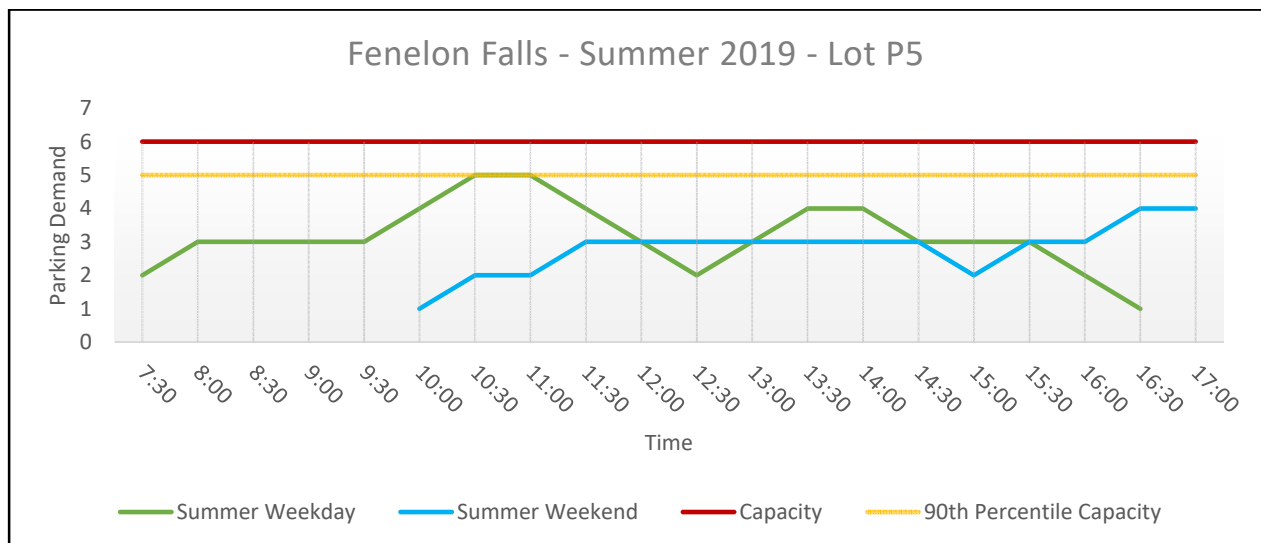
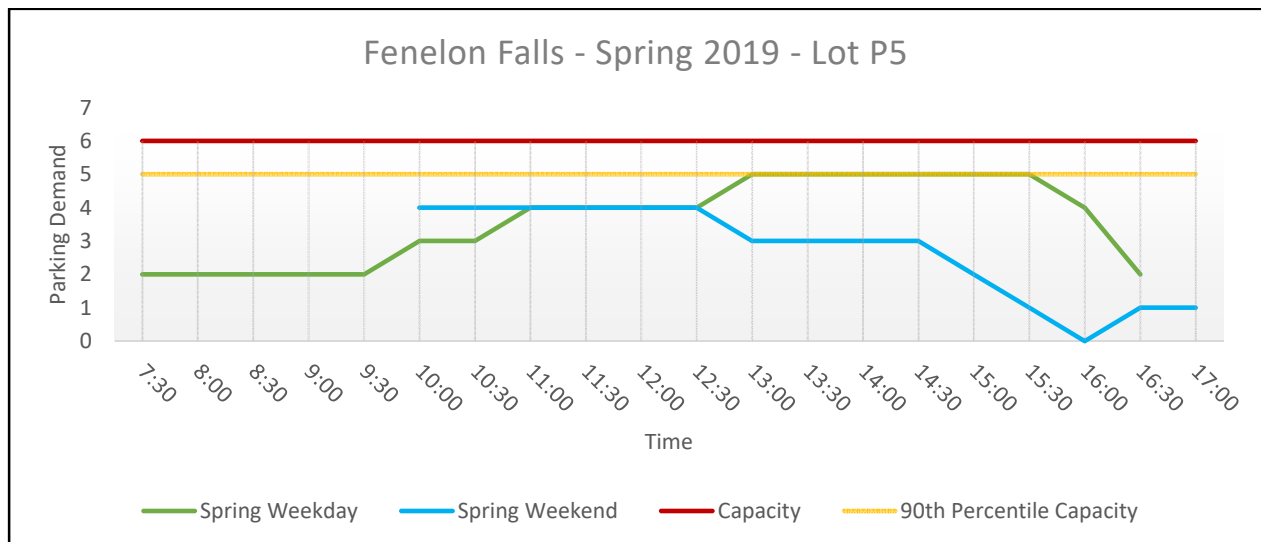
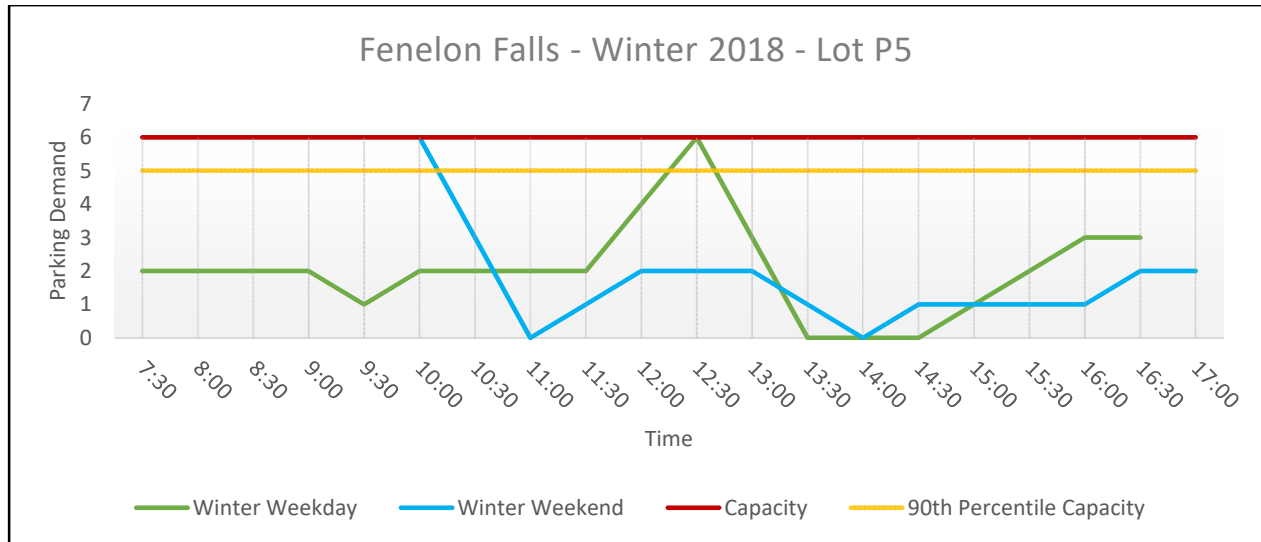
Private Off-Street Lots

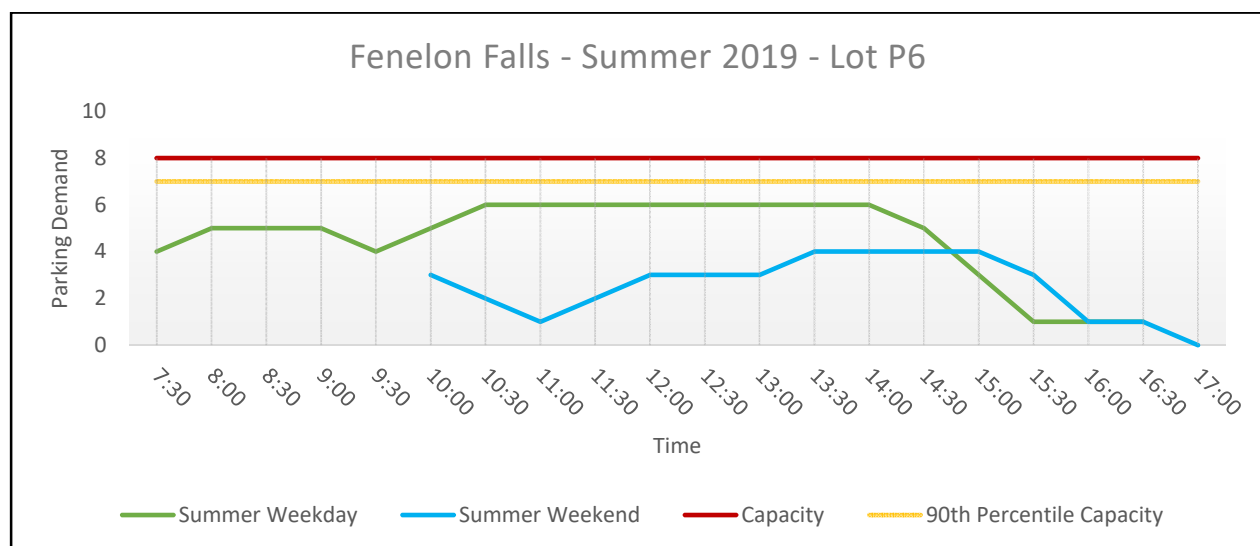
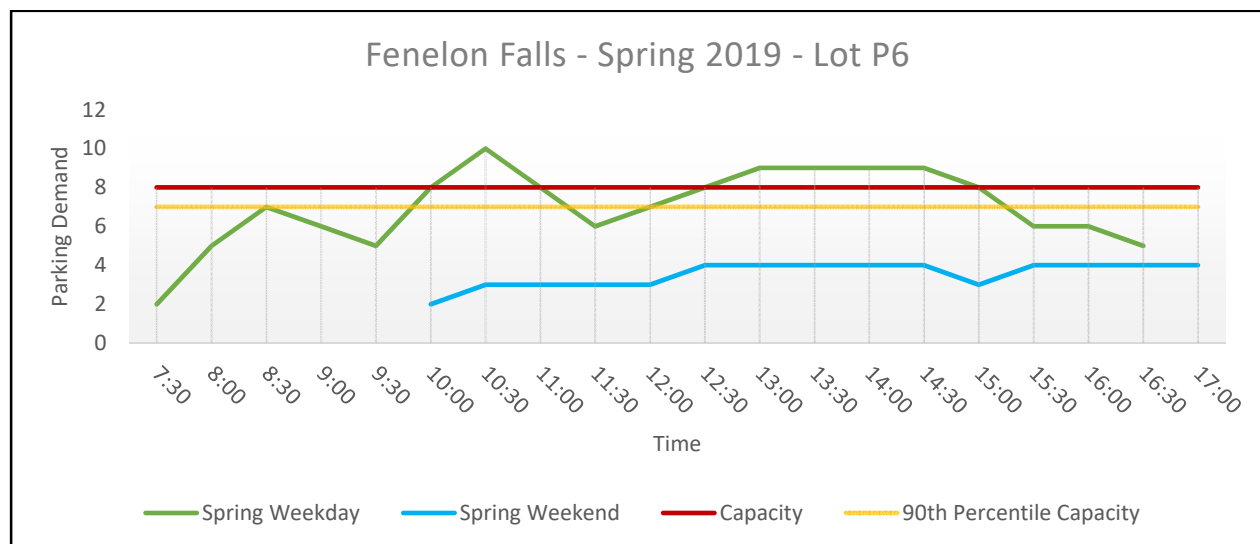
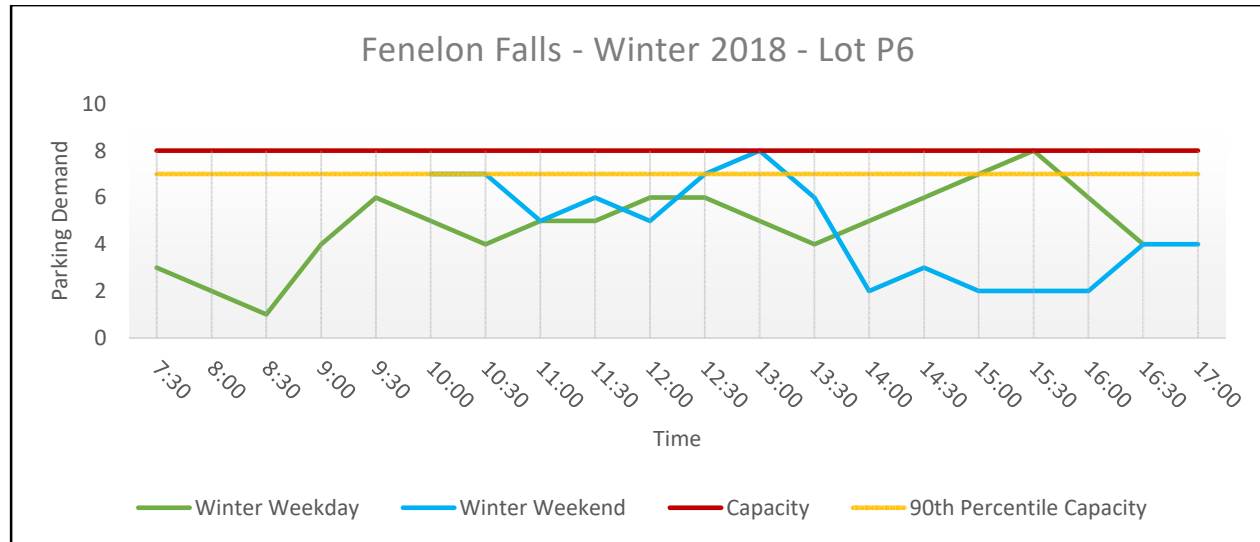






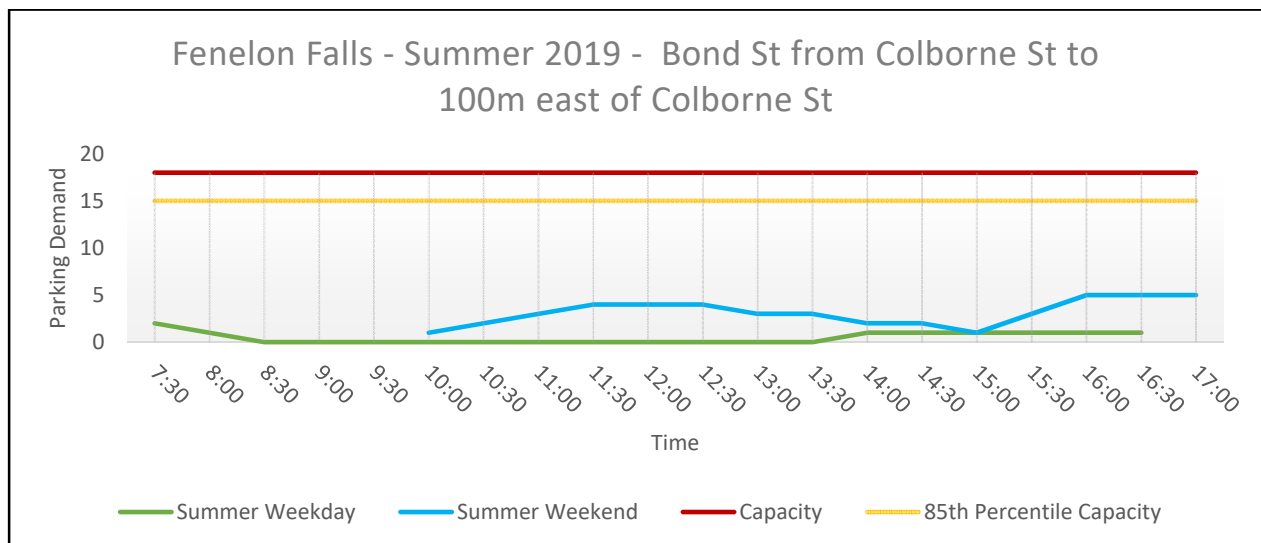
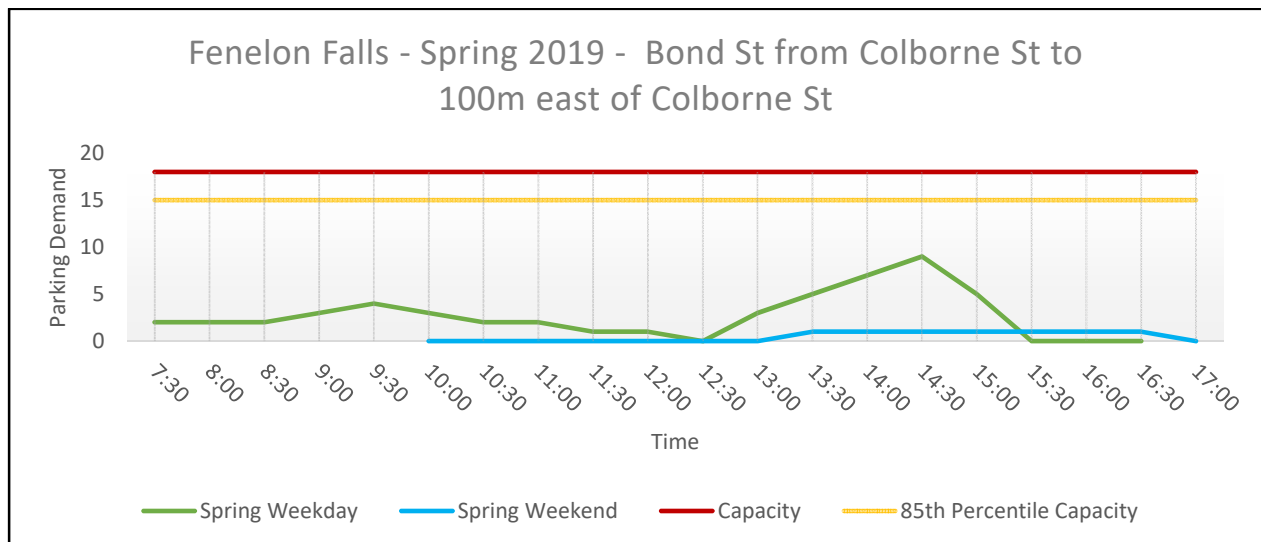
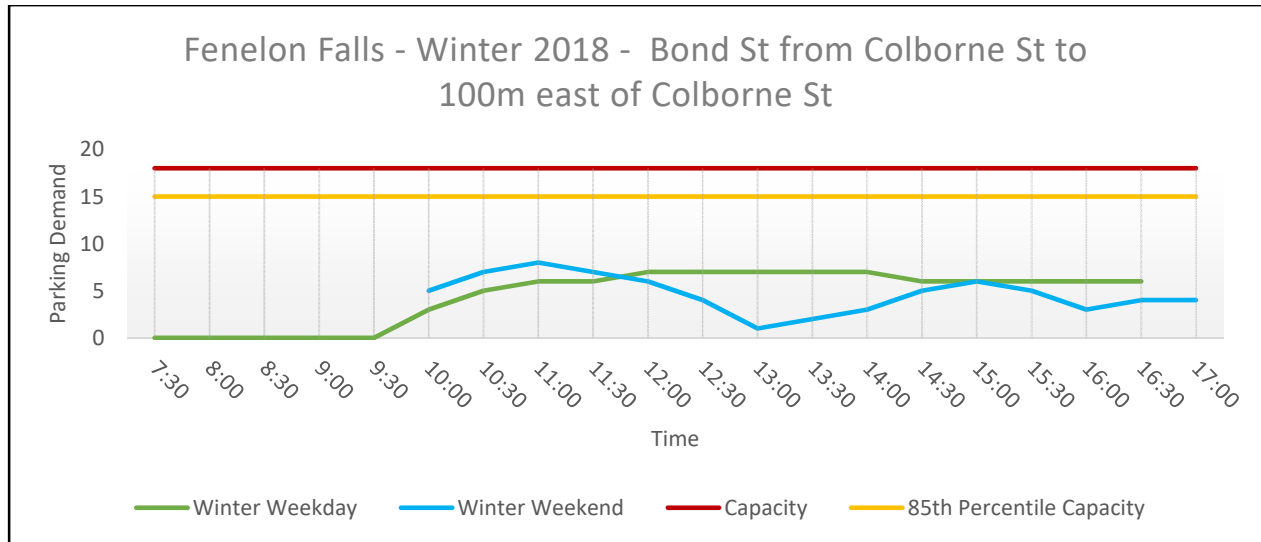


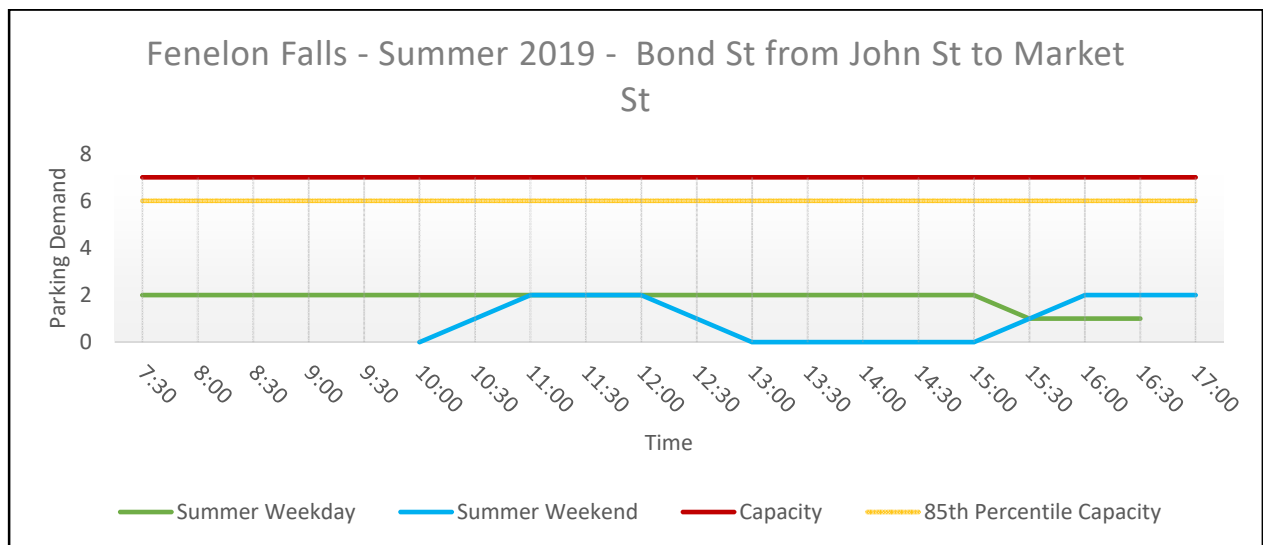
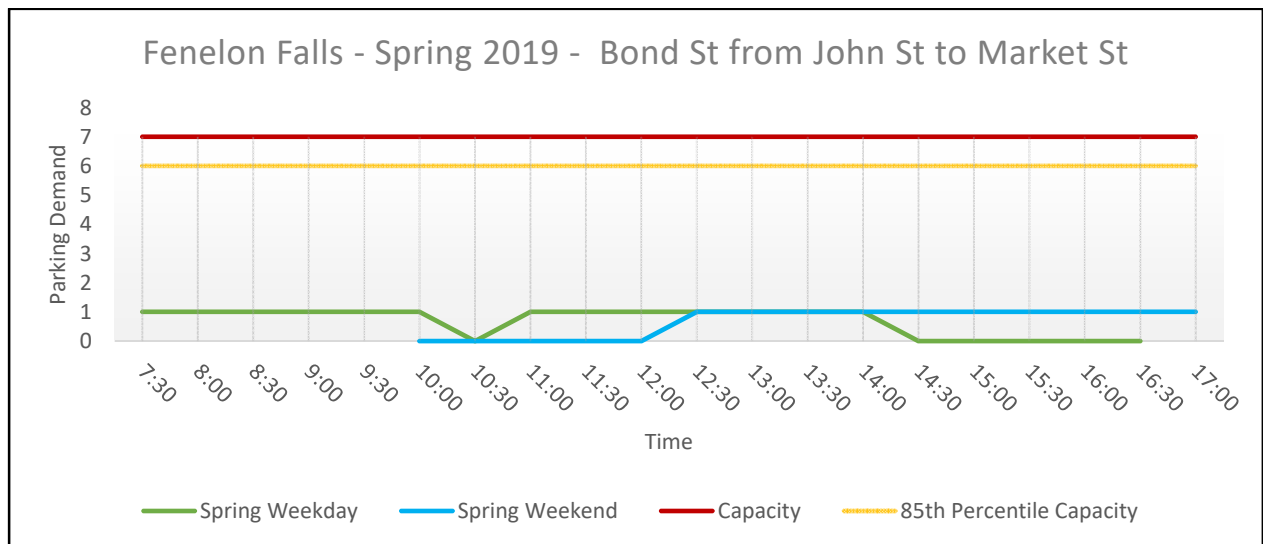
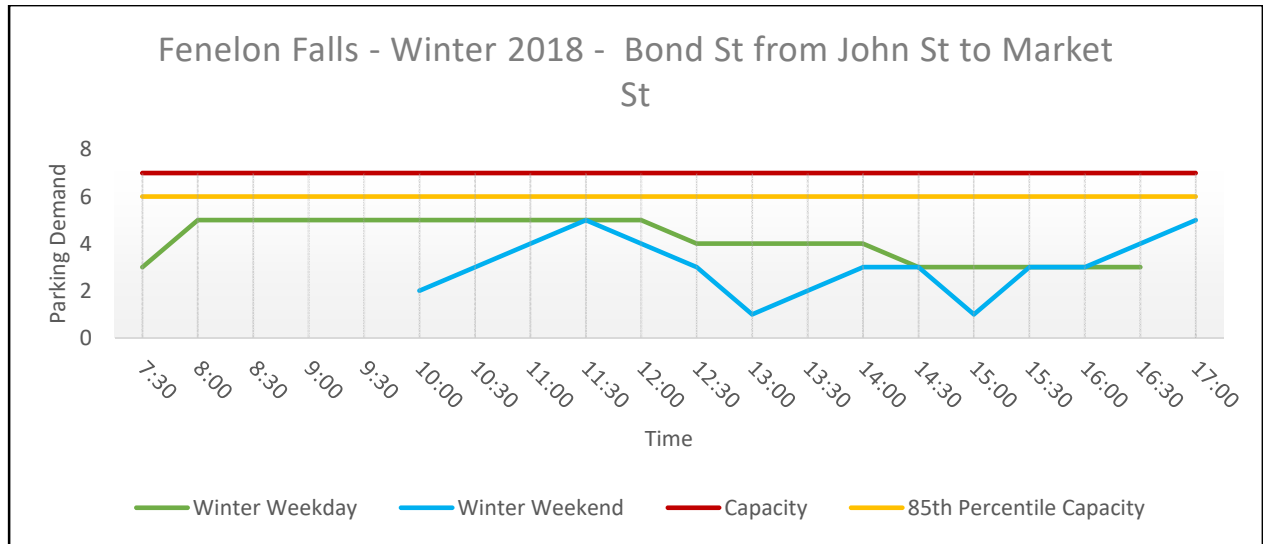


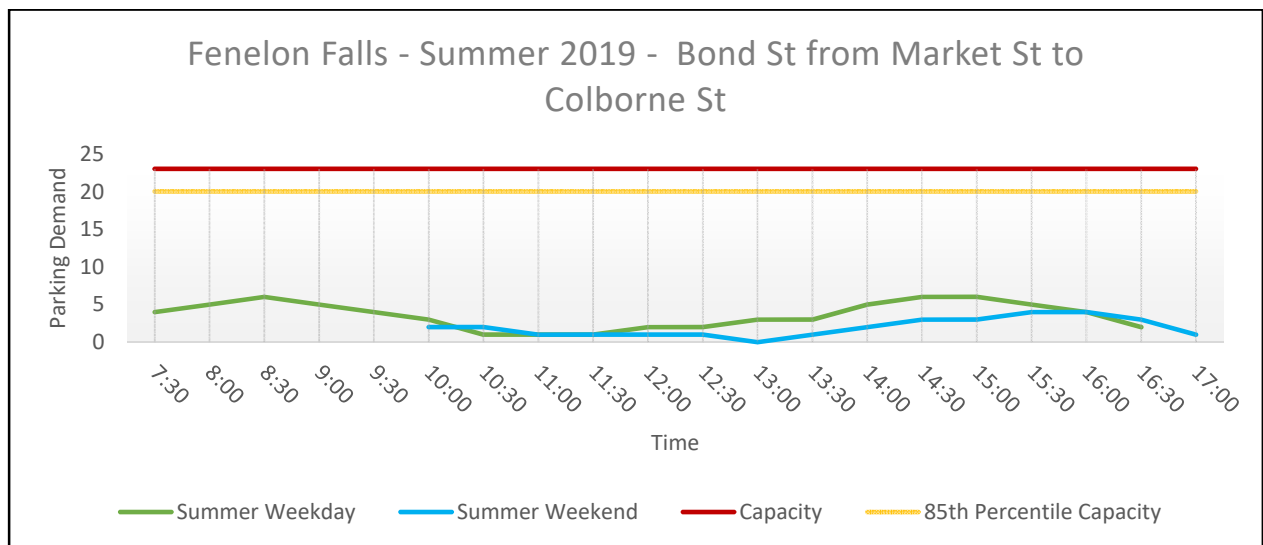
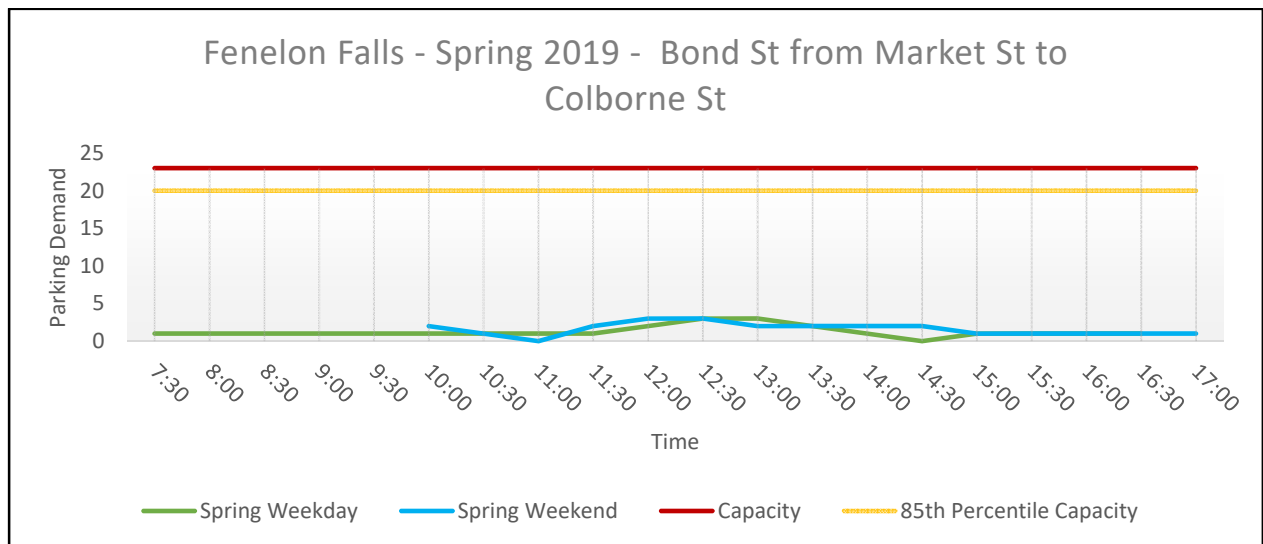
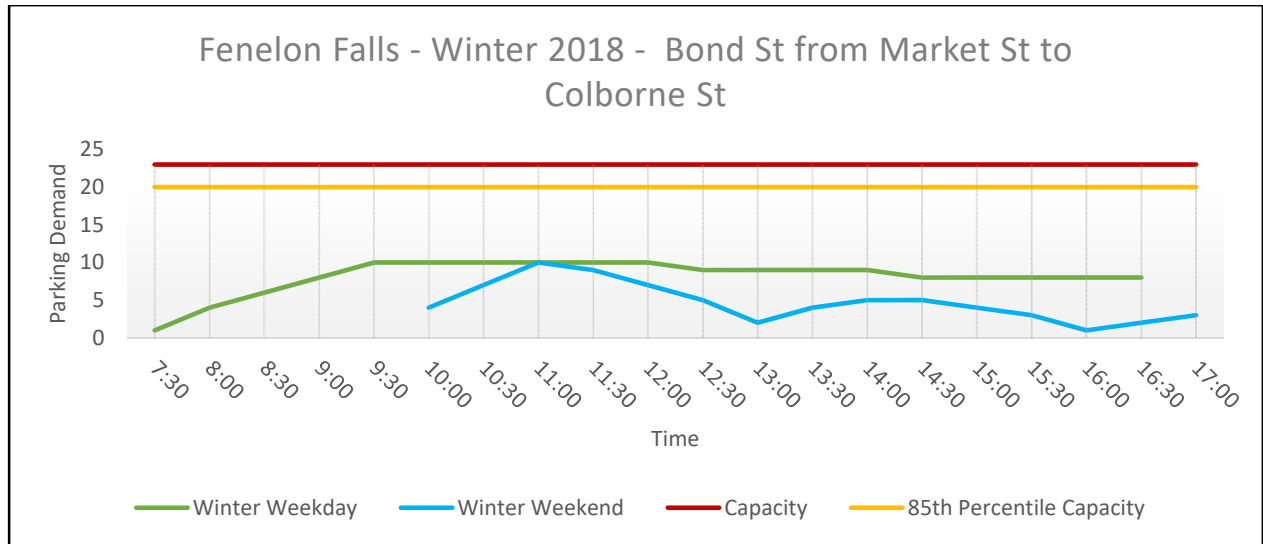


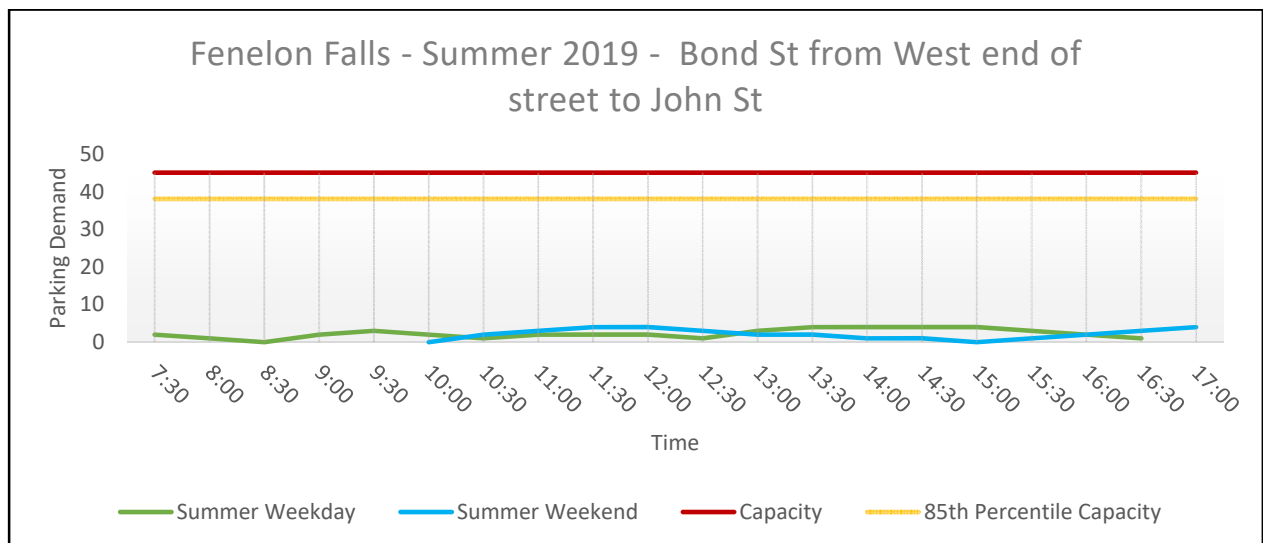
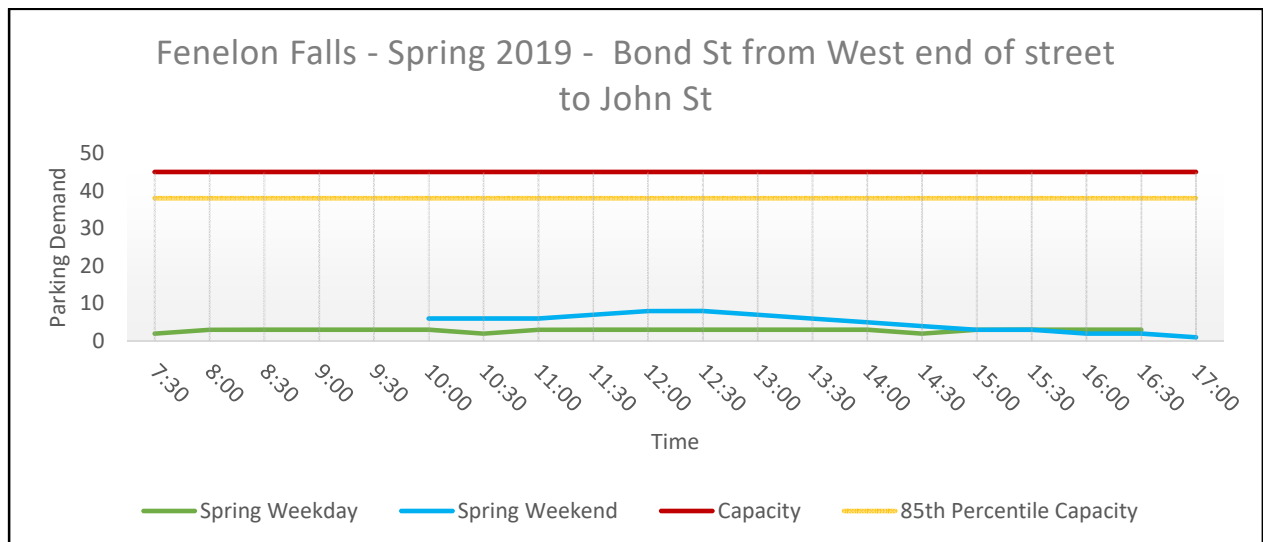
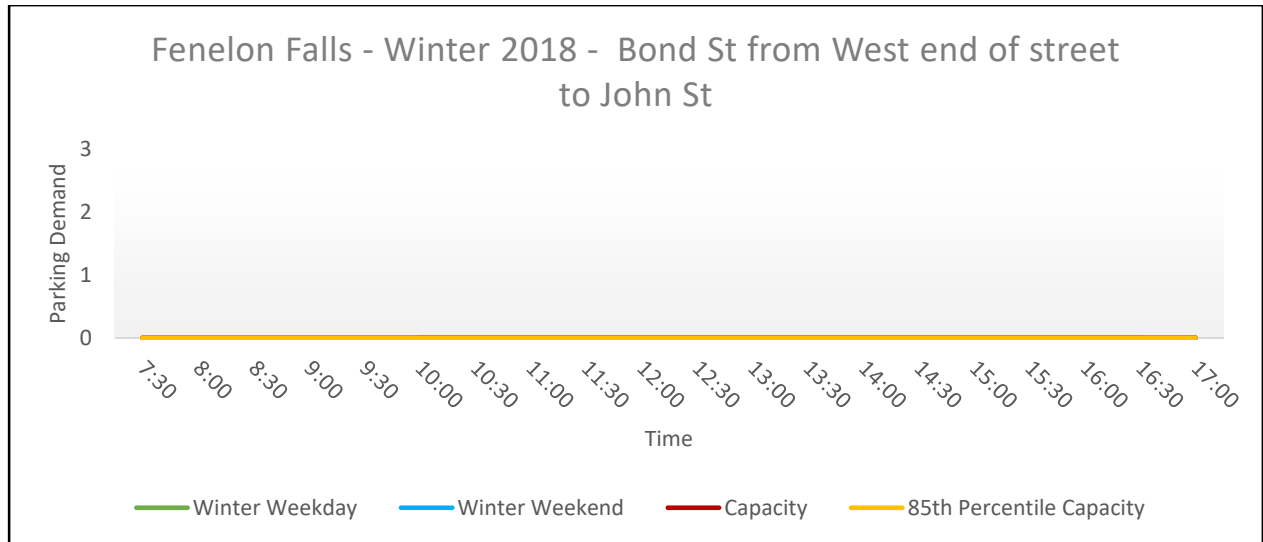
Fenelon Falls Core Area

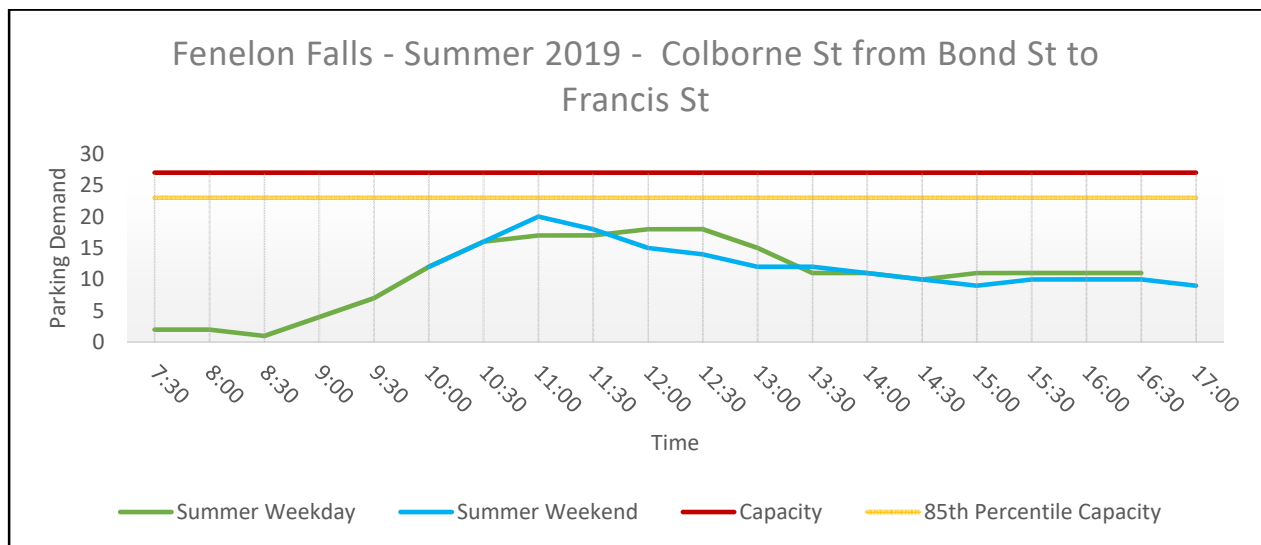
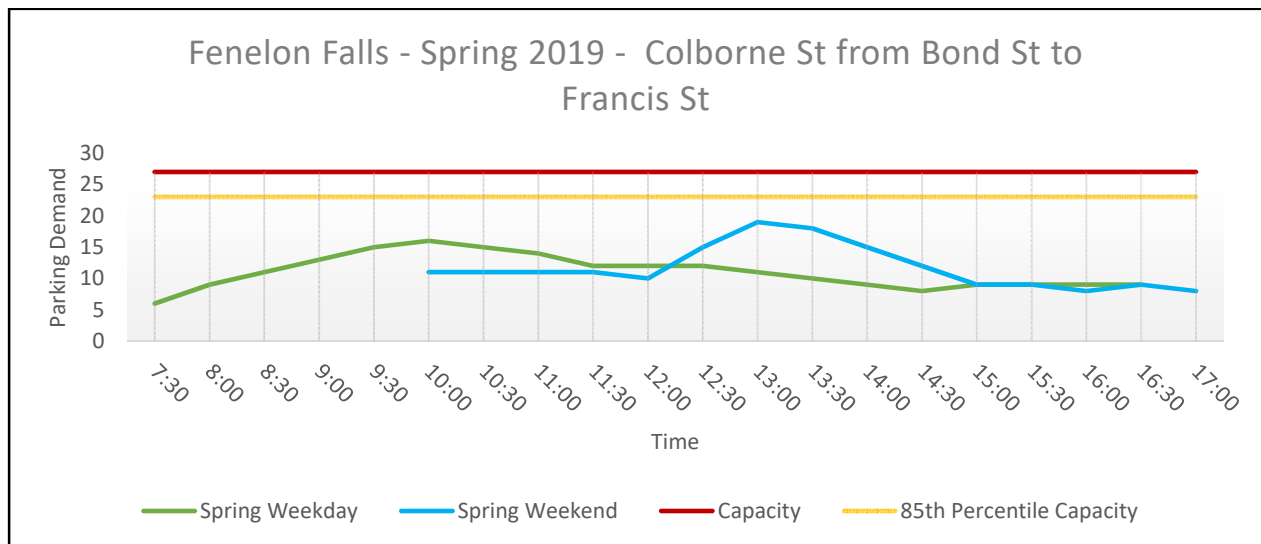
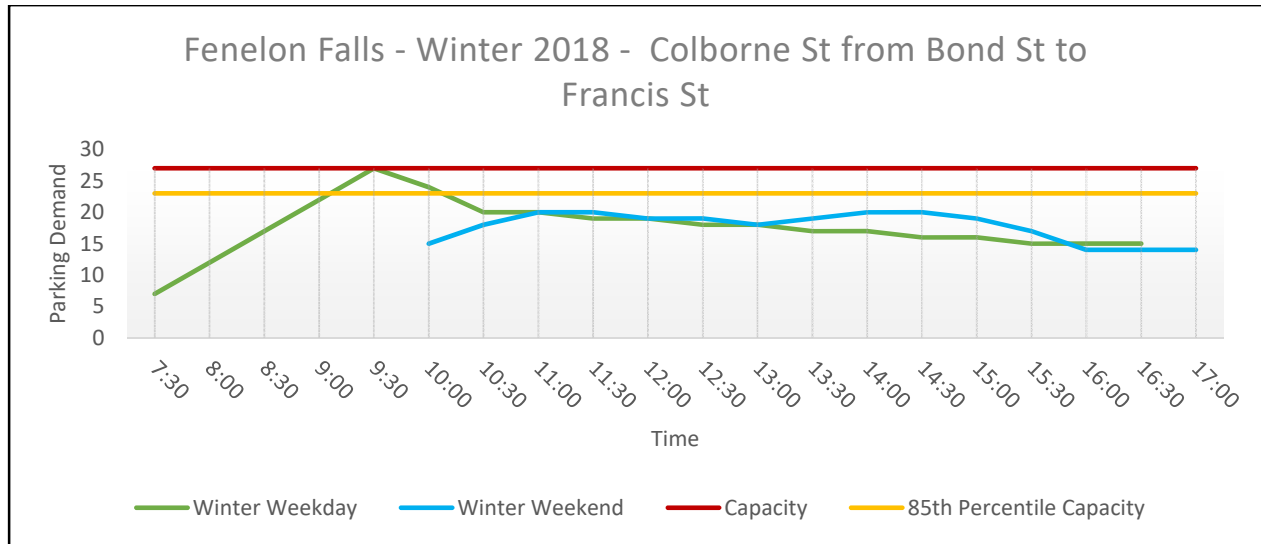
On-Street Segments

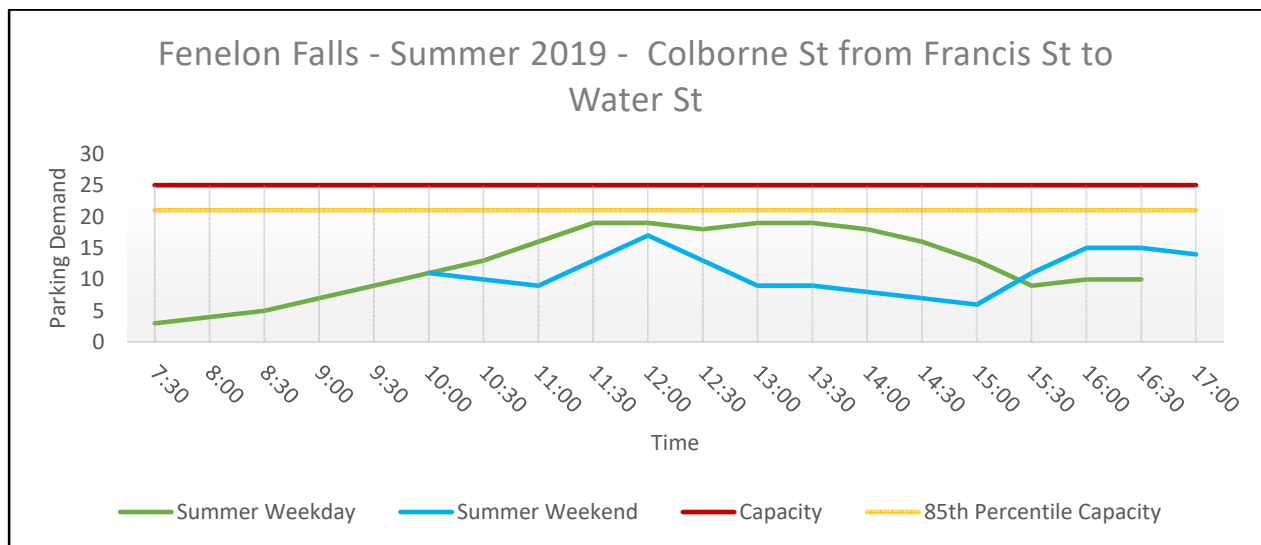
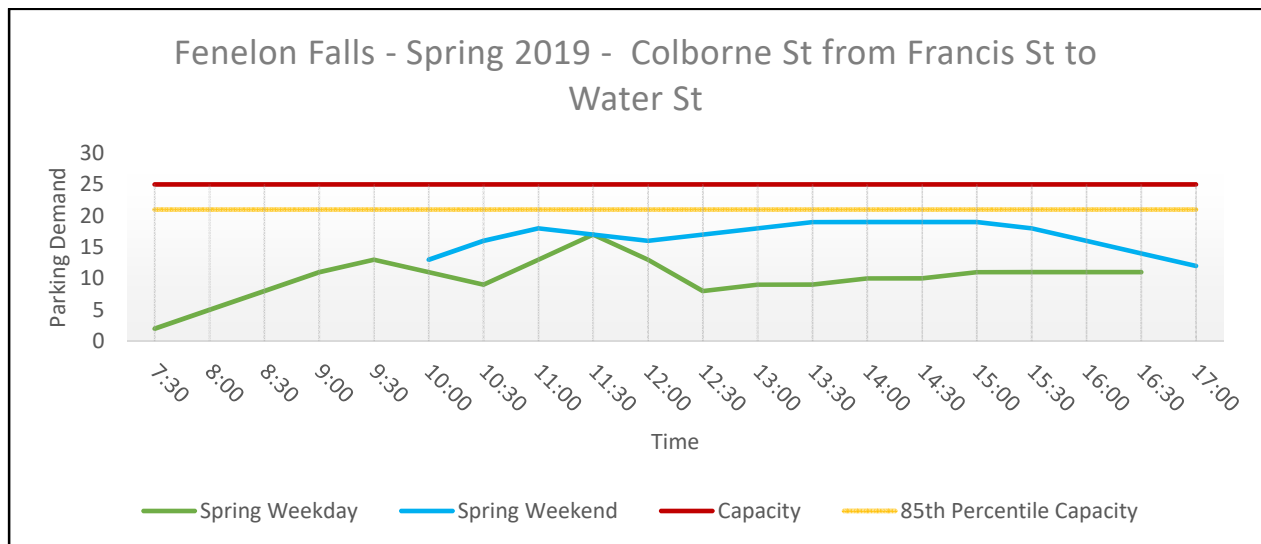
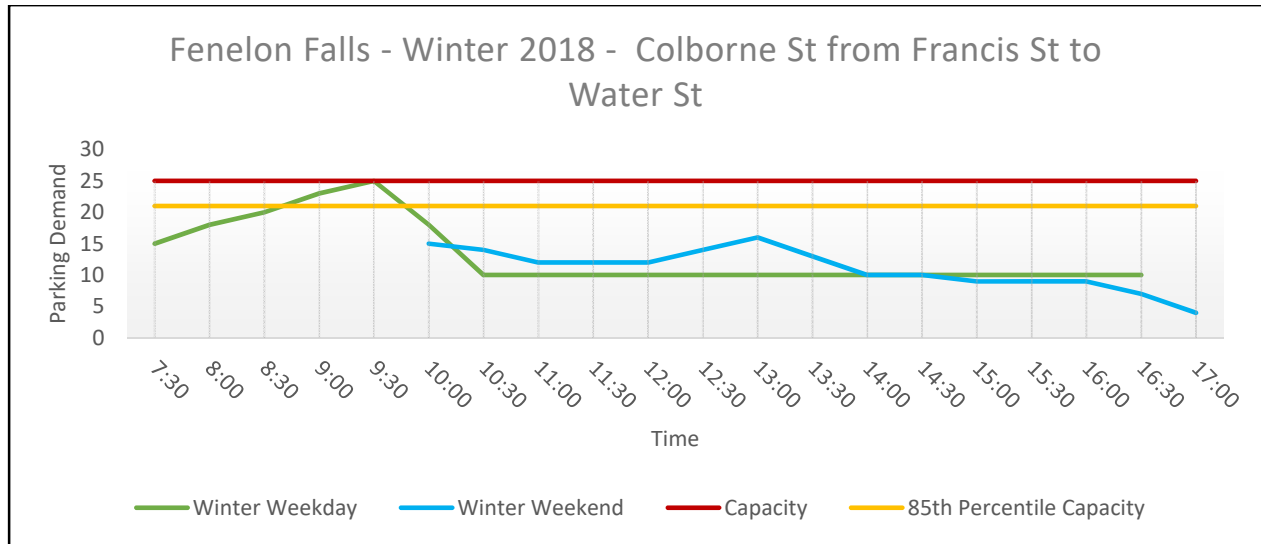


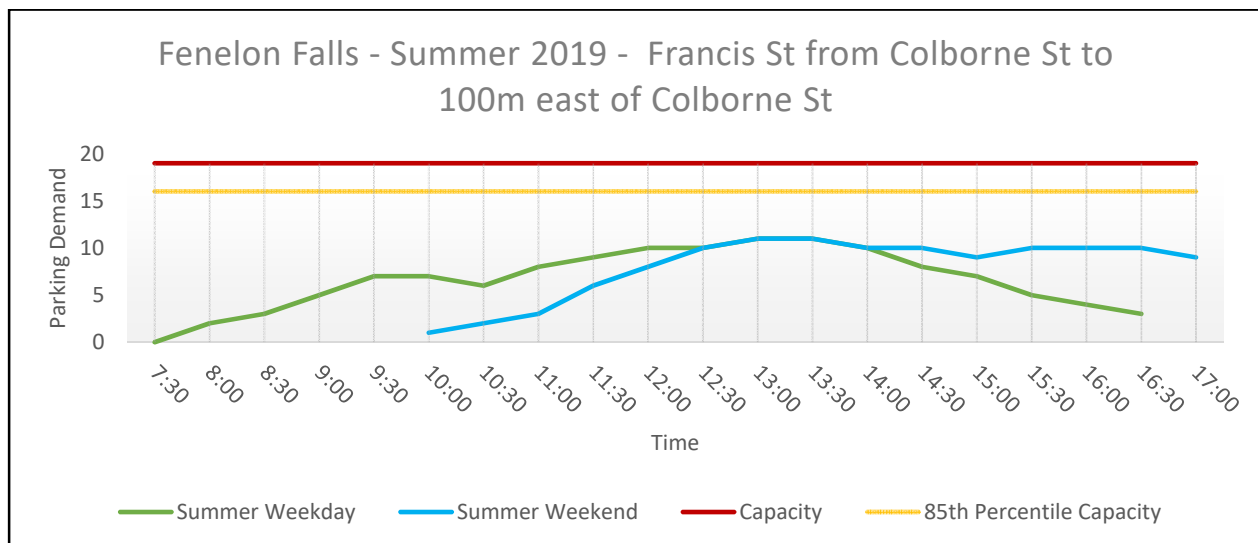
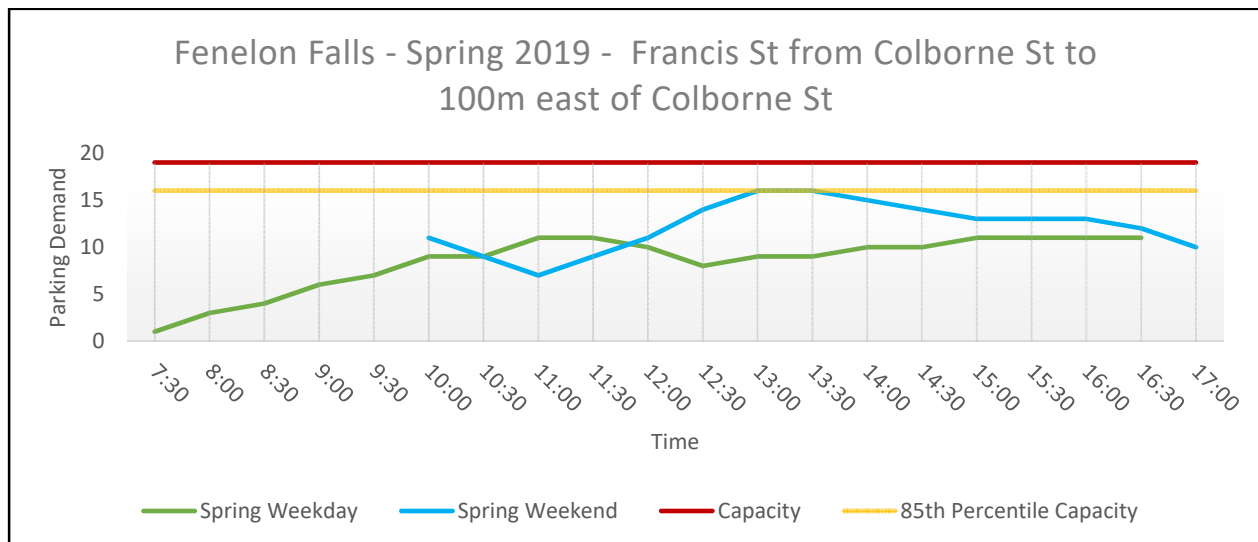
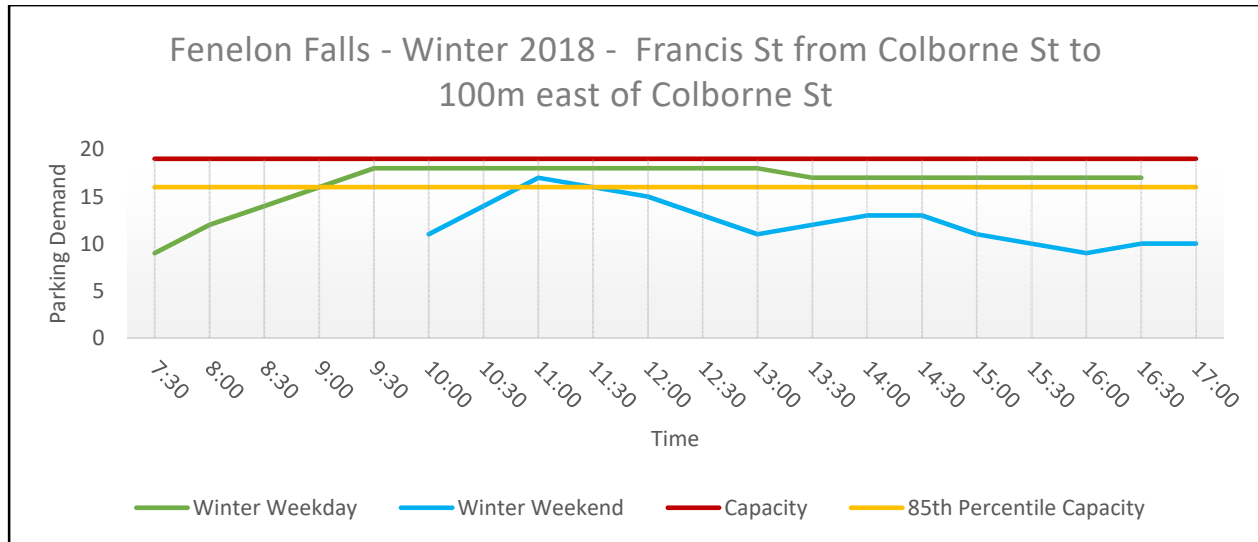


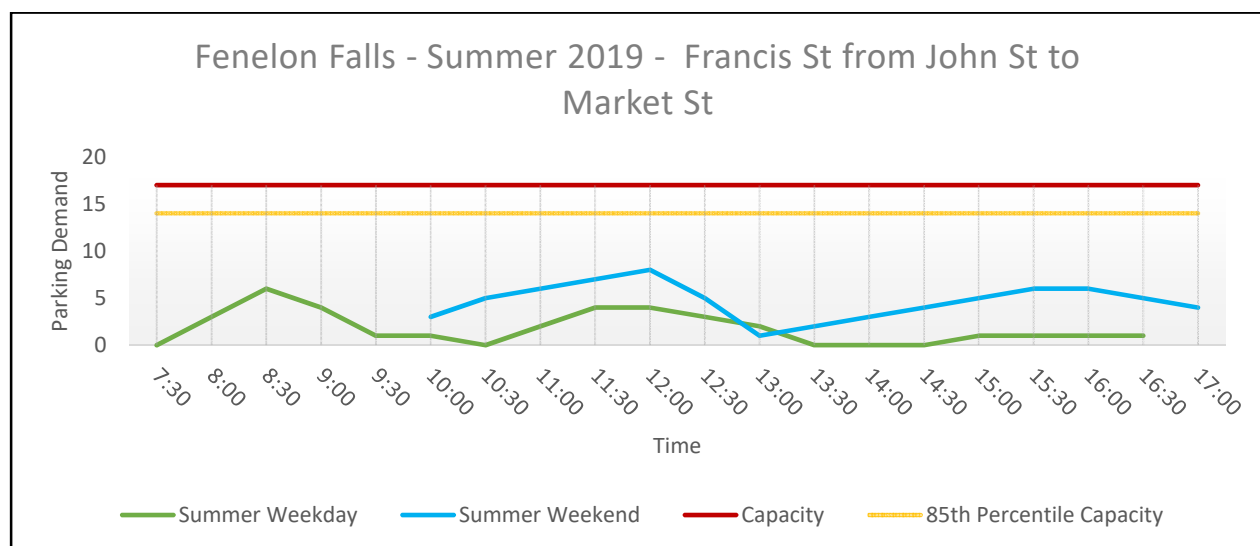
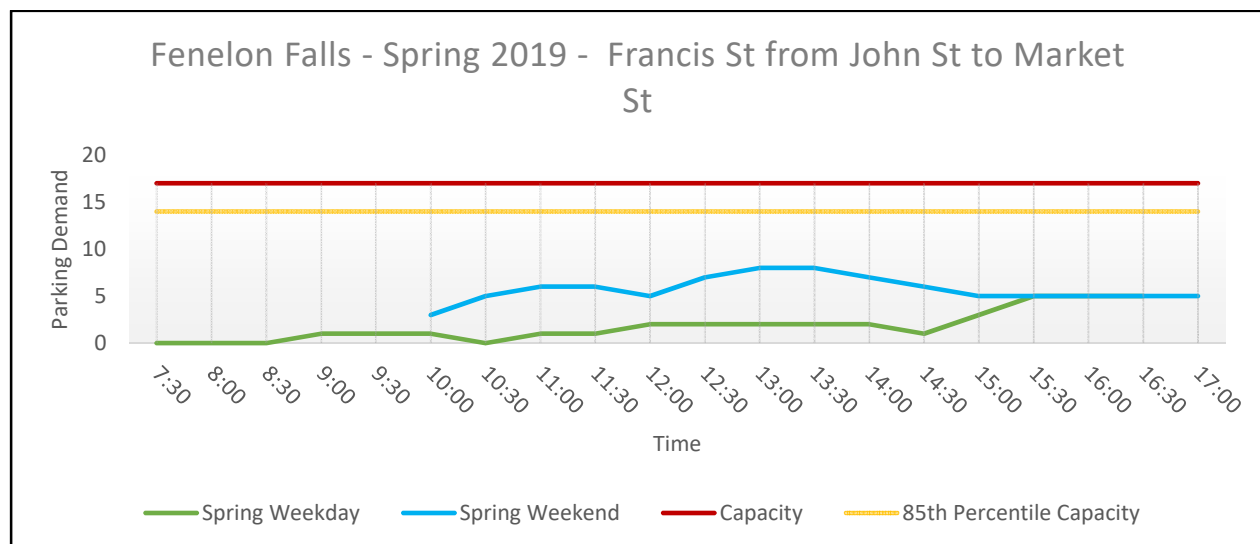
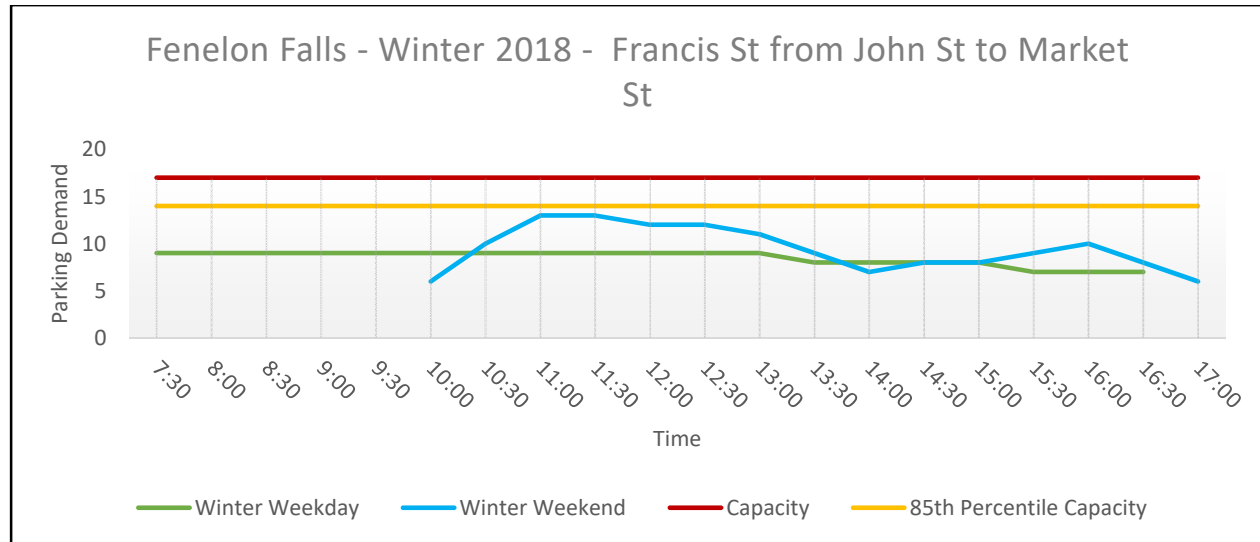


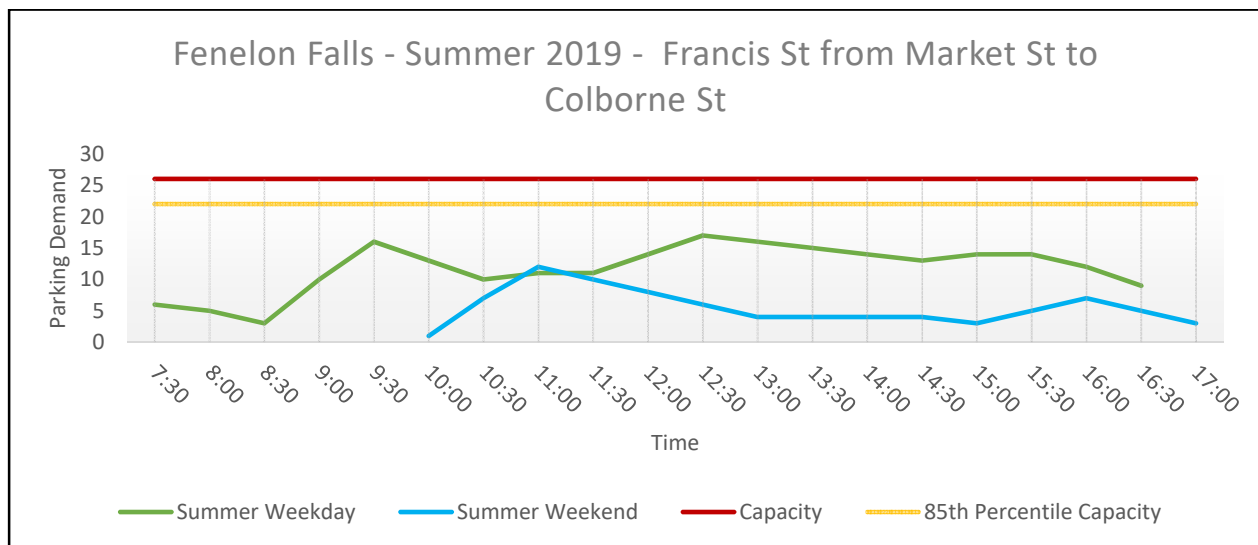
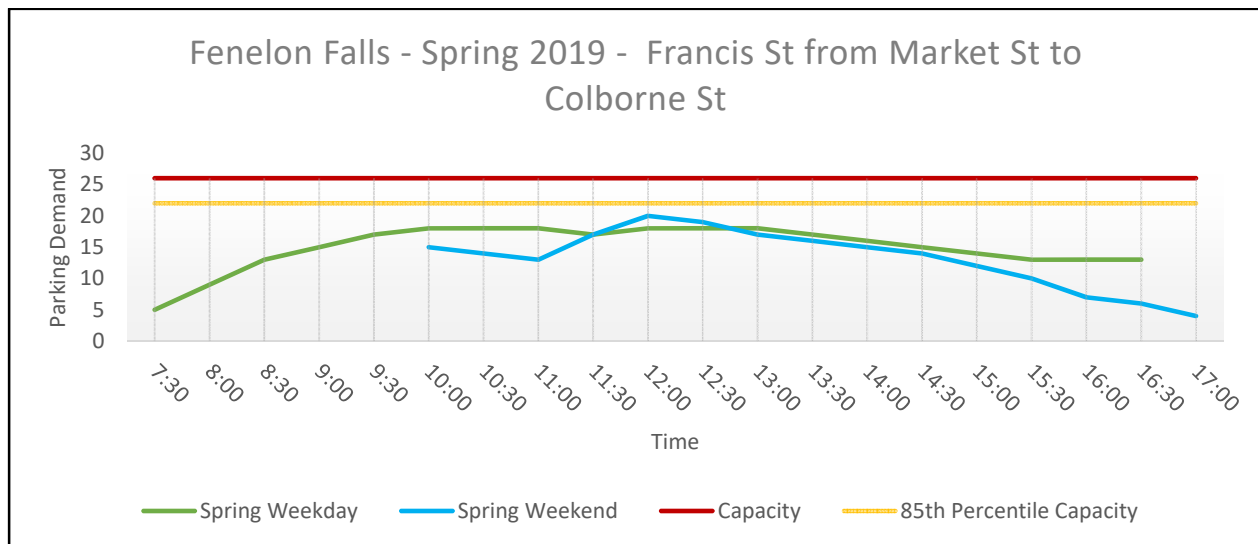
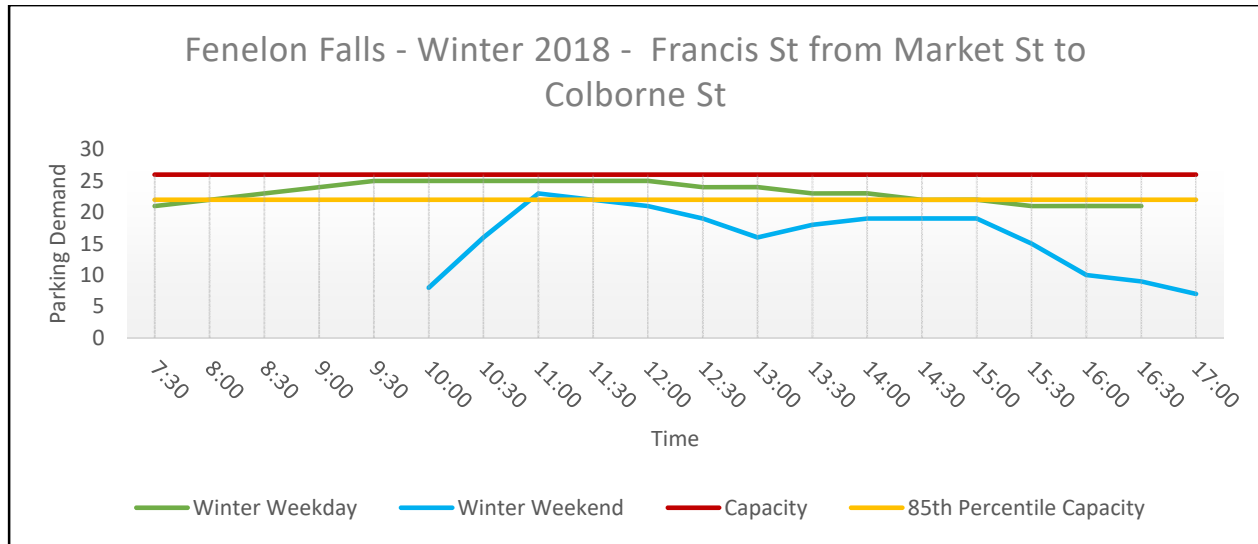


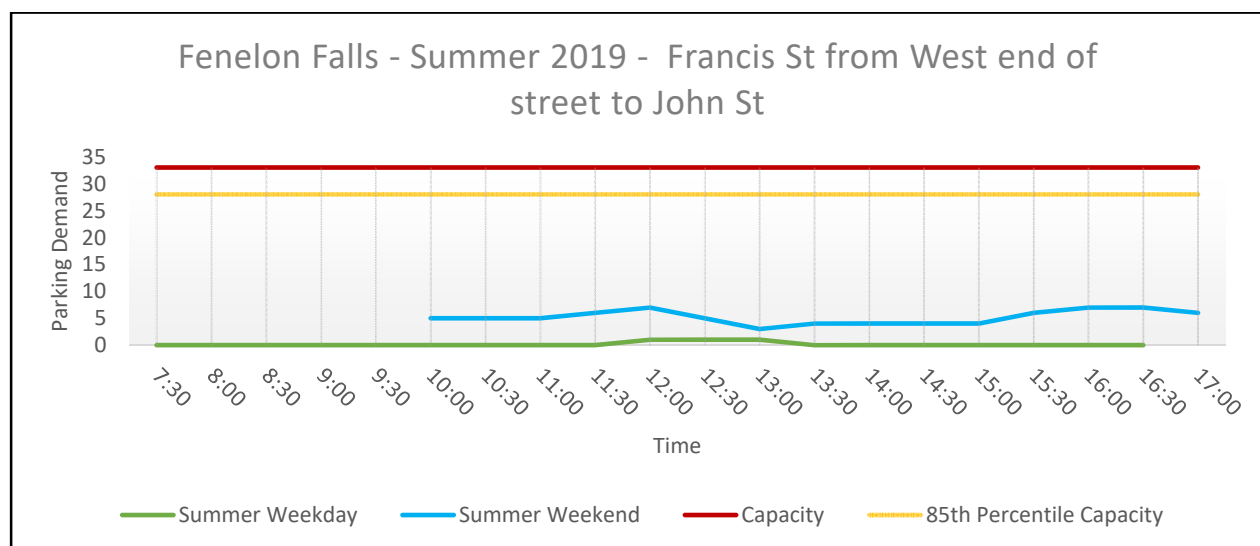
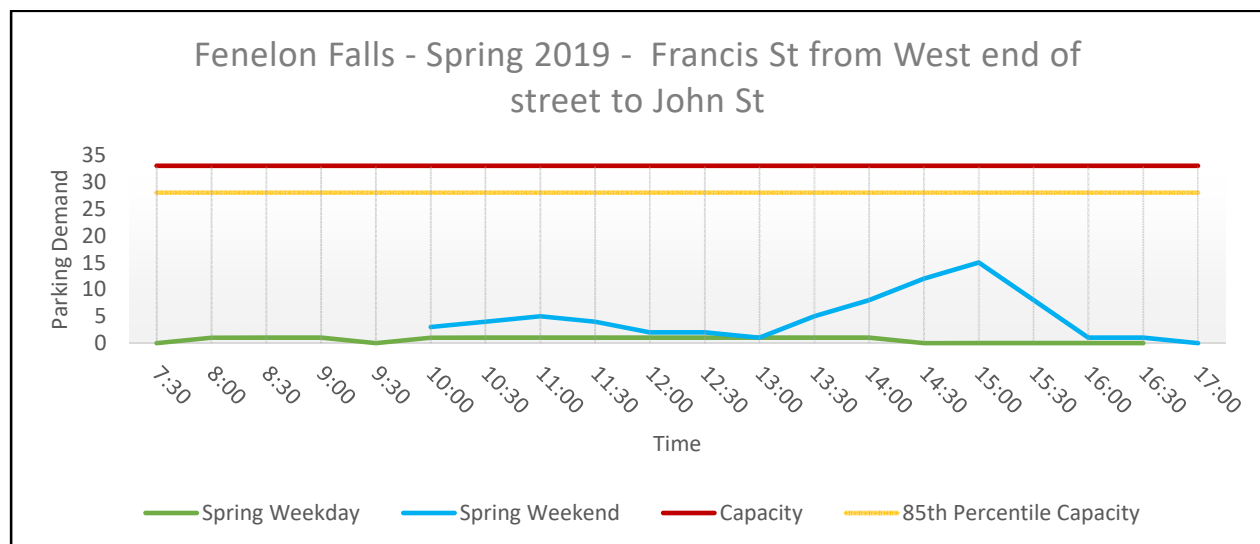
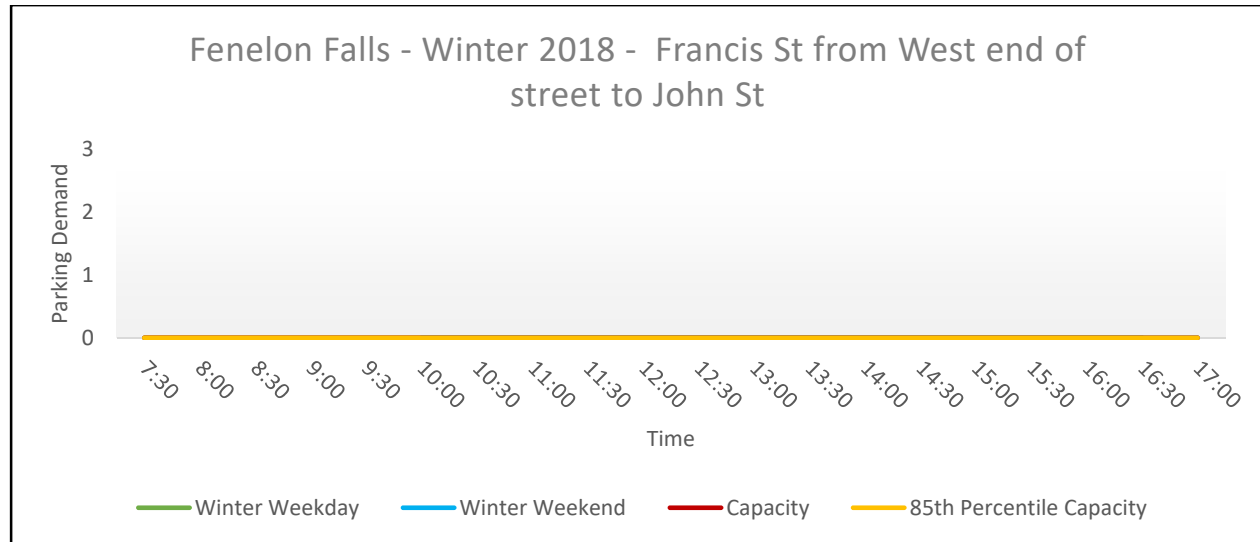


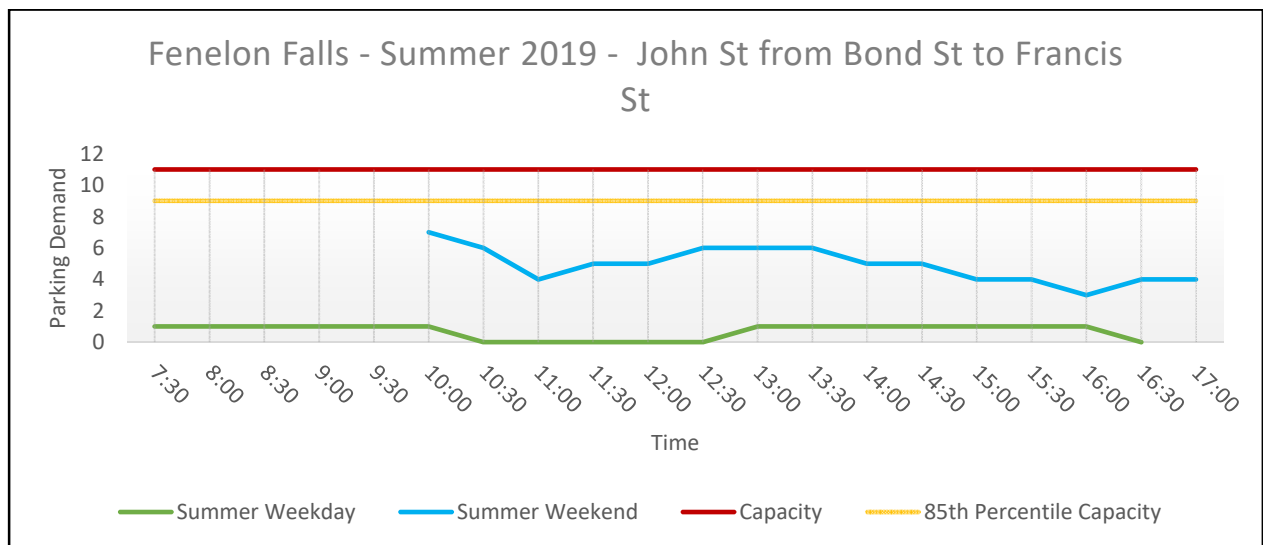
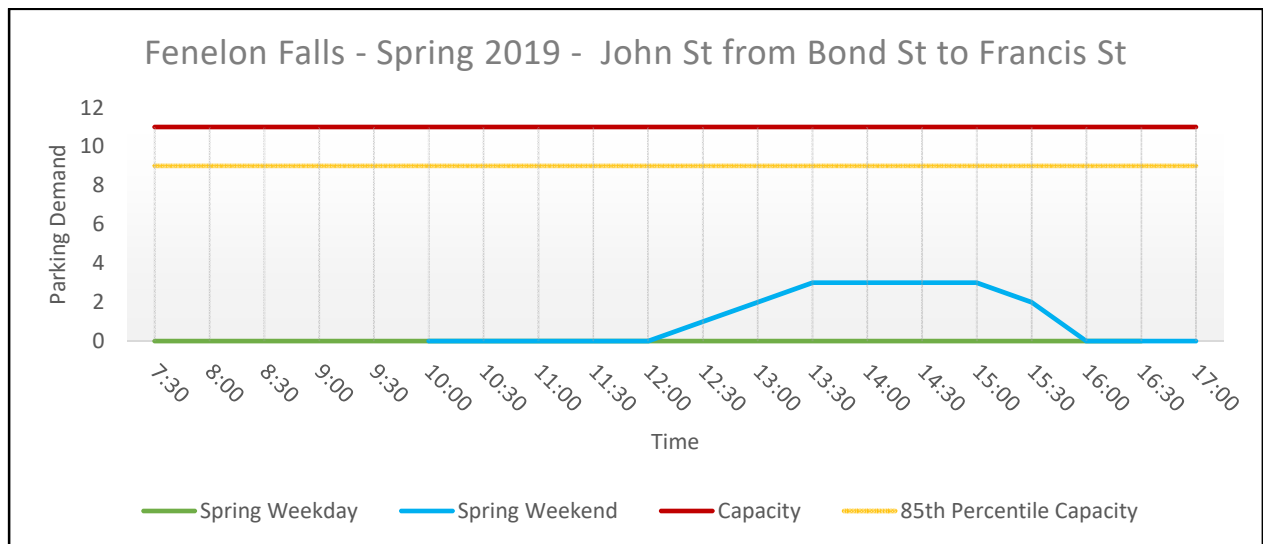
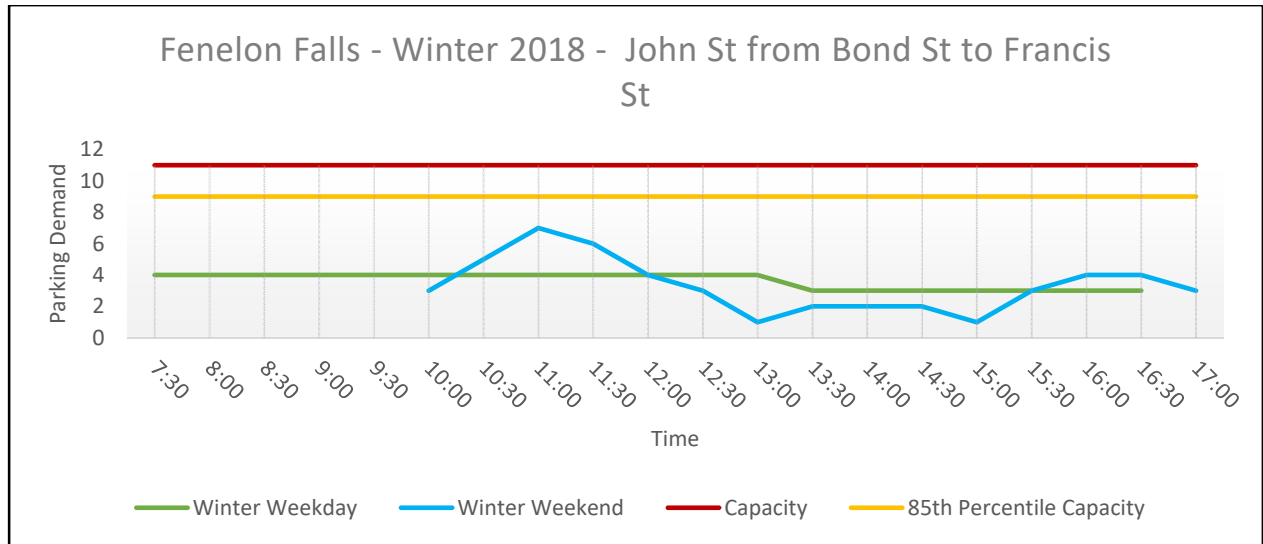


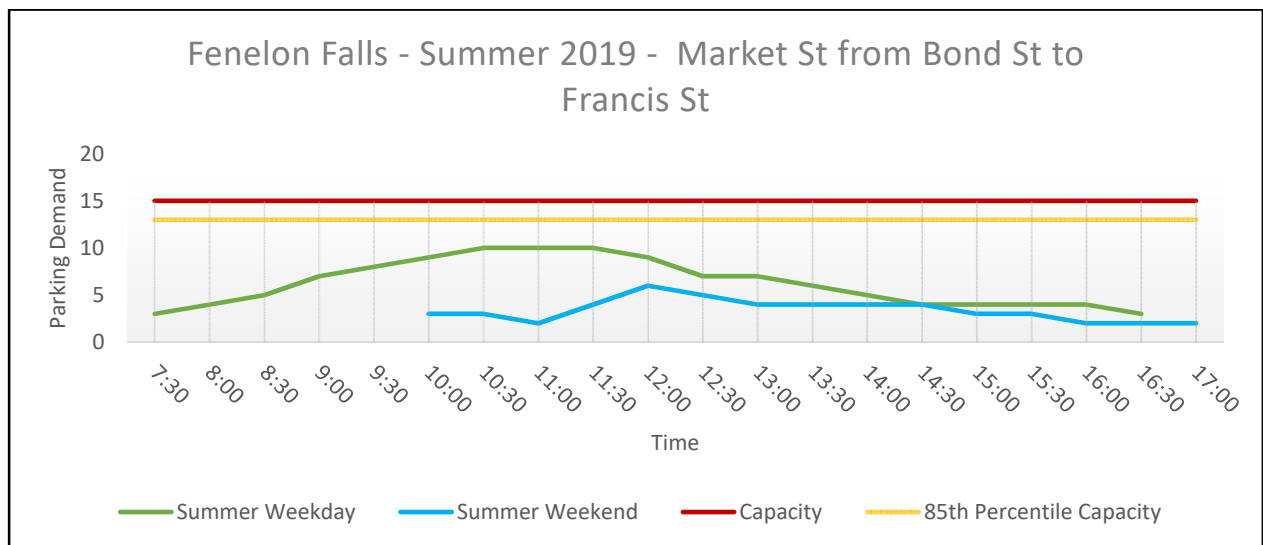
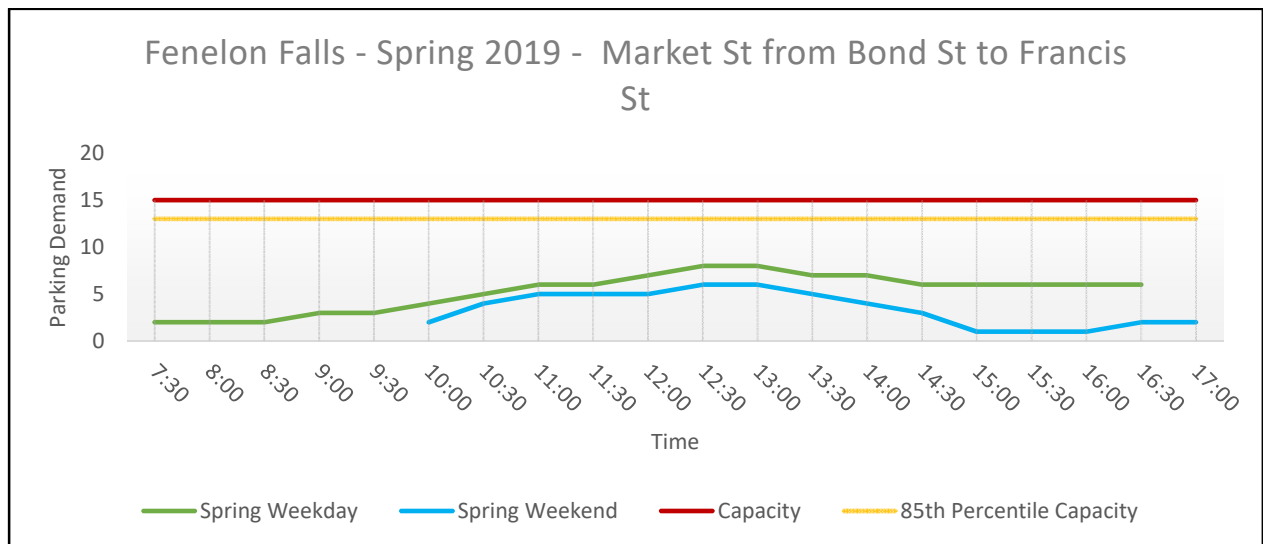
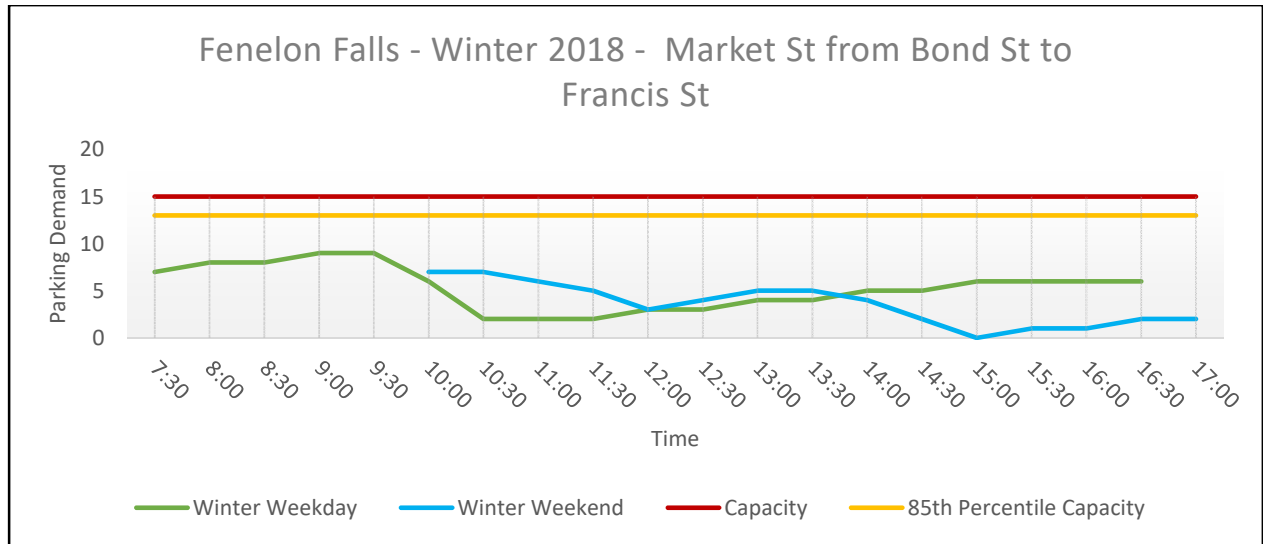


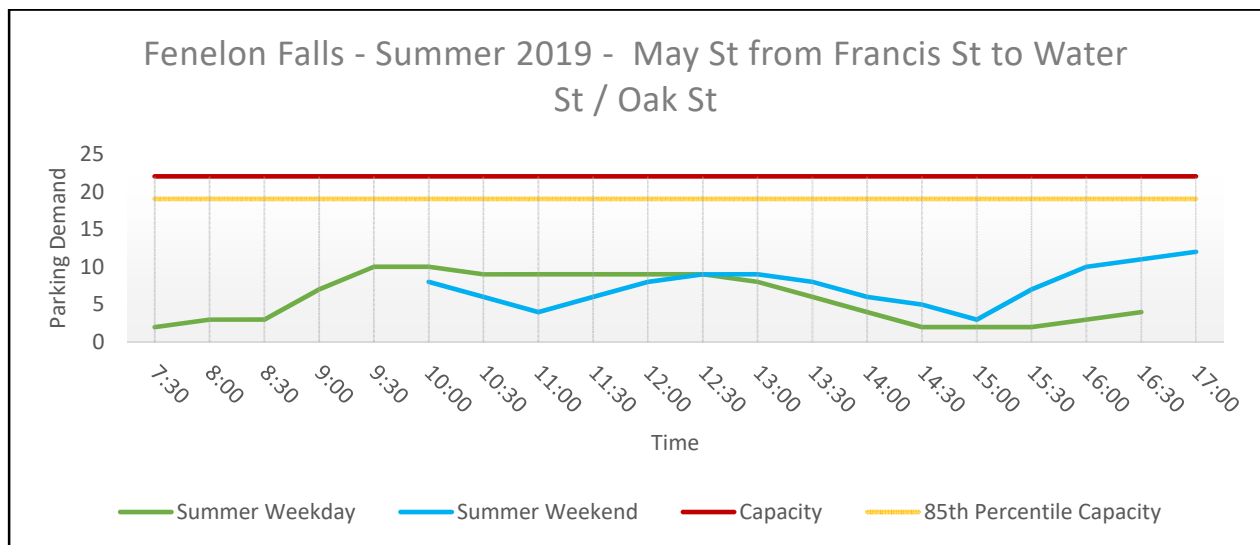
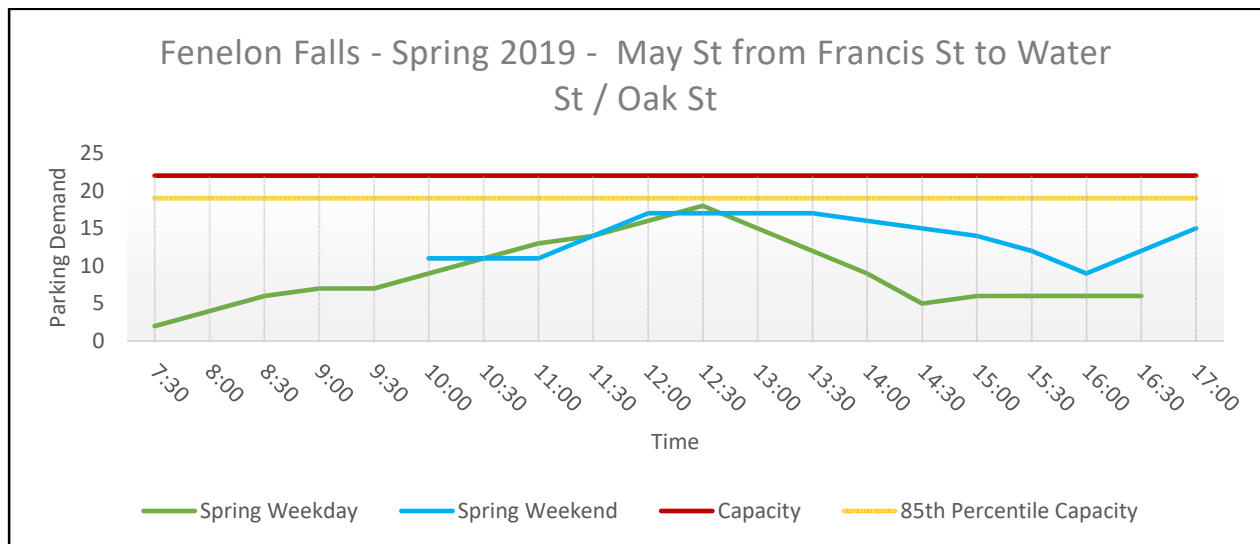
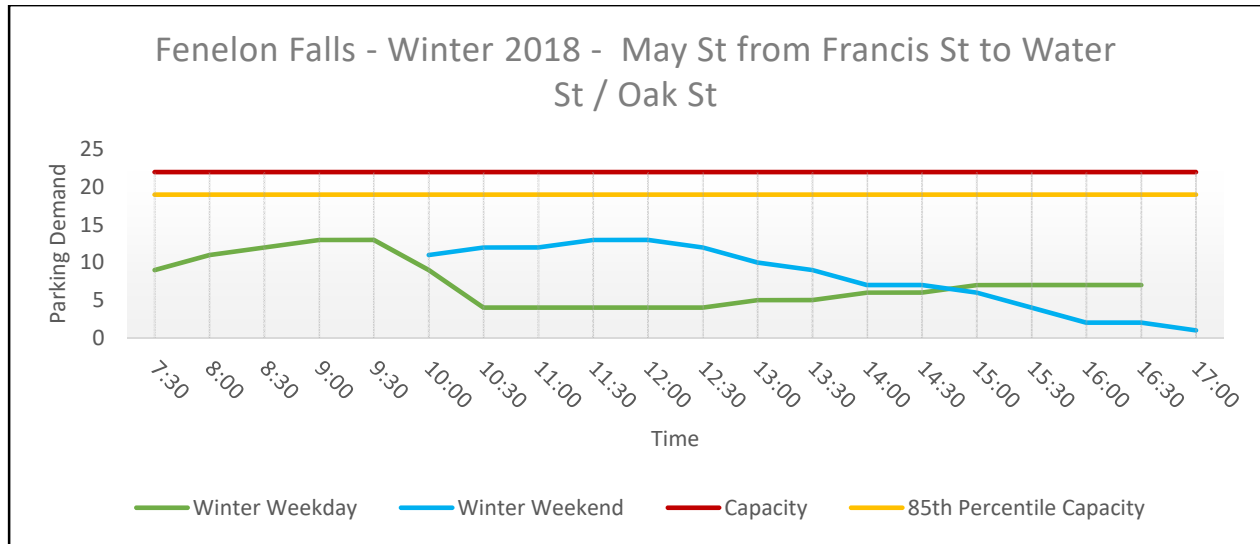


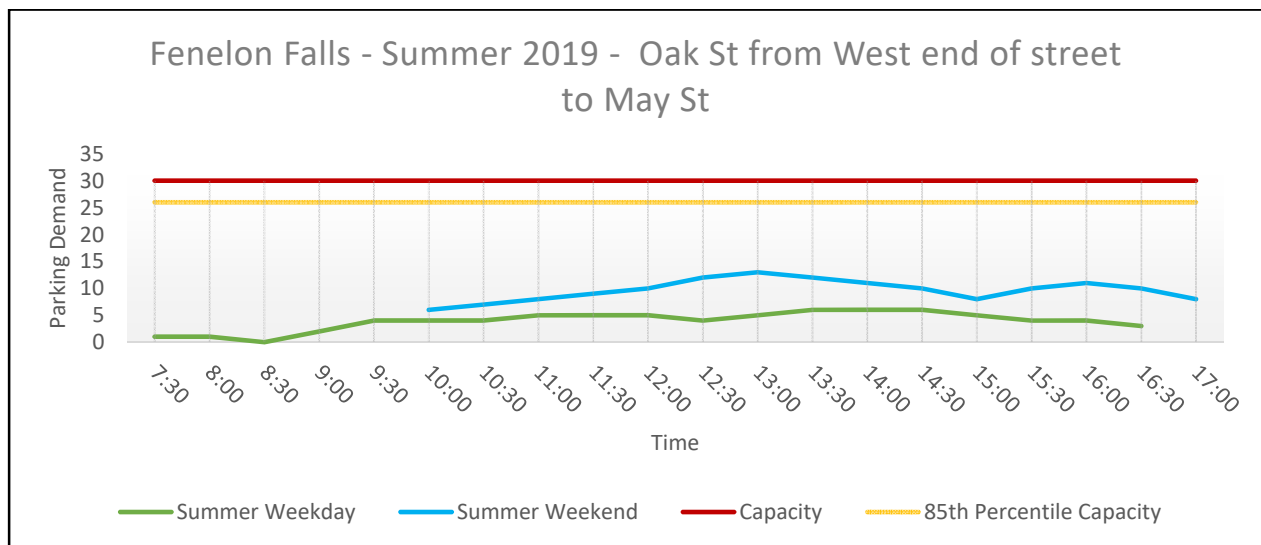
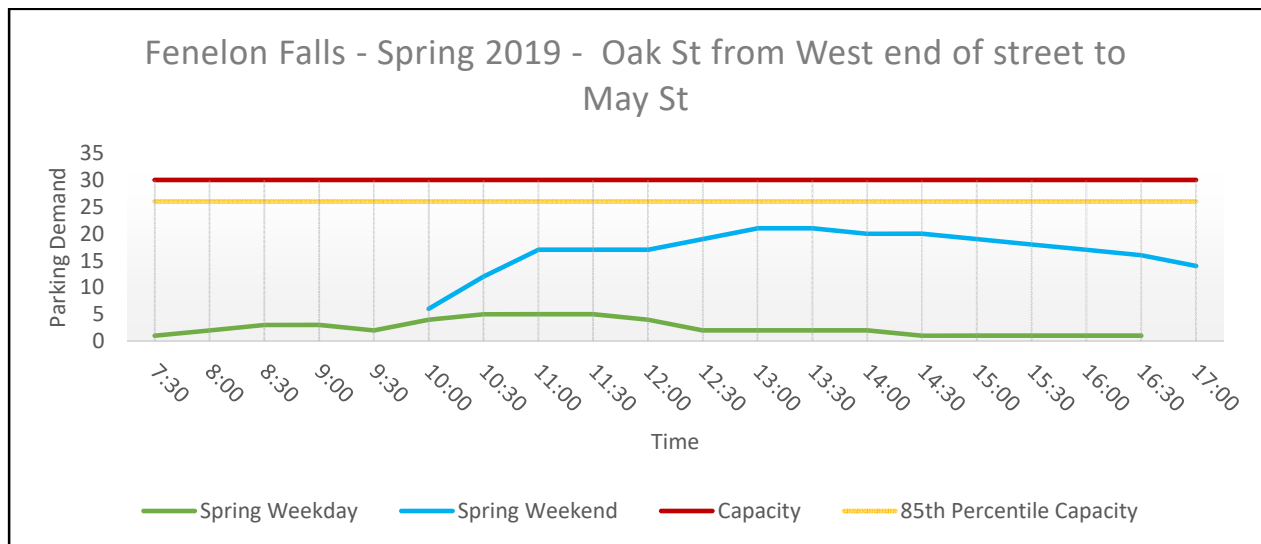
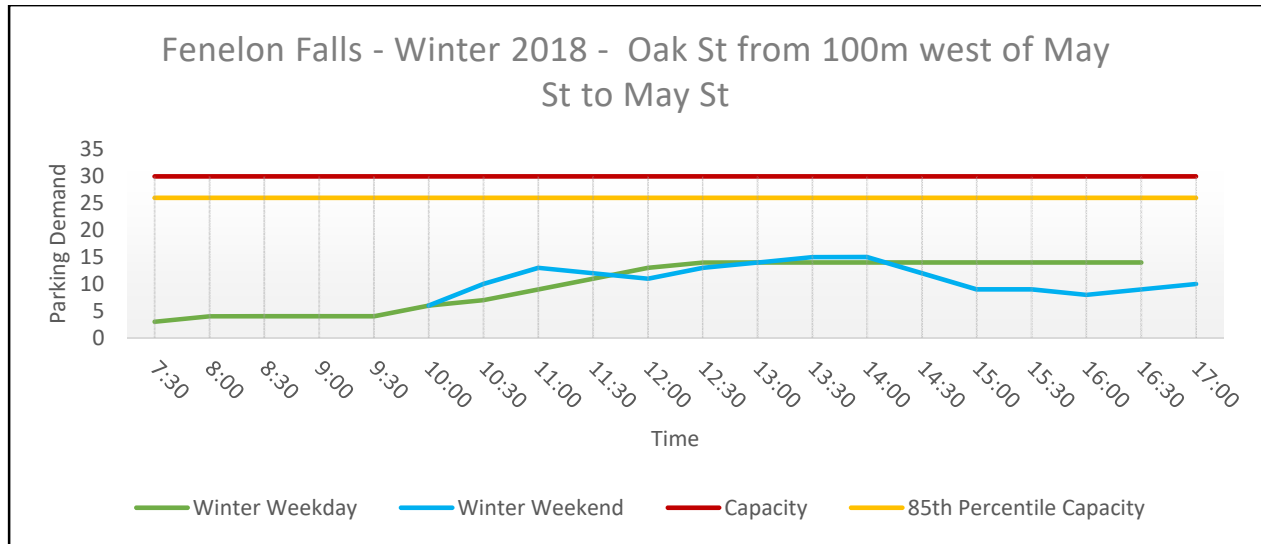


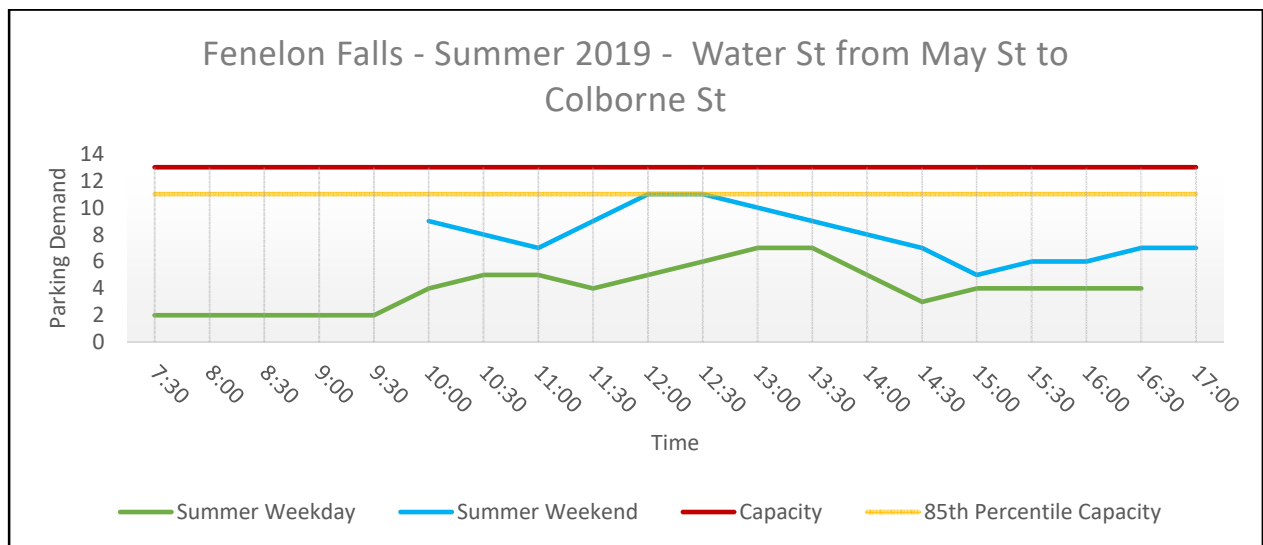
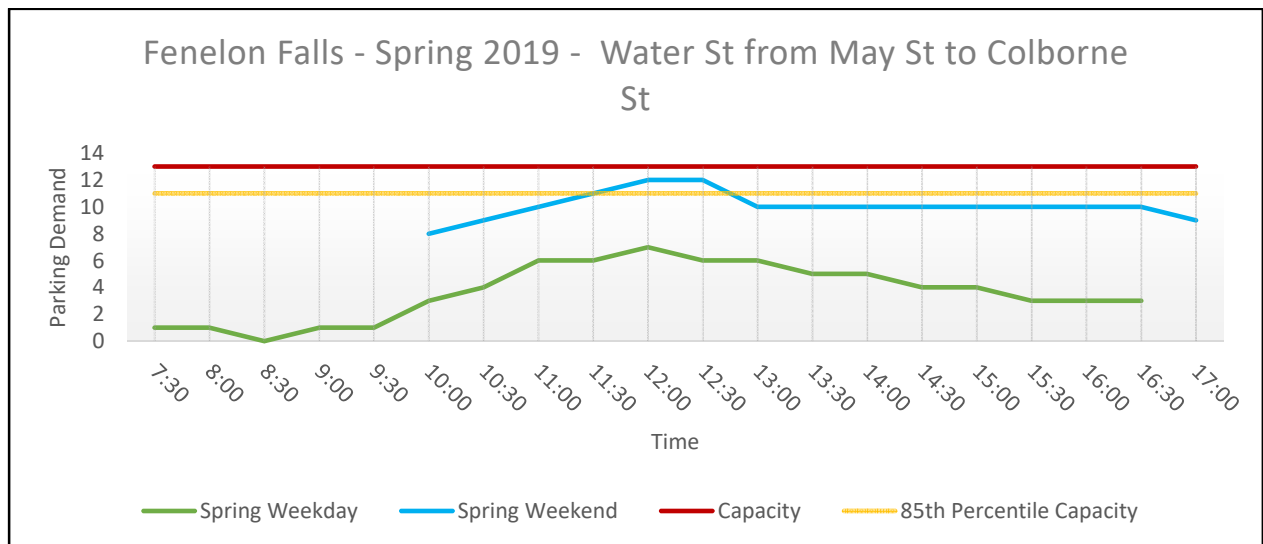
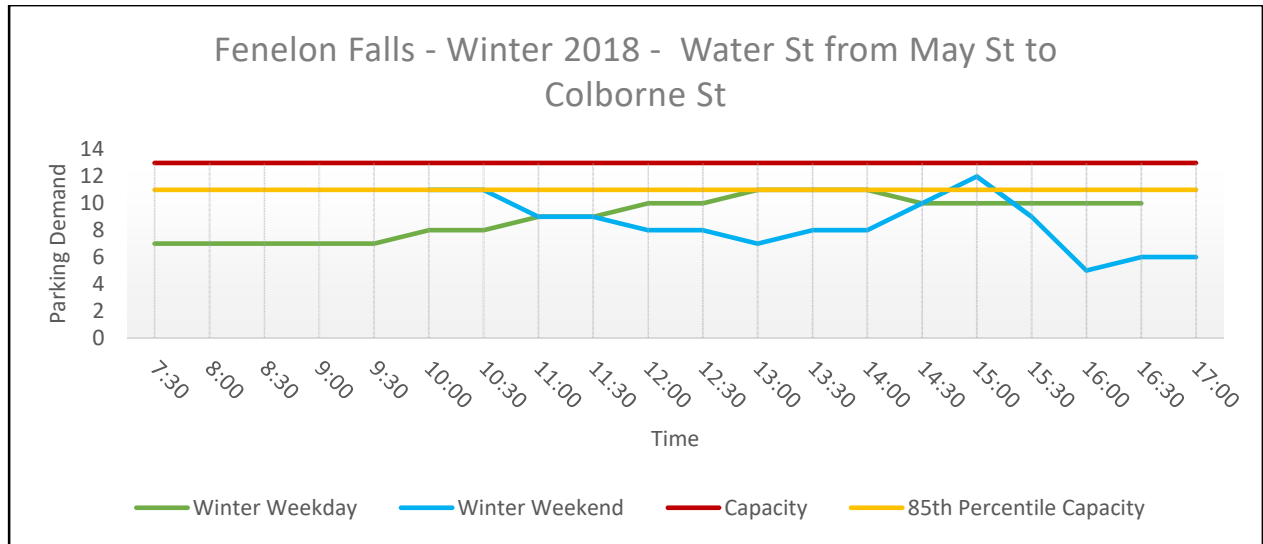






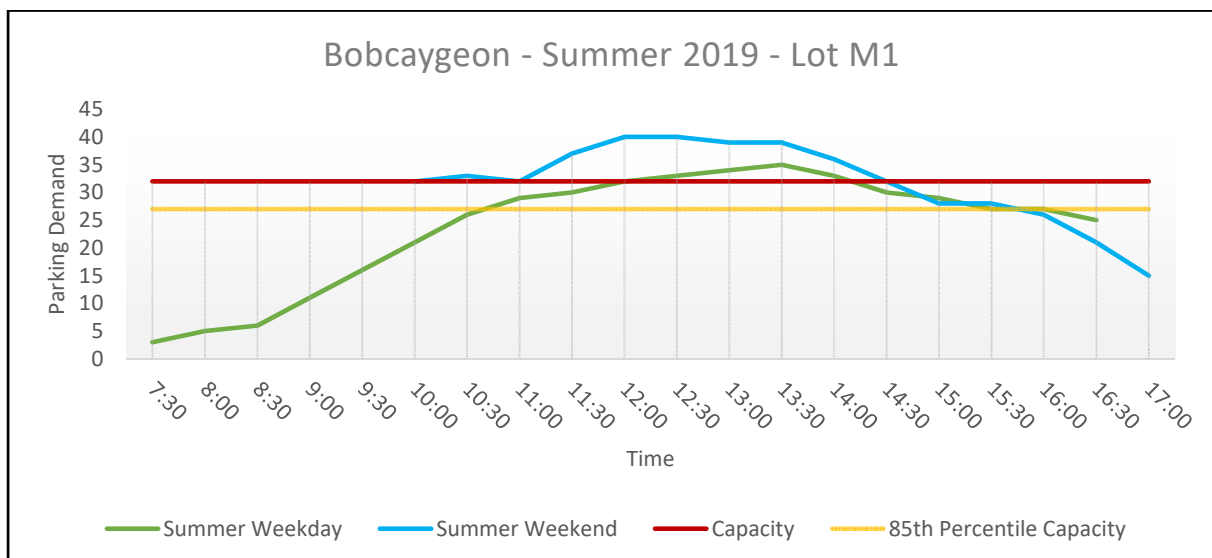
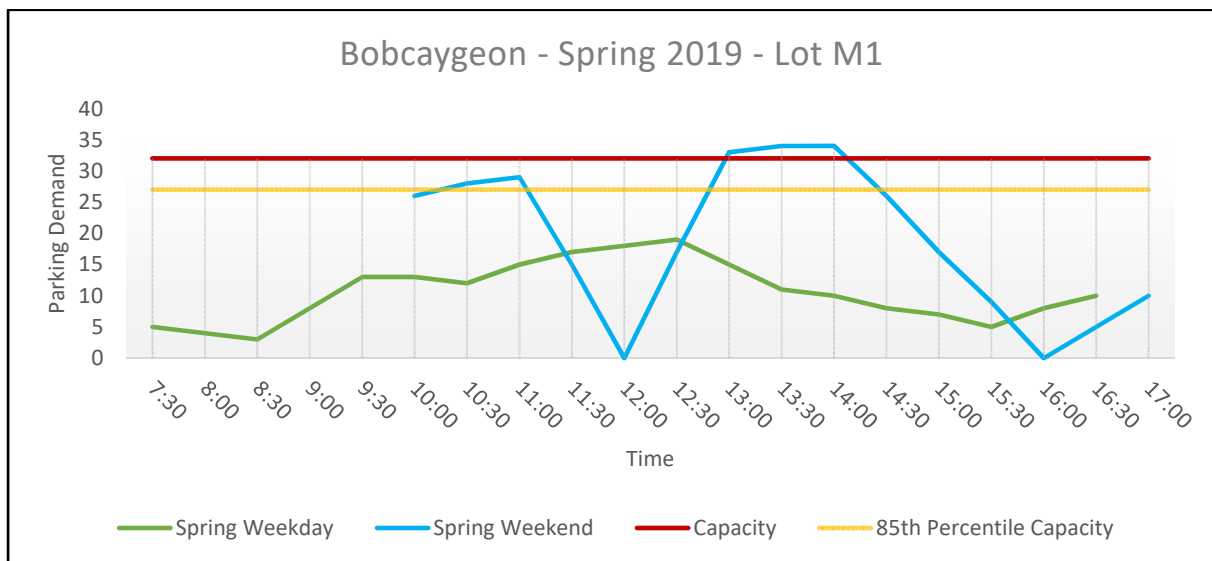
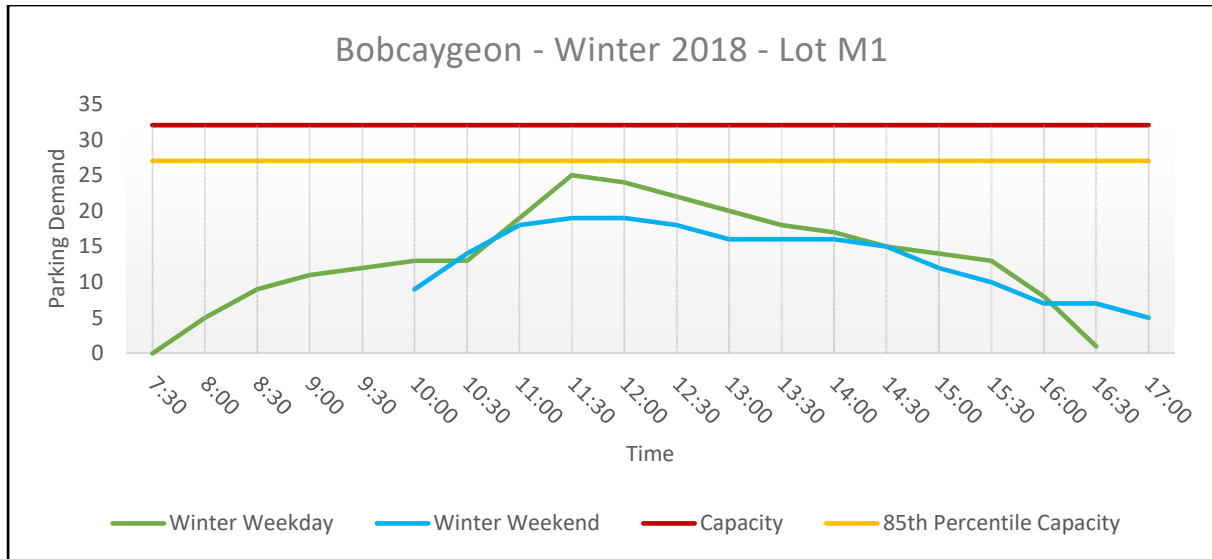


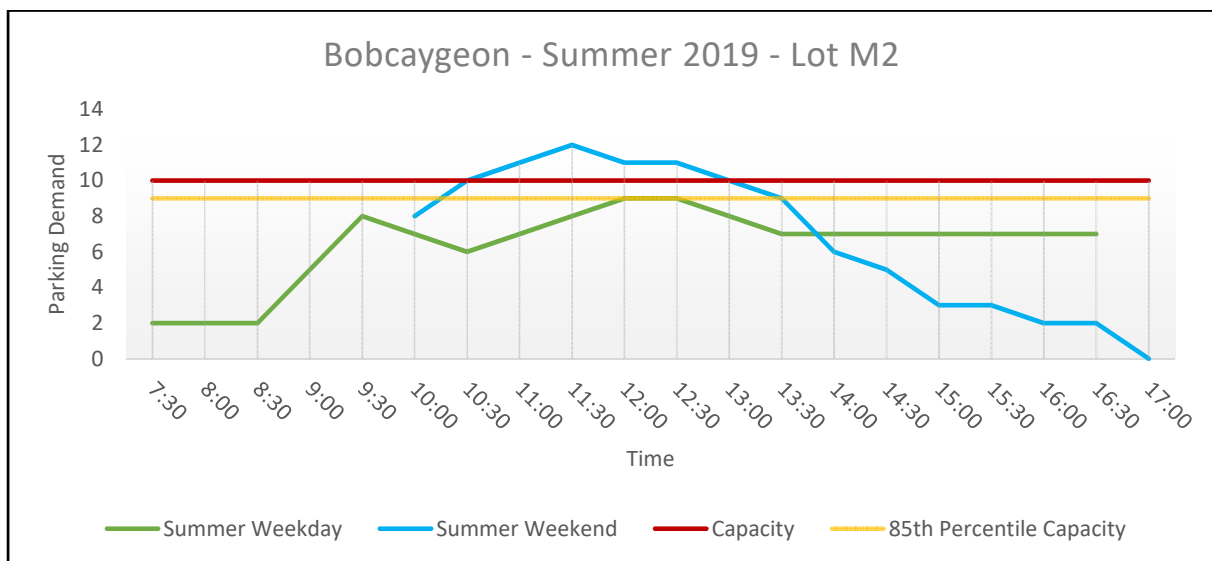
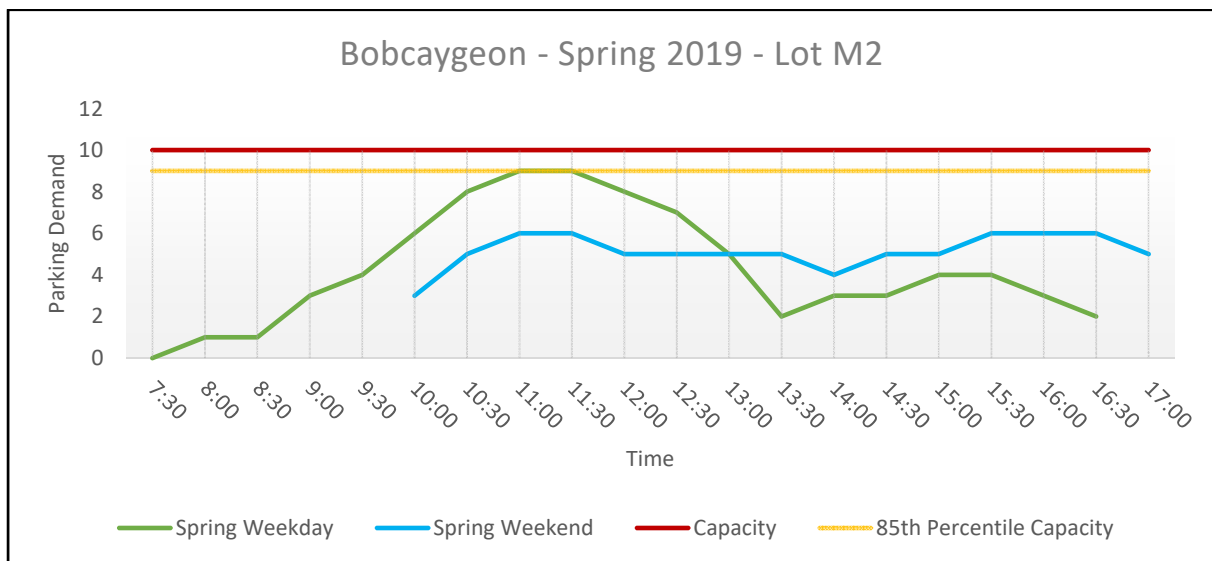
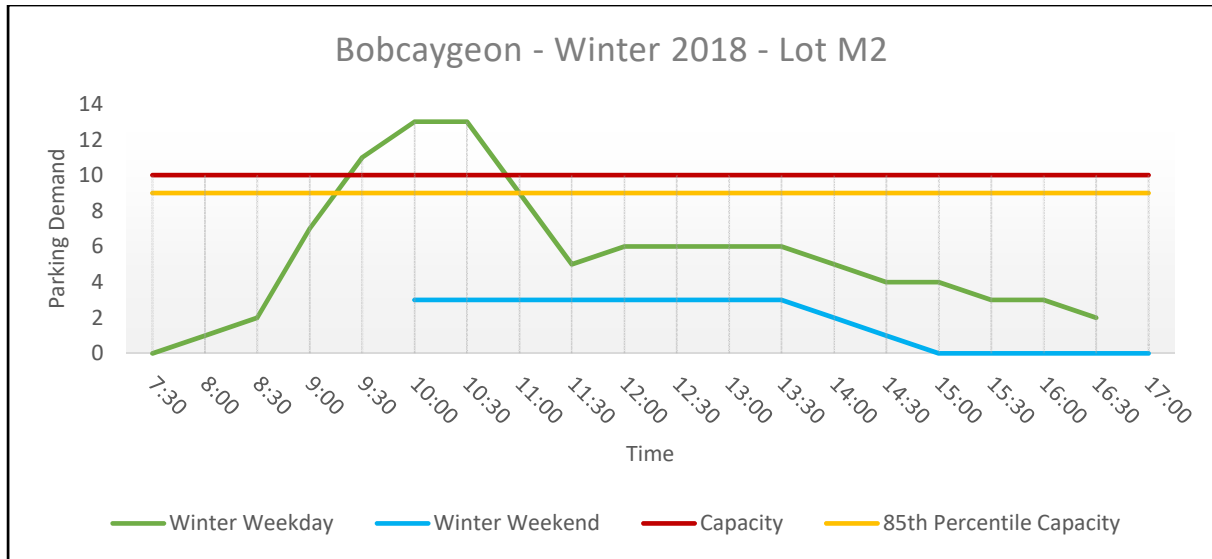


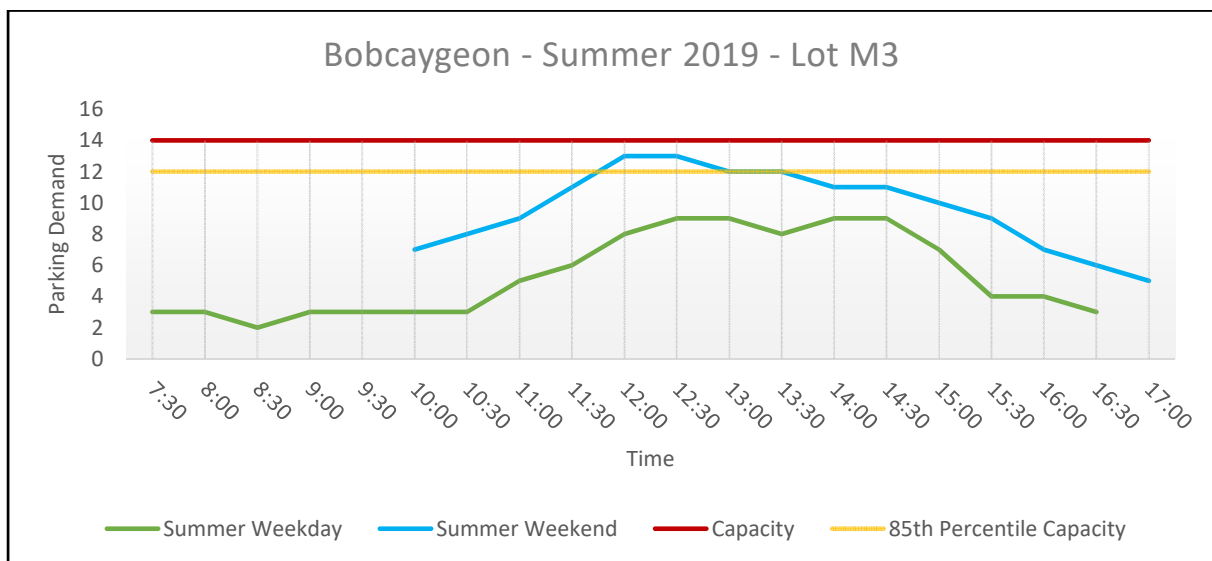
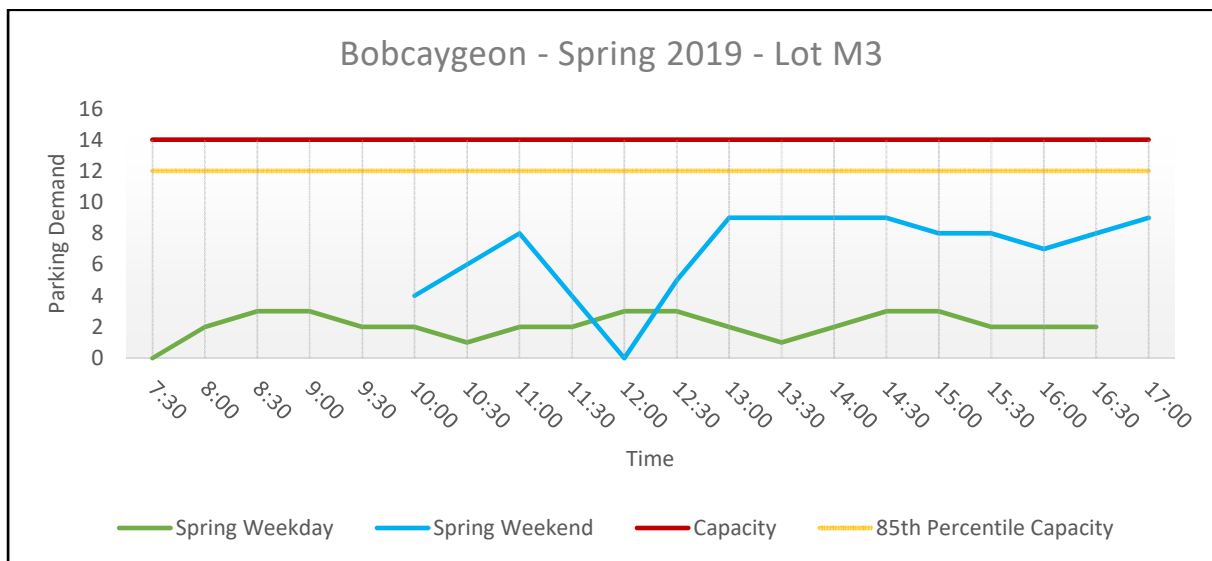
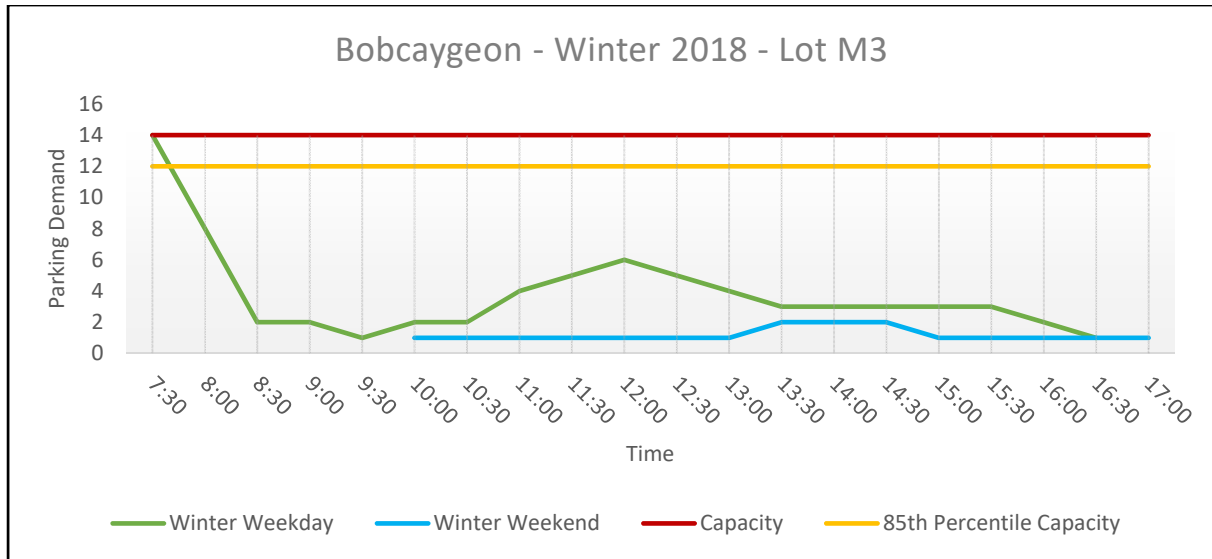


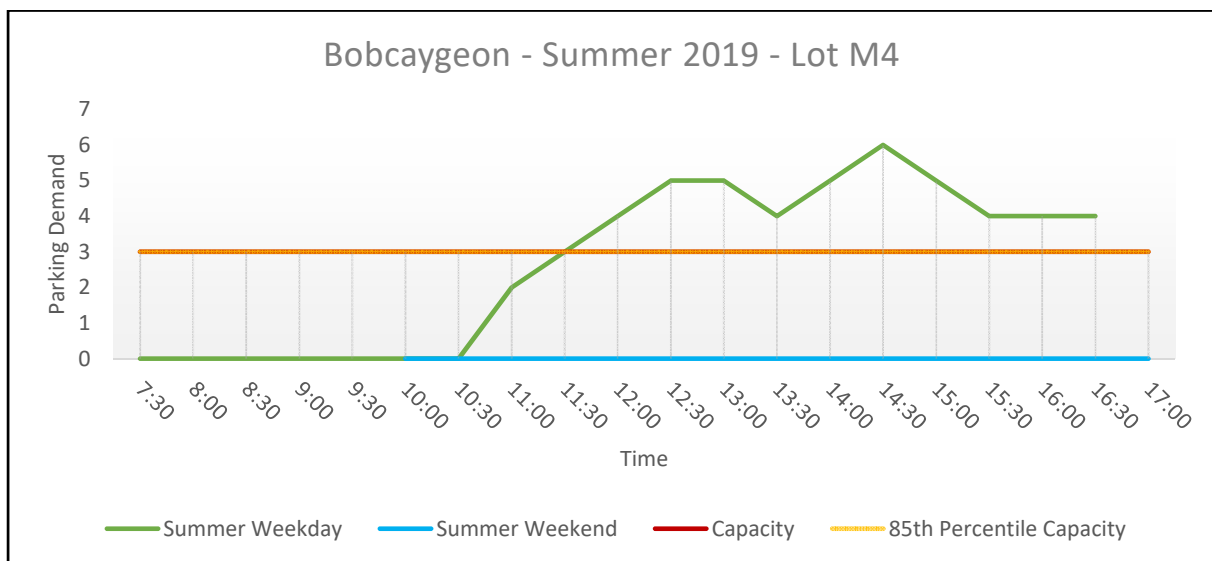
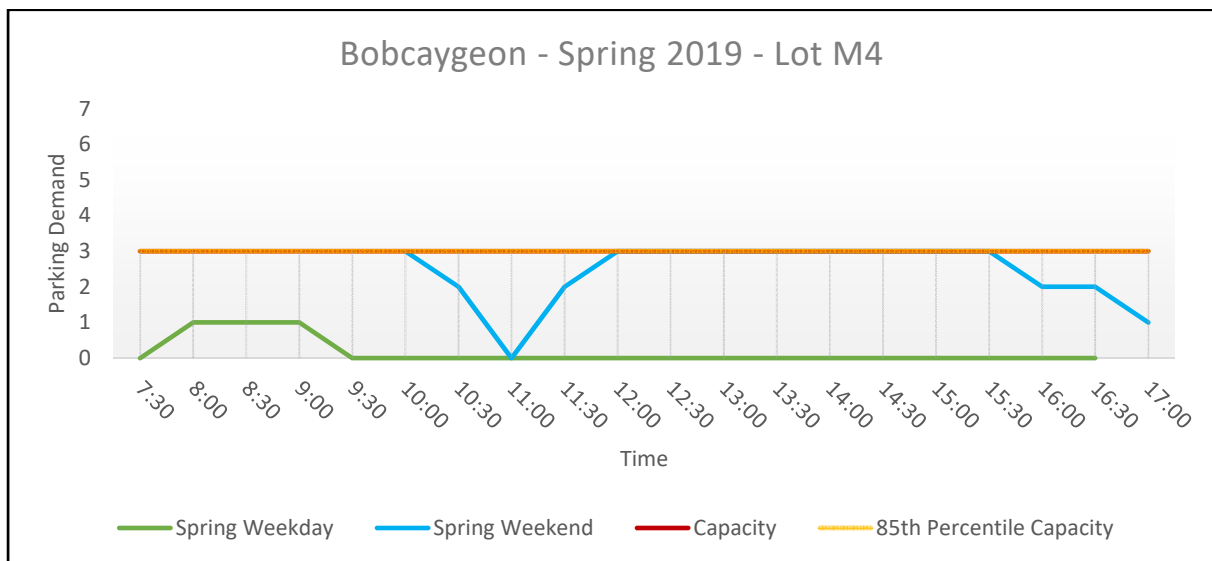
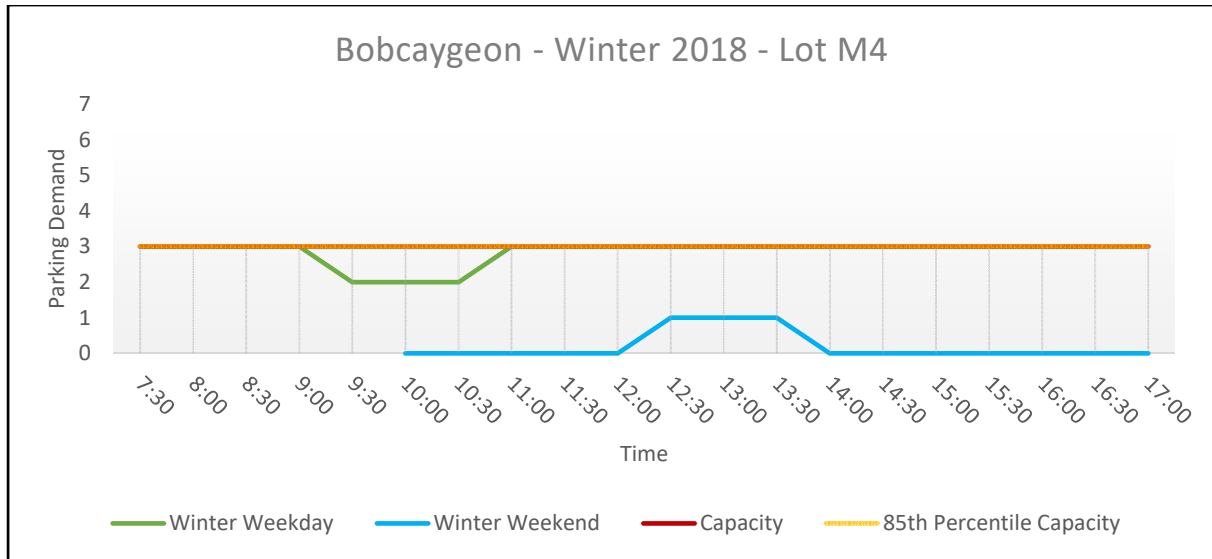
Bobcaygeon Core Area

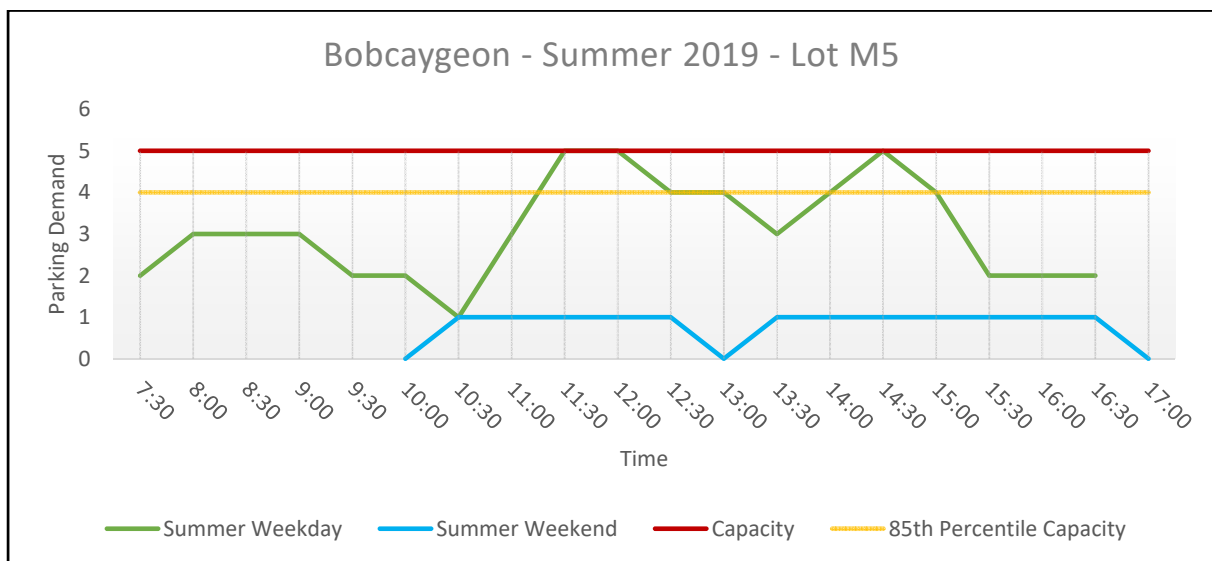
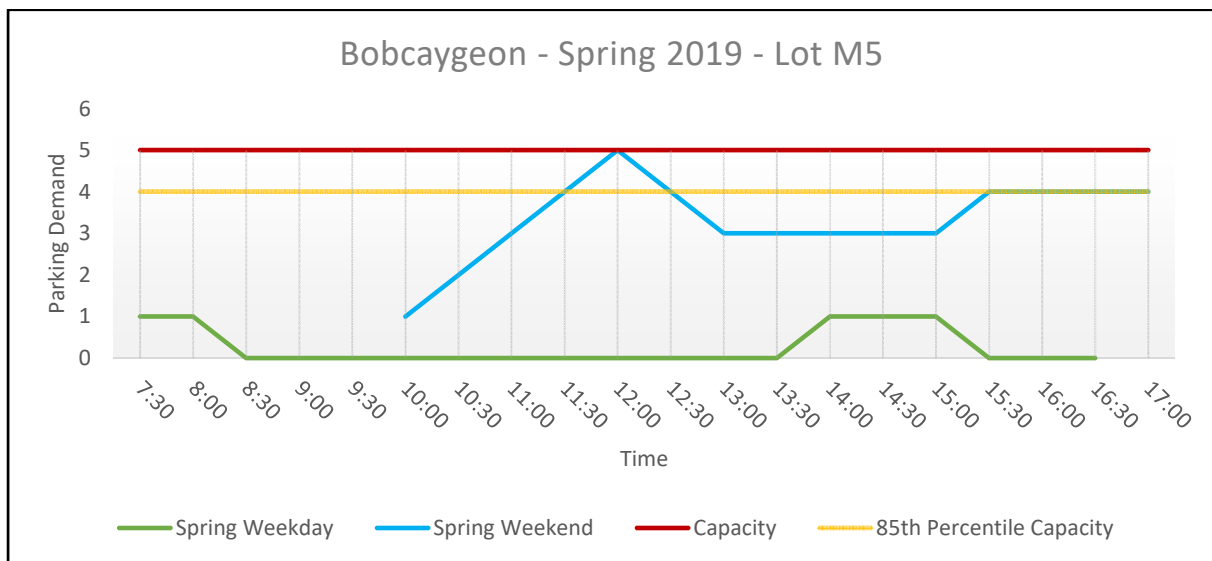
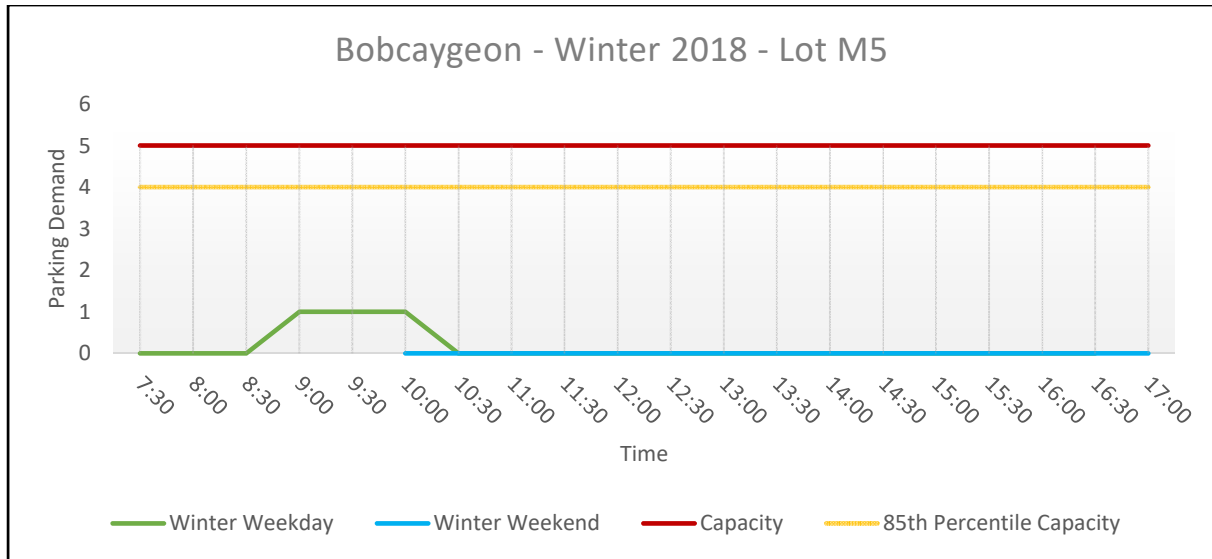
Municipal Off-Street Lots

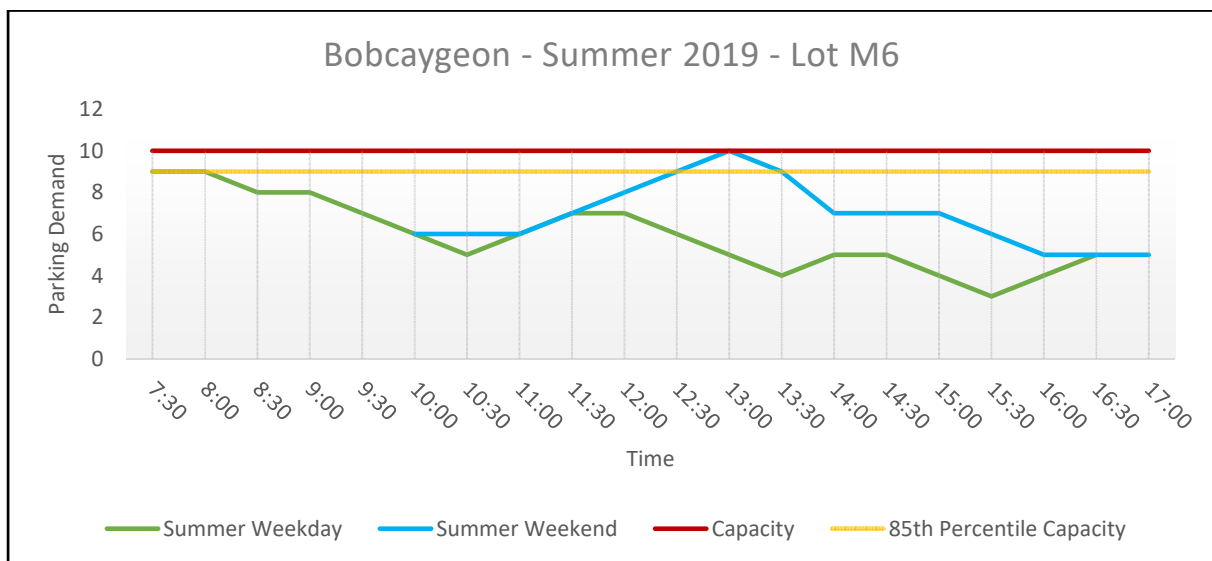
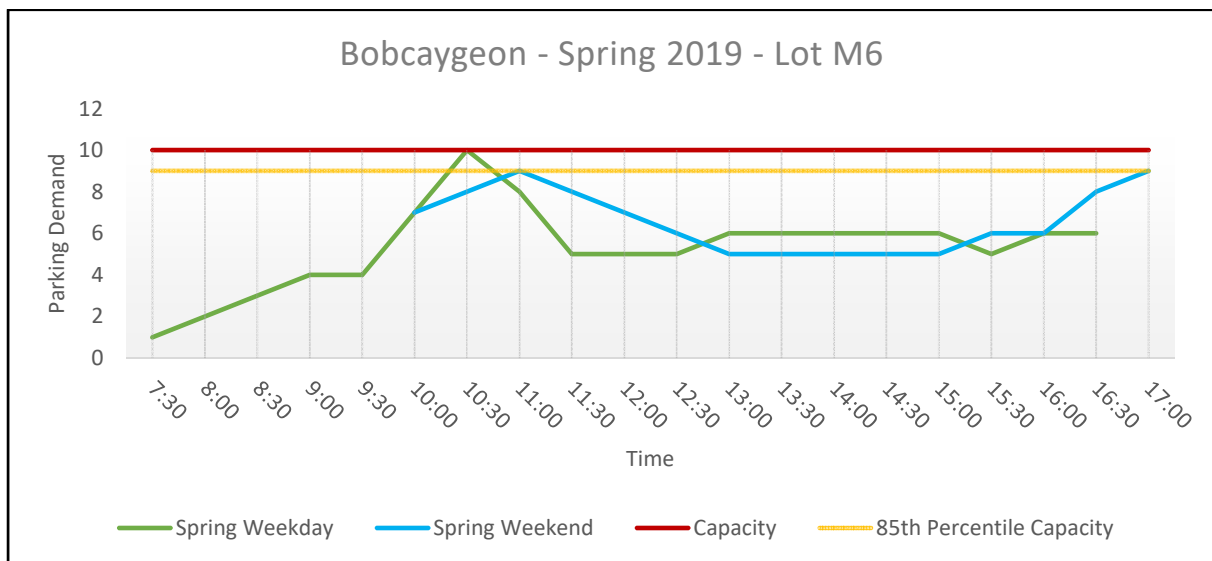
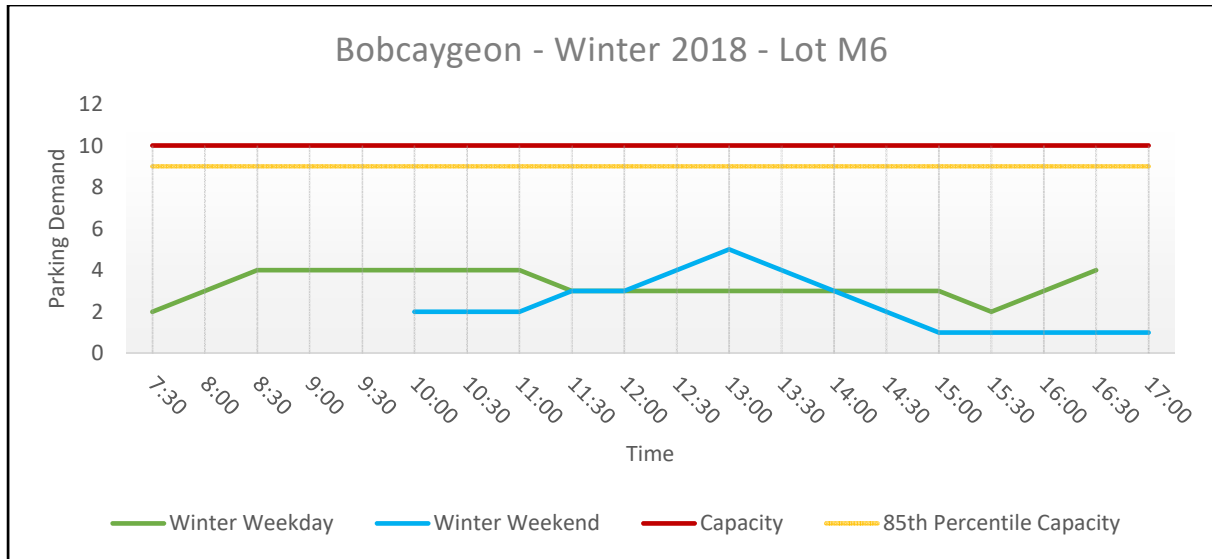






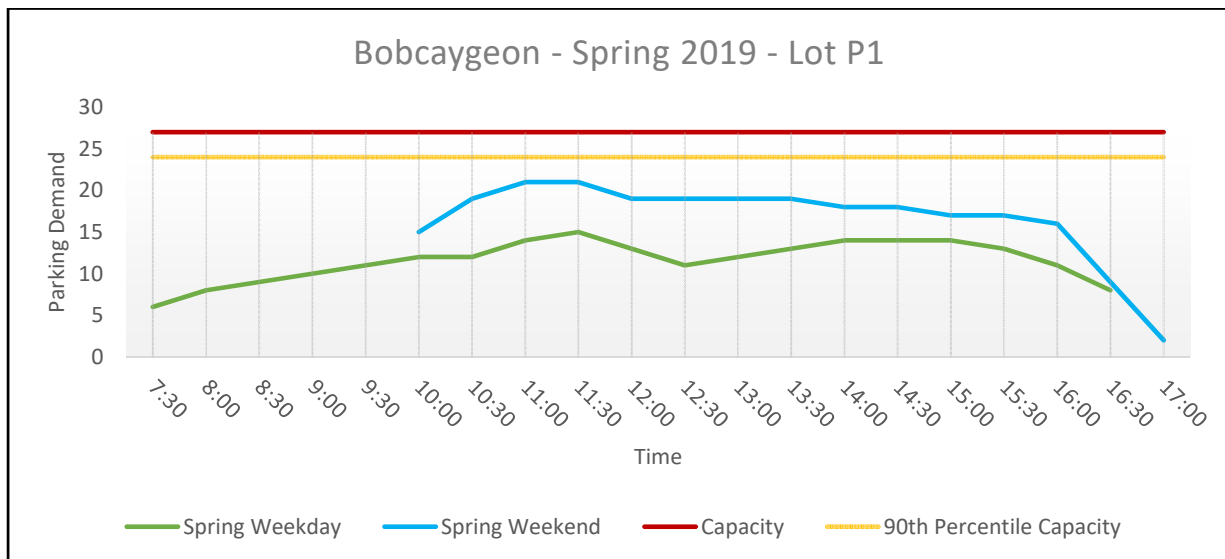
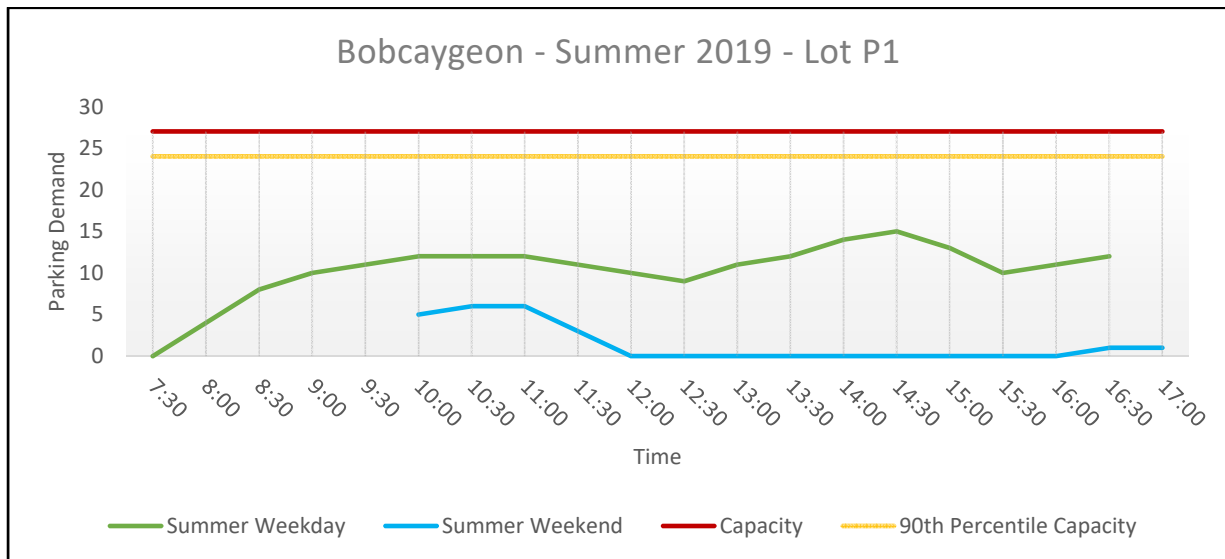
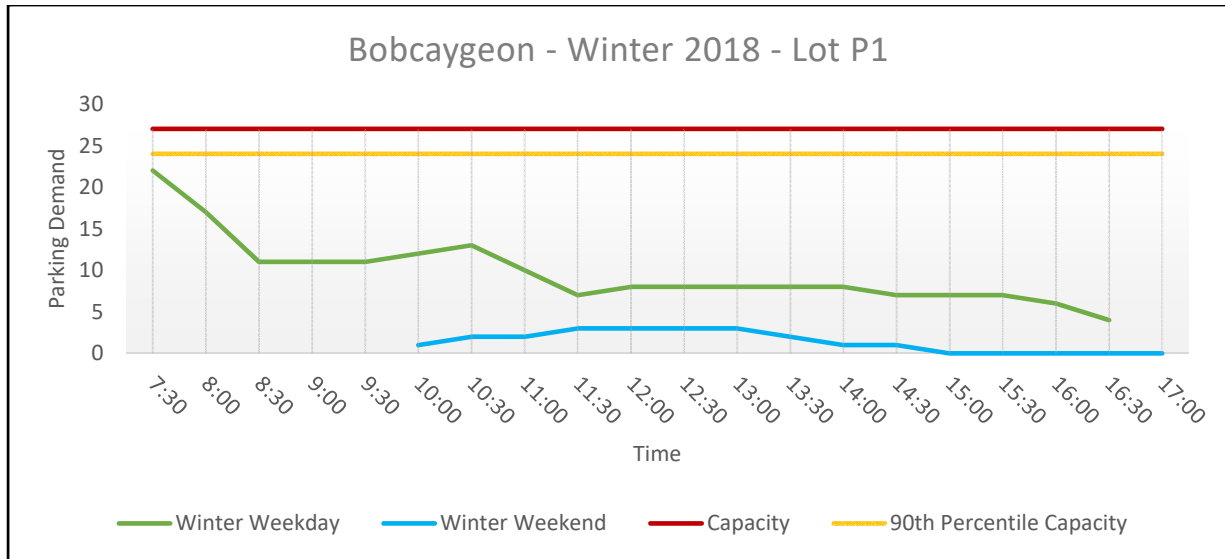


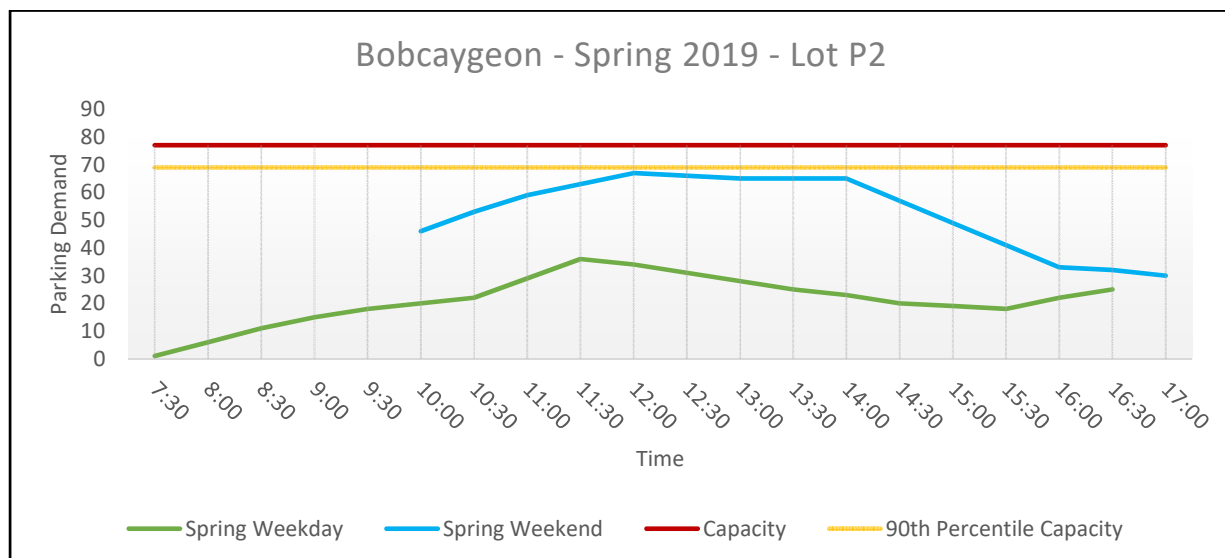
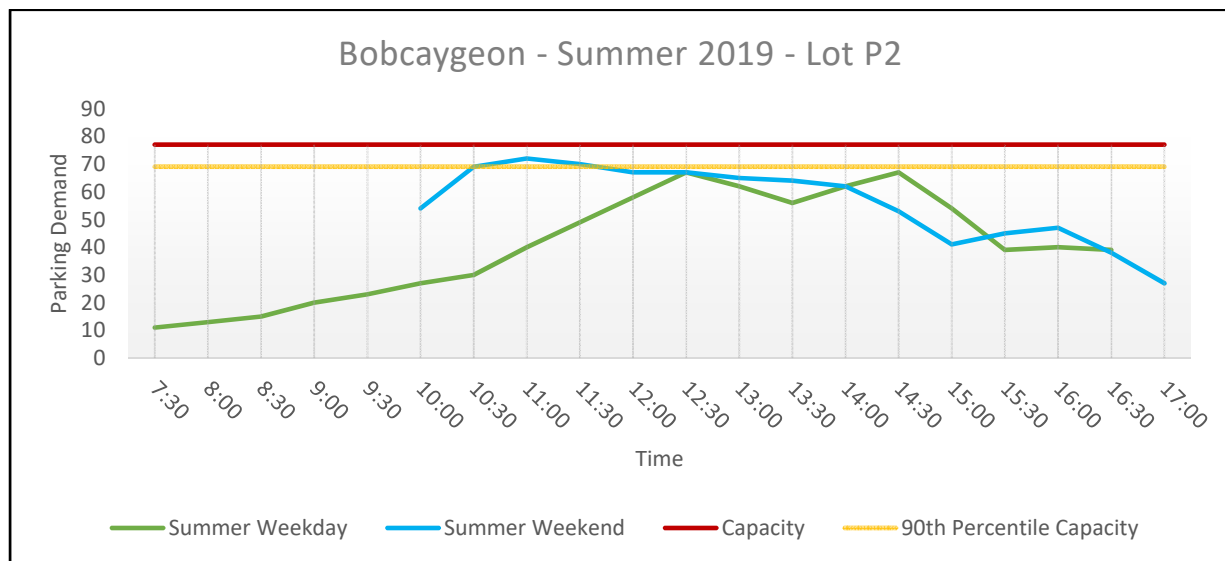
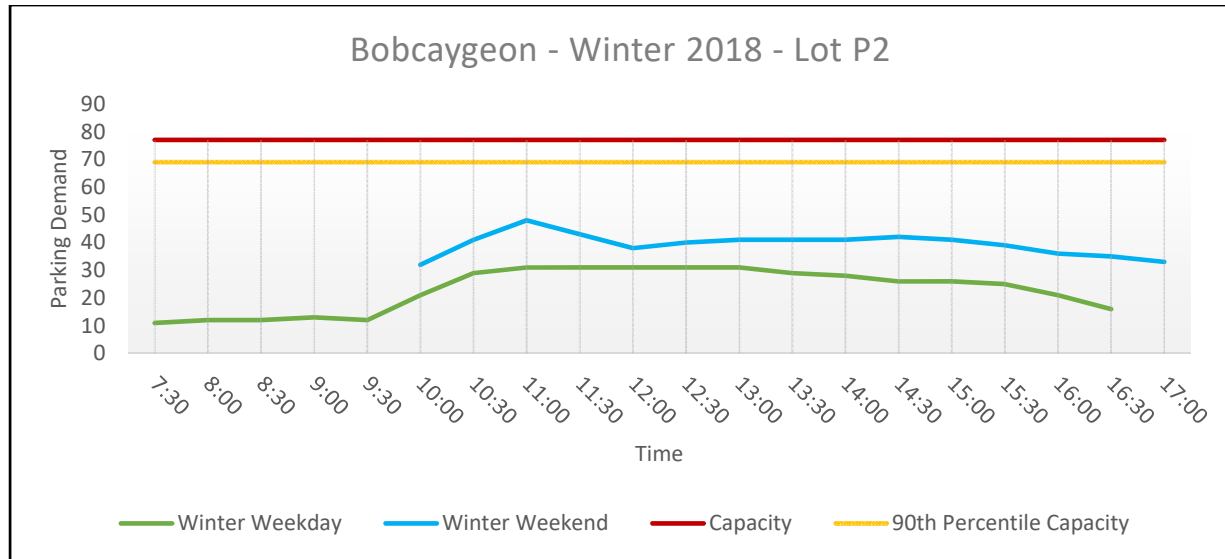


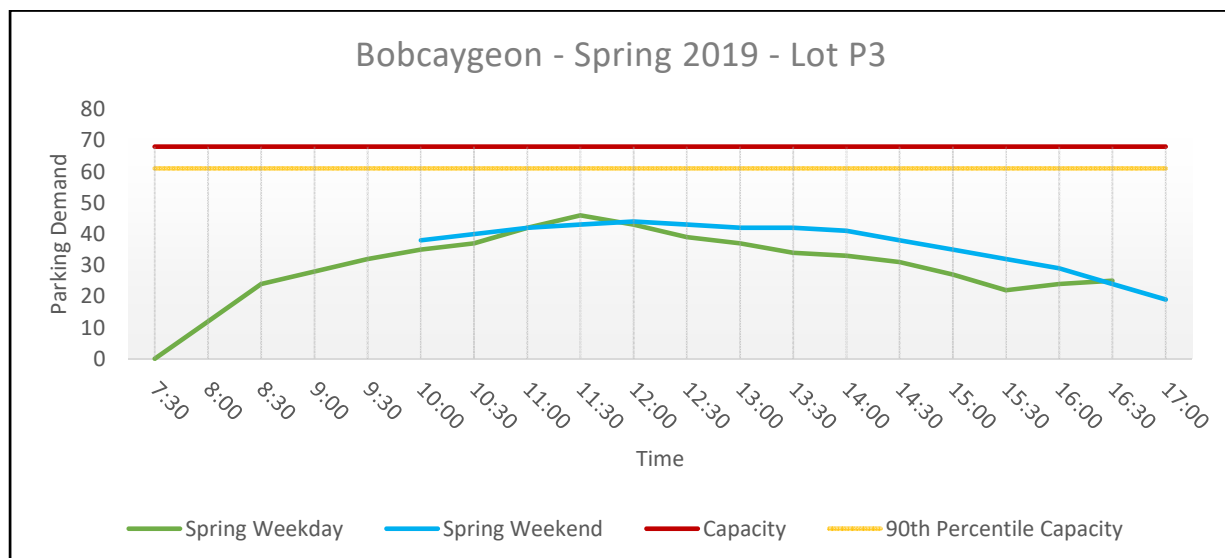
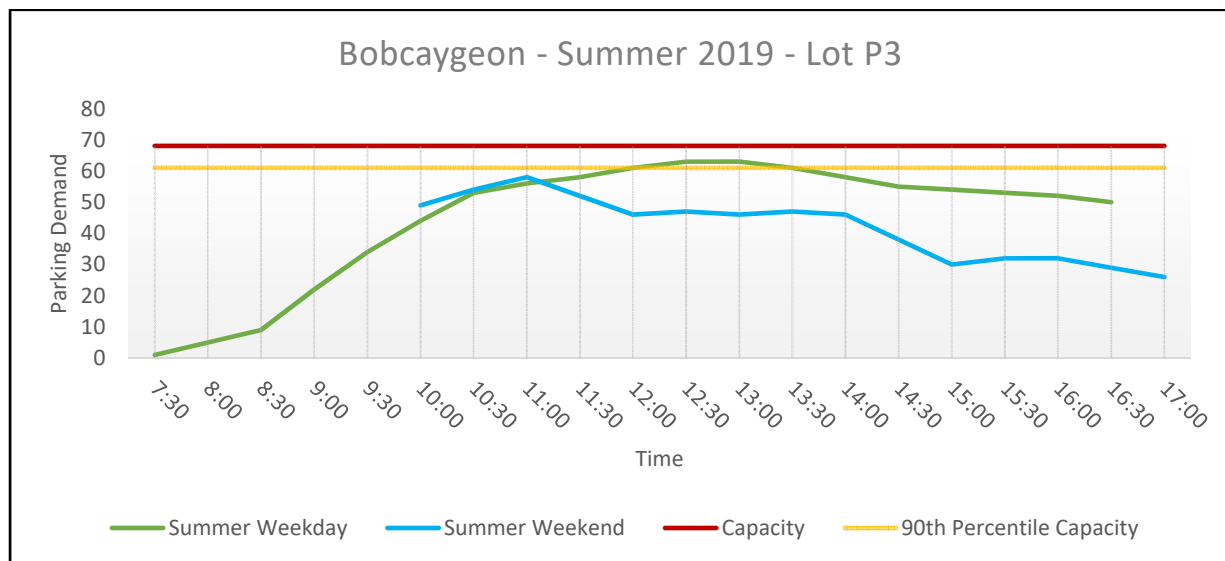
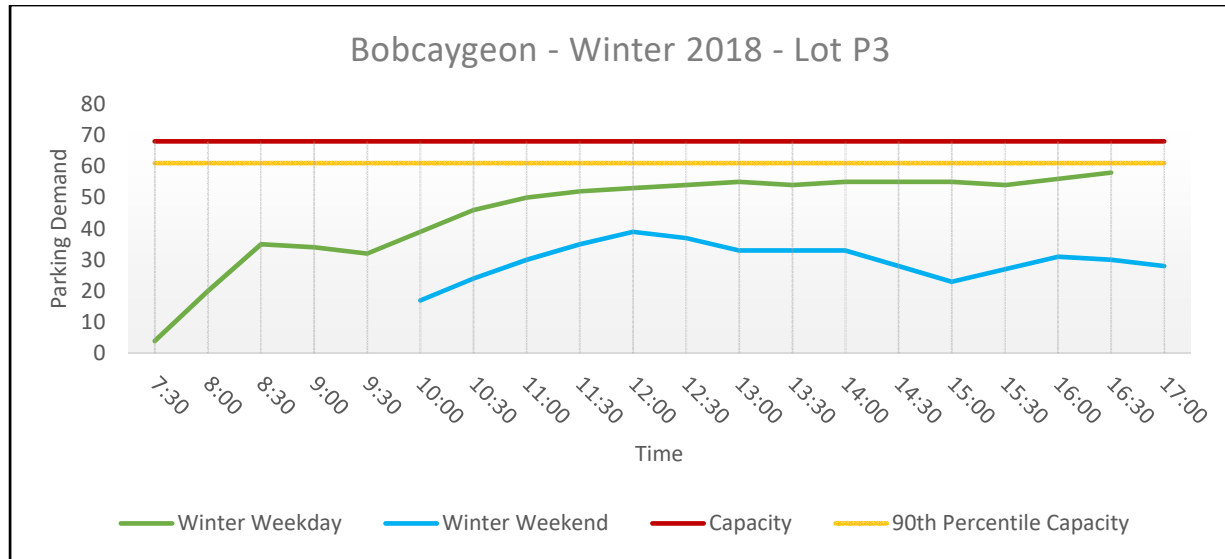


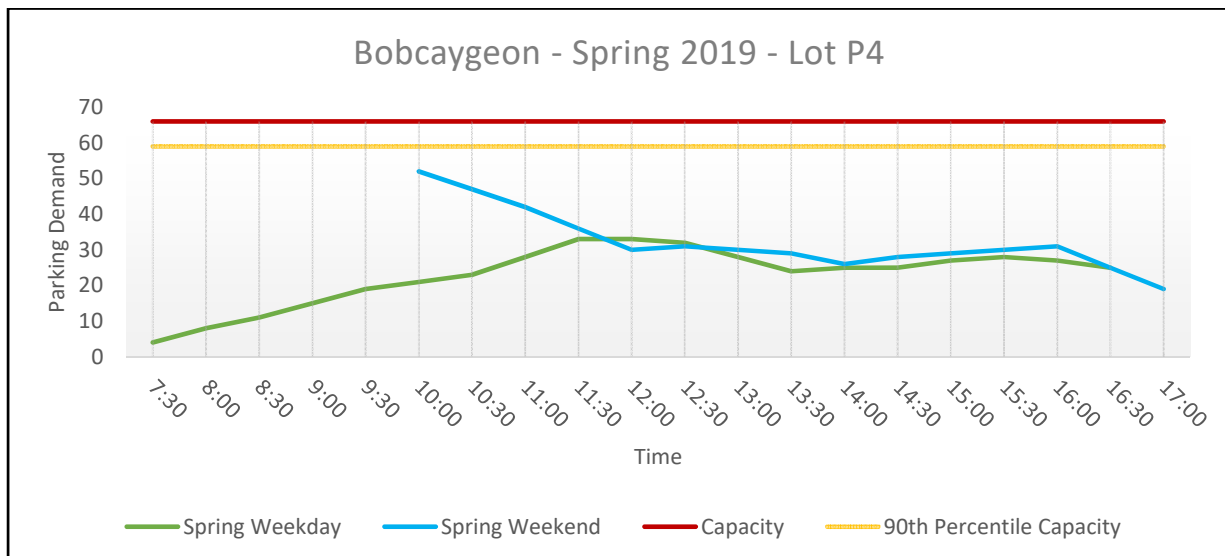
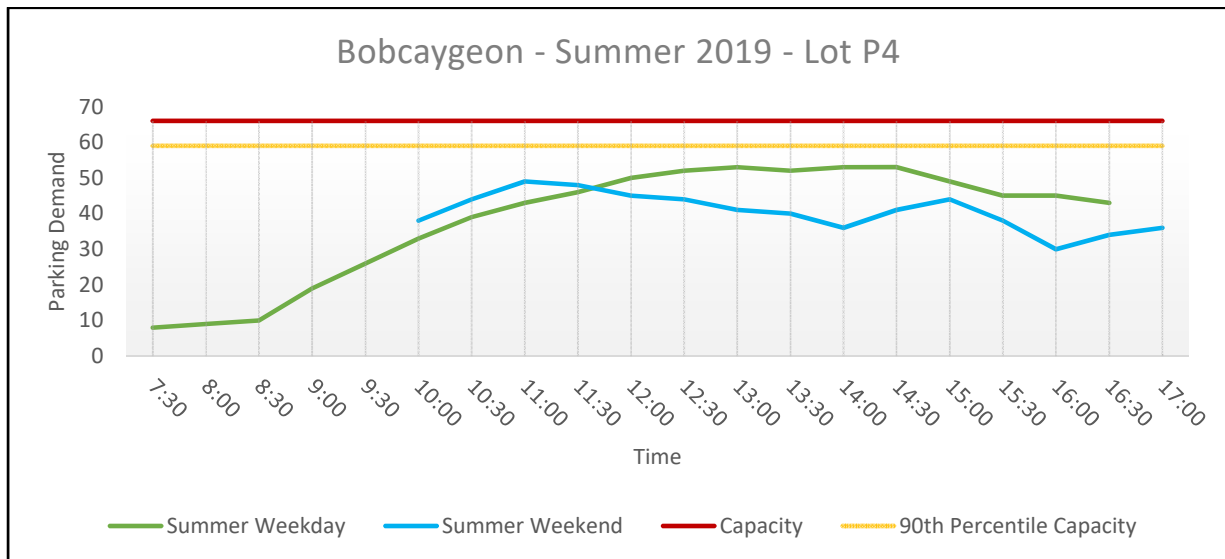
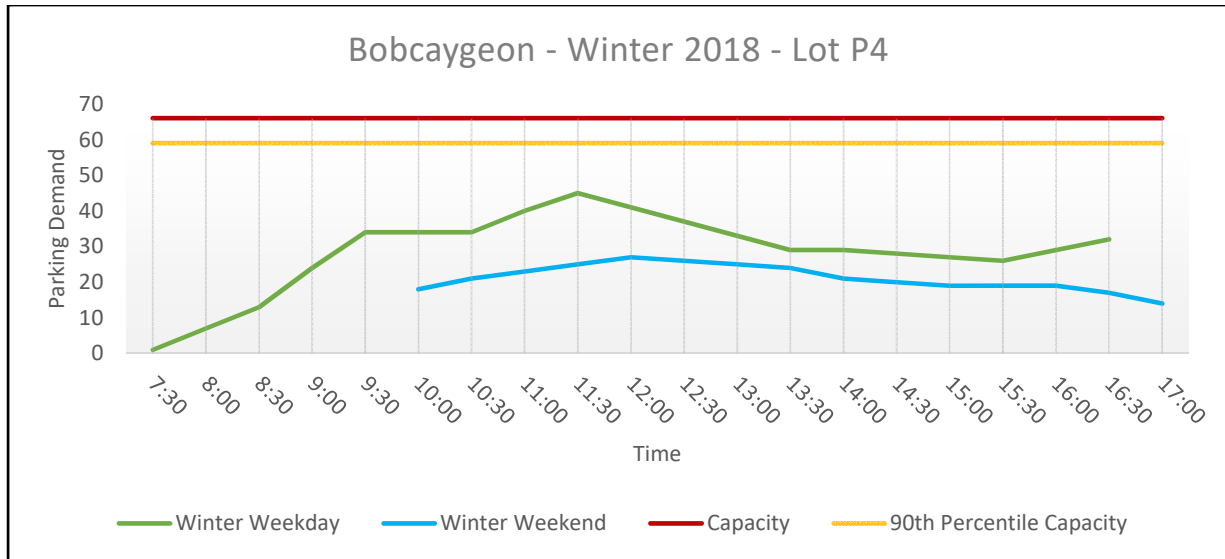
Bobcaygeon Core Area

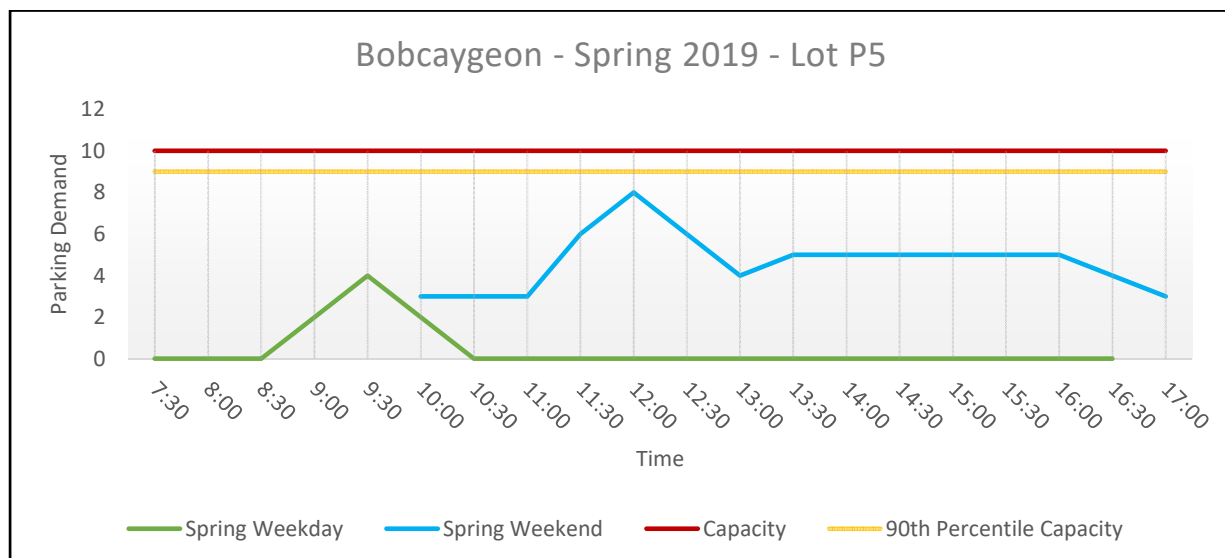
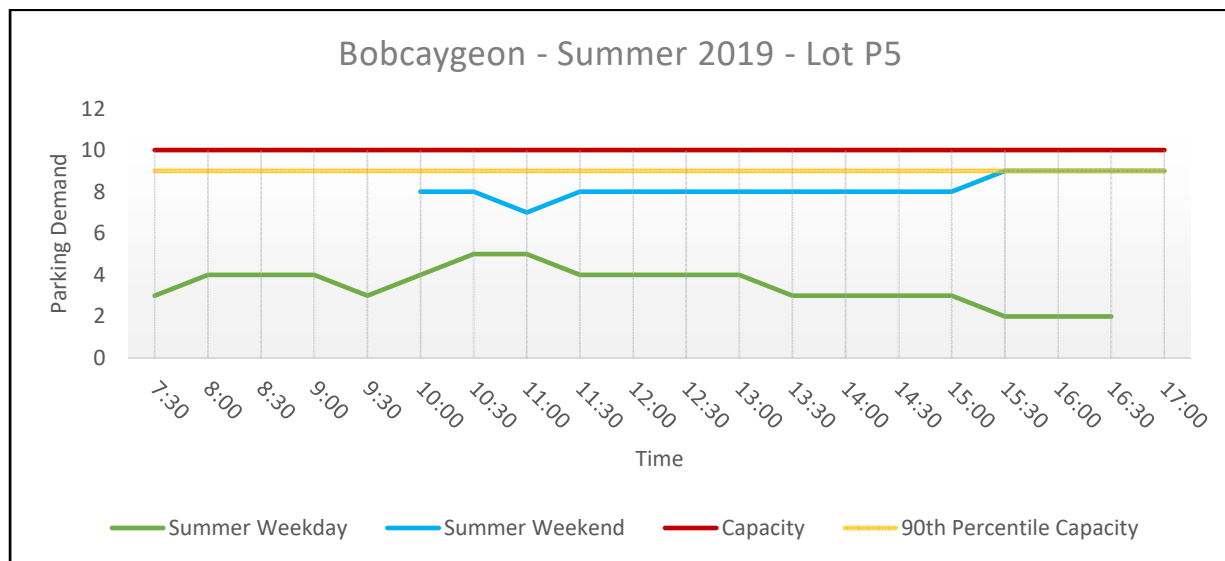
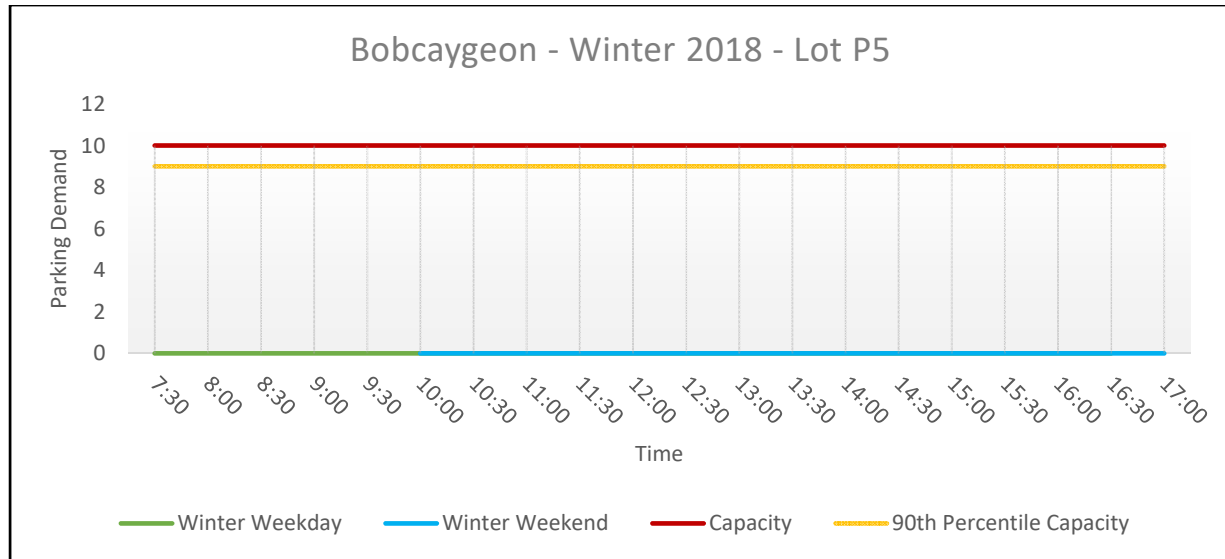
Private Off-Street Lots

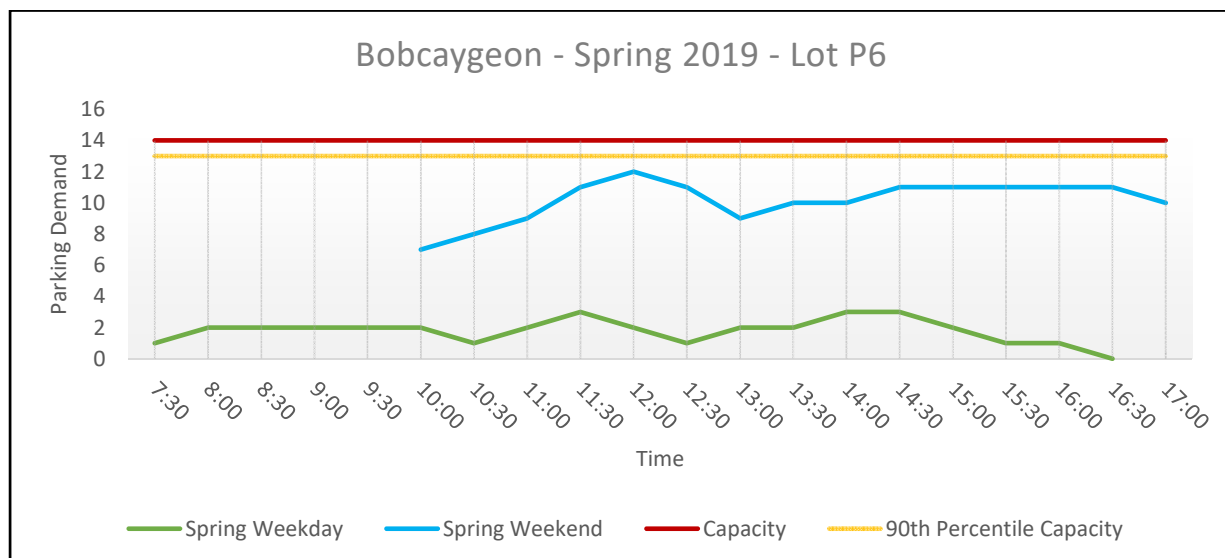
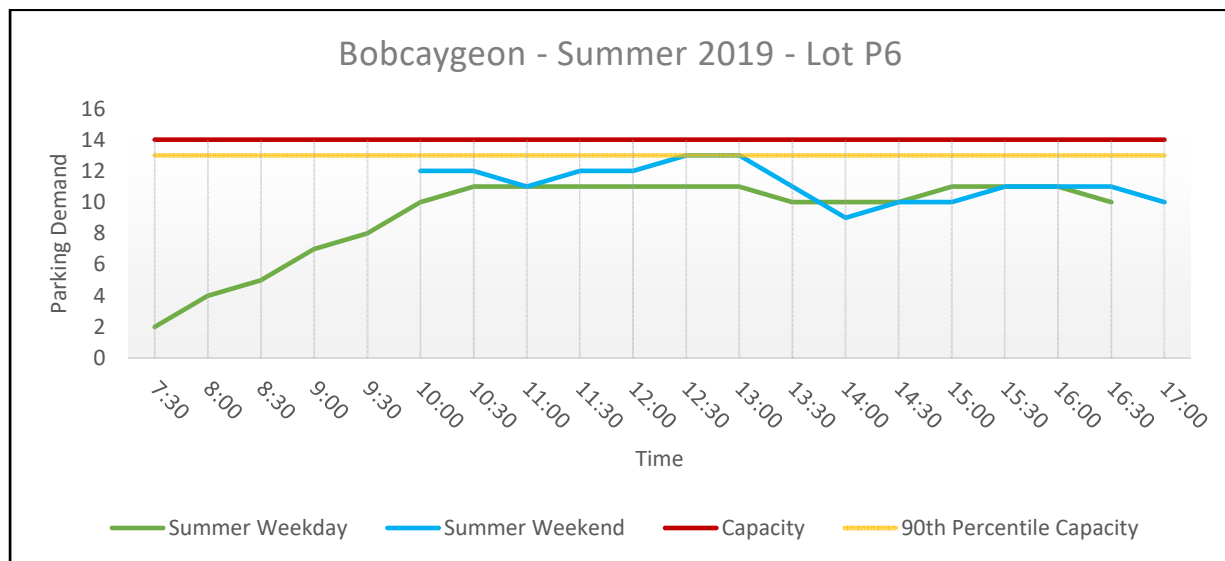
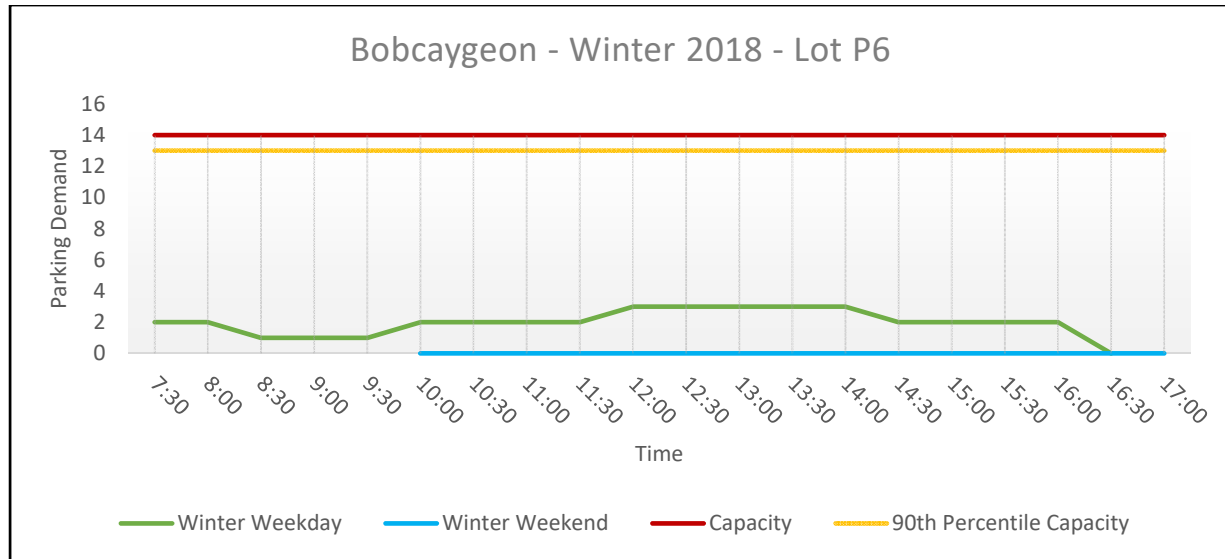


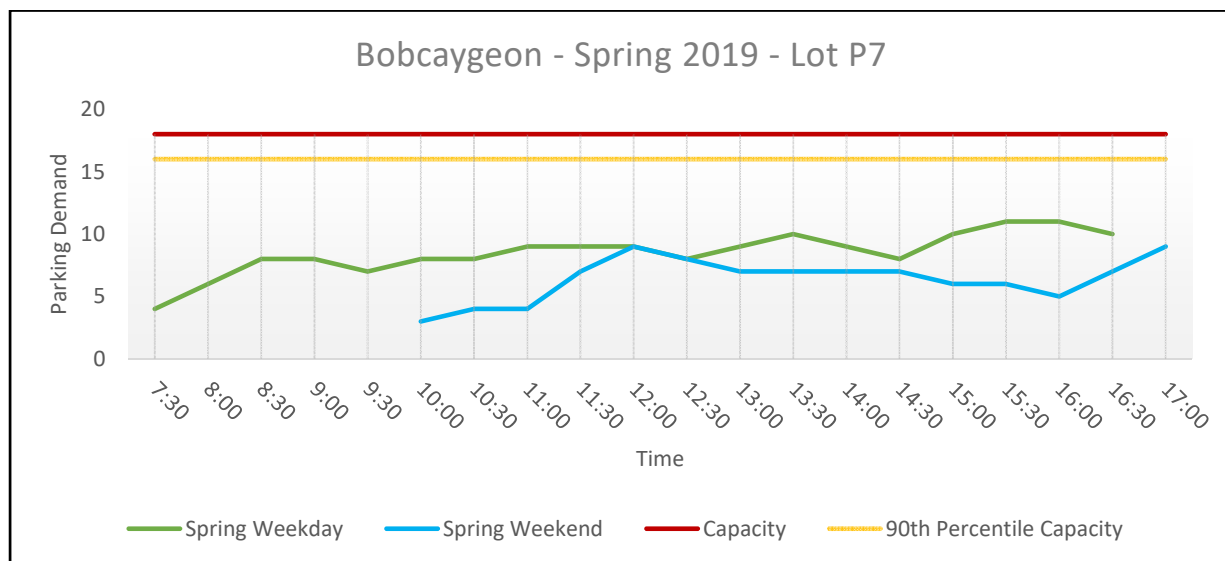
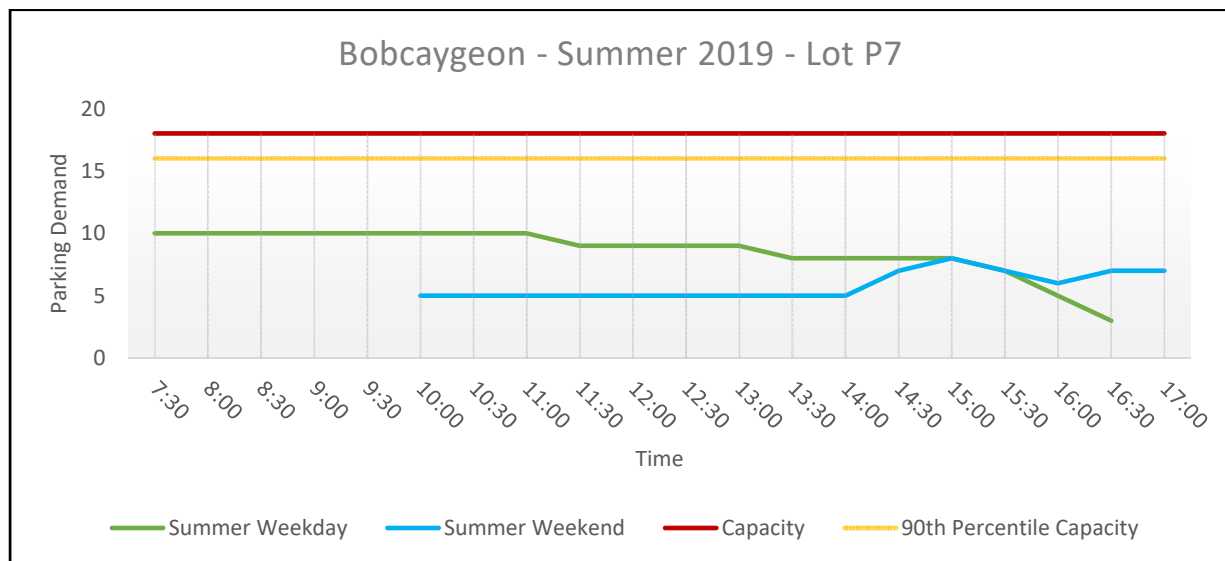
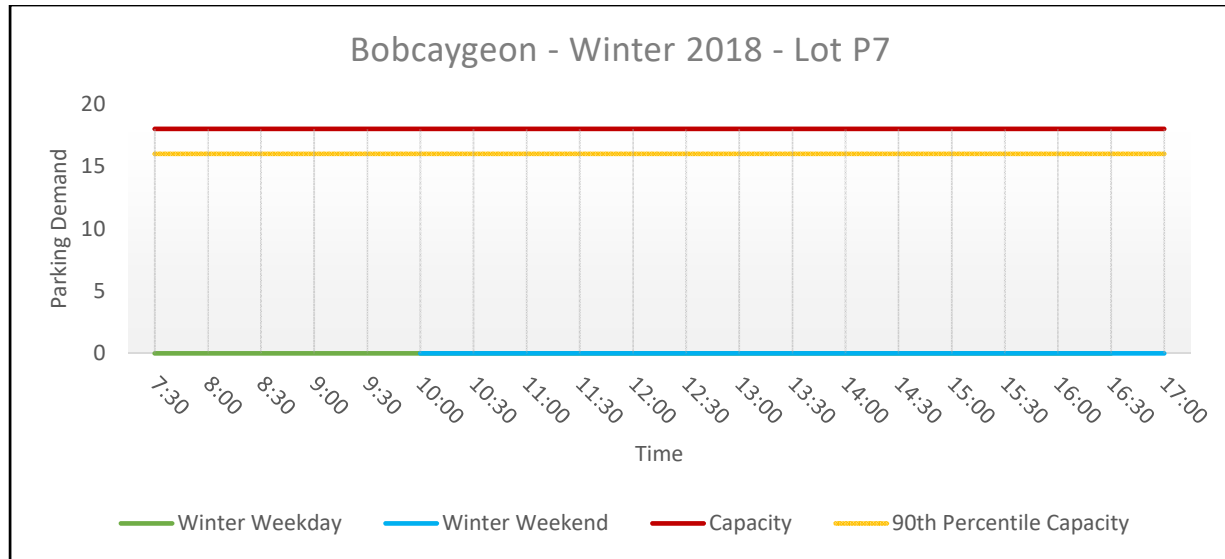


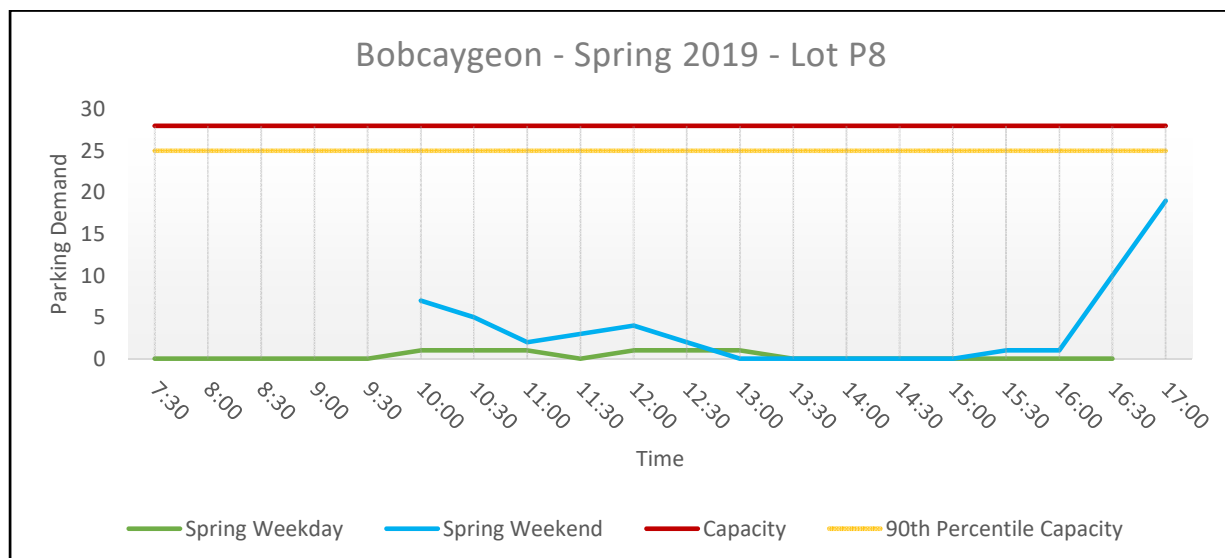
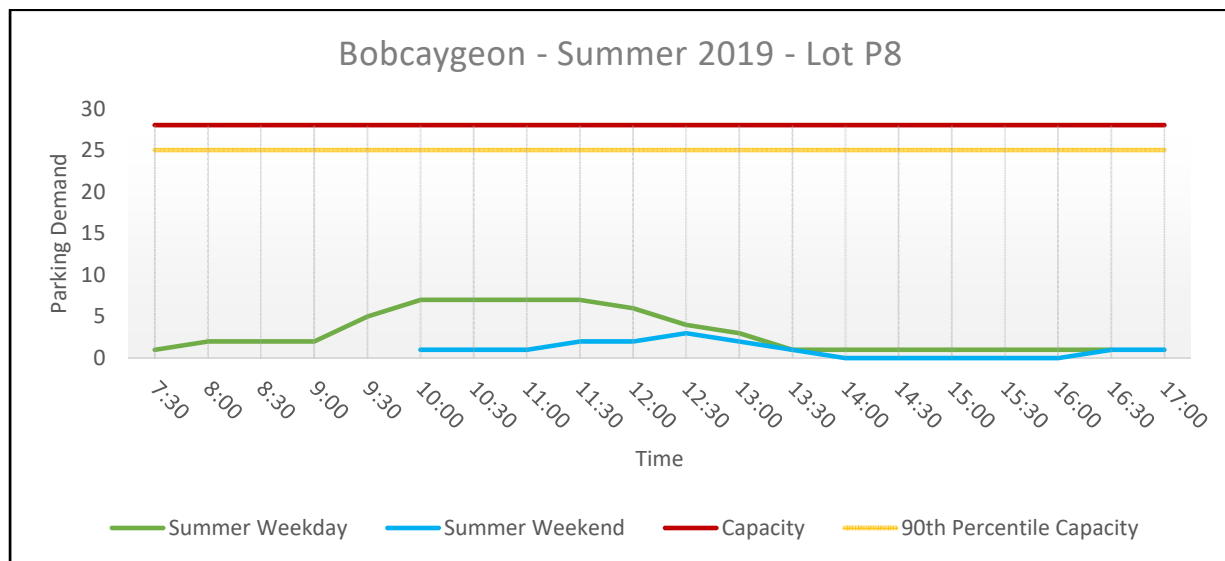
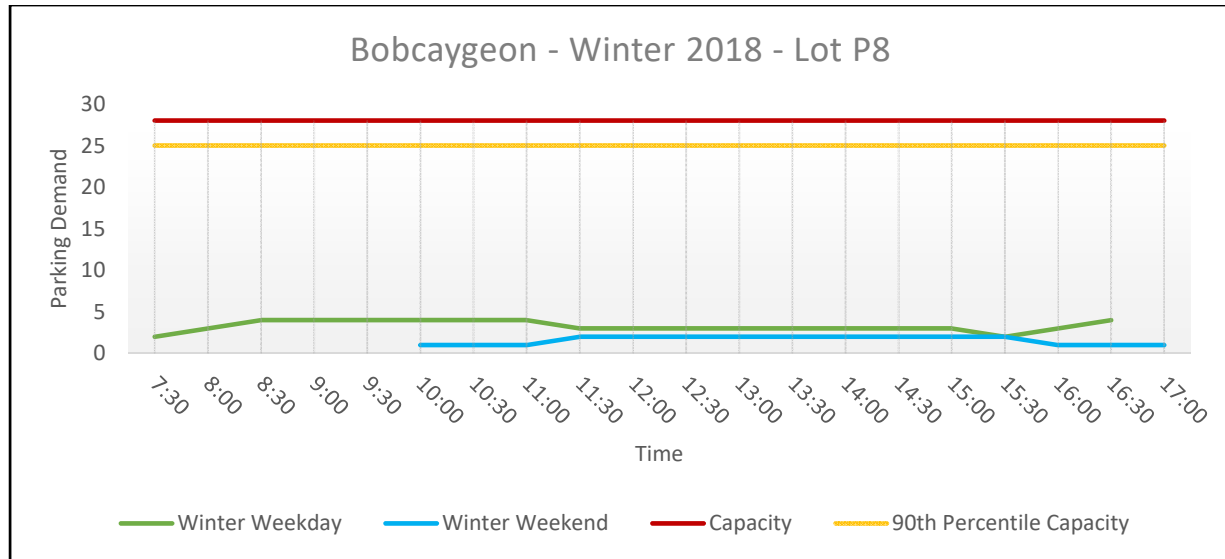






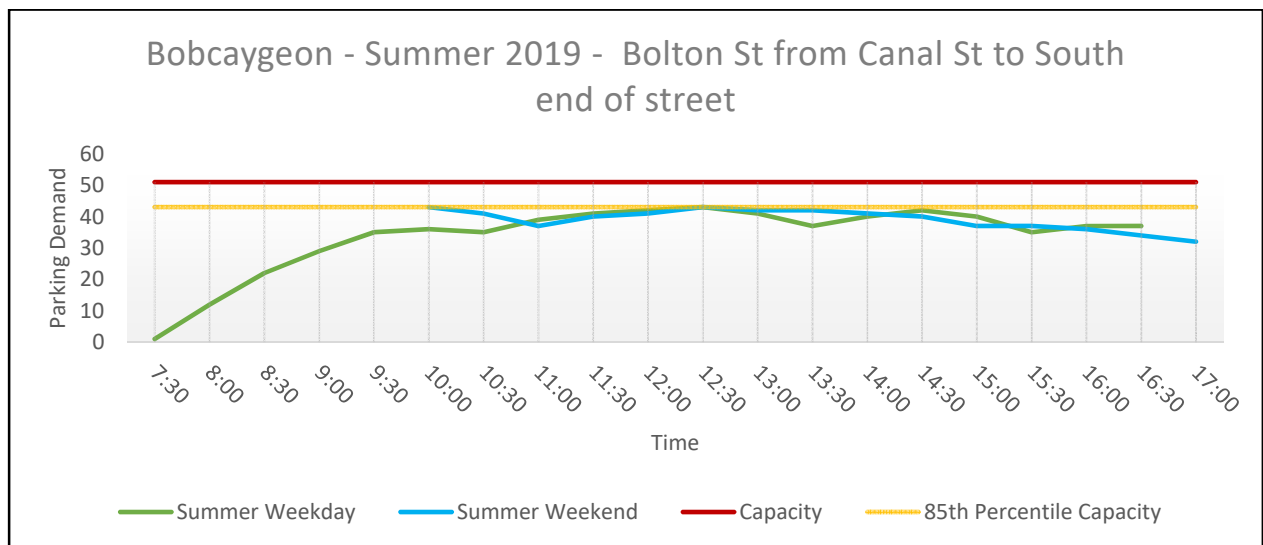
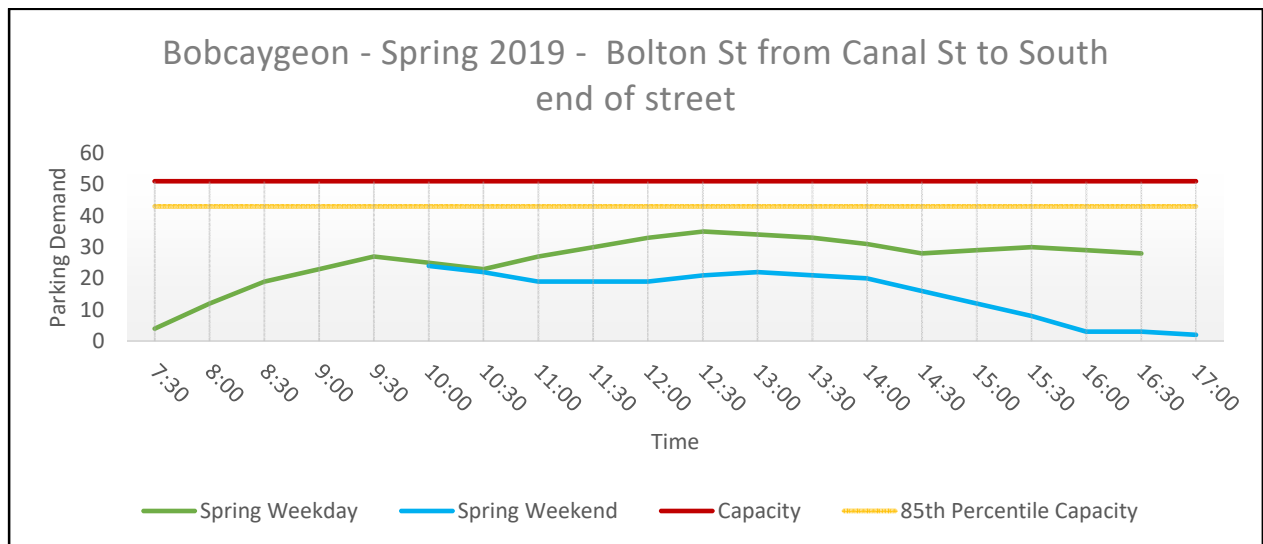
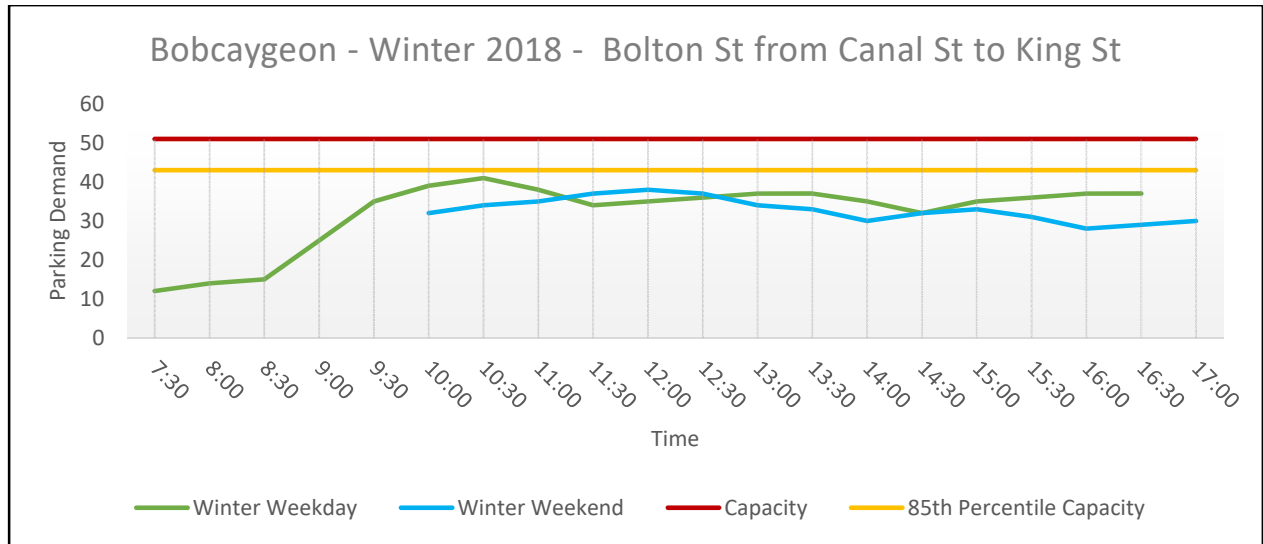


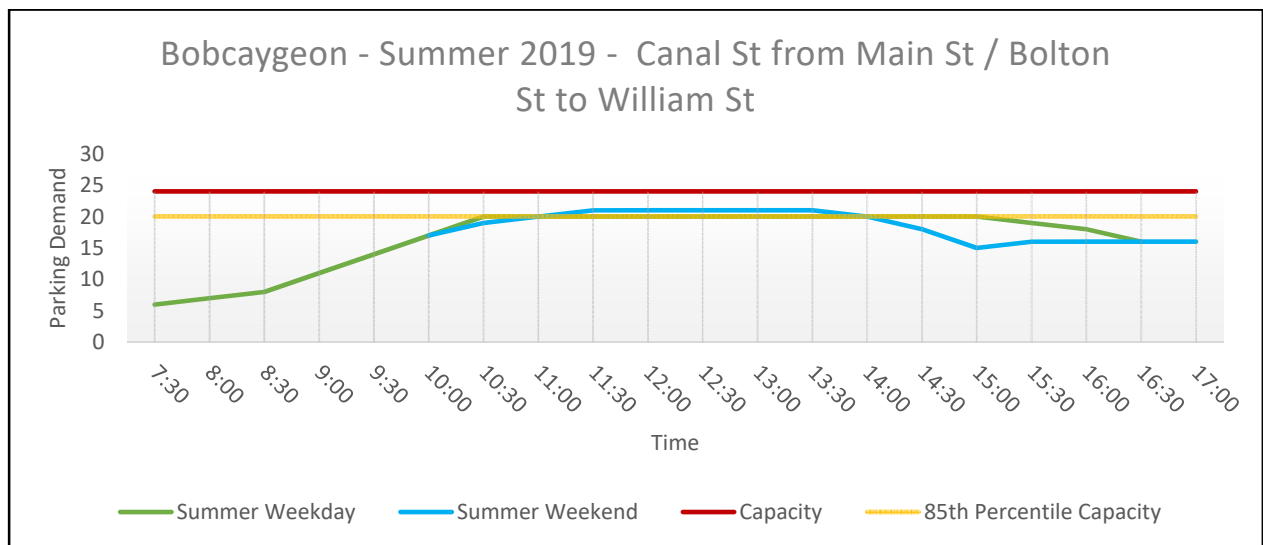
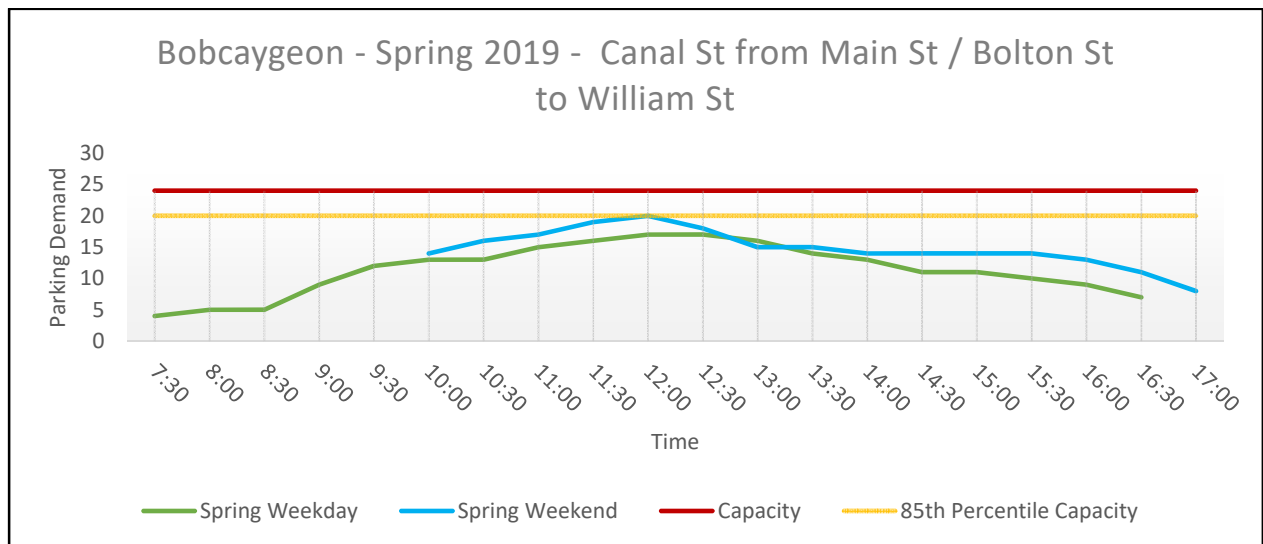
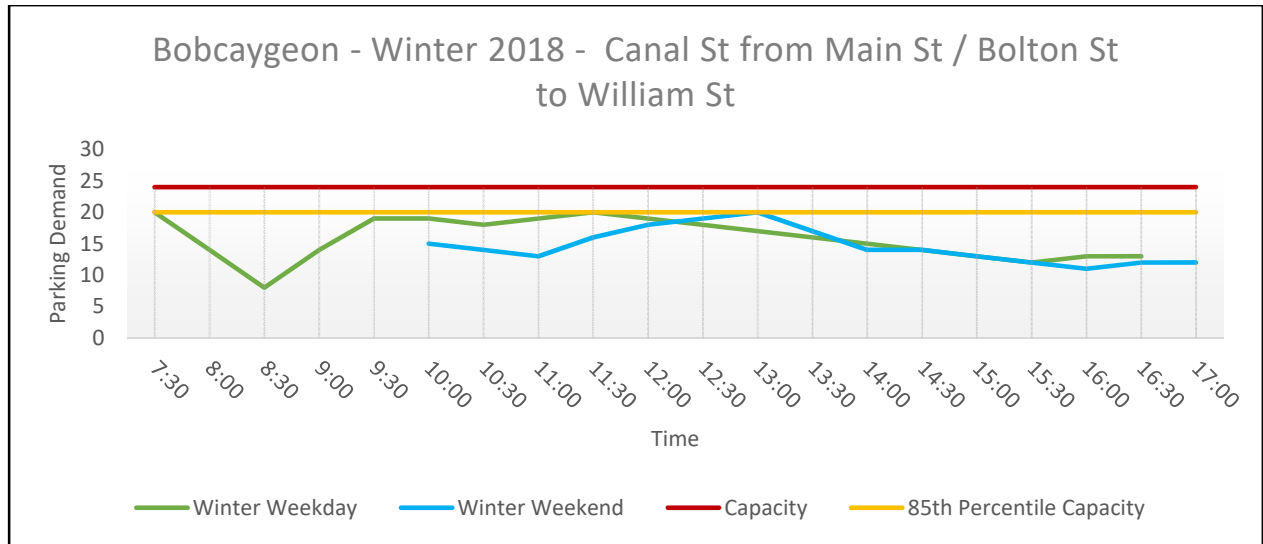


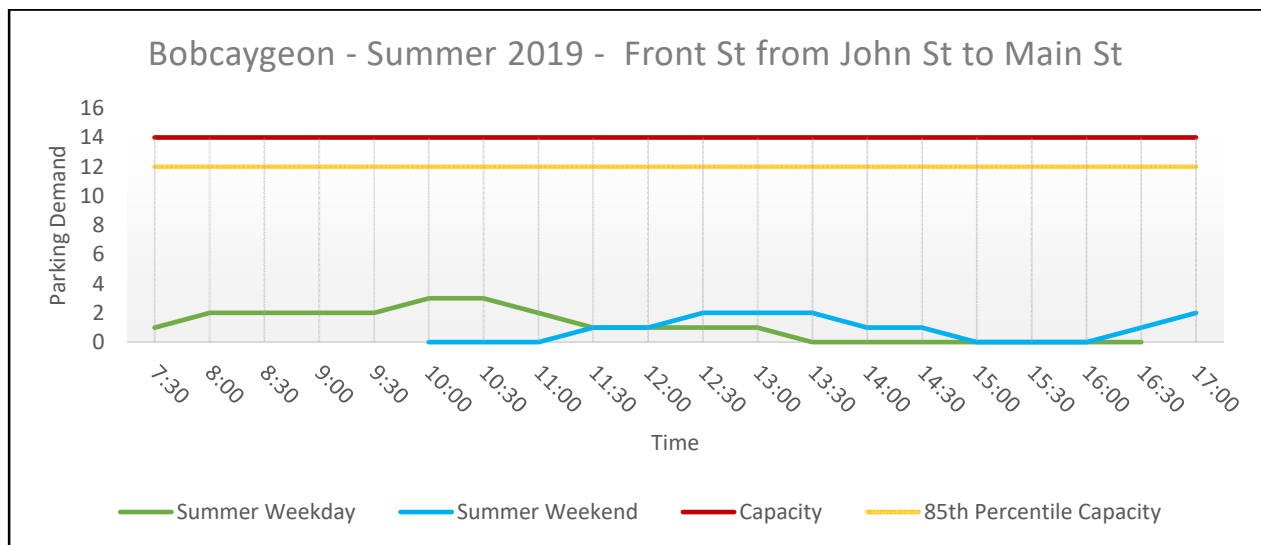
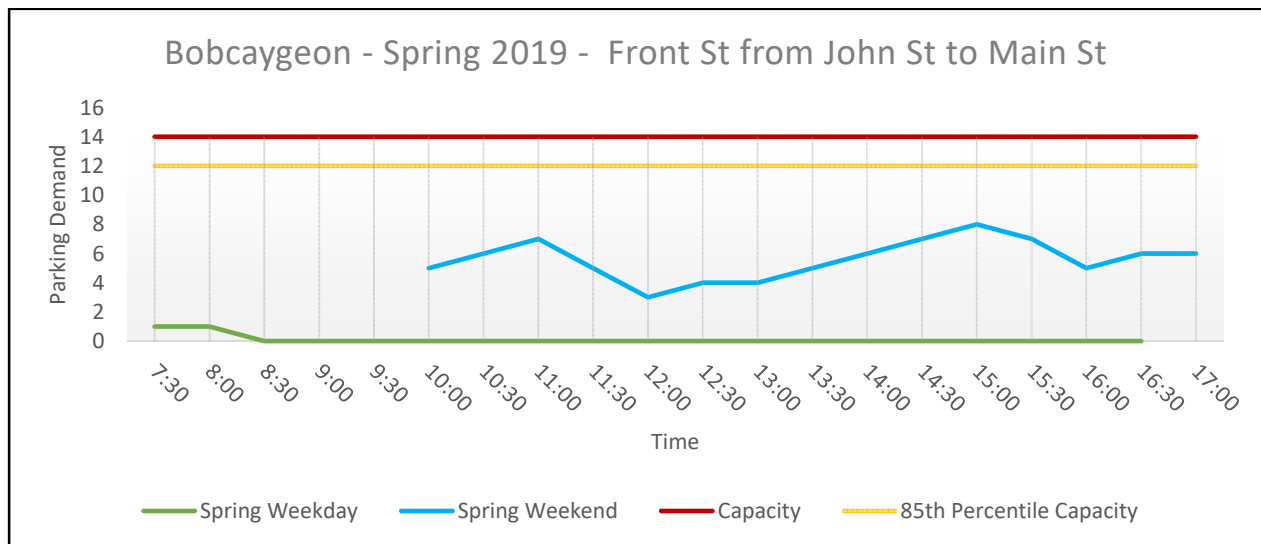
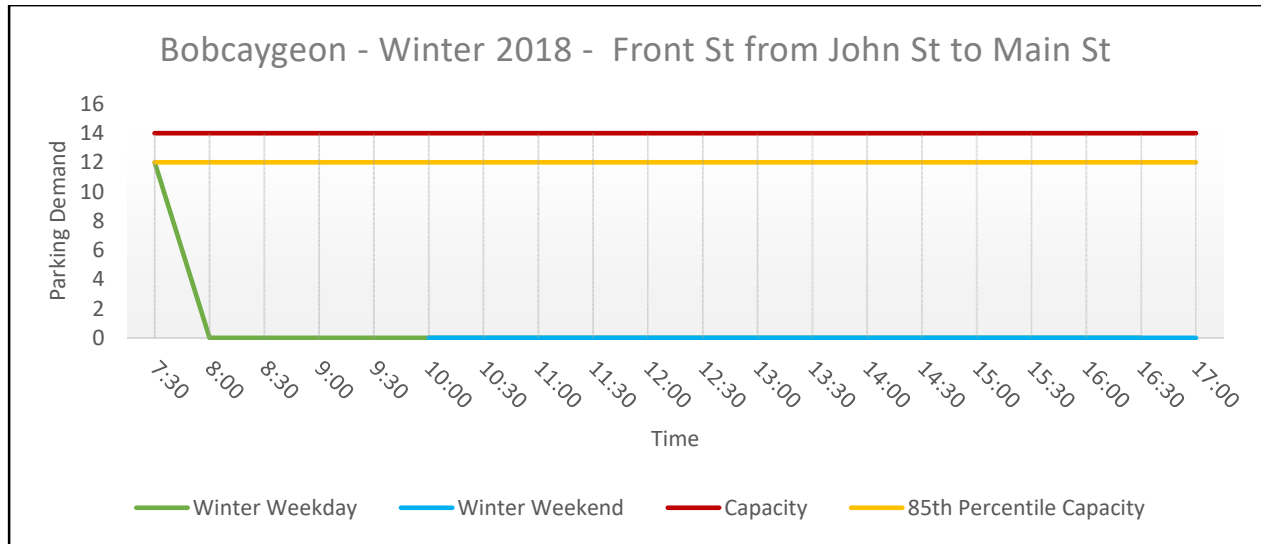


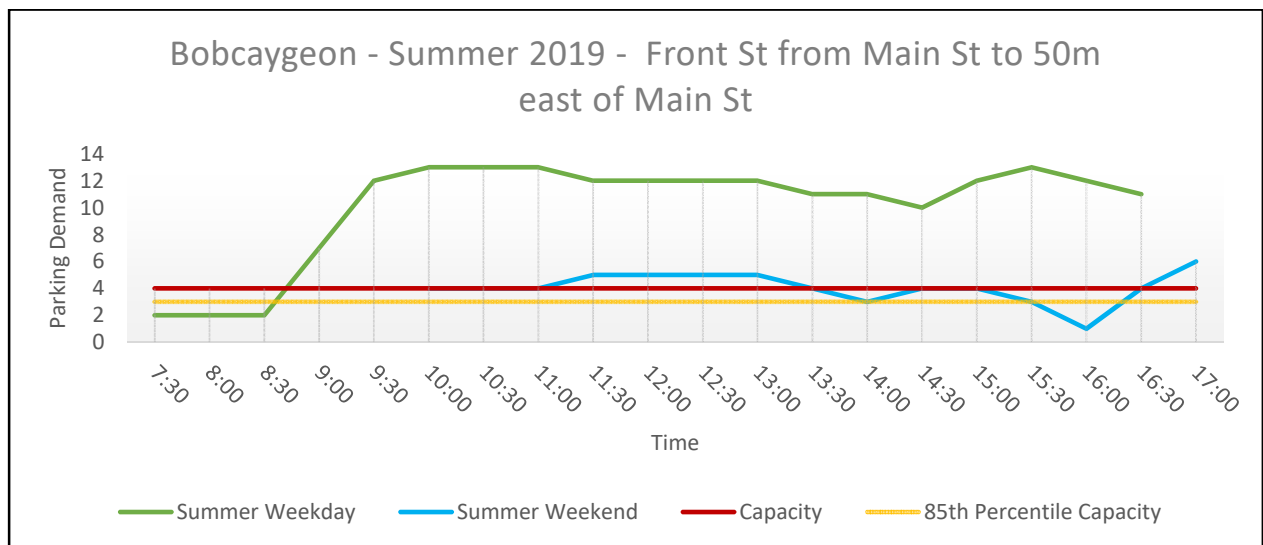
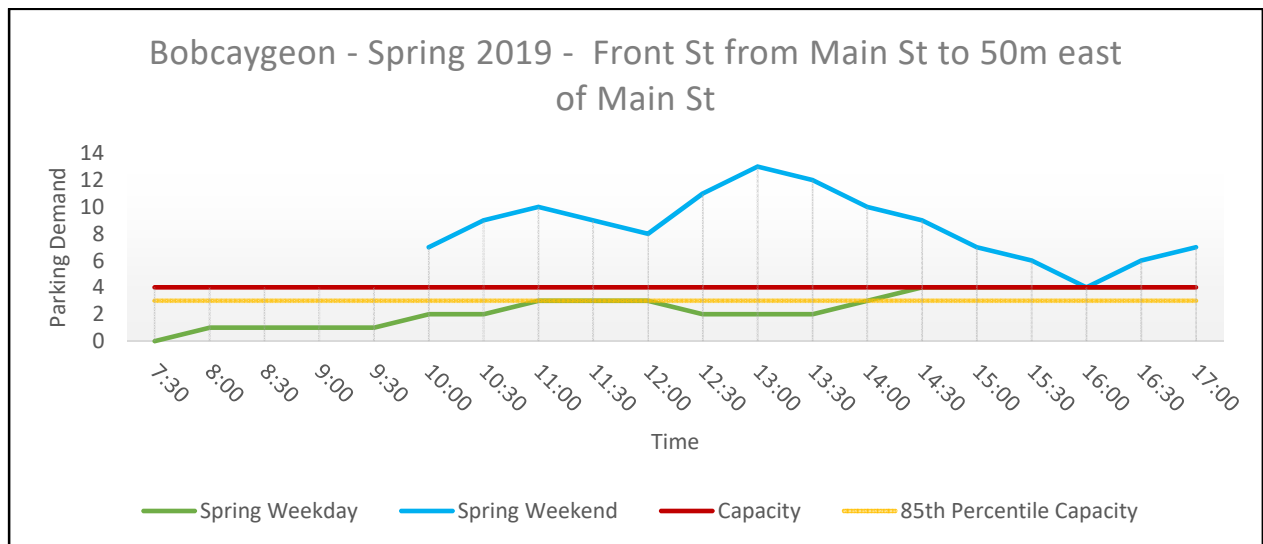
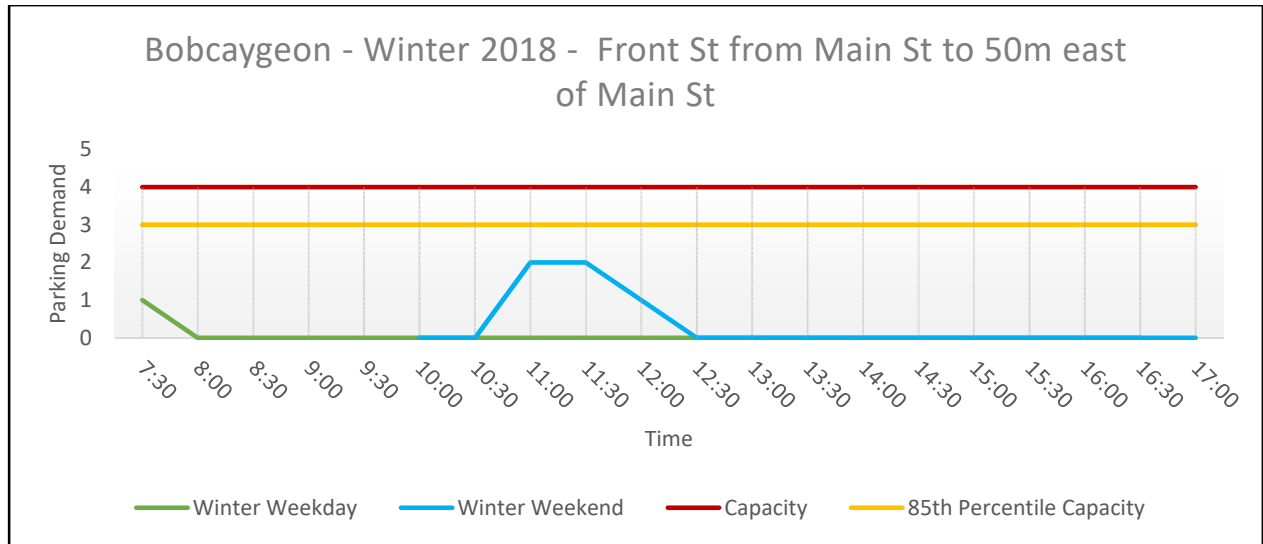
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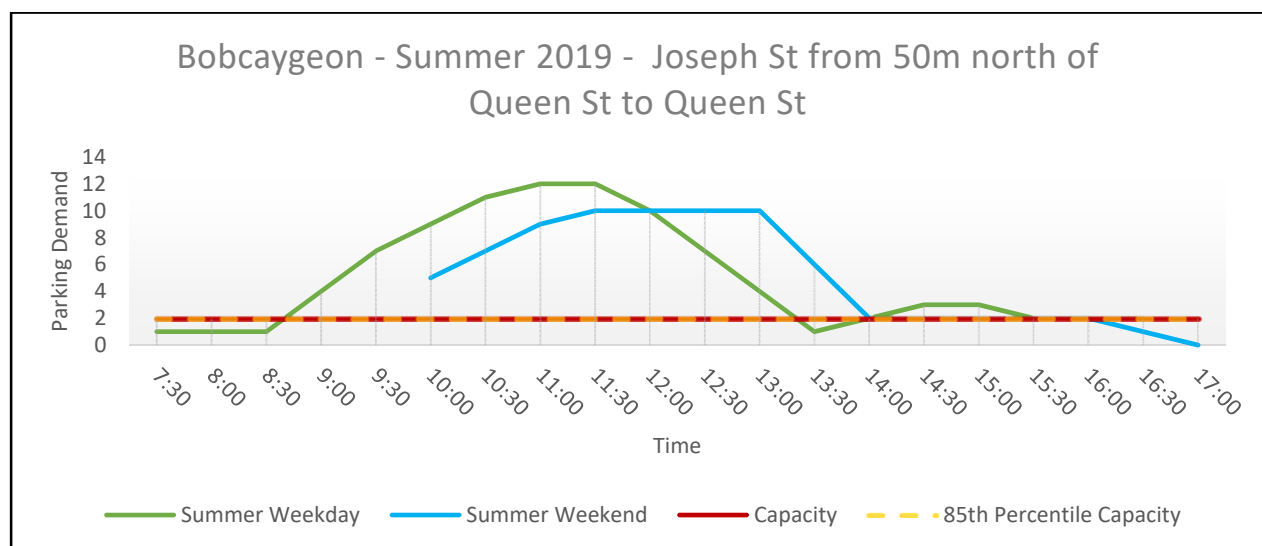
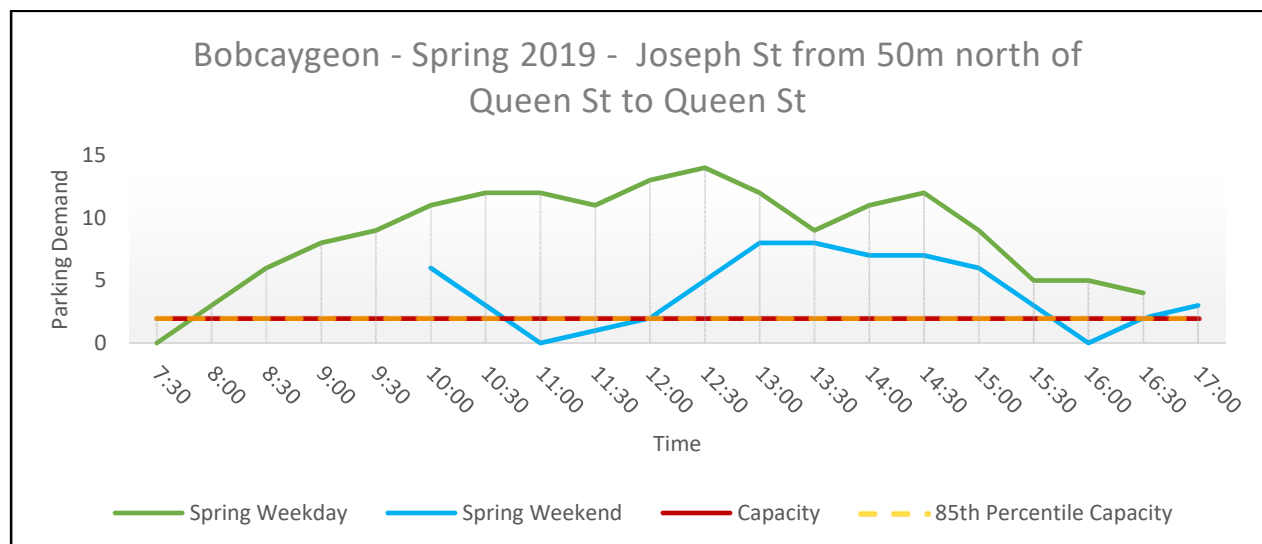
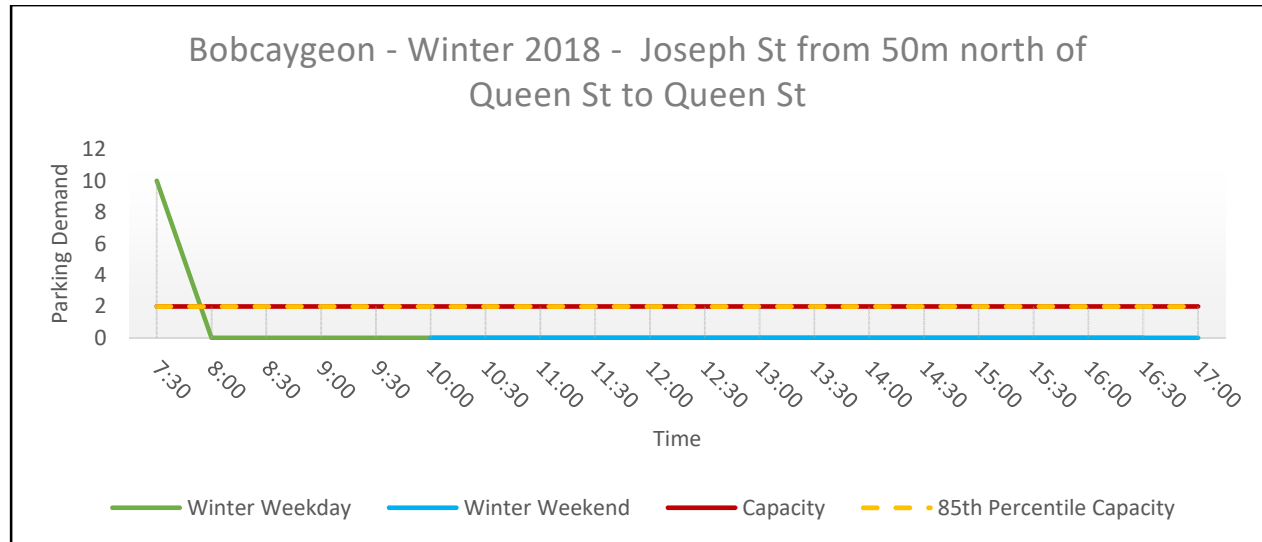
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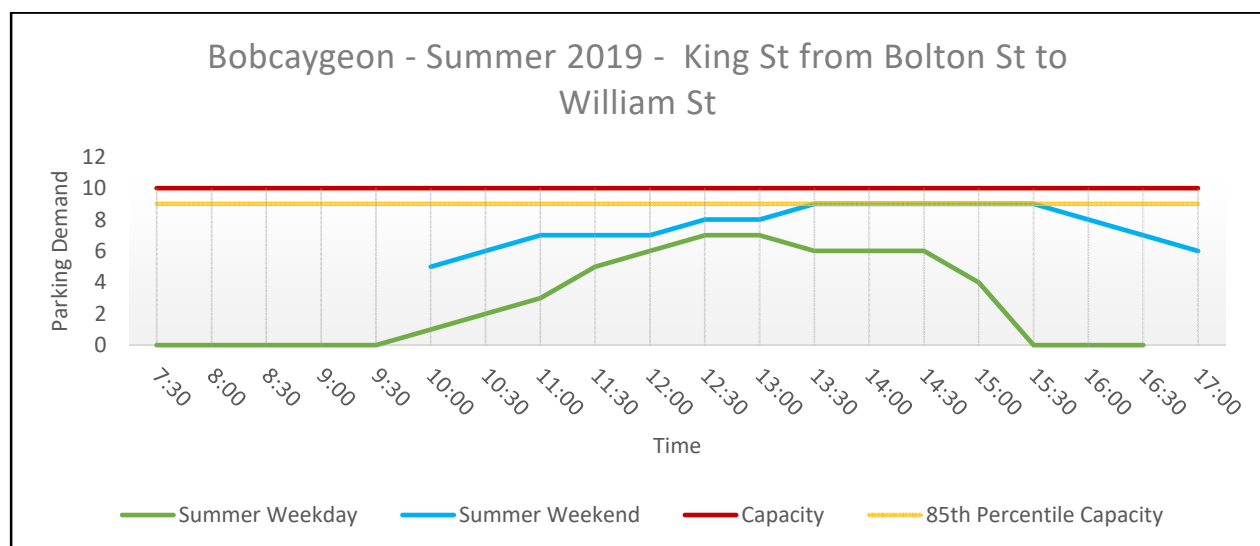
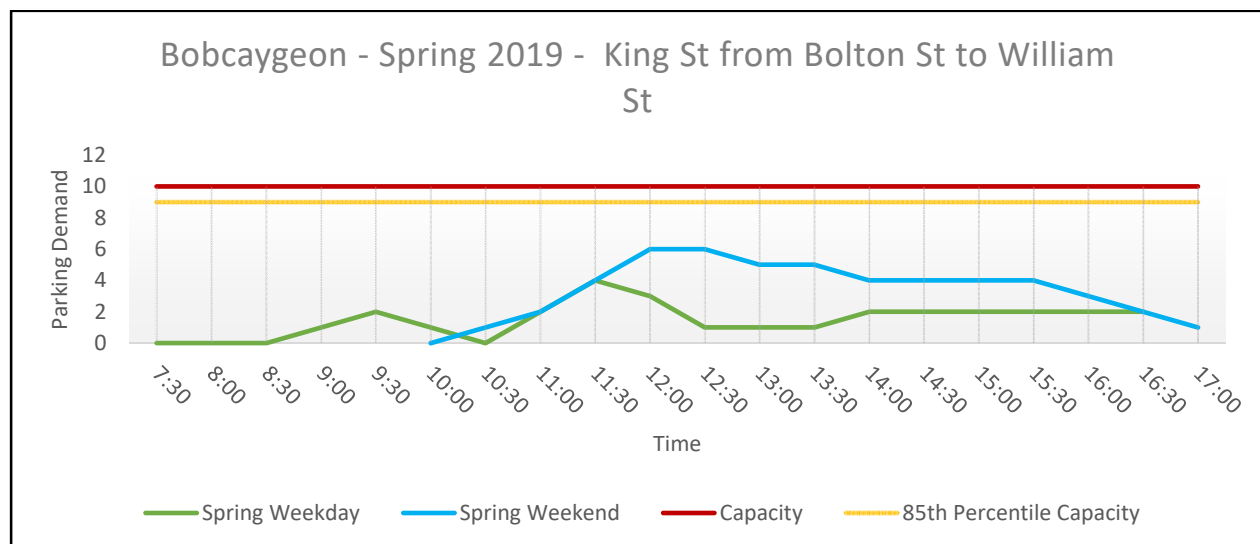
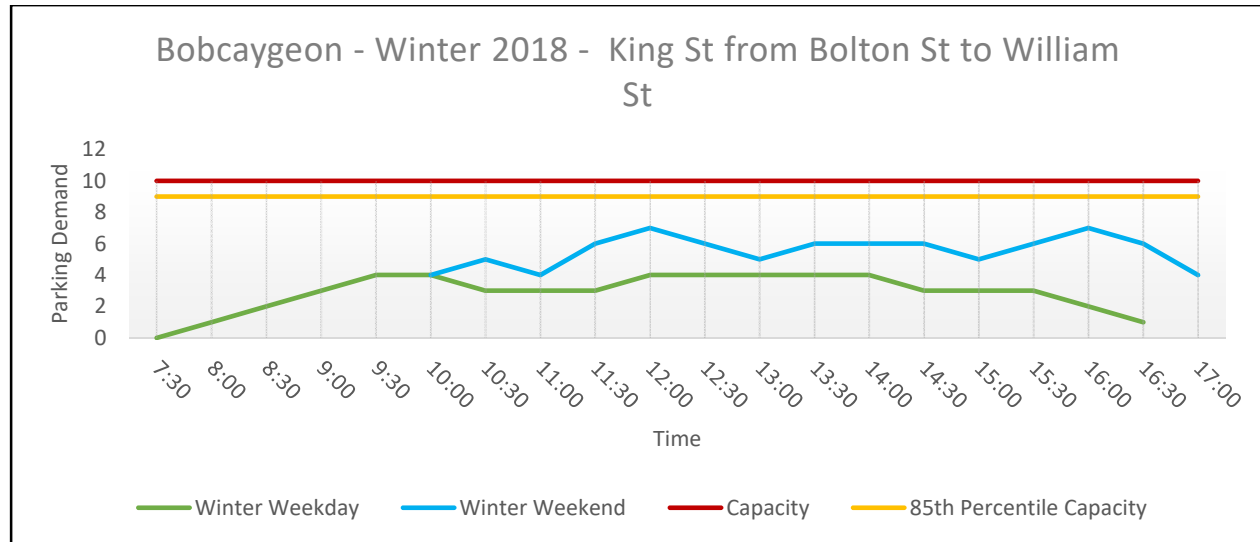


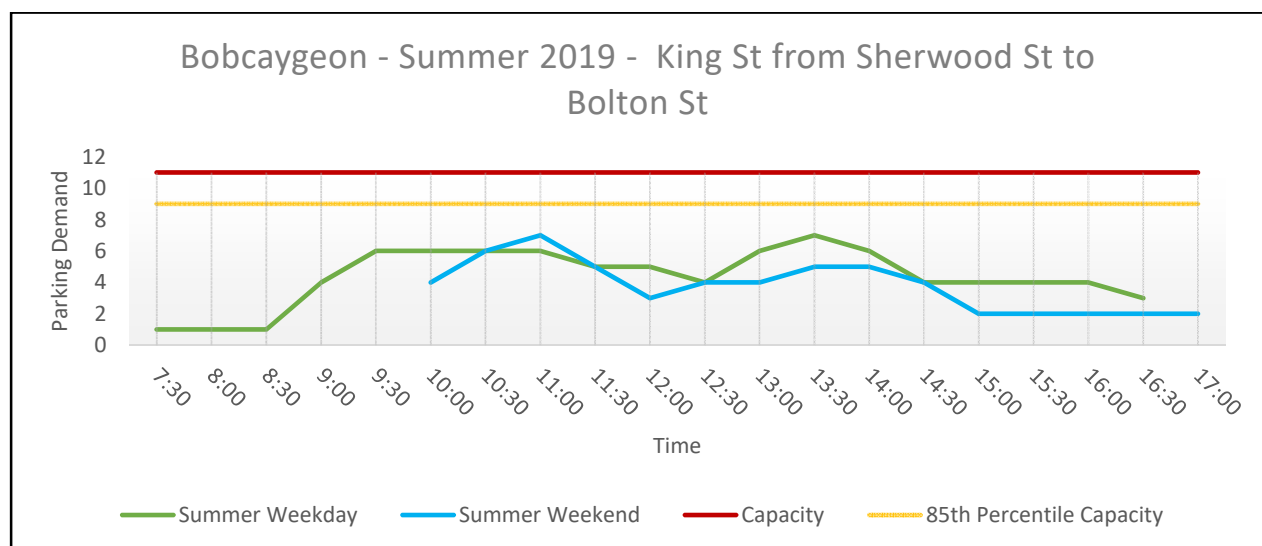
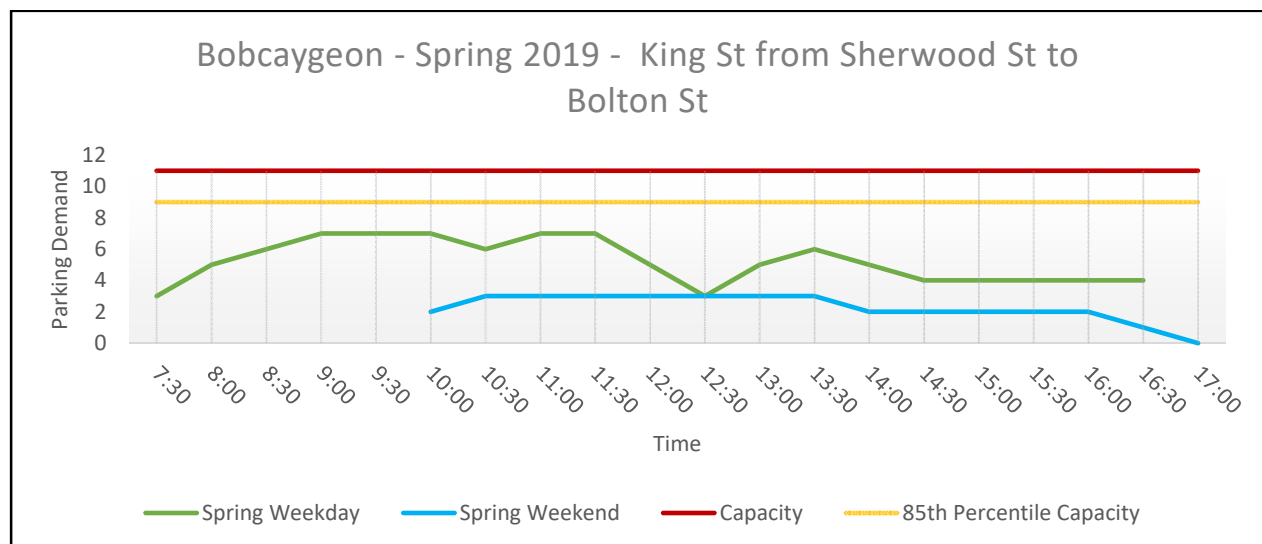
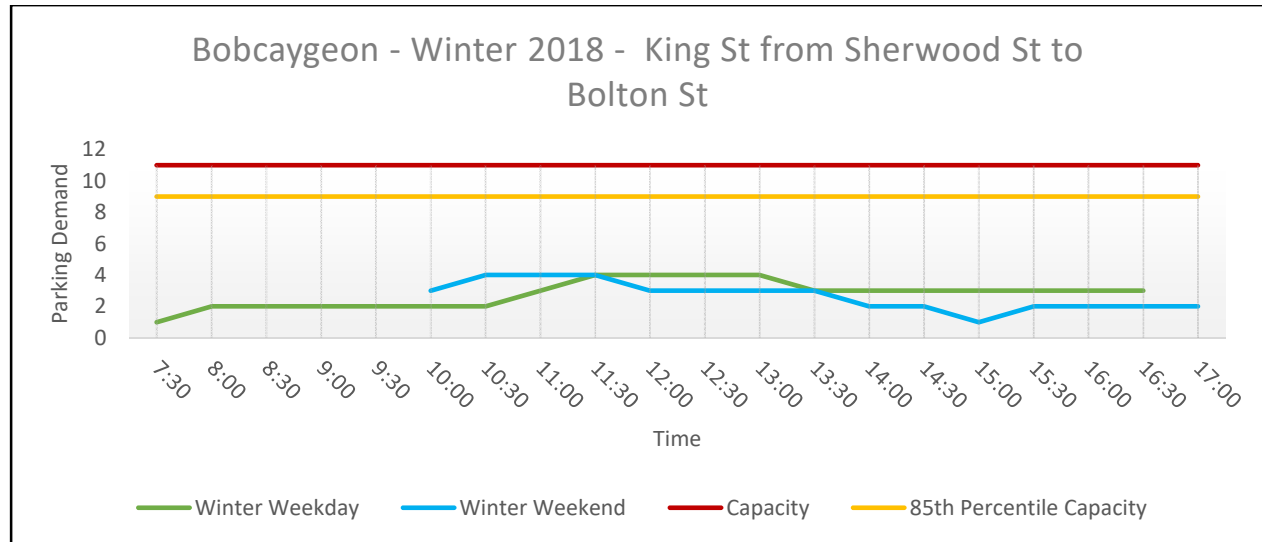


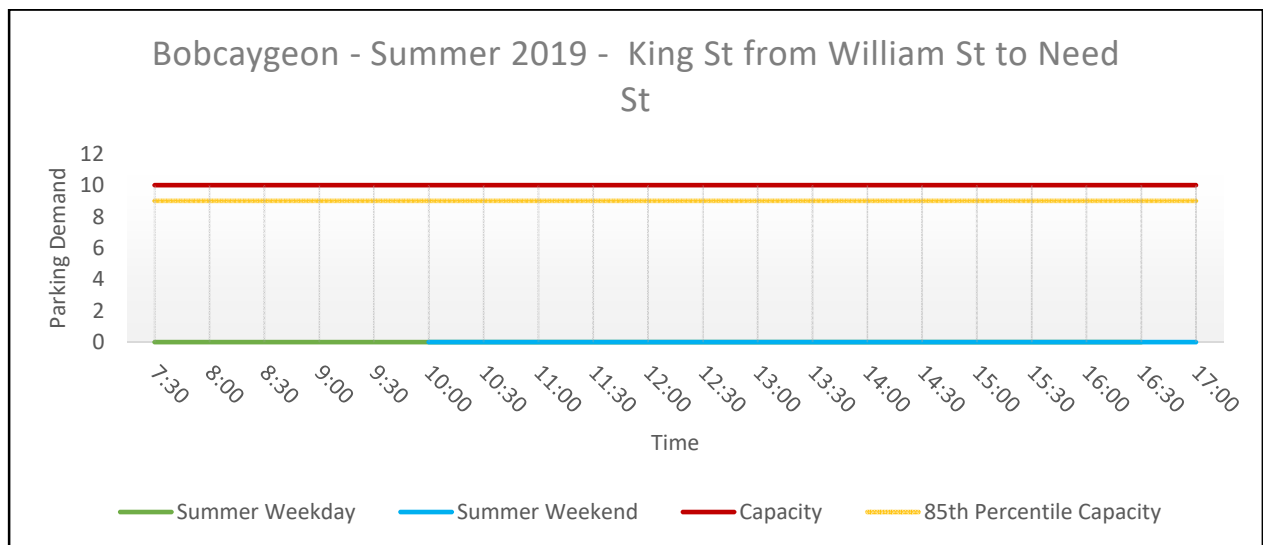
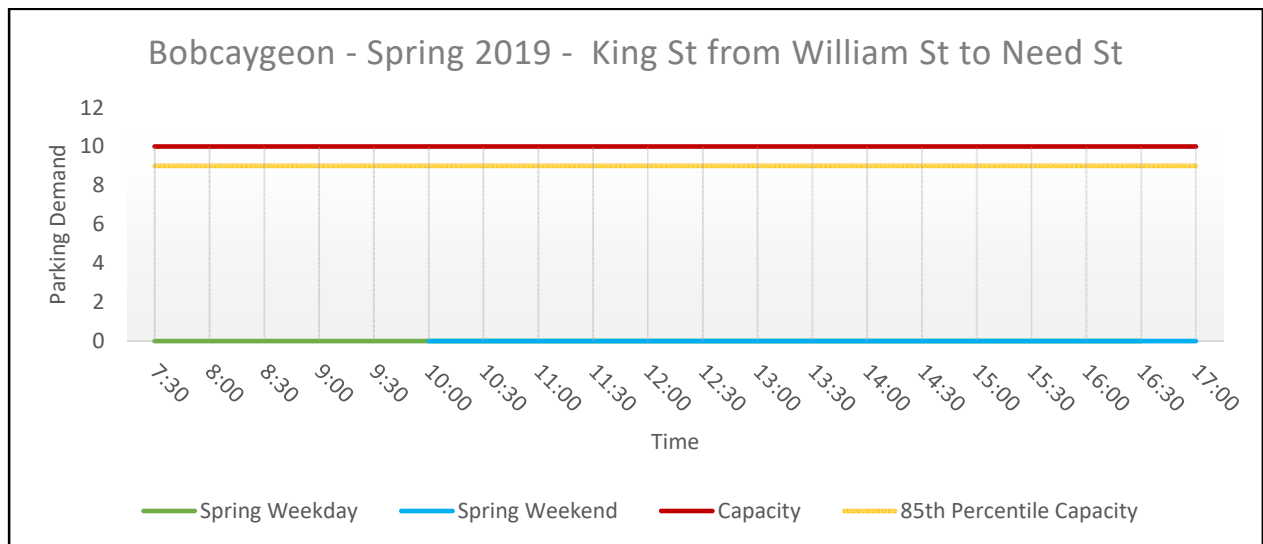
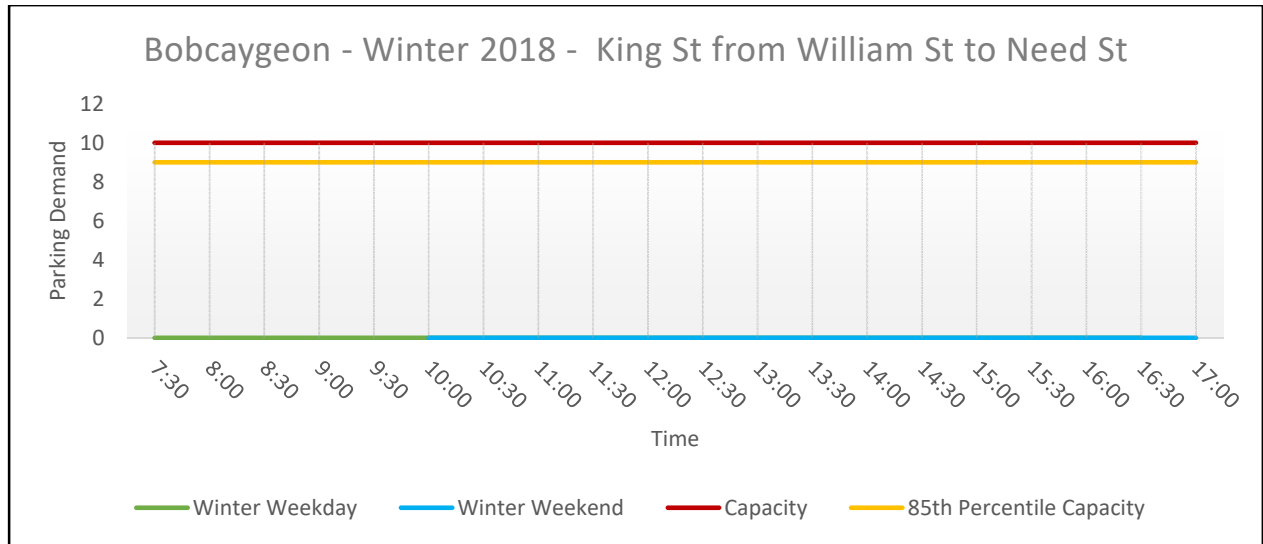


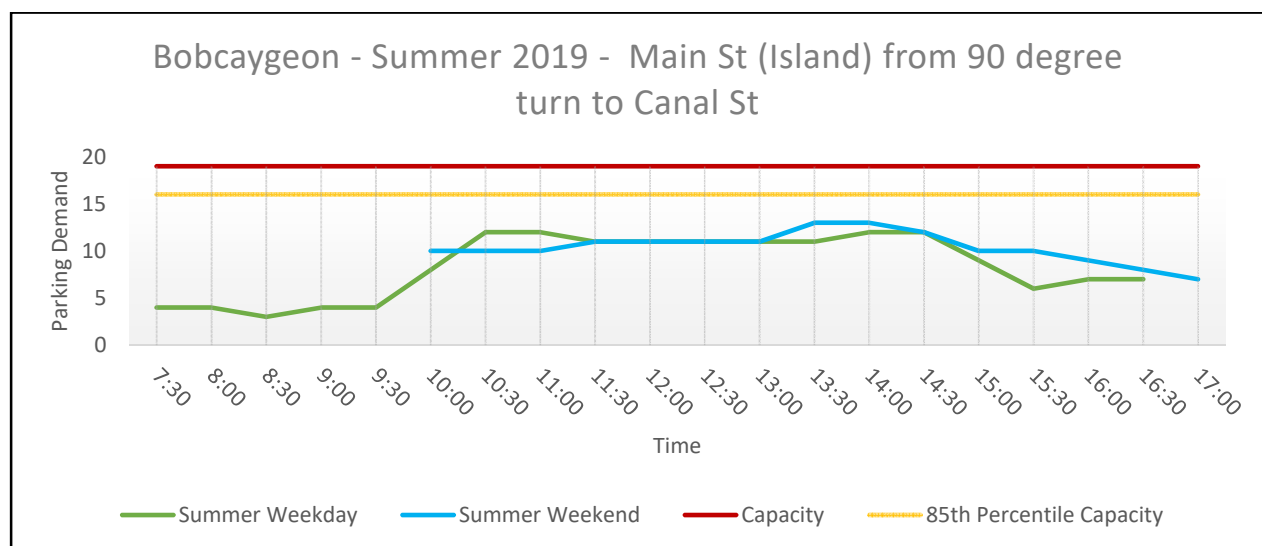
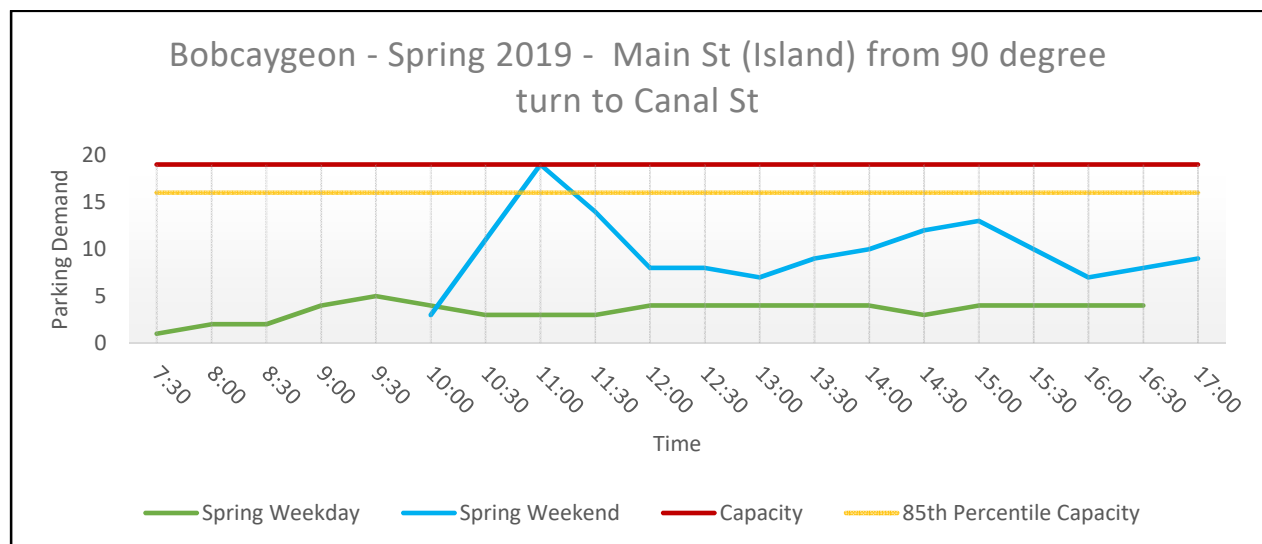
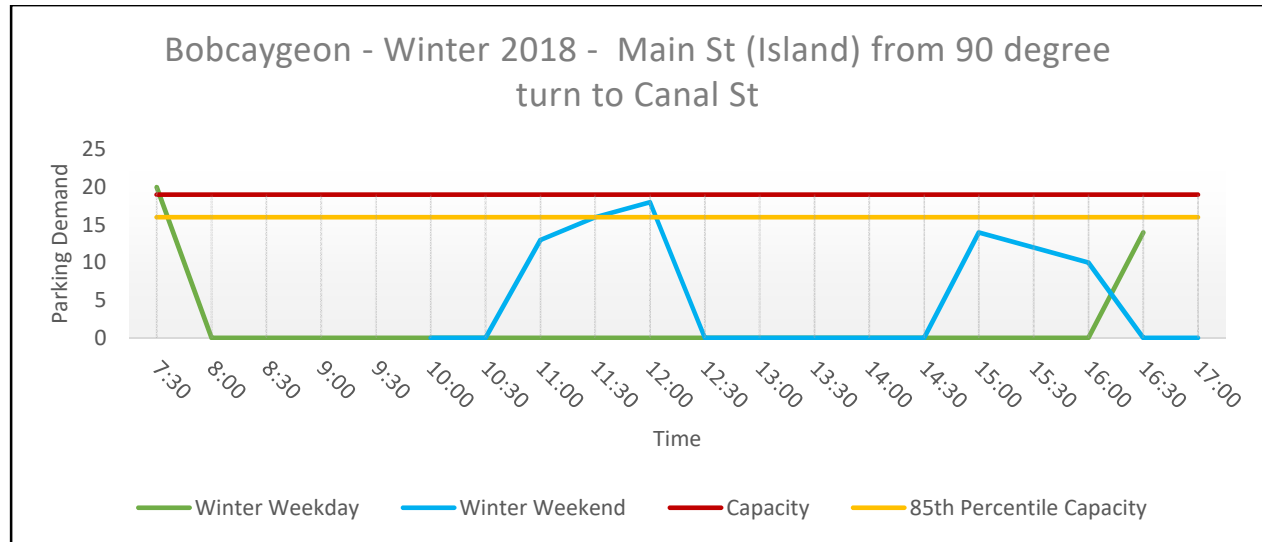


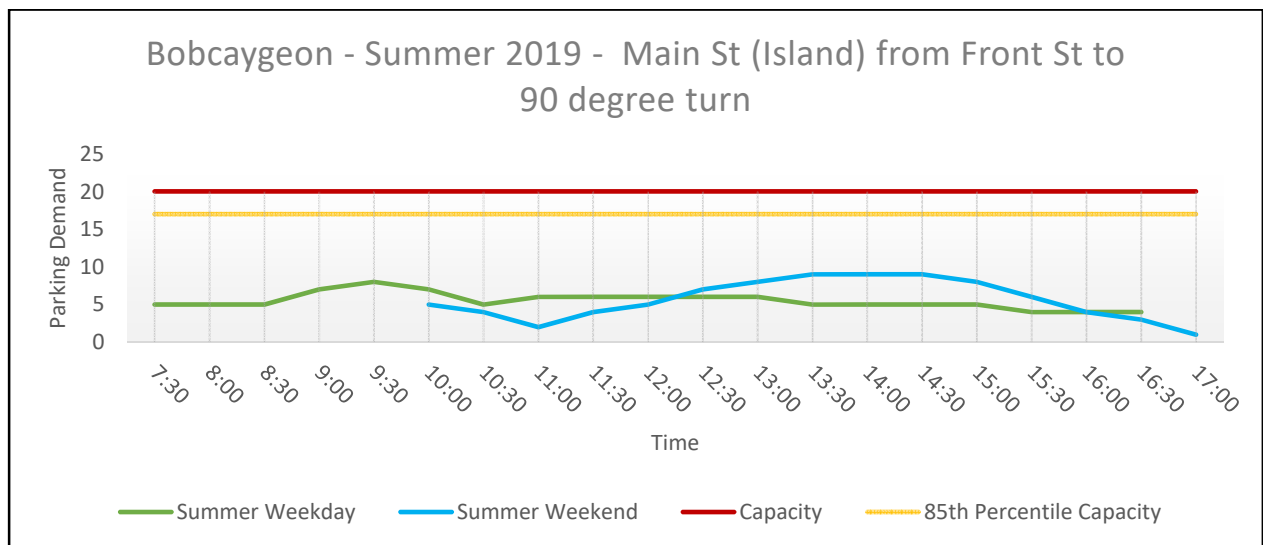
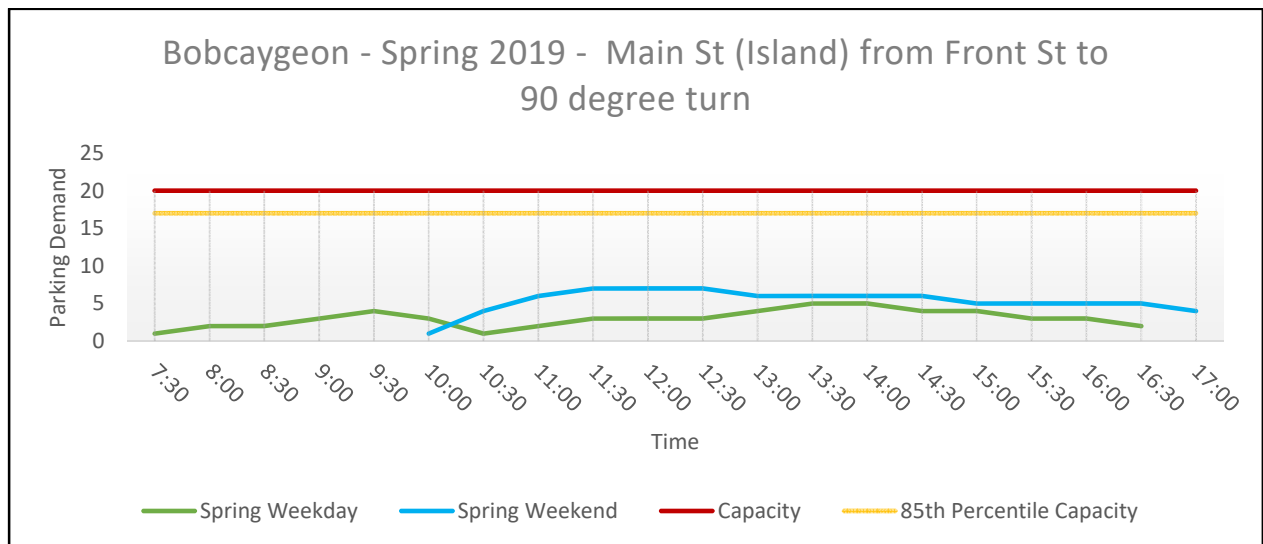
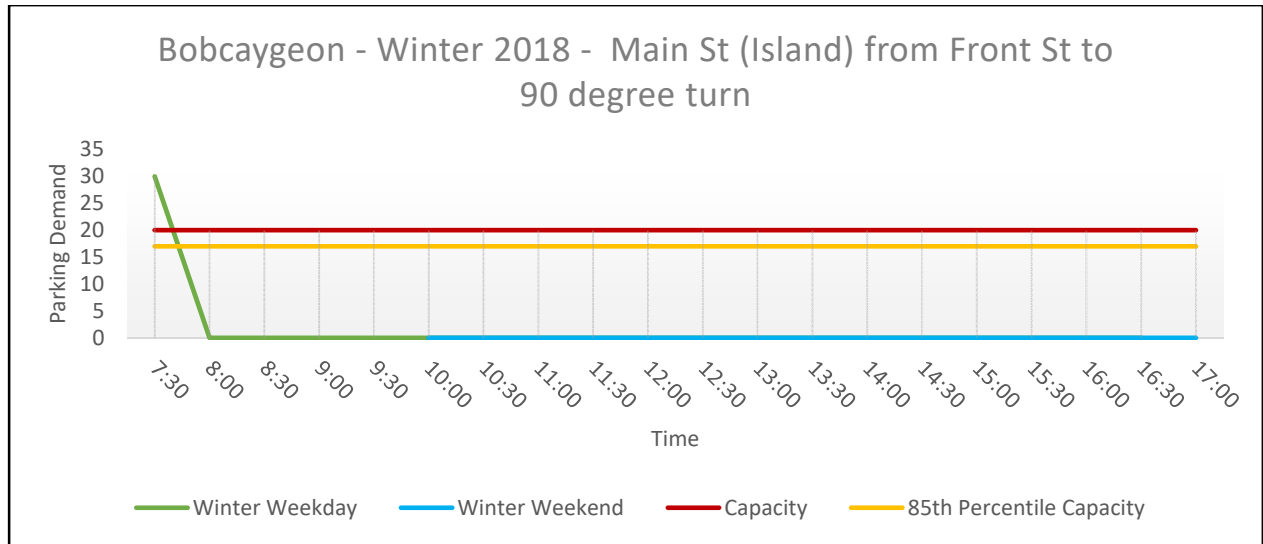


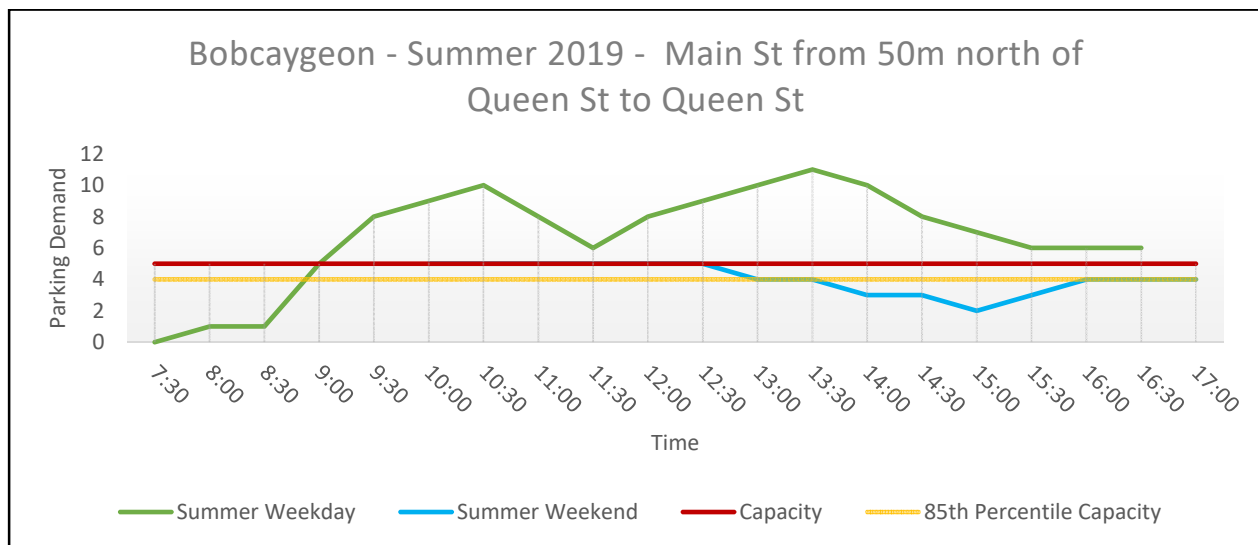
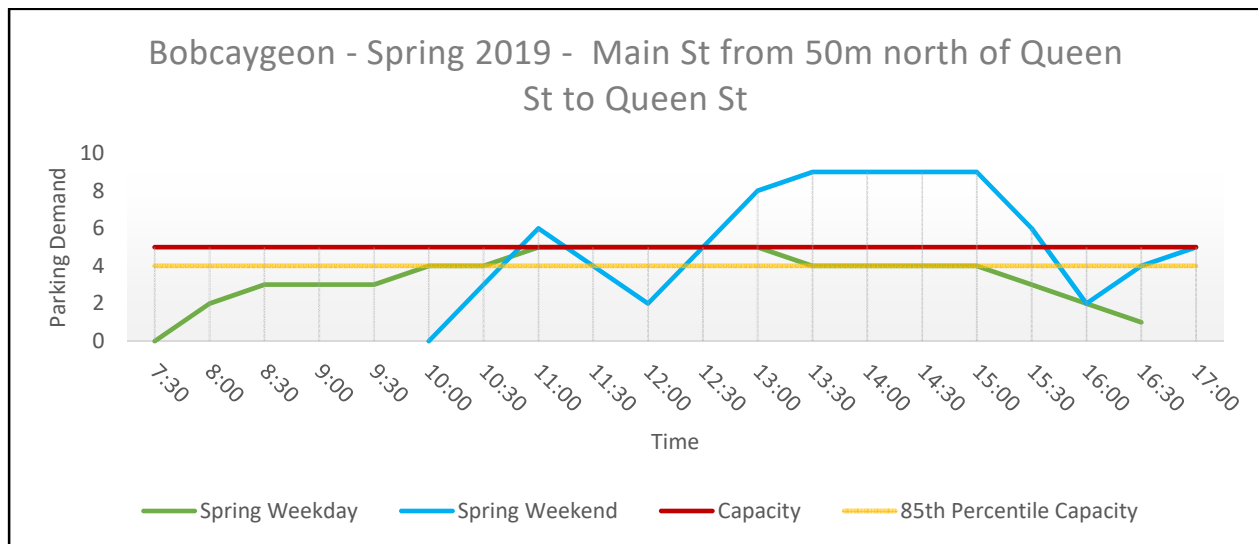
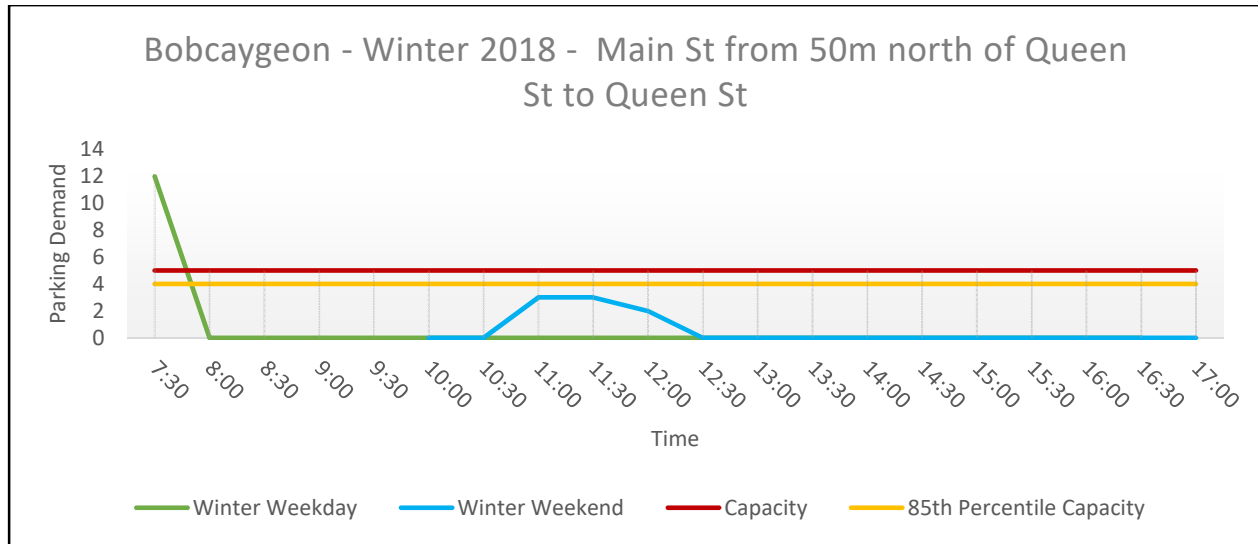


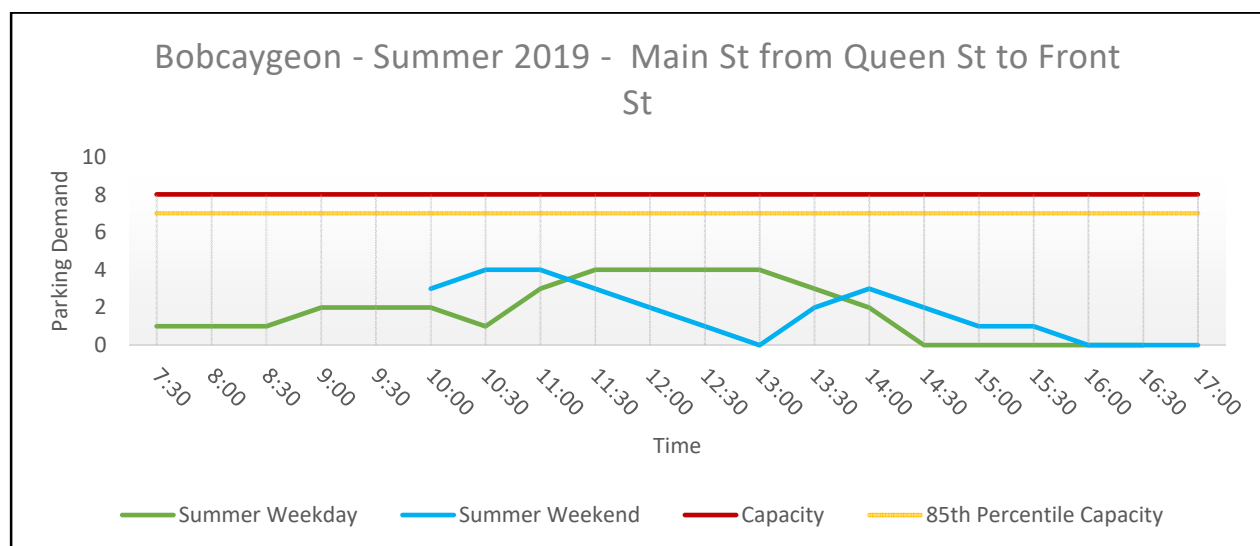
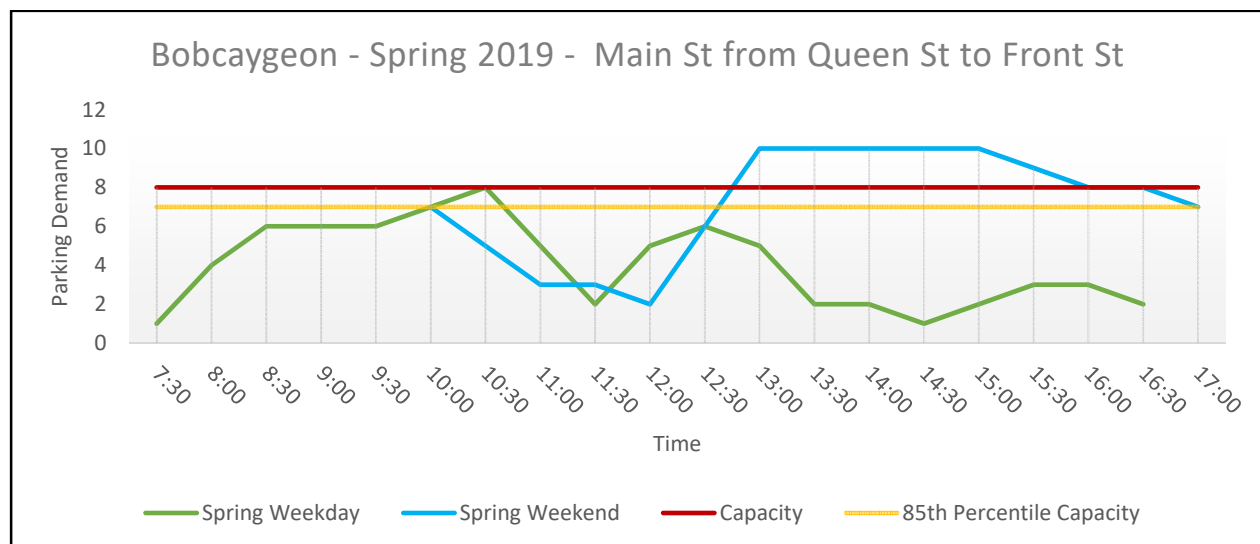
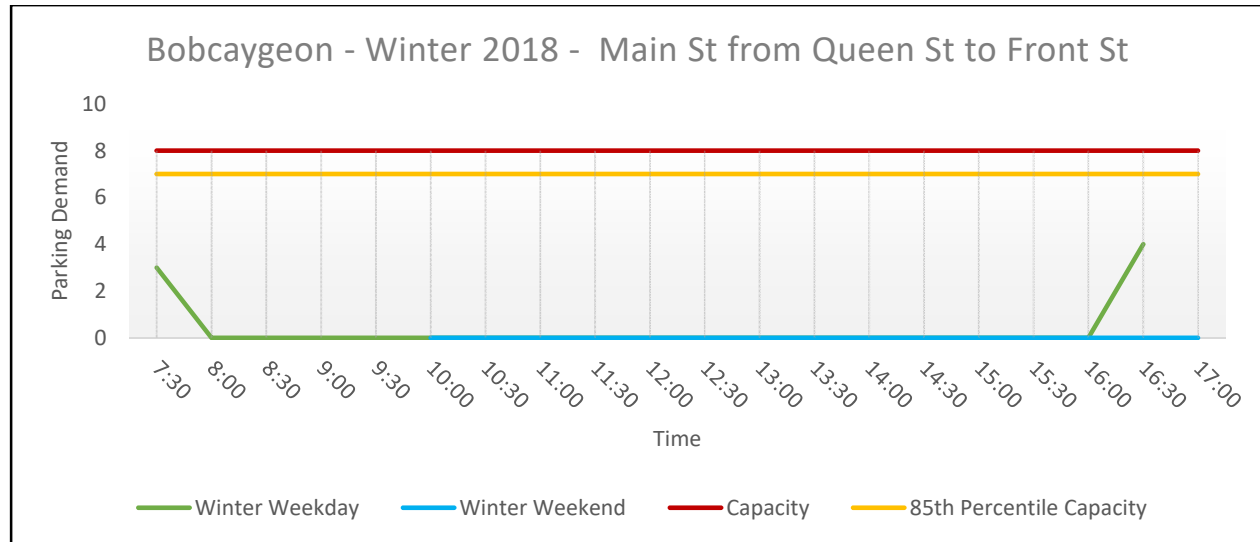


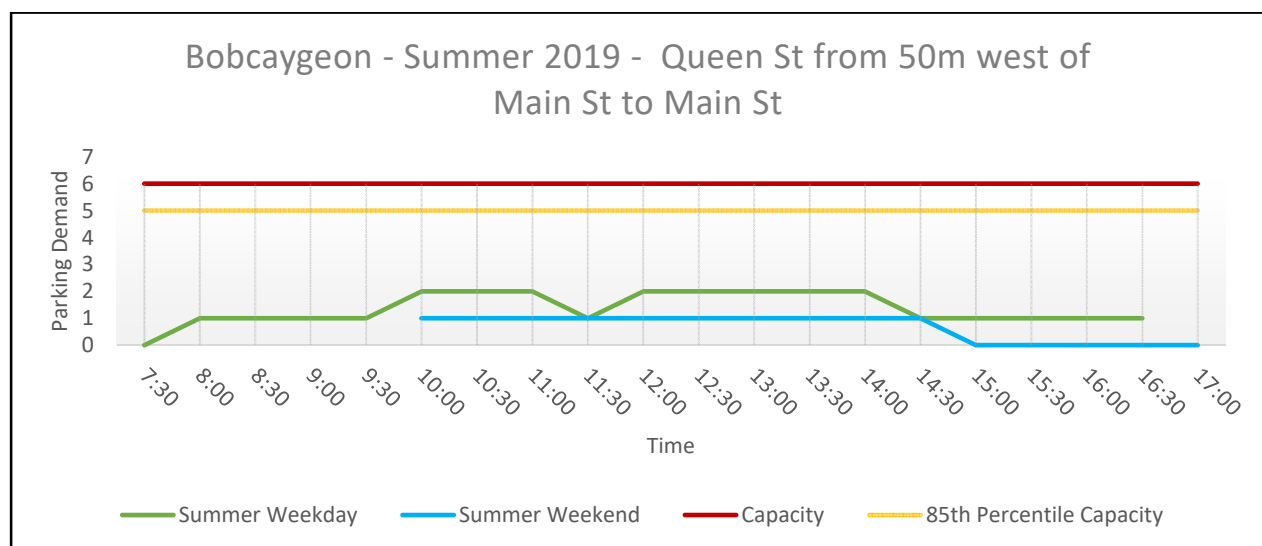
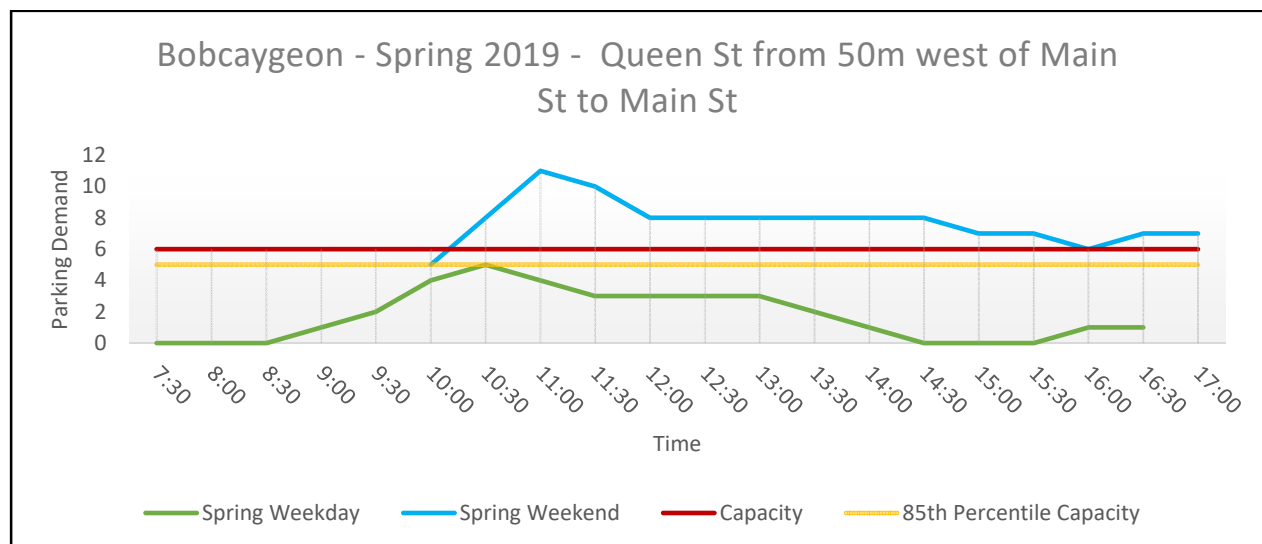
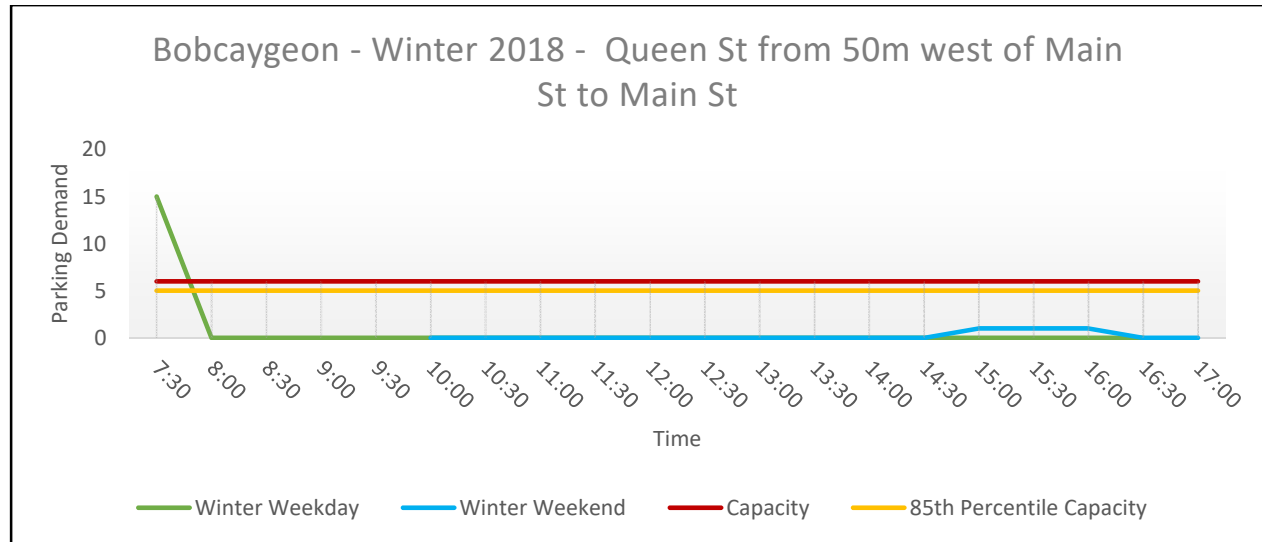


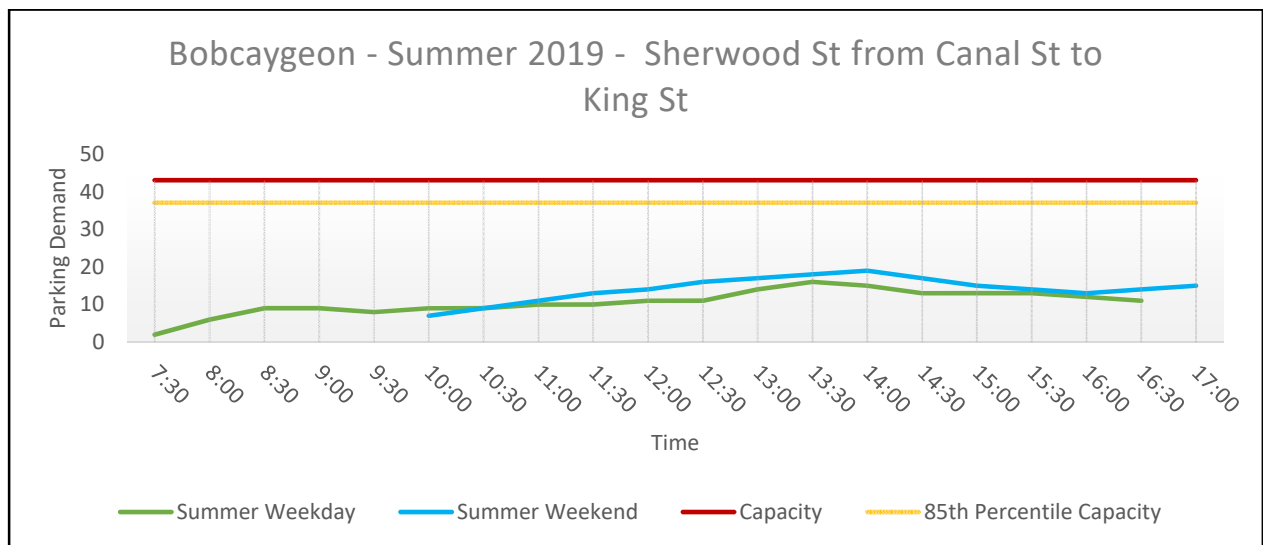
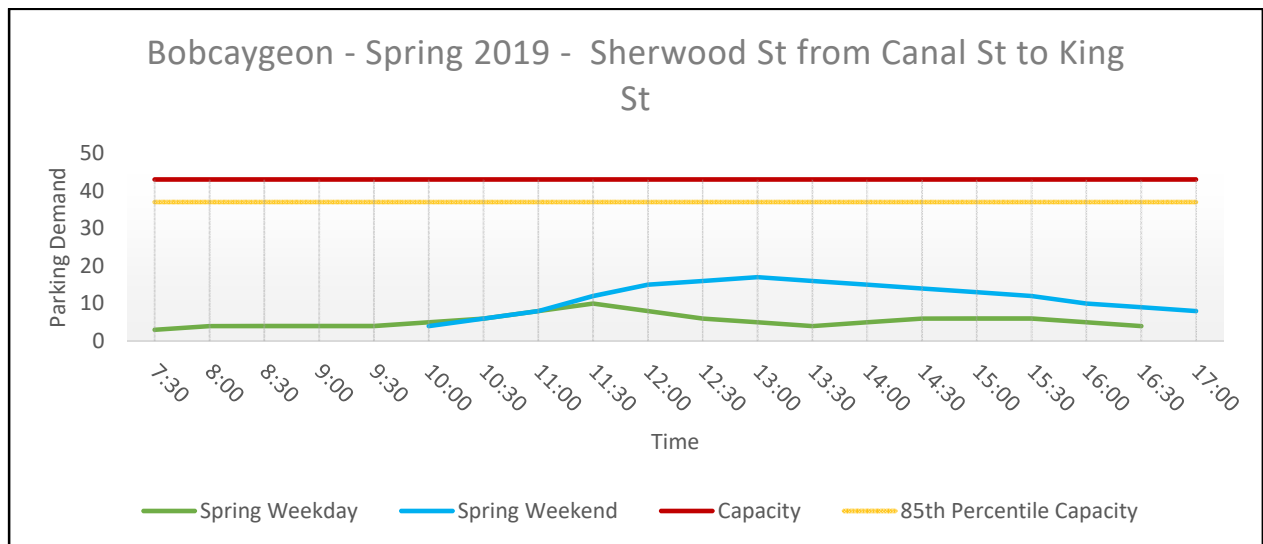
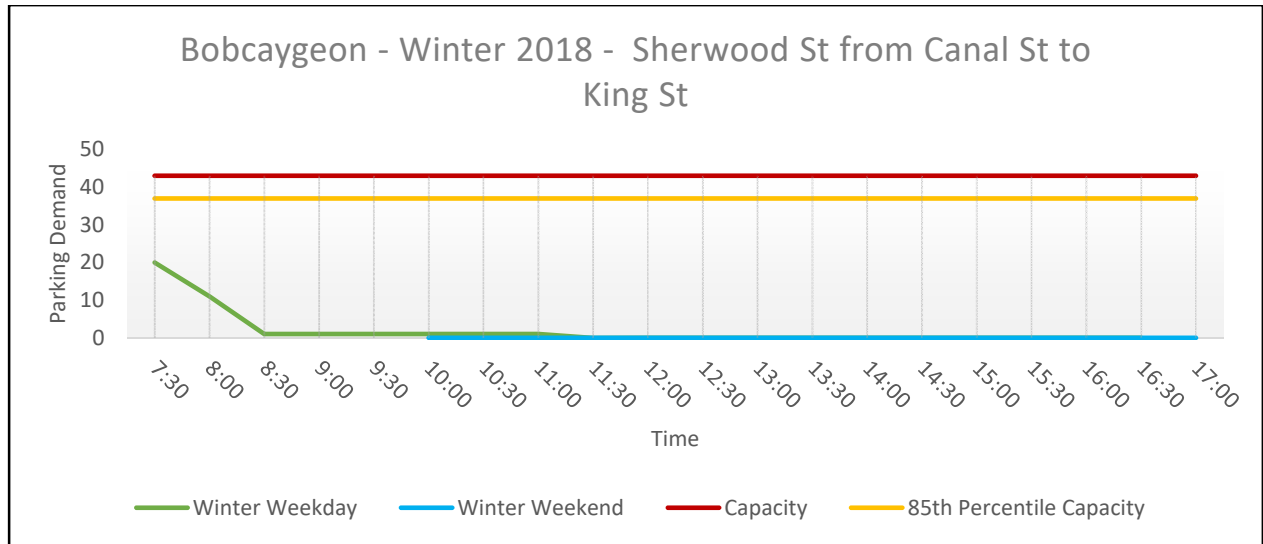


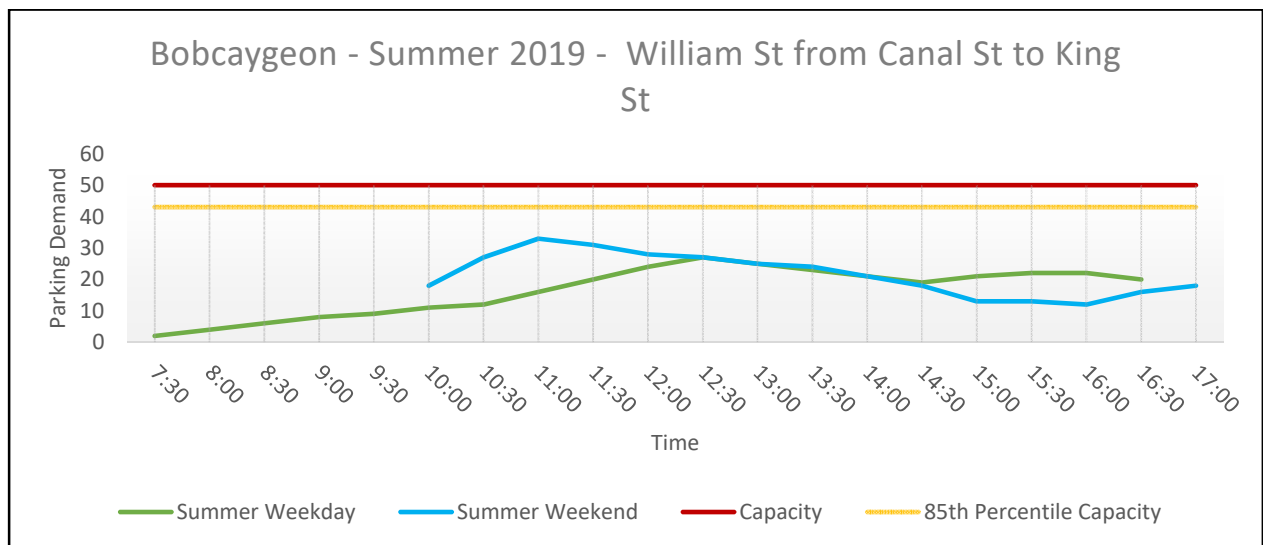
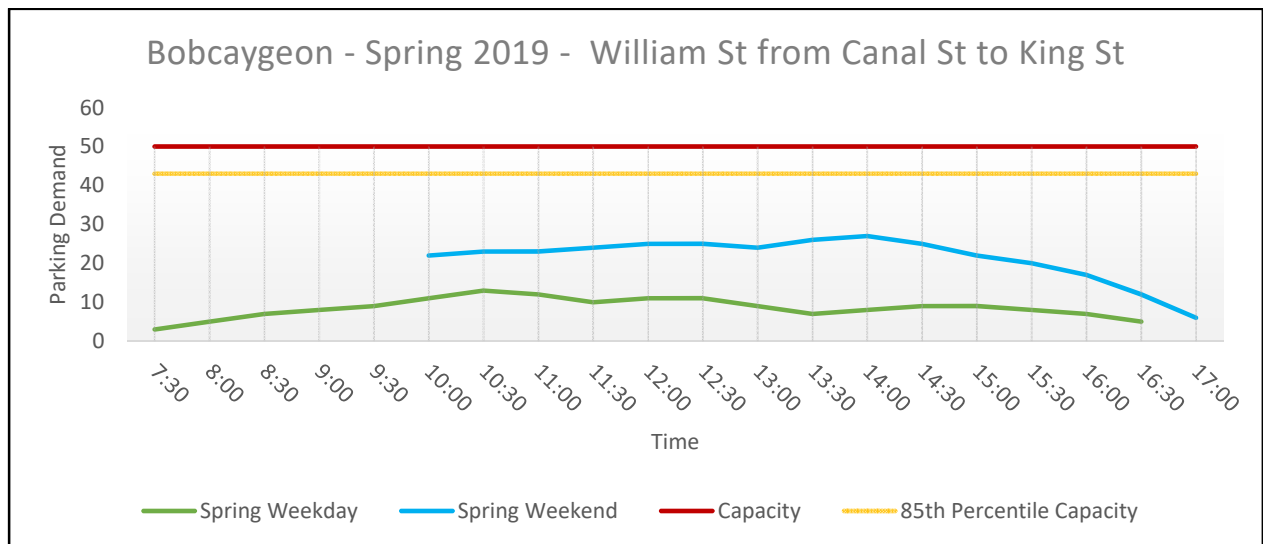
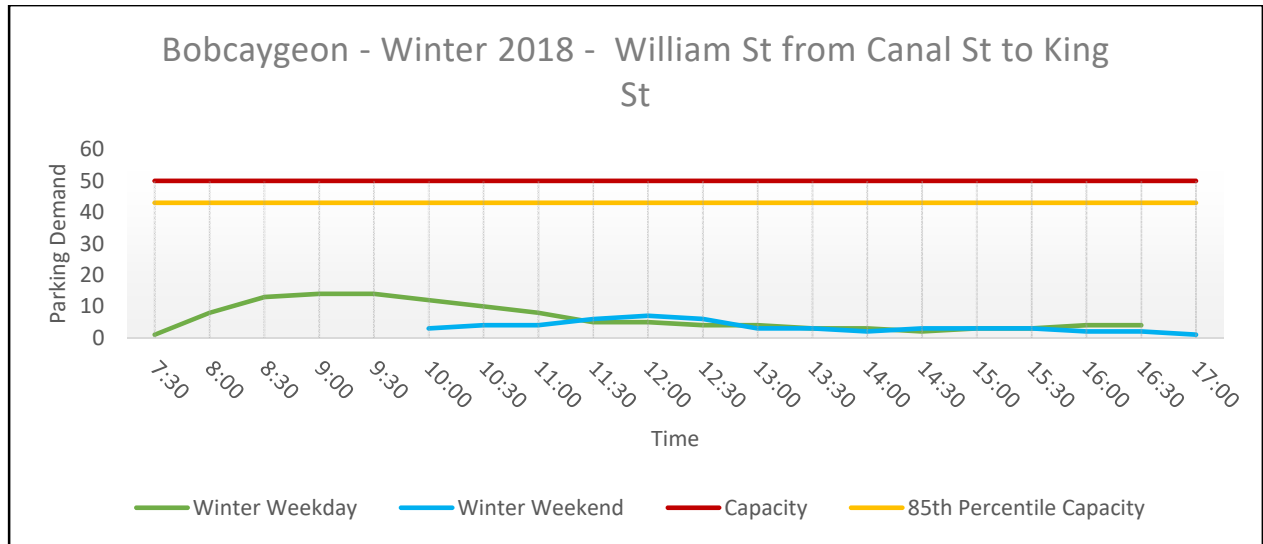












Appendix C

Municipal Parking Lot Asset Registry

Kawartha Lakes Downtown Parking Strategy
Municipal Parking Lot Asset Registry - Town of Lindsay

Property	Vicinity / Area	Asset	Level 3 - Group	Level 6 - Type	Quantity	Quantity Type	Quantity Units	Notes	In-Service Year	Expected Useful Life (years)	Unit Replacement Cost	Replacement Cost	Condition Rating
Lindsay Municipal Parking Lot M1	East of Sussex St N.; South of Peel St	Storm Sewer	Drainage	Catch Basin	1	Length	m	Includes catch basins	2000	60-75	\$ 500.00	\$ 500.00	4
Lindsay Municipal Parking Lot M1	East of Sussex St N.; South of Peel St	Light	Lights	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M1	East of Sussex St N.; South of Peel St	Parking Lot	Surfaces	Ashpalt	1,790	Area	m²	Includes base	2005	20-25	\$ 86.00	\$ 153,940.00	4
Lindsay Municipal Parking Lot M1	East of Sussex St N.; South of Peel St	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M1	East of Sussex St N.; South of Peel St	Sign	Signs	Accessible	2	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 700.00	2
Lindsay Municipal Parking Lot M1	East of Sussex St N.; South of Peel St	Sign	Signs	Armory Parking Only	2	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 700.00	2
Lindsay Municipal Parking Lot M2	East of Victoria Ave N.; South of Peel St.	Storm Sewer	Drainage	Catch Basin	6	Length	m	Includes catch basins	2000	60-75	\$ 500.00	\$ 3,000.00	5
Lindsay Municipal Parking Lot M2	East of Victoria Ave N.; South of Peel St.	Light	Lights	Parking Lights	9	Count	Each	Includes posts	2015	10-15	\$ 3,000.00	\$ 27,000.00	3
Lindsay Municipal Parking Lot M2	East of Victoria Ave N.; South of Peel St.	Parking Lot	Surfaces	Asphalt	4,270	Area	m²	Includes base	2010	20-25	\$ 86.00	\$ 367,220.00	4
Lindsay Municipal Parking Lot M2	East of Victoria Ave N.; South of Peel St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M2	East of Victoria Ave N.; South of Peel St.	Sign	Signs	Accessible	2	Count	Each	Includes posts	2010	7-10	\$ 350.00	\$ 700.00	6
Lindsay Municipal Parking Lot M2	East of Victoria Ave N.; South of Peel St.	Sign	Signs	2 Hour Limit	3	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 1,050.00	2
Lindsay Municipal Parking Lot M2	East of Victoria Ave N.; South of Peel St.	Sign	Signs	Reserved Signs (police, fire, EMS, service vehicle, etc.	20+	Count	Each	Includes posts	2015	7-10	\$ 350.00	\$ 7,000.00	3
Lindsay Municipal Parking Lot M3	East of Cambridge St.; South of Peel St.	Storm Sewer	Drainage	Catch Basin	5	Length	m	Includes catch basins	2000	60-75	\$ 500.00	\$ 2,500.00	3
Lindsay Municipal Parking Lot M3	East of Cambridge St.; South of Peel St.	Light	Lights	Parking Lights	6	Count	Each	Includes posts	2015	10-15	\$ 3,000.00	\$ 18,000.00	3
Lindsay Municipal Parking Lot M3	East of Cambridge St.; South of Peel St.	Parking Lot	Surfaces	Asphalt	5,650	Area	m²	Includes base	2010	20-25	\$ 86.00	\$ 485,900.00	3
Lindsay Municipal Parking Lot M3	East of Cambridge St.; South of Peel St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M3	East of Cambridge St.; South of Peel St.	Sign	Signs	Parking Information	18	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 6,300.00	1
Lindsay Municipal Parking Lot M3	East of Cambridge St.; South of Peel St.	Sign	Signs	Accessible	5	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 1,750.00	2
Lindsay Municipal Parking Lot M3	East of Cambridge St.; South of Peel St.	Sign	Signs	Overnight Permit	3	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 1,050.00	1
Lindsay Municipal Parking Lot M4	East of Cambridge St.; North of Peel St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M4	East of Cambridge St.; North of Peel St.	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	\$ 3,000.00	\$ 3,000.00	3
Lindsay Municipal Parking Lot M4	East of Cambridge St.; North of Peel St.	Parking Lot	Surfaces	Ashpalt	1,820	Area	m²	Includes base	1995	20-25	\$ 86.00	\$ 156,520.00	8
Lindsay Municipal Parking Lot M4	East of Cambridge St.; North of Peel St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M4	East of Cambridge St.; North of Peel St.	Sign	Signs	Parking Information	3	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 1,050.00	2
Lindsay Municipal Parking Lot M5	West of Lindsay St.; North of Kent St	Storm Sewer	Drainage	Catch Basin	1	Length	m	Includes catch basins	2015	60-75	\$ 500.00	\$ 500.00	2
Lindsay Municipal Parking Lot M5	West of Lindsay St.; North of Kent St	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	\$ 3,000.00	\$ 3,000.00	3
Lindsay Municipal Parking Lot M5	West of Lindsay St.; North of Kent St	Parking Lot	Surfaces	Ashpalt	985	Area	m²	Includes base	2018	20-25	\$ 86.00	\$ 84,710.00	2
Lindsay Municipal Parking Lot M5	West of Lindsay St.; North of Kent St	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M5	West of Lindsay St.; North of Kent St	Sign	Signs	Accessible	1	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 350.00	1
Lindsay Municipal Parking Lot M5	West of Lindsay St.; North of Kent St	Sign	Signs	Parking Information	3	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 1,050.00	1
Lindsay Municipal Parking Lot M5	West of Lindsay St.; North of Kent St	Sign	Signs	No Parking	2	Count	Each	Includes posts	2010	7-10	\$ 350.00	\$ 700.00	5

Kawartha Lakes Downtown Parking Strategy
Municipal Parking Lot Asset Registry - Town of Lindsay

Lindsay Municipal Parking Lot M6	East of Lindsay St.; North of Kent St	Storm Sewer	Drainage	Catch Basin	1	Length	m	Includes catch basins	2015	60-75	\$ 500.00	\$ 500.00	1
Lindsay Municipal Parking Lot M6	East of Lindsay St.; North of Kent St	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	\$ 3,000.00	\$ 3,000.00	2
Lindsay Municipal Parking Lot M6	East of Lindsay St.; North of Kent St	Parking Lot	Surfaces	Asphalt	640	Area	m²	Includes base	2018	20-25	\$ 86.00	\$ 55,040.00	1
Lindsay Municipal Parking Lot M6	East of Lindsay St.; North of Kent St	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M6	East of Lindsay St.; North of Kent St	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M7	East of Lindsay St.; South of Ridout St	Storm Sewer	Drainage	Catch Basin	1	Length	m	Includes catch basins	2000	60-75	\$ 500.00	\$ 500.00	4
Lindsay Municipal Parking Lot M7	East of Lindsay St.; South of Ridout St	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	\$ 3,000.00	\$ 3,000.00	3
Lindsay Municipal Parking Lot M7	East of Lindsay St.; South of Ridout St	Parking Lot	Surfaces	Asphalt	650	Area	m²	Includes base	1995	20-25	\$ 86.00	\$ 55,900.00	8
Lindsay Municipal Parking Lot M7	East of Lindsay St.; South of Ridout St	Railing	Railings	Railing	40	Length	m		2015	30	\$ 125.00	\$ 5,000.00	2
Lindsay Municipal Parking Lot M7	East of Lindsay St.; South of Ridout St	Sign	Signs	Parking Information	4	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 1,400.00	2
Lindsay Municipal Parking Lot M8	East of Lindsay St.; North of Russell St	Storm Sewer	Drainage	Catch Basin	1	Length	m	Includes catch basins	2000	60-75	\$ 500.00	\$ 500.00	4
Lindsay Municipal Parking Lot M8	East of Lindsay St.; North of Russell St	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	\$ 3,000.00	\$ 3,000.00	3
Lindsay Municipal Parking Lot M8	East of Lindsay St.; North of Russell St	Parking Lot	Surfaces	Asphalt	445	Area	m²	Includes base	1995	20-25	\$ 86.00	\$ 38,270.00	8
Lindsay Municipal Parking Lot M8	East of Lindsay St.; North of Russell St	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M8	East of Lindsay St.; North of Russell St	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M9	East of York St.; North of Russell St	Storm Sewer	Drainage	Catch Basin	1	Length	m	Includes catch basins	2010	60-75	\$ 500.00	\$ 500.00	2
Lindsay Municipal Parking Lot M9	East of York St.; North of Russell St	Light	Lights	Parking Lights	3	Count	Each	Includes posts	2015	10-15	\$ 3,000.00	\$ 9,000.00	3
Lindsay Municipal Parking Lot M9	East of York St.; North of Russell St	Parking Lot	Surfaces	Asphalt	2,415	Area	m²	Includes base	2015	20-25	\$ 86.00	\$ 207,690.00	2
Lindsay Municipal Parking Lot M9	East of York St.; North of Russell St	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M9	East of York St.; North of Russell St	Sign	Signs	Long Vehicle Parking	3	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 1,050.00	3
Lindsay Municipal Parking Lot M9	East of York St.; North of Russell St	Sign	Signs	Parking Information	2	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 700.00	2
Lindsay Municipal Parking Lot M10	West of York St.; South of Kent St	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M10	West of York St.; South of Kent St	Light	Lights	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M10	West of York St.; South of Kent St	Parking Lot	Surfaces	Asphalt	385	Area	m²	Includes base	2018	20-25	\$ 86.00	\$ 33,110.00	1
Lindsay Municipal Parking Lot M10	West of York St.; South of Kent St	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M10	West of York St.; South of Kent St	Sign	Signs	Parking Information	3	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 1,050.00	2
Lindsay Municipal Parking Lot M11	West of William St.; South of Kent St	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M11	West of William St.; South of Kent St	Light	Lights	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M11	West of William St.; South of Kent St	Parking Lot	Surfaces	Gravel	780	Area	m²	Includes base	2015	10-15	\$ 30.00	\$ 23,400.00	3
Lindsay Municipal Parking Lot M11	West of William St.; South of Kent St	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M11	West of William St.; South of Kent St	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Lindsay Leased Parking Lot L1	East of William St., North of Kent St	Storm Sewer	Drainage	Catch Basin	1	Length	m	Includes catch basins	2015	60-75	\$ 500.00	\$ 500.00	1
Lindsay Leased Parking Lot L1	East of William St., North of Kent St	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	\$ 3,000.00	\$ 3,000.00	3
Lindsay Leased Parking Lot L1	East of William St., North of Kent St	Parking Lot	Surfaces	Asphalt	1005	Area	m²	Includes base	2018	20-25	\$ 86.00	\$ 86,430.00	2
Lindsay Leased Parking Lot L1	East of William St., North of Kent St	Railing	Railings	Railing	60	Length	m		2010	30	\$ 125.00	\$ 7,500.00	4
Lindsay Leased Parking Lot L1	East of William St., North of Kent St	Sign	Signs	Parking Information	7	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 2,450.00	1

Kawartha Lakes Downtown Parking Strategy
Municipal Parking Lot Asset Registry - Village of Fenelon Falls

Property	Vicinity / Area	Asset	Level 3 - Group	Level 6 - Type	Quantity	Quantity Type	Quantity Units	Notes	In-Service Year	Expected Useful Life (years)	Unit Replacement Cost	Replacement Cost	Condition Rating
Fenelon Falls Municipal Parking Lot M1	East of Colborne St.; South of Francis St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M1	East of Colborne St.; South of Francis St.	Light	Lights	Parking Lights	2	Count	Each	Includes posts	2015	10-15	\$ 3,000.00	\$ 6,000.00	3
Fenelon Falls Municipal Parking Lot M1	East of Colborne St.; South of Francis St.	Parking Lot	Surfaces	Asphalt	2,215	Area	m²	Includes base	1995	20-25	\$ 86.00	\$ 190,490.00	8
Fenelon Falls Municipal Parking Lot M1	East of Colborne St.; South of Francis St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M1	East of Colborne St.; South of Francis St.	Sign	Signs	Parking Information	2	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 700.00	2
Fenelon Falls Municipal Parking Lot M1	East of Colborne St.; South of Francis St.	Sign	Signs	Two Hour Limit	1	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 350.00	4
Fenelon Falls Municipal Parking Lot M1	East of Colborne St.; South of Francis St.	Sign	Signs	Overnight Permit Only	2	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 700.00	2
Fenelon Falls Municipal Parking Lot M2	East of May St.; South of Francis St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M2	East of May St.; South of Francis St.	Light	Lights	Parking Lights	2	Count	Each	Includes posts	2015	10-15	\$ 3,000.00	\$ 6,000.00	3
Fenelon Falls Municipal Parking Lot M2	East of May St.; South of Francis St.	Parking Lot	Surfaces	Asphalt	1,250	Area	m²	Includes base	2010	20-25	\$ 86.00	\$ 107,500.00	3
Fenelon Falls Municipal Parking Lot M2	East of May St.; South of Francis St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M2	East of May St.; South of Francis St.	Sign	Signs	Accessible	1	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 350.00	2
Fenelon Falls Municipal Parking Lot M3	West of Colborne St.; South of Bond St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M3	West of Colborne St.; South of Bond St.	Light	Lights	Parking Lights	2	Count	Each	Includes posts	2015	10-15	\$ 3,000.00	\$ 6,000.00	3
Fenelon Falls Municipal Parking Lot M3	West of Colborne St.; South of Bond St.	Parking Lot	Surfaces	Asphalt	2,050	Area	m²	Includes base	2000	20-25	\$ 86.00	\$ 176,300.00	6
Fenelon Falls Municipal Parking Lot M3	West of Colborne St.; South of Bond St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M3	West of Colborne St.; South of Bond St.	Sign	Signs	Parking Information	1	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 350.00	2
Fenelon Falls Municipal Parking Lot M4	West of Market St.; South of Bond St.	Storm Sewer	Drainage	Catch Basin	1	Length	m	Includes catch basins	2000	60-75	\$ 500.00	\$ 500.00	3
Fenelon Falls Municipal Parking Lot M4	West of Market St.; South of Bond St.	Light	Lights	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M4	West of Market St.; South of Bond St.	Parking Lot	Surfaces	Asphalt	705	Area	m²	Includes base	2010	20-25	\$ 86.00	\$ 60,630.00	3
Fenelon Falls Municipal Parking Lot M4	West of Market St.; South of Bond St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M4	West of Market St.; South of Bond St.	Sign	Signs	Accessible	1	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 350.00	2
Fenelon Falls Municipal Parking Lot M4	West of Market St.; South of Bond St.	Sign	Signs	Reserved Parking (5 staff and 1 loading)	6	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 2,100.00	2
Fenelon Falls Municipal Parking Lot M5	East of John St.; South of Bond St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M5	East of John St.; South of Bond St.	Light	Lights	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M5	East of John St.; South of Bond St.	Parking Lot	Surfaces	Gravel	2,105	Area	m²	Includes base	2018	10-15	\$ 30.00	\$ 63,150.00	4
Fenelon Falls Municipal Parking Lot M5	East of John St.; South of Bond St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M5	East of John St.; South of Bond St.	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M6	South of Bond St.; North of Francis St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M6	South of Bond St.; North of Francis St.	Light	Lights	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M6	South of Bond St.; North of Francis St.	Parking Lot	Surfaces	Asphalt	1,565	Area	m²	Includes base	2015	20-25	\$ 86.00	\$ 134,590.00	3
Fenelon Falls Municipal Parking Lot M6	South of Bond St.; North of Francis St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M6	South of Bond St.; North of Francis St.	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A

Kawartha Lakes Downtown Parking Strategy
Municipal Parking Lot Asset Registry - Village of Fenelon Falls

Fenelon Falls Municipal Parking Lot M7	South of Francis St.; North of Water St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M7	South of Francis St.; North of Water St.	Light	Lights	Parking Lights	3	Count	Each	Includes posts	2015	10-15	\$ 3,000.00	\$ 9,000.00	2
Fenelon Falls Municipal Parking Lot M7	South of Francis St.; North of Water St.	Parking Lot	Surfaces	Ashpalt	630	Area	m²	Includes base	2015	20-25	\$ 86.00	\$ 54,180.00	3
Fenelon Falls Municipal Parking Lot M7	South of Francis St.; North of Water St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M7	South of Francis St.; North of Water St.	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M8	West of Water St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M8	West of Water St.	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	\$ 3,000.00	\$ 3,000.00	2
Fenelon Falls Municipal Parking Lot M8	West of Water St.	Parking Lot	Surfaces	Ashpalt	180	Area	m²	Includes base	2015	20-25	\$ 86.00	\$ 15,480.00	3
Fenelon Falls Municipal Parking Lot M8	West of Water St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M8	West of Water St.	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A

Kawartha Lakes Downtown Parking Strategy
Municipal Parking Lot Asset Registry - Village of Bobcaygeon

Property	Vicinity / Area	Asset	Level 3 - Group	Level 6 - Type	Quantity	Quantity Type	Quantity Units	Notes	In-Service Year	Expected Useful Life (years)	Unit Replacement Cost	Replacement Cost	Condition Rating
Bobcaygeon Municipal Parking Lot M1	East of Bolton St.; North of King St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M1	East of Bolton St.; North of King St.	Light	Lights	Parking Lights	2	Count	Each	Includes posts	2015	10-15	\$ 3,000.00	\$ 6,000.00	3
Bobcaygeon Municipal Parking Lot M1	East of Bolton St.; North of King St.	Parking Lot	Surfaces	Asphalt	1,300	Area	m²	Includes base	2005	20-25	\$ 86.00	\$ 111,800.00	5
Bobcaygeon Municipal Parking Lot M1	East of Bolton St.; North of King St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M1	East of Bolton St.; North of King St.	Sign	Signs	Accessible	1	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 350.00	2
Bobcaygeon Municipal Parking Lot M1	East of Bolton St.; North of King St.	Sign	Signs	Parking Information	1	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 350.00	2
Bobcaygeon Municipal Parking Lot M1	East of Bolton St.; North of King St.	Sign	Signs	3 Hour max	2	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 700.00	5
Bobcaygeon Municipal Parking Lot M2	West of William St.; South of Canal St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M2	West of William St.; South of Canal St.	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	\$ 3,000.00	\$ 3,000.00	2
Bobcaygeon Municipal Parking Lot M2	West of William St.; South of Canal St.	Parking Lot	Surfaces	Gravel	500	Area	m²	Includes base	2018	10-15	\$ 30.00	\$ 15,000.00	1
Bobcaygeon Municipal Parking Lot M2	West of William St.; South of Canal St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M2	West of William St.; South of Canal St.	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M3	East of William St.; North of Canal St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M3	East of William St.; North of Canal St.	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	\$ 3,000.00	\$ 3,000.00	3
Bobcaygeon Municipal Parking Lot M3	East of William St.; North of Canal St.	Parking Lot	Surfaces	Gravel	355	Area	m²	Includes base	2010	10-15	\$ 30.00	\$ 10,650.00	4
Bobcaygeon Municipal Parking Lot M3	East of William St.; North of Canal St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M3	East of William St.; North of Canal St.	Sign	Signs	On-street Regulation	1	Count	Each	Includes posts	2018	7-10	\$ 350.00	\$ 350.00	2
Bobcaygeon Municipal Parking Lot M4	East of Sherwood St.; North of King St.	Storm Sewer	Drainage	Catch Basin	1	Length	m	Includes catch basins	2000	60-75	\$ 500.00	\$ 500.00	4
Bobcaygeon Municipal Parking Lot M4	East of Sherwood St.; North of King St.	Light	Lights	Parking Lights	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M4	East of Sherwood St.; North of King St.	Parking Lot	Surfaces	Gravel	430	Area	m²	Includes base	2015	10-15	\$ 30.00	\$ 12,900.00	3
Bobcaygeon Municipal Parking Lot M4	East of Sherwood St.; North of King St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M4	East of Sherwood St.; North of King St.	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M5	West of Main St.; South of Front St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M5	West of Main St.; South of Front St.	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	\$ 3,000.00	\$ 3,000.00	3
Bobcaygeon Municipal Parking Lot M5	West of Main St.; South of Front St.	Parking Lot	Surfaces	Gravel	470	Area	m²	Includes base	2015	10-15	\$ 30.00	\$ 14,100.00	3
Bobcaygeon Municipal Parking Lot M5	West of Main St.; South of Front St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M5	West of Main St.; South of Front St.	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M6	West of Main St.; South of Queen St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M6	West of Main St.; South of Queen St.	Light	Lights	Parking Lights	2	Count	Each	Includes posts	2018	10-15	\$ 3,000.00	\$ 6,000.00	2
Bobcaygeon Municipal Parking Lot M6	West of Main St.; South of Queen St.	Parking Lot	Surfaces	Asphalt	450	Area	m²	Includes base	2018	20-25	\$ 86.00	\$ 38,700.00	1
Bobcaygeon Municipal Parking Lot M6	West of Main St.; South of Queen St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M6	West of Main St.; South of Queen St.	Sign	Signs	No Overnight Parking	2	Count	Each	Includes posts	2010	7-10	\$ 350.00	\$ 700.00	5

Committee of the Whole Report

Report Number:	PRC2021-004
Meeting Date:	June 1, 2021
Title:	Omemee Splash Pad Update
Description:	An update on how a proposal and plan for the inclusion of a Splash Pad in Omemee would operate
Author and Title:	Craig Shanks, Director of Community Services

Recommendation(s):

That Report PRC2021-004, Omemee Splash Pad Update, be received; and,

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At the Council Meeting of January 28, 2021, Council adopted the following resolution:

CR2021-015

That staff develop a plan consistent with past community partnerships for the infrastructure with costing to establish a splash pad in Omemee; and report back in Q2, 2021.

This report addresses that direction.

Rationale:

Staff have been asked to prepare a proposal for the funding of an Omemee splash pad based on new splash pads in other communities. Bobcaygeon (Tommy Anderson Park), Fenelon Falls (Garnet Graham Park) and Lindsay (Logie Park) all have relatively new splash pad amenities. Also, Lindsay has a splash pad in Elgin Park that is approximately 30 years of age and was just renovated a few years ago.

The cost for the installation of a splash pad varies greatly depending on the size and amenities contained within the pad, the landscaping surrounding it and the servicing requirements needed for hook-up. Costs can range from as little as \$150,000 to \$500,000. Staff are suggesting that for a potential Omemee splash pad a budget cost of approximately \$300,000 would be required.

The location that has been identified for this proposal, if it were to move forward, would be the northern greenspace section of the Omemee Beach Park. This location would be pending the availability of water capacity within the Omemee Drinking Water System (DWS) and would be reviewed. There is no other municipal park property suited for this proposed installation.

For both the Bobcaygeon and Fenelon Falls splash pad projects the community funded 100% of the splash pad installation. These costs ranged from \$200,000 - \$235,000 for the actual pad, spray features and installation. Community groups led the fundraising for these capital components and were able to access external grant opportunities (ie. Trillium), private funding and some City managed programs (Bobcaygeon CHEST, Fenelon Falls Powerlinks). The City provided the parkland space, the servicing costs and funds the annual operating budget.

Within Lindsay, the Logie Park splash pad was funded mostly by Development Charges dollars. The Elgin Park project, as an existing, older facility was in need of repair, renovation and enhancement as it was at the end of its lifecycle. It was funded via a combination for sources of a local Service Club, a Trillium Grant and City funding.

If a splash pad proposal for Omeme is determined to move forward water capacity issues in the village would need to be addressed and would come with a significant investment required. Further information can be found within the Servicing Implications section of this report.

Other Alternatives Considered:

If it proves feasible that there is servicing capacity within Omeme to support this infrastructure Council could choose to fund the entire project, or a portion of the project greater than the land and servicing components. If this is the desired direction the required funds could be included as part of the 2022 or future year's Capital Budget request for deliberation.

Alignment to Strategic Priorities

The recommendation within this report is in alignment with three of the strategic priorities within the 2020-2023 Kawartha Lakes Strategic Plan:

1. An Exceptional Quality of Life
2. A Vibrant and Growing Economy
3. Good Government

The Strategic Plan is available on SharePoint at the following link:

[Kawartha Lakes Strategic Plan 2020-2023](#)

Financial/Operation Impacts:

There are no financial implications based on the recommendations from within this report.

If the installation of an Omeme splash pad proceeds, there will be an operational budget impact for future years to a value of approximately \$25,000/year.

Staff are aware that an Omemee splash pad project would be supported by the Omemee community in principle and that many community groups, service clubs and some potential private interest would assist in funding the project. If Council were to support this project, staff will reach out to the community to firm up these commitments.

If Council chooses to fund the project in its entirety, or to a specific funding amount, those funds will be required for a future year's Capital Budget (estimated cost for 100% funding of a project would be recommended at \$300,000.00).

Servicing Implications:

Previous staff reports and Council resolutions and discussions with staff have advised that there is currently no capacity for additional water needs that would accommodate this infrastructure.

Staff Report WWW2015-011 deemed that the Omemee DWS owned by the City currently provides municipal drinking water to the residents at the west end of Omemee (Sarah Crescent and parts of Shawn Avenue / Sibley Avenue). In 2015 the City completed an Environmental Assessment which explored expansion of the DWS within Omemee. Through that process, Council resolved the following:

RESOLVED THAT Report WWW2015-011 Completion of the Omemee Water Supply Environmental Assessment, be received; THAT Council endorses the findings of the draft Environmental Assessment report and preferred solution of Do Nothing; THAT private water supply solutions be encouraged for growth in Omemee; and THAT staff be authorized to file the EA report for the legislated 30 day comment period.

CARRIED CR2015-1097

Further, Staff Report ENG2020-002 recommended that any available residual capacity within the DWS has been allocated to local development via resolution of Council (below) and as such there is no ability for the City to provide water for a splash pad in Omemee from the Municipal Drinking Water System without significant capital investment and reconsideration of the Environmental Assessment.

**RESOLVED THAT Report ENG2020-002, Water Servicing Agreement Green Eden Developments Limited, be received;
That Council agree to the provision of a permanent long water service connection in the municipal road allowance, serviced by the Victoria Glen Water Treatment Plant, to service up to 30 residential units at 40 Mary Street West, Omeme, to be constructed within the 5 year term of the Water Servicing Agreement, failing which the water servicing allocation will be rescinded;
That Green Eden Developments Ltd. enter into the Water Servicing Agreement, substantially in the form attached as Appendix A to Report ENG2020-002, with the City of Kawartha Lakes where the City will provide a permanent dedicated water service, with full cost recovery prior to commencing work to Green Eden Developments Ltd., including ongoing maintenance and repair costs that are attributable to Green Eden Developments Ltd. being borne by Green Eden Developments;
That an exemption to Section 5.03 e) of By-Law 2018-039, being a By-Law To Regulate Water and Wastewater Services in the City of Kawartha Lakes be approved by Council;
That the long water service is not qualified for additional water service connections and is not subject to By-Law 2014-255, being a By-Law Requiring Owners of Buildings to Connect Such Buildings to Drinking Water Systems and/or Wastewater Collection Systems in the City of Kawartha Lakes; and
That the Mayor and Clerk be authorized to execute any documents and agreements required by the approval of this Agreement.**

CARRIED CR2020-022

Staff will discuss further with the Public Works and Engineering Departments regarding this issue.

If a future installation of a splash pad in Omeme is deemed feasible the appropriate discussions and actions will take place from a servicing standpoint.

Consultations:

Councillor Ward 6, Ron Ashmore
Manager, Parks, Recreation and Culture
Director, Public Works
Director, Engineering and Corporate Assets

Attachments:

N/A

Department Head email: cshanks@kawarthalakes.ca

Department Head: Craig Shanks

Department File:

Committee of the Whole Report

Report Number: HH2021-003
Meeting Date: June 1, 2021
Title: 2020 Annual Housing and Homelessness Plan (HHP) Report
Description: Progress update of HHP activities during 2020
Author and Title: Michelle Corley, Human Services Manager, Housing

Recommendation(s):

That Report HH2020-003, **2020 Annual Housing and Homelessness Plan (HHP) Report**, be received for information; and

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

On November 19, 2019 Council endorsed the “Building Stronger Communities – 10 Year Housing & Homelessness Plan” for 2020-2029.

The Housing & Homelessness (HHP) is consistent with legislation, Ontario Regulations and the provincial Housing Policy Statement, and:

- Identifies current and future housing needs;
- Sets out objectives and targets (goals) relating to housing needs;
- Proposes actions to meet the goals; and,
- Establishes a process to measure and report progress towards meeting the goals.

Each year, by June 30th, an annual report on progress of the plan must be made available to the Ministry and to the public. The report will provide details on the measures taken to meet the objectives of the plan.

Rationale:

This is the first annual report of the refreshed HHP, highlighting 2020 progress, and is included as Attachment A. This attached report satisfies the Province’s reporting requirements.

Through a joint project with the Lindsay Advocate a housing awareness publication is currently being developed and will be available in the fall of 2021. This publication will highlight local needs and provide context on emerging housing trends. Copies of this publication will be made available to the public through the City and County websites and through distribution to key stakeholders.

Alignment to Strategic Priorities

This report aligns with the Strategic Priority of an Exceptional Quality of Life, and specifically the goal of Improving the health and well-being of residents.

Consultations:

Program Supervisor, Housing Services

Affordable Housing Program Coordinator

Homelessness System Coordinator

Attachments:

Attachment A: 2020 Annual Report



2020 Annual
Report.pdf

Department Head E-Mail: rsutherland@kawarthalakes.ca

Department Head: Rod Sutherland

Building Stronger Communities

10 Year Housing & Homelessness Plan (2020-2029)

2020 Annual Report



Table of Contents

Policy Area One: Accountability & Outcomes.....	4
Policy Area Two: The Goal of Ending Homelessness	8
Policy Area Three: Coordination with Other Community Services.....	14
Policy Area Four: Indigenous Peoples	16
Policy Area Five: Broad Range of Community Needs.....	17
Policy Area Six: Community Housing	19
Policy Area Seven: The Private Market	25
Policy Area Eight: Climate Change & Environmental Sustainability	31

The City of Kawartha Lakes

As Service Manager (SM) for Kawartha Lakes and Haliburton County, the City of Kawartha Lakes is responsible for the financial support of existing community housing and serves a key role in the delivery of new affordable housing programs. The SM also administers homeless response and homelessness prevention programs.

SMs are required, as part of the Province's Long-term Affordable Housing Strategy and the Housing Services Act, to complete a 10 Year Housing and Homelessness Plan (HHP). The City adopted its refreshed 10 Year Plan in November 2019. This is the first annual report on the progress of this refreshed 10 Year Plan and serves to meet the reporting requirement by the Province.

Policy Area One: Accountability & Outcomes

Other plans that share similar objectives: Affordable Housing Framework

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
Implement the recommendations of the system review of homelessness programs, services and funding including Housing Services, Housing First approach pilot, emergency shelter and transitional housing programs	recommendations to adopt or adapt to meet best practises, reached methods and Housing First philosophy considering both local condition and need	consultants report received and recommendations approved	report received and recommendations approved by Q2 2020	complete co-design sessions to create value statements and system of care for various program areas (shelter, Housing First, Homeless Prevention), update program documents (Coordinated Access System guide, Memorandum of Understanding, Referral Agreement), adoption by Homeless Response Steering Committee and partner agencies	85% completed - value statements/standards of care completed, program document updates completed

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
Implement the recommendations of the system review of homelessness programs, services and funding including Housing Services, Housing First approach pilot, emergency shelter and transitional housing programs	recommendations to adopt or adapt to meet best practises, reached methods and Housing First philosophy considering both local condition and need	funding decisions are implemented	annual funding to programs and services is maintained, reallocated, increased, etc.	create new purchase of service agreements for funded agencies (A Place Called Home, John Howard Society, Women's Resources-Amy's, FourCAST), review agreements including funding level, reporting and performance targets with agencies, new agreements executed and in place for April 2020	100% completed - John Howard Society, FourCAST and A Place Called Home have executed agreements with revised funding levels
Monitor outcomes and targets and communicate results to funders, stakeholders and the broader community at regular intervals	annual report	annual report produced, approved and distributed publicly	produced, approved and distributed by June 30th each year for prior year (first report is June 30th, 2021 for 2020)	complete last annual report on 2014-23 Housing and Homelessness Plan	100% completed (for 2020) - annual report completed and published in September

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
Produce annual affordable housing framework report card including rental vacancy, rental units created, average prices, applicants waiting and proportion housed, homelessness	annual report	annual report produced and distributed publically	produced and distributed by March 1st each year for year prior (March 1, 2021 for 2020)	no specific 2020 action identified	
Conduct annual evaluations of the intake, assessment and referral process to the Coordinated Access System and update policies and procedures as necessary	Increased community participation and efficiency of the Coordinated Access System	create Coordinated Access System scorecard	produce and distribute annual scorecard	create first annual coordinated Access System scorecard	100% completed (for 2020) - coordinator presented information to Homelessness Steering Committee, recommended changes completed
Evaluate and track outcomes of our Homelessness Management Information	Real-time data that can inform local context decisions	annual evaluation	annual evaluation completed by March for previous year	no specific 2020 action identified	

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
System, ensuring that the system is being informed by real-time data		# of agencies providing updates	all Coordinated Access System participating agencies providing updates to By Name List	no specific 2020 action identified	
Identify, compile and analyze data from multiple data sets including ensuring that at all times data is locally focused as much possible so that programs and services as a result of this plan relate back directly to local needs.	Access to data that is relevant, timely and exhibits actual local conditions	quarterly and annual data sets compiled	produce and distribute quarterly and annually	no specific 2020 action identified	
Research and implementation of a community information bank, available both online and in hard copy, to assist	electronic and hard copies resource	updating annually at a minimum	produce by 2021, update annually	no specific 2020 action identified	

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
people looking for or agencies assisting people to look for, programs and services					

Policy Area Two: The Goal of Ending Homelessness

Objective	Outcome	Measure	Target/Frequency	2020 Work plan Action & Lead	2020 Target Accomplishments
Maintain existing homelessness portable housing benefits	improved affordability for households	number of households in receipt of portable benefit	47 portable benefits continue to be available and issued to households annually	ensure portable housing benefits are funded and maintained	100% complete (for 2020) - 2020 funding approved by council to ensure portable benefits can continue
Increase homelessness portable housing benefits	increase in affordable units	number of households in receipt of portable benefit	175 additional households are receiving the portable benefit by Year 10	ensure portable housing benefits are funded and maintained	100% complete (for 2020) - funding approved in order to increase benefits to those housed with supports from new Local Health Integration Network funding

Objective	Outcome	Measure	Target/Frequency	2020 Work plan Action & Lead	2020 Target Accomplishments
Improve the Coordinated Access System (CAS) through regular feedback from stakeholders, including individuals with lived experience	Increased community participation and efficiency of the CAS	number of participants/agencies	One additional participants/agencies engage annually	no specific 2020 action identified	100% complete (for 2020) - Ontario Disability Support Plan participation
		number of feedback opportunities	an annual opportunity for feedback, increasing to two opportunities a year	no specific 2020 action identified	100% completed (for 2020) - agency survey conducted and analyzed
Analyze local data from enumerations and the By-Name List to ensure that vulnerable populations are being prioritized for housing and support placements	housed and supported the most vulnerable populations in the community	# of re-prioritizations or re-evaluations of priority	reprioritization and re-evaluation occur annually	no specific 2020 action identified	100% completed (for 2020) - amended priority status based on local data - removed one in four youth priority

Objective	Outcome	Measure	Target/Frequency	2020 Work plan Action & Lead	2020 Target Accomplishments
Reduce the number of individuals experiencing chronic homelessness and reach functional zero on chronic homelessness by 2021	Functional Zero on chronic homelessness for all populations in Kawartha Lakes and the County of Haliburton	number of household experiencing chronic homelessness	Functional Zero on # households experiencing chronic homelessness is reached by 2021	explore housing programs and support funding opportunities in order to assist with permanent housing options to those on the BNL	100% completed (2020) - created COVID Rapid Rehousing Program to house from BNL, funding proposal successful for support services
Explore future partnerships with system services to develop and maintain the system of care, reducing the number of discharges into homelessness	No more discharges into homelessness from system services	number of system services participating in the Coordinated Access System	three system services participating in Coordinated Access System (i.e., jail, hospital, bail program) by Year 5	start informal conversations with community partners	60% completed (for 2020) - pandemic and the need to release from CECC and RMH/HHHS have provided educational and process oriented discussions to occur
Implement diversion and prevention programs	Improved access to a variety of system services based on the housing and homelessness continuum	number of individuals diverted from shelters	25% increase in individuals being diverted by year five	using diversion pilot and guidelines drafted in 2019 build diversion formally into CAS and MOU with partner agencies	30% completed (for 2020) - drafted high level into CAS and MOU documents for review by HRSC

Objective	Outcome	Measure	Target/Frequency	2020 Work plan Action & Lead	2020 Target Accomplishments
Increase the integration of homelessness options between family violence and the homelessness-serving system	Sharing of resources and connections of individuals between both systems	number of individuals being added to By Name List from FV programs	25% increase in individuals being added to both lists by year five	further discussions with Women's Resources and addition of Amy's to BNL inventory	100% completed (for 2020) - Amy's units added as inventory to BNL
Provide training opportunities for community agencies and their staff to share best practices and increase Coordinated Access System capacity and sustainability	All agencies are utilizing best practices and participating in the Coordinated Access System	Number of trainings offered	Two trainings on the Coordinated Access System a year; at least two other additional trainings on best practices	exploring direct training and the use of Plan Do Study Act process improvement exercise in fall/winter 2020	100% complete (for 2020) - training through virtual methods underway
Engage with Indigenous partners to support their involvement in the Coordinated Access System and confirm that the processes are culturally	Participation in planning and implementation of Coordinated Access System	One Indigenous partner engaged	engagement will occur post 2020 enumeration	no specific 2020 action identified	30% completed (for 2020) - training through virtual methods underway

Objective	Outcome	Measure	Target/Frequency	2020 Work plan Action & Lead	2020 Target Accomplishments
appropriate and trauma-informed					
Develop relationships with the local school system to identify and support youth who are experiencing homelessness	Reduction in youth experiencing homelessness	# of meetings with school partners	meetings with school partners occur twice a year in first two years moving to annually in years three to 10	no specific 2020 action identified	
		# of additions to By Name List (BNL) from school partners	five percent increase in additions to BNL from school partners	no specific 2020 action identified	
Develop marketing strategy to ensure individuals experiencing homelessness are aware of and know how to access the homelessness-serving system	Individuals experiencing homelessness know how to access the Coordinated Access System	strategy developed	strategy developed and ready to implement by year three	no specific 2020 action identified	

Objective	Outcome	Measure	Target/Frequency	2020 Work plan Action & Lead	2020 Target Accomplishments
Explore outreach possibilities, connecting with individuals who are experiencing homelessness	All individuals are connected to the homelessness-serving system	outreach program developed	outreach program developed and ready to implement by year four	no specific 2020 action identified	
Increase system capacity to support individuals through the creation of Rapid Rehousing Programs	Individuals moving from homelessness to housed quicker	10% increase in system capacity	system capacity will increase by year three and continue to increase annually for years four to 10	COVID program will be used to develop this in future years	
Develop relationships with local Children's Aid Society to identify and support youth who are experiencing homelessness	reduction in youth experiencing homelessness	# of meetings with Coordinated Access System partners	meetings with partners occur twice a year in first two years moving to annually in years three to 10	no specific 2020 action identified	
		# of additions to BNL from Coordinated Access System partners	5% increase in additions to BNL from Coordinated Access System partners	no specific 2020 action identified	

Objective	Outcome	Measure	Target/Frequency	2020 Work plan Action & Lead	2020 Target Accomplishments
Reduce the number of individuals experiencing homelessness and reach functional zero on homelessness by 2025	Functional Zero on homelessness for all populations in CKL-H	number of household experiencing homelessness	Functional Zero on # households experiencing homelessness is reached by 2025	explore housing programs and support funding opportunities in order to assist with permanent housing options to those on the BNL	100% complete (for 2020) - additional allocation of homelessness funding identified in 2020 budget to increase PHBs, attach to new LHIN Housing First support funding, FC is in midst of hiring staff
Explore the number and needs of seniors in the community who are homeless, living at hospitals, at risk of homeless, etc. in order to determine best practices for this population	best practises for seniors who are homelessness or at risk of homelessness	best practises developed and implemented	best practices developed by year two, implemented by year three	no specific 2020 action identified	

Policy Area Three: Coordination with Other Community Services

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
Collaborate with the various support service sectors	improved relationships and service coordination	number of agencies/partners participating	two percent increase in partner agencies participating	no specific 2020 action identified	40% completed (for 2020) - discussion with RMH to coordinate discharge planning, improved communications with ODSP
		number of meetings	quarterly meetings	no specific 2020 action identified	
Identify gaps and plan for a range of housing with supports across the SM area	comprehensive analysis of gaps and a defined plan	analysis completed and plan adopted	analysis completed and plan adopted by year four	no specific 2020 action identified	
			implementation of plan over years five to 10		
Investigate and implement options to provide tenants with education and/or employment support programs in order to help	development of programs or services and/or partnership agreements	programs, services, partnership agreements implemented	programs, services, partnership agreements in place by year 5	no specific 2020 action identified	

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
them meet goals they have identified in the housing continuum					

Policy Area Four: Indigenous Peoples

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead
Create portable housing benefits targeted to homeless Indigenous living off reserve	increase in affordable units	number of households in receipt of benefit and culturally specific supports	68 households receiving benefits created over 9 years	no specific 2020 action identified
Initiate and explore potential relationships with Indigenous organizations	participation in planning process of 2020 enumeration	1 Indigenous partner engaged	One Indigenous partner engages in the 2020 enumeration	no specific 2020 action identified

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead
Increase the number of referral agreements	expand number of agreements	1 new agreement with an Indigenous partner	One new agreement by year five	no specific 2020 action identified

Policy Area Five: Broad Range of Community Needs

Other Plan Connections: Human Services Life Stabilization Plans

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
Identify support service funding which will support tenancies with a housing benefit	additional services and funding	increased services and funding available	10% increase in services and funding available by year four	begin to establish criteria for new Central East Local Health Integration Network units assigned to partners	100% completed (2020) - new funding to Fourcast for Housing First - mid acuity
Create portable housing benefits available to different demographic groups with support services provided through community partners	increase in the number of supportive units	number of households in receipt of portable benefit and support services	100 additional households receiving housing benefit and support by year 10	no specific 2020 action identified	100% complete (2020) - Canada-Ontario Housing Benefit allocations assigned to homeless and seniors

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
Evaluate effectiveness of partnerships with organizations that offer support services to tenants living in financially assisted units	improved relationships and service coordination	number of established protocols for referrals	review two protocols/processes annually	no specific 2020 action identified	100% completed (2020) - established in unit COVID testing with EMS
Develop opportunities for households to age in place and access the KHR program for accessibility modification funding	keeping people in their homes longer and reduction in EMS emergency responses	number of households served	10% increase in applications received and approved by year five	no 2020 actions - changes to program to address COVID	
		funding provided	5% increase in federal/provincial funding toward assistance by year five		
Increase the number of referral agreement	expand number of referral agreements	number of new agreements	one new agreement by year five		

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
Increase the number of units with attached supports through existing referral agreements	increase the number of units with supports	number of new units within existing agreements	10 additional units added to existing agreements in next five years	establish number of units from new Minden development	
Investigate and implement municipal programs that support different demographic groups needs	keeping people in their homes	programs and policies researched and implemented	research by year two, implementation by year three	no specific 2020 action identified	
Investigate collaborative opportunities to include students in objectives and to understand their housing needs	improved relationships and service coordination	number of collaborative approaches	one collaborative effect per year starting in year two	no specific 2020 action identified	

Policy Area Six: Community Housing

Other plan connections: Housing Master Plan, Housing Asset Plan, Affordable Housing Framework

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
Maintain the number of housing allowances currently available in Community Housing affordable units	improved affordability for households	number of households in receipt of a housing allowance	112 housing allowances available to households each year	funding remains available	100% completed (for 2020) - council approved budgets maintain existing allowances
Increase the number of housing allowances by providing within new affordable units built by Community Housing Providers - percentage will be based on ensuring new build is mixed income and not all low income	increase in the number of units built under the affordable definition where the tenant receives a subsidy to ensure they pay no more than 30%	number of households in receipt of a housing allowance	250 additional households assisted with a housing allowance by Year 10	no specific 2020 action identified	
Maintain the rent supplements currently available in Community Housing market units	improved affordability for households in market units by providing a subsidy to ensure tenant	number of households in receipt of a rent supplement	75 rent supplements available to households each year	funding remains available	100% completed (for 2020) - council approved budgets maintain existing rent supplements

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
	pays no more than 30%				
Increase the number of rent supplements by providing within new market units built by Community Housing Providers - percentage will be based on ensuring new build is mixed income and not all low income	increase the number of units where the tenants pays no more than 30% of their income on rent	number of households in receipt of a rent supplement	275 additional households assisted with a rent supplement by year 10	no specific 2020 action identified	
Increase the number of affordable units being built by Community Housing by supporting proposed developments	increase the number of units where the tenant pays no more than 50% of their income on rent	number of new affordable market units created by Community Housing Providers	1,152 new affordable market units created by Community Housing Providers by year 10	no specific 2020 action identified	

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
Maintain the leveraging of KLH Housing Corp older single & semi detached units leading to new affordable units with mixed income communities	completion of Parts 3 & 4 to increase the supply of affordable housing, increase energy efficiency and accessibility	number of units sold	27 older KLH homes sold by year five	continue to sell houses as they become vacant	100% completed (for 2020) - one house sold in 2021
		number of units created	46 new units built by KLH by year five		
Develop a plan to maintain service level standards within existing Community Housing stock after operating agreements and/or mortgages expire	Action plan to have SLS maintained ensuring units are available and the City is in compliance with provincial legislation	completed plan	plan is completed by year two	no specific 2020 action identified	100% completed (for 2020) - strategic planning sessions with Housing Providers
Maintain the same level of financially assisted units as transferred housing providers obligations end	Service Level Standards maintained ensuring units are available and the City is in compliance with provincial legislation	number of units contributing toward service level standards	the number of units is equal to or greater than Service Level Standards year over year	no specific 2020 action identified	

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
Secure capital repair dollars from the federal and provincial governments in order to support capital needs in the Community Housing Providers portfolio	funding to complete necessary capital repairs is available as needed	increased funding	50% of the funding needed to complete necessary repairs will be available through federal/provincial funding	no specific 2020 action identified	
Implement alternative design standards for affordable housing units being built by Community Housing Providers	avoid minor variance applications	alternative design standards policy is adopted by councils	policies are adopted by year four	no specific 2020 action identified	
Develop a housing first policy for all municipal properties, identify the properties for future Community Housing developments, pre zone where applicable and provide to Community	shovel ready land opportunities	Housing First policy is adopted by councils	policy is adopted by councils by year two	start discussions with municipalities	10% completed - discussions have started

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
Housing Providers at no cost or through long term lease					
Implement a financial plan which identifies an annual contribution from tax levy to a Community Housing New Housing Reserve in order to financially support Community Housing proposed developments	capital reserves that Community Housing Providers can use to plan future housing developments	Financial Plan adopted by councils	policy is adopted by year two for the 2021 budget year	no specific 2020 action identified	
Develop a policy that will permit KLH Housing Corp. new developments to be exempt from any fee, charge,	any development costs imposed or controlled by the municipal would be provided as in kind contribution	policy is adopted by councils	policy is adopted by councils by year two	develop Affordable Housing Target Program	100% completed (for 2020) - program developed, policies adopted, first annual program

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
levy, permit cost, etc. that is imposed or controlled by the municipality	to KLH Housing Corp.				implemented (Affordable Housing Target Program)
Develop policy where all affordable housing that meets the Municipal Housing Facilities Agreement definition built by either Community Housing from property tax on a sliding scale	property tax exemptions to assist with operating expense	policy is adopted by councils	policy is adopted by councils in year two	develop Affordable Housing Target Program	100% completed (for 2020) - program developed, policies adopted, first annual program implemented (Affordable Housing Target Program)

Policy Area Seven: The Private Market

Other plan connections: Affordable Housing Framework

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
Increase the number of rent supplements by providing within new or existing private market units - percentage will be based on ensuring mixed income and not all low income	increase the number of units where the tenants pays no more than 30% of their income on rent	number of households in receipt of a rent supplement	442 additional households assisted with a rent supplement by year 10	develop Affordable Housing Target Program	
Increase the number of affordable units being built in the private market by ensuring that official plan targets are being imposed	increase the number of units where the tenant pays no more than 50% of their income on rent	number of new affordable market units created	288 new affordable market units created by year 10	develop Affordable Housing Target Program	
Continue to offer Habitat and KLH Housing Corp. Tenants homeownership grants through revolving funds	increase in homeownership	number of households receiving down payment funding	5 Habitat or KLH Housing Corp. tenants receive down payment funding by year 6	no specific 2020 action identified	100% completed (for 2020) - one Habitat home transferred ownership
		dollars received from returned down payment assistance	\$250,000	no specific 2020 action identified	100% completed (for 2020) - KLH tenant successful obtained

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
					transferred Habitat home
	increase in rental units	number of rental units made available when tenant moves to ownership	Five rental units made available by year six	no specific 2020 action identified	100% completed (for 2020) - tenant moved from home scheduled for sale
Allocate portion of potential new Provincial funding toward resale homeownership	increase in homeownership	number of households receiving down payment funding	30 households receive down payment funding by year 10	no specific 2020 action identified	
		funding provided with an option to use for down payment assistance	1 million of new Provincial funding used for down payment assistance	no specific 2020 action identified	
	increase in rental units	number of rental units made available when tenant moves to ownership	30 rental units made available by year 10	no specific 2020 action identified	
Explore education and/or financing options for those interested in the home ownership program	programs developed for implementation	program development	program development completed by year three	no specific 2020 action identified	

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
Expand Official Plan Policy and Zoning Bylaws to broaden secondary suite options	policies will attract owners to create second suites	policy is developed and adopted by council	policy developed and adopted by council by year three	no specific 2020 action identified	100% completed (2020) - Kawartha Lakes adopted new bylaw and policies for auxiliary dwelling units
Creation of new affordable housing through secondary suites	more affordable housing	number of affordable secondary units created	25% of secondary units created each year are affordable	develop AHTP Assigned to Manager, Human Services Housing	100% completed (for 2020) - program developed, policies adopted, first annual program implemented (Affordable Housing Target Program)
Review current affordable housing targets in official plans	to ensure an achievable target	review completed and targets updated	review is completed and targets amended by year five	no specific 2020 action identified	
Engage private sector builders and developers to create housing that meets the full range of affordability	increased opportunities for participation	number of formal consultation opportunities	formal consultation opportunities will be offered annually in years one to five and quarterly in years six to 10	no specific 2020 action identified	
Expand the home repair & renovation improvement	more homes in better state of repair	number of households approved for program funding	25% increase in households approved	no specific 2020 action identified	

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
program for low income homeowners			for program funding by year five		
			\$150,000 in additional Provincial funding allocated to repair program	no specific 2020 action identified	
Explore and develop a home-share pilot program	improve the diversity of housing options for smaller households, and provide financial stability to homeowners	Home share program developed	Home share program is developed by year three	no specific 2020 action identified	
Implement alternative design standards for affordable housing units being built by private market developers	avoid minor variance applications	alternative design standards policy is adopted by councils	policies are adopted by year four	no specific 2020 action identified	

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
Implement a financial plan which identifies an annual contribution from tax levy to provide grants to developers meeting the official plan affordable targets in order to offset development charges they would be otherwise required to pay	developers are encouraged to meet affordable housing targets as they will receive a grant upfront to offset their development fees in any units that meet the affordable housing definition	financial plan is approved by council	financial plan is adopted in year two	develop Affordable Housing Target Program	100% completed (for 2020) - program developed, policies adopted, first annual program implemented (Affordable Housing Target Program)
Develop a policy that will permit private market new developments meeting the official plan affordable targets to be exempt from specific fees, charges, levies, permit costs, etc. that is imposed or controlled by the municipality	developers are encouraged to meet affordable housing targets as they will know in kind contributions that can be accessed	policy is adopted by councils	policy is adopted by councils in year two	develop Affordable Housing Target Program	100% completed (for 2020) - program developed, policies adopted, first annual program implemented (Affordable Housing Target Program)

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
Develop policy where all affordable housing created by the private market that meets the affordable definition and official plan targets is exempt from property tax on a sliding scale	property tax exemptions to assist with operating expense	policy is adopted by councils	policy is adopted by councils in year two	develop Affordable Housing Target Program	100% completed (for 2020) - program developed, policies adopted, first annual program implemented (Affordable Housing Target Program)
Implement a Landlord Specialist role	matching applicants to private landlords and providing support to the landlord	position funded and approved	position funding secured by year two	no specific 2020 action identified	
Implementation of inclusionary zoning including the threshold size of the development and methods to accept cash in lieu	meeting affordable housing targets	policy is adopted by councils	policy is adopted by councils in year three	no specific 2020 action identified	

Policy Area Eight: Climate Change & Environmental Sustainability

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
Pursue federal/provincial funding to undertake energy renovations to existing financially assisted housing stock	a portion of each energy upgrade completed is funded federally and/or provincially	50% of energy upgrades are funded through federal/provincial programs	new federal and/or provincial funding meets 50% of the needs energy capital projects within the Asset Management Plan each year	no specific 2020 action identified	
Expand the home energy upgrade program for low income homeowners	more homes are energy efficient	number of households approved for program funding	25% increase in households approved for program funding by year five	no specific 2020 action identified	
			\$150,000 in additional Provincial funding allocated to repair program	no specific 2020 action identified	
Develop strategies to implement in order to deal with climate changes for tenants residing in financially assisted housing	minimize impact on vulnerable population	strategies are developed for implementation	strategies are developed by year three	no specific 2020 action identified	
Establish cooling centres for tenants using common rooms in building where air	minimize impact on vulnerable population	cooling centre established in common room	cooling centre ready for summer of year two	no specific 2020 action identified	

Objective	Outcome	Measure	Target/Frequency	2020 Work Plan Action & Lead	2020 Target Accomplishments
conditioning is not provided					

Committee of the Whole Report

Report Number:	ED2021-017
Meeting Date:	June 1, 2021
Title:	Proposed Heritage Designation of 398 County Road 41, Bexley Township
Description:	Proposed designation of 398 County Road 41, Geographic Township of Bexley (Bexley Methodist Church) under Part IV of the Ontario Heritage Act as a property of cultural heritage value or interest
Author and Title:	Emily Turner, Economic Development Officer – Heritage Planning

Recommendations:

That Report ED2021-017, **Proposed Designation of 398 County Road 41, Bexley Township**, be received;

That the Municipal Heritage Committee's recommendation to designate 398 County Road 41 under Part IV of the Ontario Heritage Act as being of cultural heritage value or interest be endorsed;

That staff be authorized to proceed with the process to designate the subject property under Part IV of the Ontario Heritage Act, including the preparation and circulation of a Notice of Intention to Designate, and preparation of the designating by-law;

That a designating by-law be brought forward to Council at the next Regular Council Meeting following the end of the notice period; and

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

(Acting) Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

The City of Kawartha Lakes designates properties under Part IV of the Ontario Heritage Act. Properties are recommended for designation by their owners, members of the public, local organizations, the Municipal Heritage Committee, Council or staff. Properties proposed for designation are reviewed by the Municipal Heritage Committee, as required by subsection 29(2) of the Ontario Heritage Act, and their recommendation is brought forward to Council under the cover of a staff report.

At its meeting of May 6, 2021, the Kawartha Lakes Municipal Heritage Committee adopted the following resolution:

KLMHC2021-40

That Report KLMHC2021-19, **Designation of 398 County Road 41, Bexley Township**, be received;

That the designation of the property known municipally as 398 County Road 41, Geographic Township of Bexley be endorsed; and

That the recommendation to designate the subject property be forwarded to Council for approval.

Carried

This report addresses that direction.

398 County Road 41 in the Geographic Township of Bexley was listed on the City's Heritage Register in April 2021. The property contains the former Bexley Methodist Church, which has now been converted into a private residence. The owner was provided notice that the property was proposed for listing in February 2021 and, at that time, reached out to staff and requested that the property be designated under Part IV of the Act. Staff undertook a site visit to the property and background research and determined that the property is eligible for designation under Part IV of the Act.

Section 29 of the Ontario Heritage Act provides that, upon consultation with its municipal heritage committee, and after serving a Notice of Intention to Designate pursuant to the requirements of the Act, the Council of a municipality may pass a by-law designating a property within the boundaries of the municipality to be of cultural heritage value or interest if it fulfils the criteria for designation under the Act, as

identified in Ontario Regulation 9/06. Both staff and the Kawartha Lakes Municipal Heritage Committee are satisfied that the subject property fulfils the criteria for designation set out under Ontario Regulation 9/06.

Rationale:

Ontario Regulation 9/06 identifies the criteria for determining the cultural heritage value of a property. Under this regulation, a property may be designated under Part IV, s.29 of the Ontario Heritage Act if it meets at least one of the following criteria:

1. The property has design value or physical value because it:
 - a. is a rare, unique, representative or early example of a style, type, expression, material or construction method,
 - b. displays a high degree of craftsmanship or artistic merit, or
 - c. demonstrates a high degree of technical or scientific achievement.
2. The property has historical value or associative value because it:
 - a. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,
 - b. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or
 - c. demonstrates the work of an architect, artist, builder, designer or theorist who is significant to the community.
3. The property has contextual value because it:
 - a. is important in defining, maintaining or supporting the character of the area,
 - b. is physically, functionally, visually or historically linked to its surroundings, or
 - c. is a landmark.

398 County Road 41 fulfils multiple criteria under Ontario Regulation 9/06 and is therefore eligible for designation under Part IV of the Act. A heritage evaluation report has been prepared for this property, which outlines its significance and demonstrates which criteria it fulfils. This report is attached as Appendix A. A statement of significance for the property as required by the Act, which summarizes the property's cultural heritage value and reasons for designation, can be found below.

398 County Road 41, Bexley Township Statement of Significance

398 County Road 41, also known as Bexley Methodist Church, has cultural heritage value as a representative example of a late nineteenth century Methodist church in Bexley Township. Constructed in 1884, the church is built in a simplified version of the Gothic Revival style, which was typical for rural Methodist churches from the second half of the nineteenth century. The church is built on a rectangular plan with a front entrance porch, wooden siding, a gable roof, and lancet windows with tracery which is representative of churches of this type. The church has historical value in that it yields information regarding the role of religion, and Methodism specifically, in Bexley Township in the late nineteenth century and the demographic settlement patterns of this area of the former Victoria County where Methodism was the largest denomination in the nineteenth century. The church has contextual value as part of the hamlet of Bexley. It contributes to the historic character of the rural hamlet, which is comprised primarily of a collection of nineteenth century buildings centred on the intersection of County Road 41 and North Mountain Road. The church is also a local landmark, due to its prominent location at the centre of the hamlet and the only church building in the community.

Other Alternatives Considered:

There are no recommended alternatives.

Alignment to Strategic Priorities

The designation of property under Part IV of the Ontario Heritage Act supports the following goals from the Council adopted Strategic Plan:

- A Vibrant and Growing Economy
- An Exceptional Quality of Life

The identification and protection of heritage assets in the community through designation promotes and exceptional quality of life by supporting and promoting arts, culture and heritage within the municipality. Designation provides long term protection and management for key heritage resources in the municipality and recognizes their importance to the community.

The protection of heritage resources in the municipality also assists in the growth of the local economy in general by identifying, protecting, and celebrating places where people want to live, work and visit. It encourages investment in local communities by ensuring and promoting attractive places for residents and businesses to be. It also has

a direct impact on developing local tourism through the preservation of sites and landscapes that people want to visit.

Financial/Operation Impacts:

There will be advertising costs and costs for the registration of the designation by-law associated with this application which are covered by the existing Heritage Planning budget.

Consultations:

Municipal Heritage Committee

Attachments:

Appendix A – Heritage Evaluation Report: 398 County Road 41, Bexley Township



398 County Road 41
Heritage Evaluation.docx

(Acting) Department Head email: rholy@kawarthalakes.ca

(Acting) Department Head: Richard Holy

Bexley Methodist Church (398 County Road 41)

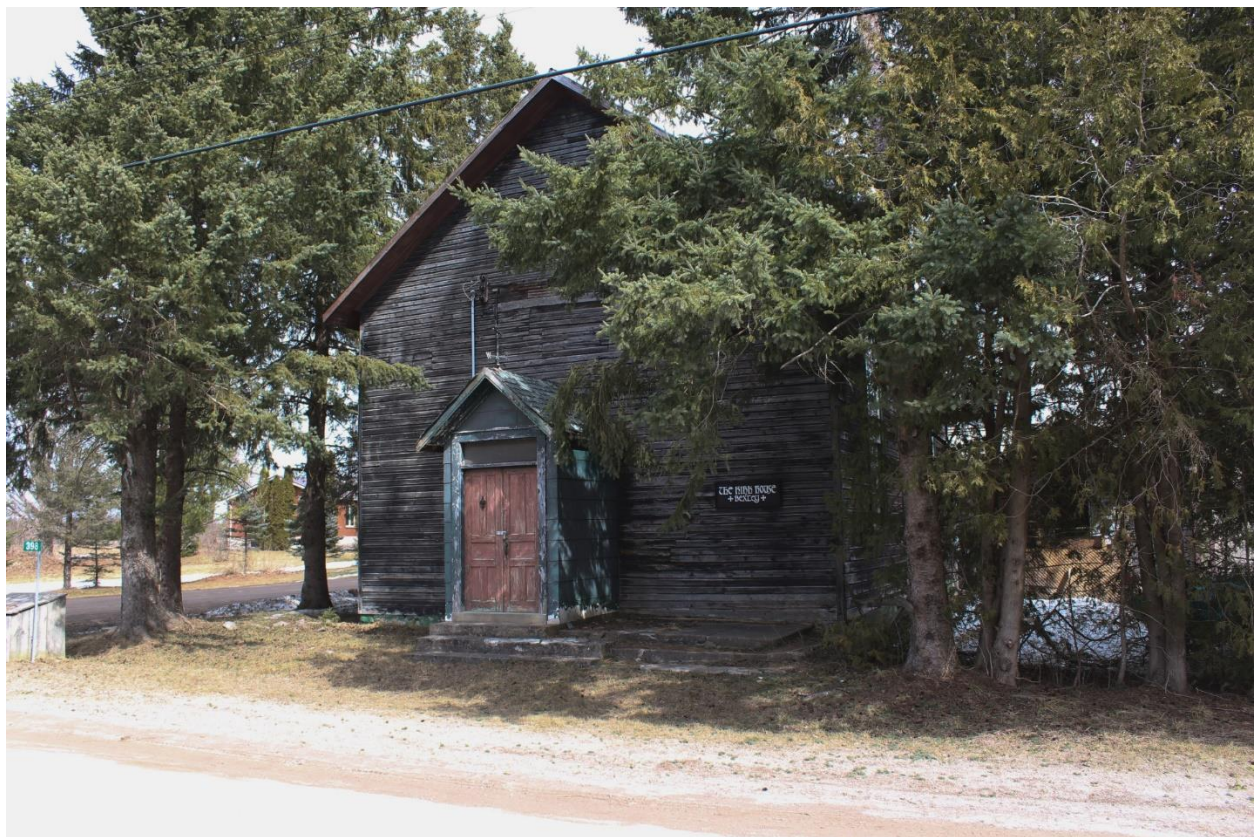
Heritage Designation Evaluation

Bexley Township

CON 4 PT LOT 9 BEXLEY

PIN 6311-50101

May 2021



Statement of Cultural Heritage Value or Interest

The subject property has been researched and evaluated in order to determine its cultural heritage significance under Ontario Regulation 9/06 of the Ontario Heritage Act R.S.O. 1990. A property is eligible for designation if it has physical, historical, associative or contextual value and meets any one of the nine criteria set out under Regulation 9/06 of the Act. A heritage evaluation of the property has determined that 398 County Road 41 has cultural heritage value or interest and merits designation under the Ontario Heritage Act.

1. The property has design value or physical value because it:

i. is a rare, unique, representative or early example of a style, type, expression, material, or construction method:

The subject property is a representative example of a rural Methodist church constructed in the late nineteenth century. The church, which is believed to have been constructed in 1884, reflects the simplified use of the Gothic Revival style by many Methodist congregations at this time, particularly in rural areas with limited resources. The design which includes large lancet windows on a basic rectangular plan with a front entrance porch demonstrates the type of churches constructed on rural Methodist circuits during this period.

ii. displays a high degree of craftsmanship or artistic merit:

The subject property displays a typical degree of craftsmanship and artistic merit of a rural church of this type from the late nineteenth century.

iii. demonstrates a high degree of technical or scientific achievement:

There are no specific technical or scientific achievements associated with this property.

2. The property has historical or associative value because it:

i. has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to the community:

The property has direct association with the Methodist Church in Bexley Township and northern Victoria County as a whole during the late nineteenth century. The Methodist Church was the largest religious group in the area during this time period and the subject property reflects its large circuits in northern Victoria County. The church was an important community building in the hamlet from its construction in 1884 and direct links to the theme of religion in early settlement.

ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture:

The property yields information regarding the role of Methodism, and religion in general, in both the hamlet of Bexley and Bexley Township in the late nineteenth century and early twentieth century. As the only church in the community, it was the primarily religious space in the hamlet until its closure in 1965. It also yields information about religion as a key part of the life of early settlers in northern Victoria County.

iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to the community:

The designer of this church is not known. It was likely constructed by local community members.

3. The property has contextual value because it:

i. is important in defining, maintaining or supporting the character of an area:

The subject property supports the character of the local area as a small nineteenth century hamlet and rural post office. The former hamlet is comprised of a collection of historic properties around the intersection of County Road 41 and North Mountain Road. The historic church, as one of the two surviving institutional structures in the community, contributes to the hamlet character of the area and reinforces its history as a small, rural community from the nineteenth century.

ii. is physically, functionally, visually, or historically linked to its surroundings:

The subject property is historically and visually linked to its surrounding as part of the former hamlet of Bexley. The church was constructed during the development of Bexley in the second half of the nineteenth century and has a historical relationship with the surrounding properties which were primarily constructed during this period. The church reflects the nineteenth century architectural character of the surrounding community.

iii. is a landmark.

The subject property is a well-known local landmark as the former Methodist church in the community. It is highly visible in its location at the intersection of County Road 41 and North Mountain Road and is known locally.

Design and Physical Value

398 County Road 41 has design and physical value as a representative example of a rural Methodist church constructed in late nineteenth-century Ontario. Constructed in the hamlet of Bexley around 1884, the church demonstrates the primary characteristics of Methodist architecture as constructed in rural locations during this period. The church, which was originally known as Bexley Methodist Church and then Bexley United Church after the creation of the United Church of Canada in 1925, retains its original massing, siding and windows although it was converted to residential use in the 1970s after the closure of the church in 1965.

The architecture of the Methodist Church in Canada evolved throughout the nineteenth century to reflect the changing views within the church on architecture and its relationship to the liturgy, worship and theology of Methodism. Early Methodist churches in Canada were, in general, non-descript. Meeting houses, as they were known, were highly utilitarian buildings with limited ornamentation. Generally constructed on a rectangular plan, they featured a gable roof, sash windows and an central entrance on either the front or side of the building. On the inside, they were meant explicitly to facilitate preaching and the internal layout reflected that, without aisles as might be found in other Protestant churches from this time. These buildings, constructed between about 1790 and 1840, were extremely plain and basic and reflected a general iconoclastic attitude prevalent in the Methodist Church in the early nineteenth century.

This style of building was highly suited to Methodist theology in the late eighteenth and early nineteenth century. The key planks of Methodism were, and remained, the personal conversion experience, personal salvation and the transformative power of the Holy Spirit. The early Methodist Church in Canada was heavily focussed on conversion as a central aspect of its mandate and it evolved into a highly emotional denomination. The arrival of Methodists in Canada corresponded with the Second Great Awakening with which the Methodist Church in the United States was intimately connected and Methodist practice during this period was consistent with the theological concerns of this revival. In particular, Methodism was characterised at that time by the camp meetings which took place outdoors and aimed to convert people through experience, emotion, and a connection with the Holy Spirit.

The impact, architecturally, from their theology and practice was that the physical form of the church building was effectively irrelevant to early nineteenth century Methodist congregations. The belief that the Holy Spirit could inhabit any space, both indoors and out, and that conversion did not require a specific physical environment meant that church buildings were utilitarian spaces, not symbolic ones. Because of this, congregations built structures that did not necessarily adhere to the popular styles of the day and could facilitate their liturgical and theological needs. Simplicity was seen as

more conducive for receiving the Holy Spirit and was, therefore, the architectural order of the day for Methodists. These basic churches also conformed to the writings of John Wesley, the founder of Methodism, who advocated for simplicity in worship space design. Functionality was the driving force in their design and the idea of creating beautiful architecture for its own sake was highly discouraged.

Liturgically, Methodism was a preaching-based form of Christianity where the spoken word took precedence over ritual, form, and ceremony. As a result, buildings used for worship was constructed to facilitate this and the need for a form that could accommodate ceremonial worship, such as in the Catholic and Anglican Churches, was not necessary. Effectively any building with good acoustics and sight lines to the preacher was suitable for Methodist worship and that can be seen in the diversity of spaces that early congregations used. Although few of these early Methodist churches in Canada have survived, there are several notable examples in Ontario which demonstrate this type of architecture, including the Hay Bay Church, constructed in 1792 near Adolphustown, and the White Chapel, constructed in 1809 in Picton.

By the middle of the nineteenth century, the tendency of Methodist congregations to eschew ornamentation in their church buildings was lessening, particularly with the rise of the Gothic Revival style in church architecture. The Gothic Revival style had arisen in the 1840s in the Anglican Church and, throughout the mid-nineteenth century, spread to other denominations. By the second half of the century, it was the dominant architectural style in church architecture in Canada and could be seen in nearly every denomination in both urban and rural communities.

The Gothic Revival was characterised by its use of architectural forms and details taken from medieval architecture, particularly medieval ecclesiastical architecture. The style was first used by the Anglican Church as part of a shift towards more romantic and formalized forms of worship in the mid-nineteenth century. The Gothic style, because of its roots in medieval ecclesiastical buildings, was seen as a fundamentally Christian form of architecture and an embodiment of the moral and beliefs of the Church and was, therefore, viewed as the most appropriate style for church architecture.

The style developed a number of key principles which defined the ecclesiastical architecture that came out of the movement. The main feature of the Gothic style was the pointed arch, manifested primarily in doors, windows, and vaults. Other features that became popular included steeply pitched roofs, medieval motifs and ornaments such as the trefoil, buttressing, bell towers, and an internal arrangement focussed on the altar. More abstractly, the style emphasized the notion of verticality as a key element of the Gothic style, meaning the upward visual movement within the architecture. These principles formed the basis of the Gothic Revival style in ecclesiastical architecture and came together to inform how churches were built throughout Canada and across

denominations throughout the second half of the nineteenth century, including Methodism.

One of the key publications that shows the transition of Methodist architectural practices is F.J. Jobson's *Chapel and School Architecture*, published in 1850 and explicitly focussed on the architecture of Methodist churches and schools. Jobson was clear in his discussion that the Gothic Revival style, despite its connections to the Anglican and Catholic churches at this time, was suited to Methodist worship because of its origins as a Christian style of architecture; this was in contrast to the Classically-inspired styles of the Georgian period which were seen as having historical connections to Classical, pagan culture, despite their widespread use in ecclesiastical buildings. The Gothic style was, in his words, "the natural embodiment" of Christianity and therefore suitable for use in Christian worship spaces.

In his text, which was widely circulated and well-known, Jobson discussed the idea that the function of a building should be known by its appearance; in his view, a church should look like a church, as opposed to many of the plain box-like structures favoured by many Methodist congregations. The church, in his view, was a visible representation of Christianity and should be reflective of its position as God's house, through the use of suitable forms, good proportions and tasteful ornament. He did not, however, advocate for highly ornamented buildings, emphasizing instead that ornament should be incorporated into churches through its vital elements, including windows, doors, and exterior cladding. For Jobson, the simplicity of form that had characterized Methodist buildings could be enhanced and made more church-like through limited ornamentation integrated into the construction of the building. Specifically, he emphasized the pointed arch as the key feature of the Gothic style which could be used in Methodist buildings.

Jobson also noted that the adaption of the Gothic style to Methodist churches did not have to be inconsistent with Methodist theology and worship. He encouraged congregations and church builders to take only those forms from the style which supported Methodist practices and makes changes as necessary to accommodate their needs. Most notably and emphasized by Jobson several times within the text, this involved the removal of the central aisle on the interior of the church as this was not needed for processions in the Methodist liturgy because it was preaching-based. He also deemed chancels, rood screens, and towers unnecessary because of their lack of suitability for Methodist theology and worship needs.

Jobson's text accurately reflects the shift in Methodist architecture in the second half of the nineteenth century when the Gothic Revival became the default style for churches. The Church pivoted its architectural practice, in line with other Christian denominations at this time, to use Gothic Revival stylistic details in a variety of ways, from the construction of large urban churches that were unmistakable Gothic in their design to

smaller rural churches, such as the Bexley Methodist Church, that integrated Gothic details into basic rectangular plans.

The shift that occurred in architecture is related, in a large part, to the changing theology and pastoral practices of the Methodist Church in the middle of the nineteenth century. By the 1850s, the Methodist Church was institutionalizing and moving away from its revivalist roots, in a large part because of its growth throughout the first half of the century and its newfound centrality in the lives of communities across Canada. The emotive practices of the early nineteenth century and the heavy focus on conversion shifted to a focus on pastoral care, the provision of everyday spiritual guidance, and addressing the moral and social issues in nineteenth century society. This did not mean that the Methodist emphasis on personal experience went away, but was rather tempered by other concerns related to their pastoral ministry and the role of the church in Canadian society.

With newfound institutional station, the Methodist Church felt that they were required to be a recognizable presence in Canadian communities which contributed to the spiritual and moral guidance of their members and to the community at large. The idea that worship space only needed to respond to practical needs was being replaced with an emphasis on church buildings as communicative tools that could demonstrate the beliefs and ideals of the Church. Architecturally, this meant providing a worship space that was distinct from the surrounding secular environment. Gothic Revival structures provided a venue for this shift because, by the mid-nineteenth century, they were the default option for ecclesiastical architecture and had distinctive, and clear, connections with Christianity. By the late nineteenth century, virtually every new Methodist church constructed in Canada was built in the Gothic Revival style.

398 County Road 41 was constructed in a stripped down version of the Gothic Revival style, reflective of the general trends in Methodist architecture in the late nineteenth century. Given its rural location, the church was necessarily small but the builders nevertheless made a clear effort to use elements of the Gothic style in the building. The church is constructed on a rectangular plan with an entrance porch on the front elevation. Its Gothic Revival elements are limited: these are the front entrance porch, the gable roof, and the lancet windows with tracery along the 3-bay nave of the building. Nevertheless, they still reflect the general principles of the style that had made their way into the Methodist church by this time.

There are differences in this church, however, from the Gothic Revival principles of the Anglican church and from many of the more ornate Methodist churches constructed during this time. The church is constructed in wood, which was not uncommon in rural churches in Canada, but it uses horizontal siding, as opposed to board and batten which was the preferred exterior treatment by proponents of the style. Horizontal siding

was not uncommon as an exterior treatment, but it does reflect the less strict interpretation of the style prevalent in the Methodist Church. In this case, the church is clad in Dutch or German lap siding, a popular style in the 1880s. The other change was in the interior arrangement, which is no longer in place because of the conversion of the building to residential use in the 1970s. The interior, which was comprised of a single rectangular space, was oriented towards a pulpit and had three lines of pews with two aisles between them, as opposed to the single aisle favoured in the Gothic style. This, however, was completely consistent with the direction taken by the Methodist Church in the late nineteenth century in its use of the Gothic style without the formal, processional-based internal arrangements required in the Anglican Church.

To provide an analysis of its consistency with rural Methodist churches in Victoria County at this time, the Bexley Methodist Church can be compared with other Methodist churches in the local area. At various times, the church was part of the Coboconk Methodist Circuit and the Victoria Road Methodist Circuit, which covered a geographic area stretching from Lake Dalrymple to Kinmount and included a range of worship spaces, both purpose built and improvised.

The best surviving comparison from these circuits is the Methodist church in Norland, now Hope United Church. Constructed in 1885, just a year after the church in Bexley, it replaced an older log church on the same location. Although it has been extensively modified, the church as it was constructed in 1885 was extremely similar to its counterpart in Bexley, save for the fact that it did not have an entrance porch, and that it was larger, with four bays, instead of three, consistent with the fact that Norland was a much larger community. However, the church in Norland was constructed on the same basic plan, with lancet windows, a gable roof, and limited ornamentation on the front façade.

The closest Methodist church, geographically, to Bexley on this circuit was in Victoria Road. Constructed in 1875, it is a more ornate version of its counterpart in Bexley. The four-bay church is built in polychromatic brick with ornate window hoods and a rose window on the front elevation. However, it is built on the same plan as the Bexley church and contains the same entrance porch and massing. A comparison of these two churches reflects the differences between these two communities in the last quarter of the nineteenth century: in at the end of the century, Victoria Road was a prosperous railway hub with a population of over 300 hundred people, while Bexley was a small hamlet with 35 residents. Despite these demographic and economic differences, however, the same basic church form was used by both Methodist congregations, speaking to the prevalence of this design in rural Methodist churches at this time.

This design was also found in other dissenting churches in rural areas at this time. The simple rectangular form with an entrance porch and lancet windows was an easy to

replicate design and very serviceable for rural dissenting congregations for whom the visual and ceremonial forms required in the Anglican and Catholic Churches was not necessary. Two good comparators can be found in the Kinmount United (formerly Presbyterian) Church, constructed in 1867, and the Baddow Baptist Church, constructed in 1874, which are virtually identical to their Methodist counterpart in Bexley. These two churches were constructed on the same plan as the Bexley Methodist church, using a with a three-bay nave and central entrance with no ornamentation on the front elevation, although the Kinmount Church does have a cross on the front of the building. The belfry on the Kinmount Church is a later addition, from 1907. All three churches employ horizontal siding with the Baddow Church also making use of the Dutch lap type.

The church has had limited modifications from when it was constructed. In 1923, the wooden siding was covered in chicken wire and cement, in an effort to modernize the look of the building; the wooden siding, however, was not removed. After the closure of the church in 1965, the cement was removed to reveal the wooden siding underneath. The church has also been more recently converted to residential use and an addition added to the rear of the building. The addition has not changed the massing of the original structure which remains intact. A rear attached shed, which was used to house horses and later cars, was removed. The interior of the church has also been changed to accommodate a residential use and the interior fittings removed. In general, however, the exterior of the church looks much as it did when the building was constructed and retains its key exterior elements which provide its architectural significance.

Historical and Associative Value

398 County Road 41 has historical and associative value as the Methodist and later United church in the hamlet of Bexley in the late nineteenth and twentieth centuries. The church, which remained in operation until 1965, formed part of the Coboconk and Victoria Road Methodist circuits and later the Victoria Road Pastoral Charge after the creation of the United Church of Canada. It is directly related to the theme of religion within pioneer life and in rural Ontario hamlets in the late nineteenth century. The church yields information regarding the role of religion, and Methodism specifically, in Bexley Township in the late nineteenth century and the demographic settlement patterns of this area of the county.

Bexley Township was first surveyed in 1831 and limited settlement followed soon after, primarily near the north shore of Balsam Lake. Settlement was slow, however, likely due to the poor quality of the soil and the difficulty in accessing the township throughout the mid-nineteenth century; by the 1871 census, there were fewer than 500 people living in the township. The northern part of the township away from the major waterbodies was

particularly inaccessible. The area around the hamlet of Bexley itself was first settled in the 1860s by several families from Cavan Township and a rural post office was established to serve the area, known locally as “Peel’s Settlement”, Bexley Post Office, or Bexley Corners. The hamlet was centred, as it is now, at corner of Lots 3 and 4 in both Concession 9 and 10. The new settlers established farms in the area, although the poor soil made farming difficult.

More substantial settlement did not take off in the area until the early 1870s and the arrival of the Toronto and Nipissing Railway in 1872. The railway began construction in Toronto in 1871 with the intention of eventually creating a railway link to Lake Nipissing; the line made it as far as Coboconk, running roughly east-west across Bexley Township, north of Balsam Lake, with stops at Victoria Road, Corson’s Siding and in Coboconk. Although it never reached its final destination, the railway had significant implications for Bexley Township: it allowed for settlers to more easily and quickly enter into the township and it heralded a period of economic and population growth throughout the 1870s and 1880s. During this time, new settlements were formed and consolidated and the infrastructure and services available in the township increased to respond to new demand. This includes the establishment of new churches, as religion was at the heart of pioneer life and one of the primary institutions in the villages and hamlets throughout northern Victoria County.

Many of the settlers in the township were English, Irish and Scottish Protestants and the growth of religion and the construction of new churches in the township in the late nineteenth century mirrored this demographic pattern. By the turn of the century, Methodism was the largest religious group in Bexley Township. The 1911 census demonstrates the religious affiliations of the population with 317 local residents identifying as Methodists, compared to 195 Anglicans, 121 Presbyterians, and 110 Catholics. By the end of the nineteenth century, there were four Methodist churches in the township, at Coboconk, Corson’s Siding, Victoria Road, and Bexley. Two of these churches, at Bexley and Victoria Road, are still extant.

There were two Methodist circuits in Bexley in the mid- to late-nineteenth century: the Coboconk circuit and the Victoria Road circuit. These circuits shifted and changed throughout the second half of the century with population, demographics, and congregation needs and included congregations in the neighbouring townships of Laxton, Eldon, Carden, and Somerville and sometimes stretched much further afield. Between 1862 and 1880, the circuits ranged in size from about 40 to 180 members with up to 11 different appointments, or worship sites, on each circuit, although not all of these had dedicated churches, and extending as far, at some points, as Lake Dalrymple in the west and Kinmount in the east. The Victoria Road circuit, which was the first circuit in Bexley Township, was formed in 1861, and was eventually absorbed into the larger Coboconk circuit in 1864, before becoming its own circuit again in 1875. Bexley

was part of the Victoria Road circuit, because of its close proximity to the larger community. The statistics of the circuit are demonstrative of the demographic changes in the township in the second half of the nineteenth century, namely the significant population growth beginning in the early 1870s and the large numbers of Methodists who settled there. The exact number of Methodists attending services in Bexley is not known, but the population in the hamlet itself was small; by 1898, only 35 people lived there, although it is likely that families from the surrounding farms travelled to the church there. There is also evidence that families from Corson's Siding also travelled to the church in Bexley to worship, rumoured to be due to the perceived lack of morality in the Corson's Siding settlement which was operated as a lumbering community by Gooderham and Worts until the early 1890s.

The religious makeup of Bexley Township mirrors that of Ontario in the late nineteenth century, notably the prominence of the Methodist Church. By the 1870s, the Methodist Church was the largest and most influential denomination in Canada, particularly in Ontario, and had firmly moved into the cultural mainstream from its roots on the fringes in the early part of the century. This was a significant change from a century previous when the church was small and operated outside of the established denominations. There were a number of reasons for this rapid growth. On one hand, the Methodists were very aggressive evangelists and actively worked to gain converts, more so than other denominations in Canada at this time. On the other was the flexibility of Methodism in its structure and its heavy emphasis on the use of itinerate lay preachers. Early nineteenth century Methodism was extremely mobile in the huge circuits its preachers were expected to cover and very flexible in terms of its need, or lack thereof, for dedicated worship space, making it ideal for newly settled communities. Although it became highly influential in all sizes of communities across Ontario by the mid-nineteenth century, Methodism was particularly popular in rural areas where its itinerate flexible model was suitable for smaller communities with limited resources for church building and which may not have been served by ministers or priests from other denominations. By 1881, just over 30% of Ontarians were affiliated with the Methodist Church, compared to only 17% forty years earlier in 1842.

As the church grew and became more entrenched within Canadian life, it underwent a number of changes, particularly regarding its pastoral model and role within secular life of local communities. Theologically, the Church had moved away from the religious fervour of the early nineteenth camp meeting and the focus on sudden conversion towards a model that favoured the pastoral care of its members and a focus on social and moral issues in the wider community. The Church still emphasizing the importance of a personal relationship with God through experience and the conversion of its members, but the newly converted had become large congregations who required ministry and regularized worship. The emphasis within the church had shifted away

from a focus purely on spiritual matters to one that was more concerned with the role of religion in the secular world and both the spiritual and every day lives of its members. In rural communities, the Church aimed to both provide spiritual guidance and to improve rural life through the promotion of religious, social, recreational and educational activities. The church was no longer a small denomination on the edge of Canadian life, but rather an entrenched institutional presence throughout Ontario and its growing communities.

The most visible indication of the growth and institutionalization of Methodism in the mid-nineteenth century was the proliferation of churches in communities across Ontario. The second half of the century saw a massive number of new churches constructed for Methodist congregations across Ontario, in both urban and rural settings. The growth in congregants required spaces for them to worship, but the shift in focus for the church with regard to its pastoral programming did as well. While still holding revivals and camp meetings, the new focus on pastoral and community care changed how Methodists worshiped and brought them indoors for more regularized services. The Church now required dedicated church buildings. At the same time, the denomination's newfound prominence also required physical spaces for gathering separate from secular spaces and that were recognizable as Christian buildings. While Methodists did have churches in the first half of the century, the second half of the century brought with it a new importance to physical space.

In most English-speaking communities in Ontario with primarily Protestant populations, the Methodist church was a central aspect of community life and occupied a prominent physical location in the community. The church served as a worship space, but also often as a community hub around which the community could gather. This was particularly true in rural communities. The church and school were the generally the only public buildings in small hamlets such as Bexley and were the physical locations around which community life centred. The church in Bexley was known to have housed a library in the early decades of its life and was certainly used for other purposes as well. The Church's new focus on pastoral care and involvement in secular issues, namely those related to morality, also made it an important voice in Ontario communities and the church building an important representation of its work.

The Bexley Methodist Church also has a specific historic relationship with the first settlers in this area of Bexley Township, the area known as "Peel's Settlement" after one of the early families and the family which donated land for the church building. The land on which the church was constructed was donated by George Peel, who deeded the land to the Methodist Church in 1886, although the church is believed to have been constructed several years previously. Peel was born in 1836 and emigrated to Bexley from Cavan Township in Durham in the mid-1860s. He was one a number of individuals and their families who immigrated from Cavan to Bexley and settled around the site of

the Bexley post office, including his brothers William and Henry Peel, as well as Henry Southern, and Joseph and George Staples. These families were all Irish Methodists and would have been active in the Bexley Church in the nineteenth century. It is likely that they formed the core congregation for the church with newer members joining as they arrived in the community.

The current church, however, does not appear to be the first Methodist church located in the hamlet. The 1871 map of Victoria County shows a Methodist Church at the northwest corner of County Road 41 and North Mountain Road, as they are known today, as opposed to the southeast corner where the current building is located. This property, Lot 10, Concession 4, was owned by William Peel, believed to be the brother of George Peel, who settled on this property in the 1860s. The older church is believed to have been constructed around 1864, at about the same time as the Peels arrived in Bexley Township. Although there are no records confirming this, it was certainly constructed prior to 1871. There are no descriptions of what this church looked like, but it was likely a very basic wooden, probably log structure, meant to serve the basic needs of worship in the community.

The construction of newer institutional buildings as rural communities consolidated and matured was not uncommon. Many early log churches were quickly replaced, as funds allowed, with frame or brick alternatives, and were occasionally moved to different locations as appears to be the case for the Bexley Church. Schools followed a similar pattern, including the school in Bexley which went through three different buildings from a log building in the 1860s to a brick one in the 1920s on property donated by settler John Black. The replacement of older buildings speaks to the growth and increasing prosperity of a small hamlet like Bexley in the late nineteenth century and a new sense of permanence as the initial hurdles of settlement were overcome.

The Methodist church, and later the United Church, was an important part of the community in Bexley in the late nineteenth century and into the twentieth century. The church closed in 1965, likely due to declining attendance and the ability of local people to travel further afield for services at larger churches, something which would have been much more difficult when the church was constructed in 1884. Despite its conversion to residential purposes, the building still yields information regarding the early settlement of the area and the role of religion within it.

Contextual Value

398 County Road 41 has contextual value as a character defining feature in the hamlet of Bexley. The church forms part of a collection of historic properties surrounding the intersection of County Road 41 and North Mountain Road which form the nucleus of the

community and is historically linked to the surrounding properties, including the school house which is still extant on North Mountain Road. The church is also a well-known local landmark as the former Methodist church in the community.

The church is contributing feature the character of the area as a rural hamlet, centred on the intersection of County Road 41 and North Mountain Road. The hamlet is comprised of a number of historic residential buildings, the church, and the former school. The hamlet extends along the two roads, primarily on County Road 41, and there are no other streets. A historic but undated image (see below) of the hamlet show the former cluster of properties near the church, including the original McKegue Store and later the post office (#1) built around 1870, a newer building for the McKegue Store built in 1902 (#2) and a freight shed (#3) which also served as a grist mill. This grouping show the core of the hamlet in the late nineteenth or early twentieth century and demonstrates the place of the church within the context of the centre of the hamlet. The original store and freight shed, both located at 397 County Road 41, are still extant. Several other historic homes are extant, including 372 County Road 41 and 407 North Mountain Road, which are likely the George and William Peel farmhouses, respectively. Together, these structures form a rural hamlet surrounded by agricultural properties and the cluster of building, including the church, at the intersection of the two roads maintains the historic character of the settlement. Similarly, the former church is historically linked to its surroundings as part of the historic development of the hamlet of Bexley in the second half of the nineteenth century.

The church is one of two institutional buildings in the community; the other is the former school, Bexley School Section 3, located at 354 North Mountain Road and constructed in the 1920s to replace an older building from the 1870s. The school, which has also been converted to residential use, retains its historic massing and details from the 1920s and is itself architecturally representative of rural schoolhouses constructed during the early twentieth century. In the late nineteenth and early twentieth centuries, these two structures were important community structures in the community and are historically linked as the institutions of education and religion within the hamlet.

More broadly, the church forms part of the wider landscape of rural Methodist churches in the northern part of the former Victoria County from the late nineteenth century. Specifically, it has a contextual relationship to the former Methodist churches in Victoria Road and Norland which formed part of the local Methodist circuit in the late nineteenth century and are contemporaries of the Bexley church. Others surviving nearby include Dalrymple and Seabright. These surviving churches show the growth of Methodist across this area in the late nineteenth century

The church is also a landmark building in the local community. Located at the intersection of County Road 41 and North Mountain Road, it is sited in a prominent

location at the heart of the hamlet and can be viewed from multiple vantage points. The church's historic role as the community's only church also means that it is a well-known structure in the local area.

Summary of Reasons for Designation

The short statement of reasons for designation and the description of the heritage attributes of the property, along with all other components of the Heritage Designation Brief, constitute the Reasons for Designation required under the Ontario Heritage Act.

Short Statement of Reasons for Designation

398 County Road 41, also known as Bexley Methodist Church, has cultural heritage value as a representative example of a late nineteenth century Methodist church in Bexley Township. Constructed in 1884, the church is built in a simplified version of the Gothic Revival style, which was typical for rural Methodist churches from the second half of the nineteenth century. The church is built on a rectangular plan with a front entrance porch, wooden siding, a gable roof, and lancet windows with tracery which is representative of churches of this type. The church has historical value in that it yields information regarding the role of religion, and Methodism specifically, in Bexley Township in the late nineteenth century and the demographic settlement patterns of this area of the former Victoria County where Methodism was the largest denomination in the nineteenth century. The church has contextual value as part of the hamlet of Bexley. It contributes to the historic character of the rural hamlet which is comprised primarily of a collection of nineteenth century buildings centred on the intersection of County Road 41 and North Mountain Road. The church is also a local landmark, due to its prominent location at the centre of the hamlet and the only church building in the community.

Summary of Heritage Attributes to be Designated

The Reasons for Designation include the following heritage attributes and apply to all elevations, unless otherwise specified, and the roof including: all façades, entrances, windows, chimneys, and trim, together with construction materials of wood, brick, stone, stucco, concrete, plaster parging, metal, glazing, their related building techniques and landscape features.

Design and Physical Value

- Gable roof
- Wooden construction
- Rubble stone foundation
- Dutch lap siding
- Fenestration including:
 - Large lancet windows with tracery
 - Original glass
- Entrance porch including:
 - Doors
 - Gable roof

Historical and Associative Value

- Relationship to Methodist church construction in the nineteenth century
- Relationship with early Bexley settlers

Contextual Value

- Location in the hamlet of Bexley
- Views to and from the church along County Road 41 and North Mountain Road

Images







BEXLEY CORNERS, ONT.

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Committee of the Whole Report

Report Number:	ED2021-020
Meeting Date:	June 1, 2021
Title:	Winter Festival Communication and Promotions
Description:	City participation in the communication and promotion of a Kawartha Lakes Winter Festival
Author and Title:	Rebecca Mustard, Manager of Economic Development

Recommendations:

That Report ED2021-020, **Winter Festival Communication and Promotions**, be received;

That Council endorse the proposed framework for a Kawartha Lakes Winter Festival in Winter 2022 with the potential to continue in future years; and

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

(Acting) Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At the December 15, 2020 Council Meeting, Council received correspondence from Mr. David Robinson regarding the creation of an annual winter festival in the City of Kawartha Lakes.

At that meeting, Council adopted the following resolution:

CR2020-429

That the correspondence from David Robinson, regarding the creation of an annual winter festival in the City of Kawartha Lakes, be received and referred to Staff for joint communication and promotion for 2020; and

That staff bring forward recommendations in Q2 of 2021 with possible ideas on coordinating winter activities over a certain period of time.

Carried

This report addresses that direction.

The resolution was passed in December, 2020, in anticipation of a February, 2021, event to be organized by the community. A Stay-At-Home Order was then put in place in December, 2020, which limited activities in February and no activity took place as a result.

Rationale:

The creation of an annual winter festival in Kawartha Lakes provides an excellent opportunity to expand the tourism offerings of the local industry year round. Staff have considered the correspondence and propose the following framework to support the creation of such a festival:

1. Tourism and Local Marketing

The City of Kawartha Lakes is the Destination Marketing Organization for Kawartha Lakes, building and marketing the local tourism industry. Each year, the Tourism program develops marketing campaigns to promote visitation to the municipality and the many tourism assets available.

The recently adopted Kawartha Lakes Destination Development Plan (Plan) was created to support and guide the coordinated efforts of City staff and tourism stakeholders in Kawartha Lakes to build upon the sector's significant contribution to the local economy. The overriding goals of the Plan are to increase visitor spending; and to increase tourism activity outside the summer season. The Plan also identifies five strategic objectives, one of which is to bundle Kawartha Lakes' offerings to expand duration and draw.

Support provided by the City to community event organizers for the communication and promotion of a Kawartha Lakes Winter Festival would align with these goals and objective.

For 2022, Staff will include a tourism focused "Kawartha Lakes Winter Festival" as part of the winter marketing campaign. The events themselves will be led by communities and event organizers and can be marketed under the "Kawartha Lakes Winter Festival" campaign.

This campaign can be adapted to the Kawartha Lakes resident audience and shared through municipal corporate communications channels to promote the festival locally.

2. Coordinating Community Involvement

Tourism staff will host a community event organizers introductory meeting in Fall 2021 to prepare for the 2022 marketing message.

Activities that utilize municipal facilities during the festival timeframe, such as free public skating at arenas, will be organized through the Parks, Recreation and Culture Division.

3. Supporting Community Involvement

The Community Development Fund administered by the Parks Recreation and Culture Division includes the Special Event Fund. Funding for community groups up to a maximum of \$500. The deadline to apply is October 31 for projects and events scheduled for the following calendar year. This funding and application timing will support a coordinated festival event.

Other Alternatives Considered:

The recommendations outlined in this report support the goals and objectives in the Corporate Strategic Plan and Destination Development Plan, and can be achieved given existing staff resources and is in line with the Council resolution of December 2020. Therefore, no alternative resolutions are presented.

Alignment to Strategic Priorities:

The Staff support recommended in this report, towards the communication and promotion of a Winter Festival that will be developed and executed by community organizations supports the Corporate Strategic Plan through:

- A Vibrant and Growing Economy and the goal to Enhance Tourism
- An Exceptional Quality of Life and the goal of Community Building

The recommendations also align with the two overriding goals in the Destination Development Plan which are to increase visitor spend; and increase tourism activity outside the summer season.

The Destination Development Plan includes the strategic objective to Bundle Kawartha Lakes' experiences to expand draw and duration. This objective relates to these recommendations as the tourism winter marketing campaign will bundle the Winter Festival with the other seasonal tourism experiences to promote extended visitor stays.

Financial/Operation Impacts:

The recommendations for communication and promotion of the Winter Festival by the City would require staff resources from the Economic Development; Parks, Recreation and Culture; and Communications, Advertising and Marketing Divisions.

The proposed 2022 Winter Festival framework includes activities that will be covered through approved operating budgets.

Consultations:

Manager of Parks, Recreation and Culture
Manager of Communications, Advertising and Marketing

Economic Development Officer- Tourism

Attachments:

Appendix A: Correspondence from Mr. David Robinson



Correspondence -
David Robinson - W

(Acting) Department Head email: rholy@kawarthalakes.ca

(Acting) Department Head: Richard Holy



November 25, 2020

Dear Mayor and Members of Council;

I have been asked to prepare a letter in regards to my interest in getting an annual winter festival going in the City of Kawartha Lakes.

I am the current volunteer president of Snowshoe Canada a national non profit sports group that promotes outdoor health and fitness during the winter months.

I also own a cottage on Balsam Lake and have been a cottager in the area since 1977.

Many communities have this sort of festival during the winter months to promote health and encourage people from the local area to get out and enjoy winter activities. In addition to the health benefits these festivals bring tourism dollars to local businesses.

In my attempts to get this concept off the ground I have had some positive discussions with Councillor Doug Elmslie, Tourism staff member Laurie McCarthy, Mayor Andy Letham and Parks and Recreation Manager Jenn Johnson.

I have been one of the main organizers connected to the annual Snowshoe Kawartha event in Fenelon Falls on the first Saturday February for the last 4 years and would like to see this one day event expanded to include more activities in other parts of the city.

I think the first step in getting this going is to have the City council officially recognize this as an annual event to take place within the city and set in motion a plan to build the event gradually over the years.

The festival would be a joint effort between the city and local sports and volunteer groups.

There are already some small winter events happening within the city being operated by mostly volunteers so adopting an official city endorsed weekend would help to tie things together and promote the festival on wider scale.

Some examples of events that have been done at other festivals have included

Snowshoeing, skating, pond hockey, dog sled rides, snow sculptures, snow man making, skiing, fireworks, outdoor concerts.

Indoor activities could include a figure skating demonstration, curling, charity hockey game or evening dancing.

In closing, I would like to see the City adopt a resolution to begin organizing a winter festival and set in motion plans to build the event over the next few years.

I look forward to continued discussion about this event.

Yours truly;

David Robinson

President

Committee of the Whole Report

Report Number: ENG2021-011
Meeting Date: June 1, 2021
Title: Life Cycle Extension, Local Asphalt Road Section Candidates
Description: 9832107 Local Asphalt Work
Author and Title: Mike Farquhar, Supervisor Technical Services

Recommendation(s):

That Report ENG2021-011, **Life Cycle Extension, Local Asphalt Road Section Candidates**, be received; and

That this recommendation be brought forward to Council for consideration at the next Regular Council meeting on June 15, 2021.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At the Committee of the Whole meetings on September 15, 2020, October 20, 2020 and March 23, 2021 the following resolutions were passed in relation to the Life Cycle Extension program.

CW2020-120

Moved By Councillor Richardson

Seconded By Councillor Ashmore

That the Memorandum from Councillor Ashmore and Councillor Richardson, **regarding Grassy Road Lifecycle Extension Program**, be received;

That Grassy Road from Emily Park Road to Hawke Drive be considered for the Lifecycle Extension Program for 2021; and

That this recommendation be forwarded to Council for consideration at the next Regular Council Meeting.

Carried

CW2020-136

Moved By Councillor Yeo

Seconded By Councillor Dunn

That the projects identified in Appendix A to Report CORP2020-014 be received for information purposes; and

That this recommendation be forwarded to Council for consideration at the next Regular Council Meeting.

Carried

CW2020-137

Moved By Councillor Ashmore

Seconded By Councillor Yeo

That correspondence from Councillor Ashmore identifying roads for consideration under the Lifecycle Extension Program and Rural Resurfacing Program within the 2021 Budget be received;

That the items identified in that correspondence be included in Appendix A to Report CORP2020-014 and forwarded to Council for consideration; and

That this recommendation be forwarded to Council for consideration at the next Regular Council Meeting.

Carried

CW2021-077

Moved By Councillor Richardson

Seconded By Councillor Elmslie

That the Memorandum from Councillor Richardson, **regarding Janetville Subdivision Lifecycle Extension Program**, be received;

That Manvers Drive, Neals Drive, Janet Drive, William Ave and Arbour Court be reviewed and considered for a future Lifecycle Extension Program; and

That this recommendation be forwarded to Council for consideration at the next Regular Council Meeting.

Carried

As well as these resolutions, this report follows the yearly practice of informing Council on the projects within the Life Cycle program as outlined in the resolution below.

CW2020-009

That Report MAYOR 2019-001, Deputy Mayor's 2019 Round Table Meetings on Roads, be received;

That staff report to Council each spring regarding life cycle extension needs in relation to the approved budget.

Carried

CR2021-263

Moved By Councillor Seymour-Fagan

Seconded By Councillor Richardson

That the petition received from Richard Hill and Colin Campbell, **regarding the condition of the roadway at Front Street West and West Street**,

Bobcaygeon, be received and referred to Staff for review in conjunction with the direction provided by resolution CR2021-237/CW2021-111

Carried

This report updates Council on the proposed projects for the Life Cycle extension program. The intent of the Life Cycle Extension program as outlined in the 2021 Capital program 9832107, is to maintain and preserve roads sections. This is done through the following programs:

Table 1:

Program Types
Local Asphalt Paving
Local Surface Treatment
Micro-Resurfacing
Slurry Sealing
Crack Sealing

The program utilizes these methods in order to sustain road section segments in a reasonable state until such time as a future capital project is implemented.

The main methods of preservation being used in 9832107 for 2021 will be Crack sealing and Local Asphalt paving at different locations throughout the City.

Rationale:

This report is in response to Council resolutions as described in the background of this report, to identify locations for local asphalt repair under the Life Cycle Extension program 9832007.

Table 2 is a list of hard topped roads identified by Public Works as requiring repair from spring breakup conditions. In addition to those roads are road segments that have been reviewed through Council resolutions and requests.

The scope of work for these road sections involve spot repair by resurfacing with an overlay of hot mix asphalt in spot segments of the roads, but is not limited to and can include pulverizing adding gravel and paving. The majority of the work will be done on segments within the described sections in Table 2, with the exception of Yelverton Road, Waite Road, Crawford Road and McGilvary Road where the intention is to pulverize these sections and grade them for Public Works to maintain as a gravel road section until they are proposed for resurfacing in the Roads 5 Year Plan. In past process the timeframe has been 1-2yrs from the date of pulverizing to resurfacing in future capital budgets.

Table 2:

Localized Resurfacing Locations 2021			
Road	From	To	Approximate Length (meters)
River Drive	Francis Street	Dead End	300-500
Green Street East	Murray Street	Lindsay Street	100-300
Front Street	at int. of West St		<100
Pitt's Cove Road	Gilmar Road	Hazel Road	300-500
Earl Kennedy Road	Cedar Glen Road	Clifford Road	300-500
Benson Street	Pacific St	Dead End	100-300
Pacific Street	North End	South End	100-300
CKL 6 north of Sebright	From Bridge going south to Sebright 0+200	0+300	<100
CKL 6 north of Sebright	From Bridge going south to Sebright 0+420	0+470	<100
CKL 6 north of Sebright	from CKL 45 north from Sebright 6+400	6+500	100-300
CKL 41	CKL 45 south to CKL 48 6+100	6+200	100-300
CKL 41	CKL 45 south to CKL 48 6+600	6+800	300-500
Bowen Rd	Washburn Island Rd	Verna	300-500

Localized Resurfacing Locations 2021			
Cameron Rd	70 m N of Dufferin Pit Entrance #537	70 m S of Dufferin Pit Entrance	100-300
Omega Rd/Otter Rd Intersection	Omega Road east 25 m	Otter Rd, south 26 m	<100
Avery Point Road	Marlene Lane	Thompson Lane	100-300
Snug Harbour	a small section just north of the 3 way corner of Pickerel pt road and Snug harbour		<100
Cheese Factory	Settlers	Heights	>500
Kings Warf Rd	West of (Emily Creek) Bridge		300-500
Base Line Road	Vivian	Sticky Lane	>500
Northline Road	Highway 35	to 3rd of Somerville	>500
Crego Street	Kinmount		100-300
Hazel Street	Pitts Cove Road	Thurstonia Road (along lakeshore) - resurfacing	<100
Hickory Beach Road	CKL 30	Southward to North Bayou Rd	100-300
John Street	Curb and Gutter	Northward	300-500
Yelverton Road	CKL 5	Drum Road	4950
Waite Road	Hwy 35	Manvers Scugog Twp line	5800
Crawford	Rohallion	McGillvary Road	756
McGillvary Road	Crawford	to end	110

The process involved in creating this list involved the review of all road segments as referenced in the Council resolutions mentioned in this report, as well as, lists of road segments submitted by Public Works based on areas of high maintenance concerns.

The resolutions and recommendations were then reviewed against the City's current 5 year roads program for timing, as well as, condition need and effectiveness of treatment. Based on this, the list in Table 2 was produced. Any additional road segments will be considered based on available budget.

The following resolutions were reviewed based on the previously mentioned criteria and are not being considered at this time.

Grassy Road- as requested under CW2020-120 is not being considered for work under the lifecycle program in 2021 as it is proposed for resurfacing in 2022 under the Rural Resurfacing program.

Roads listed under resolution CW2020-136 and CW2020-137 as identified in CORP2020-014 report that are not being consider at this time based on the previously listed criteria are: Cadillac Boulevard, East St. Meadowview Road, Golf Links road, Henry St, Kelly's Bay road,

Roads requested through CW2021-077 at this time are not being considered due to condition, and would be better candidates for different type of life cycle treatment (slurry sealing) through this program. However, this year as mentioned in the background of this report the program is mostly focusing on asphalt overlays as preservation method.

Other Alternatives Considered:

Beginning in 2021, Engineering has tendered the Rural Resurfacing program and Life Cycle Extension program within one tender for reasons of pricing and administration efficiencies as well as coordination of similar work. This tender was issued as a 1 year with 2-year optional renewal to also allow for pricing efficiencies and expediency with commencing with yearly work. This tender has been awarded to Dufferin Construction through contract 2021-33-CQ Rural Resurfacing and work for these programs has already commenced.

Alternatively, if Council chooses to fund additional work to be completed within the Life Cycle Extension program, staff would review the next priority sections that had been identified through Council resolutions or by Public Works but not included in Table 2 (due to available budget or priority). Those additional road sections are listed in Table 3 below.

Table 3:

Localized Resurfacing Locations 2021		
Road	From	To
Jordan St	Princess St	Queen St
Eva St	North St	end of street
Beers road	North of intersection of Lifford road	
The Glen Road	100 meters east of #795	#698
Lorneville Road	CKL 46	east 250 meters
Monarch Road	Thunderbridge Road	Colborne St West
Gilmar Road	350 meters north of CKL 36	
Heights Road	Hwy 7	100 meters south
Clearview Road	South of Charlore Park Road	
Northline Road	Burnt River bridge	250 meters north
Drum road	West of John St 100 meters	
Peniel Road	#1051	#1185
Brechin Road	170 meters West of CKL6	100 meters West
Balsam Grove Road	Sections between Whitetail road	North end

Costs associated with completing asphalt overlay repairs within the segments listed in Table 3 will cost approximately \$700,000. If these works are added to the 2021 Lifecycle Management capital program, it would extend the program's completion date to approximately October 15, 2021. Due to constraints relating to staffing resources and time, Table 3 represents the maximum lifecycle management work staff is able to accommodate in 2021 in addition to that already committed to as per Table 2.

Alignment to Strategic Priorities

The strategic priorities within the 2020-2023 Kawartha Lakes Strategic Plan that report adheres to are:

1. Healthy Environment
2. A Vibrant and Growing Economy
3. Good Government

Financial/Operation Impacts:

As they currently exist, the 2019 and 2021 Lifecycle Management capital programs include the work outlined in Table 2, where the 2019 program has been extended to the end of 2021 as per Resolution CW2021-061 to complete carryover work included in Table 2. Should Council resolve to add to the 2021 program the work outlined in Table 3, staff recommends that the added work be funded by only Federal Gas Tax Reserve. In that case, staff would recommend that Council provide the following direction:

That the budget for the 2021 Lifecycle Management capital program (9832107) be increased by \$700,000 for the purpose of accommodating additional work outlined in Table 3 of Report ENG2021-011;

That the added budget of \$700,000 be funded from the Federal Gas Tax Reserve;

That, through the change order process, said work be added to the contract awarded under Tender 2021-33-CQ.

Consultations:

Public Works

Treasury

Department Head email: jrojas@kawarthalakes.ca

Department Head: Juan Rojas

Committee of the Whole Report

Report Number: ENG2021-012
Meeting Date: June 1, 2021
Title: Kenhill Beach Road and Long Beach Road Drainage Issues
Description: Road Drainage Issues
Author and Title: Michael Farquhar, Supervisor of Technical Services

Recommendation(s):

That Report ENG2021-012, **Kenhill Beach Road and Long Beach Road Drainage Issues**, be received; and

That this recommendation be brought forward to Council for consideration at the next Regular Council meeting on June 15, 2021

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At the Committee of the Whole meeting on April 6, 2021 and subsequently a resolution at the April 20th 2021 Council Meeting, the following resolutions were passed in relation to direction by Council to staff to review and report back on drainage issues on Kenhill Beach Road and Long Beach Road .

COW2021-04.8.1

Memorandum Regarding Kenhill Beach Road Drainage

Councillor Ashmore

CW2021-106

Moved By Councillor Ashmore

Seconded By Councillor Yeo

That the Memorandum from Councillor Ashmore, **regarding Kenhill Beach Road Drainage**, be received;

That staff be referred to inspect the ditching and drainage in this area on Kenhill Beach Road and on Long Beach Road and determine if remediation is required;

That staff report back to Council by end of Q2 should any remediation be required; and

That this recommendation be forwarded to Council for consideration at the next Regular Council Meeting.

Carried

CW2021-106

That the Memorandum from Councillor Ashmore, **regarding Kenhill Beach Road Drainage**, be received;

That staff be referred to inspect the ditching and drainage in this area on Kenhill Beach Road and on Long Beach Road and determine if remediation is required; and

That staff report back to Council by end of Q2 should any remediation be required.

Carried

Rationale:

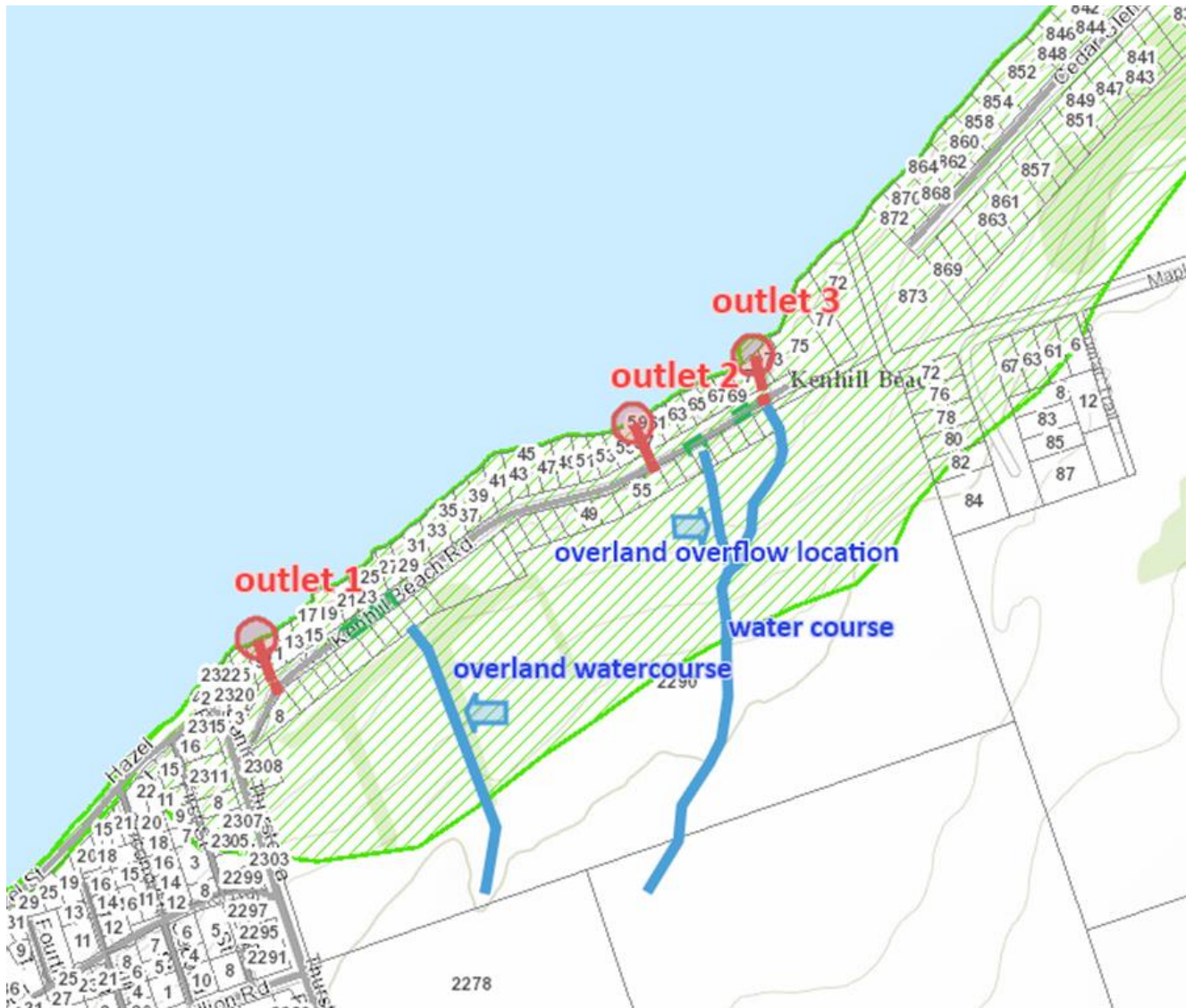
Based on the above resolutions and a March 11th, 2021 site investigation of Kenhill Beach Road, staff have done the following review.

Kenhill Beach Road

Staff were onsite on Kenhill Beach Road on March 1st 2021 to document the flooding that had taken place due to the seasonally warm weather over a 2-day period during this timeframe. This section of the report is an overview of what was observed on March 11th 2021 and what is historically known about drainage in general in this area of Kenhill Beach Road.

There are three locations (Please see Image 1 and Appendix A) that were observed on Kenhill Beach Road where water was overtopping Kenhill Beach Road, presumably due to the overland flow based on early spring thaw conditions. The location where water overtopped the road was witnessed in proximity to or between municipal address #19 – 27 Kenhill Beach Road, #57-59 Kenhill Beach Road and #69-74 Kenhill Beach Road. Close to each location there are cross culverts that lead to buried pipes that extend over private property to outlets at the lake (This can be seen in Appendix A). From staffs review at the time of thaw these pipes are seasonally inundated in the spring thaw scenario at the location of outlet 1 and 2 which seems not to be able to handle the hydraulic flow. This would seem to be in part due to the size of pipe and steep slope it travels to the lake. In Green on the maps in appendix A you will see the locations of where the flooding over topped the road. In blue are 3 separate locations of watercourses (creek), an overland overflow of the watercourse (creek) and an overland watercourse which is seasonal. At outlet location 3 there are twin 450 mm CSP pipes which take the flow of water from the watercourse (creek) across the road to a 600mm pipe which is a buried pipe to the outlet at the lake over private property. These twin pipes seasonally become blocked with ice which causes the flooding at this location. Due to the location and depth of these twin culverts it seems that it is difficult operationally to keep blockages at this location clear.

Image 1: (Map of areas of drainage concern – Kenhill Beach Road)



Based on the identified drainage issues a comprehensive drainage design looking at the hydrology of the drainage shed for the outlet areas of Kenhill Beach Road is required in order to properly propose capital improvements to alleviate the seasonal flooding in this area. The extent of the seasonal flooding of the road and surrounding areas would warrant this. A cost for this design is estimated at \$45,000. The design would recommend improvements for the area which could then be budgeted for in future capital budgets

Image 2: (picture of flooding near #74 Kenhill Beach Road)



Image 3: (picture of flooding near #74 Kenhill Beach Road)



Image 4: (picture between #19-27 Kenhill Beach Road)



Long Beach Road

From site investigations on Long Beach Road there is an observed watercourse that begins at the south section of Long Beach Road and flows north over private property known as Concession 8 E PT Lot 10 former Fenelon Township as well as properties municipally addressed as 487 to 495 Long Beach Road. The south section of Long Beach Road where the water course begins is an Arterial road section constructed in the 1970's by the former County of Victoria. At the location of where the watercourse begins near #403 Long Beach Road, the roadside drainage for this section of Long Beach Road outlet to the watercourse through an approximately sized 750 mm CPS culvert that crosses Long Beach Road and outlets into the watercourse that then travels over the above described private land (see image 5 and Appendix B). The watercourse the over private properties is a straight and channelized watercourse which then turns and travels between addresses #493 and #495 Long Beach Road, where it outlets through an 800 mm CSP pipe under Long Beach Road into Sturgeon Lake. The watercourse in its total length is approximately 686 meters long.

During spring time conditions locations along the watercourse over private property have been observed by residents to overtop the banks of the channelized watercourse

with water and travel overland. As well where as seen in image 6 seasonally the water course channel outlets to Long Beach Road there is an 800 mm CSP culvert that can become blocked with snow and ice which causes the flooding at this location. Due to the location and depth of this culvert it seems that it is difficult operationally to keep blockages cleared.

Based on the identified drainage issues a comprehensive drainage design looking at the hydrology of the drainage shed for the identified outlet areas of Long Beach Road is required in order to properly propose capital improvements to alleviate the seasonal flooding in this area. The extent of the seasonal flooding of the road and surrounding areas would warrant this. At this point the recommendation would be for a scoped drainage shed review of the watercourse to determine improvement types if necessary within the City right of way to elevate drainage concerns. Once completed a decision can be made as to whether a petition by the road authority is required for a municipal drain to deal with any potential required improvements to the watercourse channel over private property that would help with the hydrology in the identified water shed for this watercourse. It is estimated that the cost for this exercise would be \$20,000.

Image 5: (map of Watercourse area on Long Beach Road)

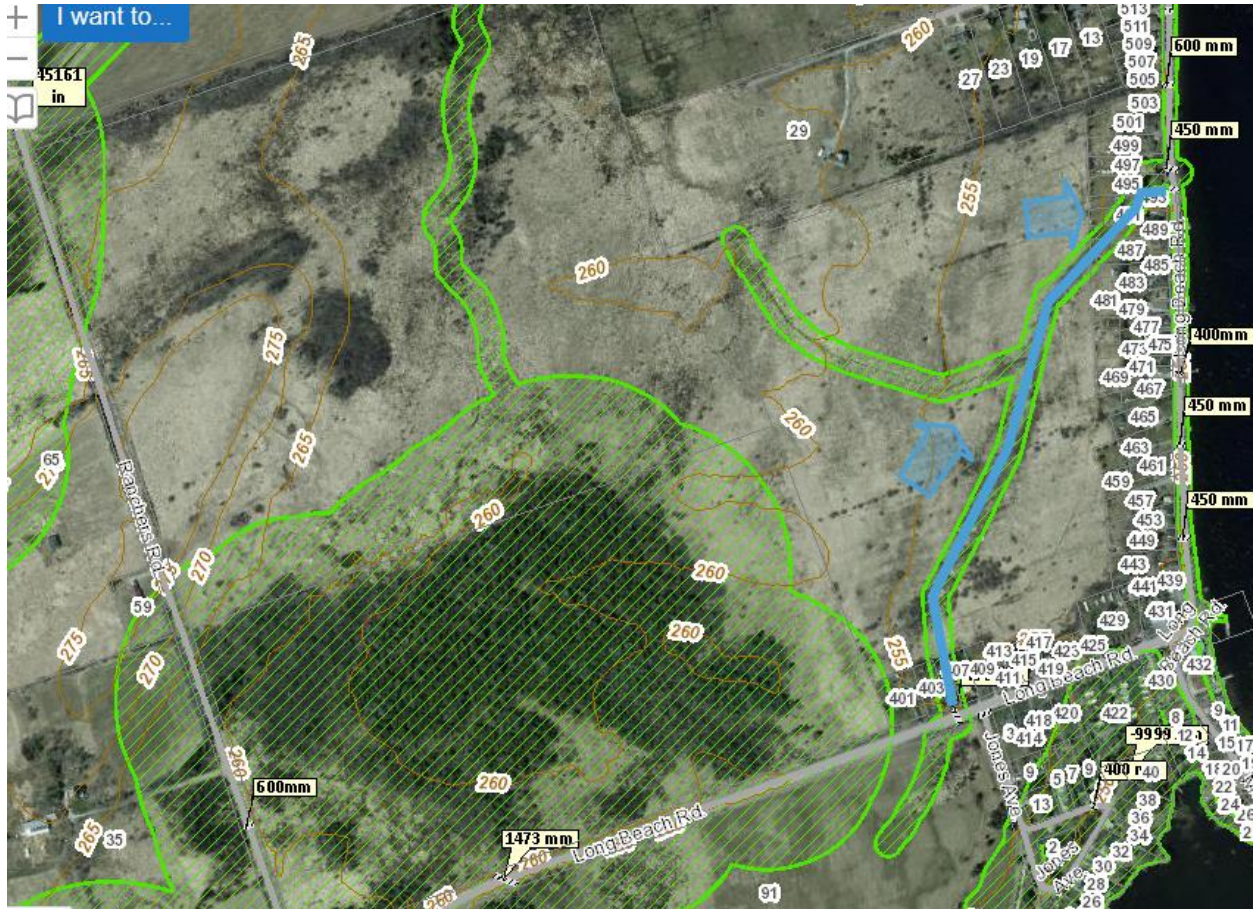


Image 6: (Picture of watercourse at inlet to 800 mm CSP pipe crossing Long Beach Road)



Image 7: (Picture of watercourse that spans over Concession 8 E PT Lot 10 Fenelon Twp and 487-495 Long Beach Road)



Other Alternatives Considered:

The City can continue to prepare for the seasonal flooding in these area and address them operationally, as conditions allow. Alternatively, the Municipality could look at petitioning for a municipal drain under the Ontario Drainage Act in both locations.

Alignment to Strategic Priorities

This report aligns with the following aspects of the City's strategic plan

1. Healthy Environment
2. Good Government

[Kawartha Lakes Strategic Plan 2020-2023](#)

Financial/Operation Impacts:

The cost for the Design at the location of Kenhill Beach Road is approximately \$45,000 and at the location of Long Beach Road is \$20,000. It is recommended that these design projects be brought forward through the 2022 capital budgeting process.

Consultations:

Public Works

Attachments:

Appendix A – Areas of Drainage Concern Kenhill Beach Road



Appendix A Areas
of drainage Concern

Appendix B- Long Beach Road Drainage issue



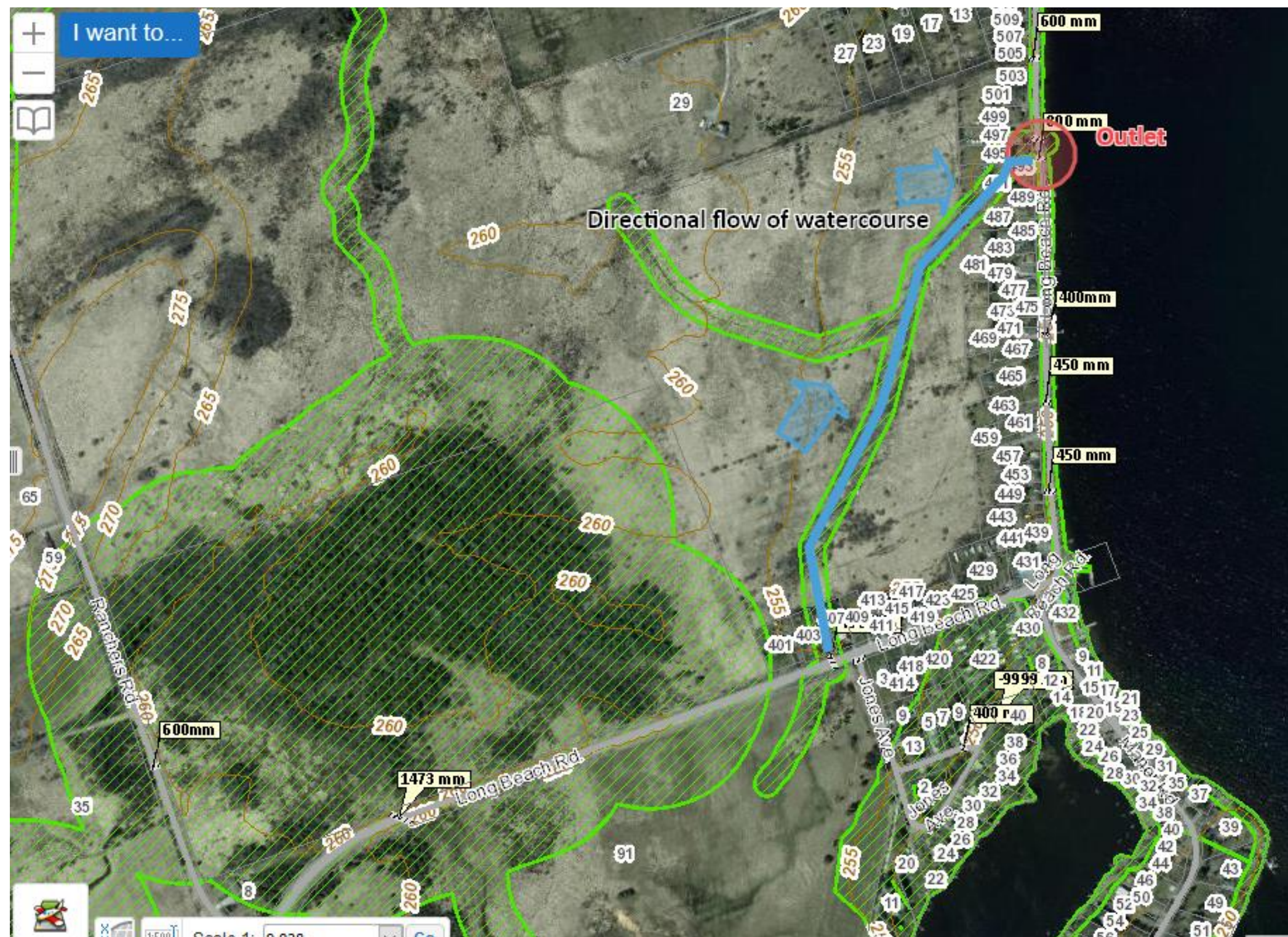
Appendix B
Longbeach road dra

Department Head email: jerojas@kawarthalakes.ca

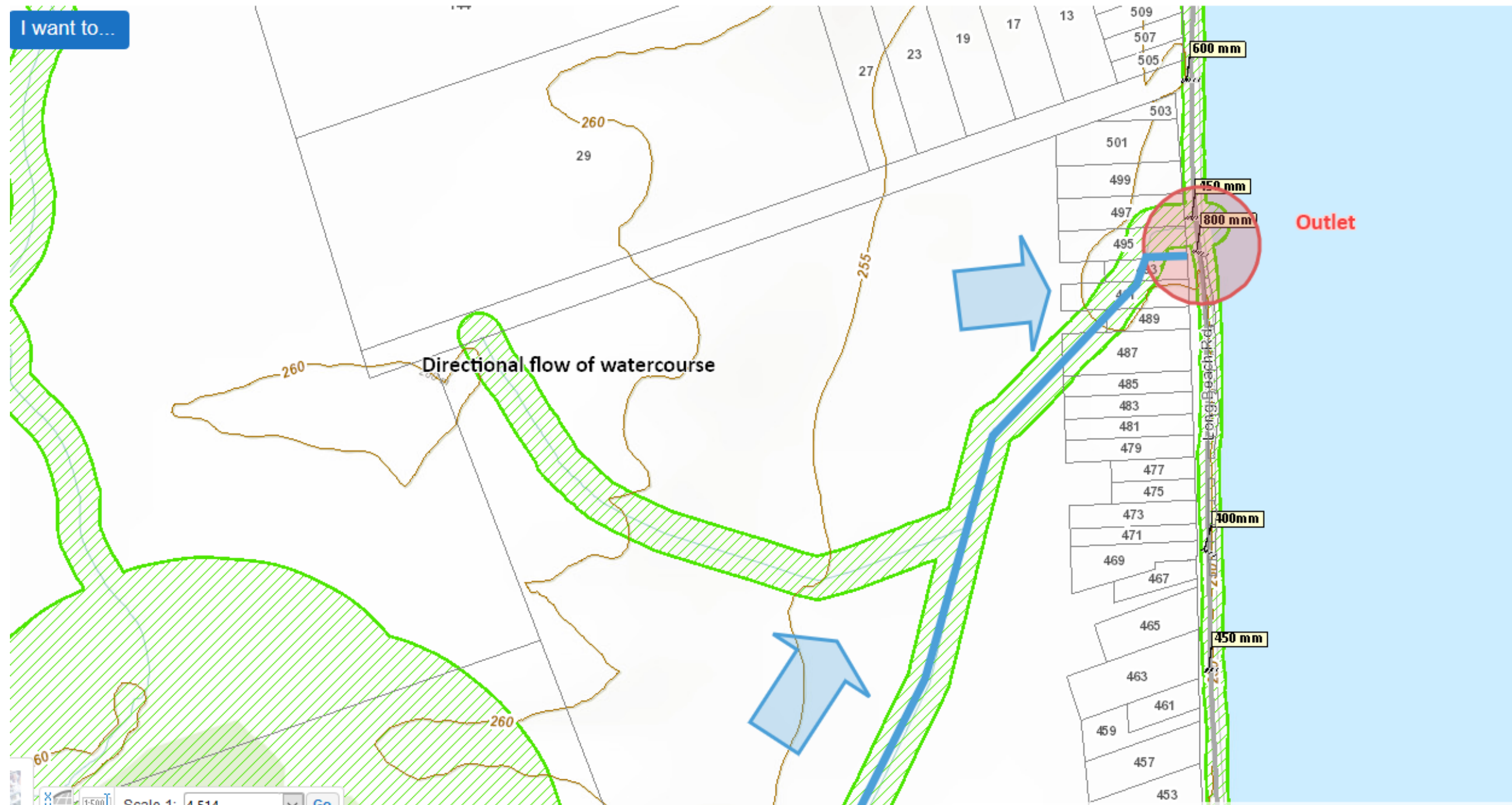
Department Head: Juan Rojas

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Committee of the Whole Report

Report Number:	WM2021-009
Meeting Date:	June 1, 2021
Title:	Construction and Demolition Recycling Pilot Results and Recommendations
Description:	An update on the Construction and Demolition recycling pilot program and recommendation to establish it as a permanent program.
Author and Title:	David Kerr, Manager of Environmental Services

Recommendation(s):

That Report WM2021-009, **Construction and Demolition Recycling Pilot Results and Recommendations**, be received;

That Council approves a permanent Construction and Demolition recycling program at the Lindsay Ops landfill, with an operating budget of \$155,000 in 2022; and

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At the Council Meeting of September 12, 2017 Council adopted the following resolution:

CR2017-756

Resolved That Report WM 2017-007, Construction and Demolition Waste Recycling Program, be received;

That the implementation of a construction and demolition waste recycling program as a 22-month pilot to start March 1, 2018 and end on December 31, 2019 as outlined in this report WM 2017-007 at a cost of \$133,500.00 for 2018 and \$155,000.00 for 2019, be approved; and

That staff report back to Council on the success of the construction and demolition waste recycling pilot program by June 30, 2019 with future program recommendations and 2020 budget expectations.

At the Council meeting of June 18, 2019 Council adopted the following resolution:

CR2019-405

Resolved That Report WM2019-008, Construction and Demolition Recycling Pilot Results and Recommendations, be received;

That Council approve an extension of the pilot to December 31, 2020 with an operating budget of \$155,000 in 2020; and

That Staff report back to Council on the success of the construction and demolition waste recycling pilot program by June 30, 2020 with future program recommendations and associated budget.

At the Council meeting of July 28, 2020 Council adopted the following resolution:

CR2020-193

That Report WM2020-009, Construction and Demolition Recycling Pilot Program, be received;

That Council approve an extension of the pilot to December 31, 2021 with consideration of an operating budget of \$155,000 in 2021; and

That Staff report back to Council on the success of the construction and demolition waste recycling pilot program by June 30, 2021 with future program recommendations and associated budget.

This report addresses that direction.

Prior to implementing the construction and demolition (C&D) recycling pilot program, we retained Reclay Steward Edge (Reclay) to assess the feasibility of such a program. As part of the background research, Reclay noted that the quantity of C&D waste generated far exceeded the amount of municipal solid waste generated. For our municipality, approximately 40% of the waste going to landfills is C&D waste. Therefore, diversion of this material could almost double our landfill's life expectancy. As well, C&D materials are bulky and challenging to compact, taking up needless volume of landfill space. Furthermore, many materials generated through C&D activities have value and can be recycled into other products, used as fuel or even be used as an aggregate substitute.

The primary recommendation of the Reclay study was for the City to implement a pilot C&D recycling program at both the Fenelon and Lindsay Ops landfill sites. It should be noted that through Reclay's research there was insufficient volume of C&D waste received at the other landfills (i.e. Somerville, Eldon and Laxton landfills) to justify a business case for C&D recycling at those sites.

The driving factor for this recycling program was the savings related to increasing landfill space, which was valued at the industry standard of \$150/tonne (Reclay). Reclay estimated a C&D program could divert 10% of C&D waste from landfill. In other words, the projected space saved by having a C&D recycling program would result in an increase in landfill life of 0.04 years for each year Fenelon operates and 0.17 years for each year Lindsay Ops operates.

In January of 2018 a competitive request for proposal (RFP) process was undertaken to secure a third-party contractor to transport and process the C&D material from Lindsay Ops and Fenelon landfills. Unfortunately, the City received no submissions for the RFP. The likely reason was that at the time, quantities and commodity pricing for the C&D materials was not high enough to justify transportation costs for end use processing.

Staff then researched what other municipalities were currently doing to reduce their C&D materials going to landfill. Based on this research we implemented actions to reduce C&D waste as follows:

- In 2018, staff started separating and chipping wood waste at the Lindsay Ops Landfill for cover material and road base at the landfill. This did not divert material from landfill but reduced the volume materials consumed in the landfill.
- In 2019, Durham Disposal was contracted to transport and process offsite clean wood waste from the Lindsay Ops landfill. This program ran successfully for 6 months, diverting 46 tonnes of material from landfill.
- In 2019, we implemented a drywall recycling program with New West Gypsum. This program ran successfully at both the Lindsay Ops and Fenelon landfills, diverting approximately 3 tonnes from Fenelon and 31 tonnes from Lindsay Ops.

In December of 2019, a competitive request for quotation (RFQ) process for a clean wood recycling program (to be implemented in 2020) was initiated. Unfortunately, no bids were received for this work. Staff then reached out to Durham Disposal (the previous contractor) to inquire on why they did not submit a bid. As a result of those discussions, an alternative arrangement was negotiated and Durham Disposal agreed to transport and process mixed construction and demolition material (including clean wood waste, drywall, shingles, rubble, etc.) from the Lindsay Ops landfill for \$150 per tonne.

This new agreement with Durham Disposal was set to commence in early 2020, but due to the pandemic state and landfills being closed to the public, this program was delayed in the first half of 2020. Fortunately, it was able to start up in the late spring and successfully ran from June 1, 2020 to December 31, 2020. During this time, a total of 267 tonnes of material were diverted from landfill.

As per Council approval, the agreement with Durham Disposal was extended to December 31, 2021. With a budget of \$155,000, there is potential to divert 1000 tonnes of C&D material from the Lindsay Ops landfill by the end of 2021.

Rationale:

Landfill staff have been working with local contractors to divert as much material as possible. From the beginning of the year to the end of May 2021, approximately 400 tonnes of material have been diverted from the Lindsay Ops landfill. We anticipate that

this program will be even more successful in the summer months. We are on track to meet our goal of 1000 tonnes of C&D diversion by December 31, 2021.

This program holds great opportunities for us to extend the life of our landfills. Although this program has been most successful at the Lindsay Ops landfill, we will continue to review and implement ways to divert additional C&D from our four other active landfills.

Therefore, we strongly recommend establishing a C&D recycling as a permanent program as part of our ongoing waste management operation.

As a summary, the following table indicates the amount of materials that have been diverted from landfill since the pilot program started:

Year	Material	Tonnages Diverted from Landfill
2018	Clean Wood Waste	0 Note: volume of the material was decreased through chipping and was utilized as landfill cover
2019	Clean Wood Waste	46
	Drywall	34
2020	Mixed Construction/Demolition Materials	267
2021	Mixed Construction/Demolition Materials	390 (end of April 2021)

At the Waste Management Advisory Committee meeting on April 19, 2021 the following resolution was made:

Resolved That the Waste Management Advisory Committee supports a permanent Construction and Demolition recycling program at the Lindsay Ops landfill, with consideration of an annual operating budget of \$155,000 for 2022.

Moved By Councillor Yeo

Seconded By Councillor Ashmore

At the Lindsay Ops Landfill Public Review Committee meeting on April 21, 2021 the following resolution was made:

Resolved That the Lindsay Ops Landfill PRC receive the report, and

That the PRC supports a permanent Construction and Demolition recycling program at the Lindsay Ops landfill, with consideration of an annual operating budget of \$155,000 for 2022.

Moved By Councillor Dunn

Seconded By L. Scrivens

At the Fenelon Landfill Public Review Committee meeting on May 25, 2021 the following resolution was made:

Resolved That the Fenelon Landfill Public Review Committee supports a permanent Construction and Demolition recycling program at the Lindsay Ops landfill, with consideration of an annual operating budget of \$155,000 for 2022.

Moved By Julia Taylor

Seconded By Robert Coleman

Other Alternatives Considered:

Council could choose not to proceed with a permanent construction and demolition recycling program. However, without a C&D recycling program it would be difficult to meet the diversion targets set out in our long term Waste Management Strategy. Therefore we recommend that the City continue to lead by example in diverting waste from landfill and continue to explore further C&D diversion options over future years

Alignment to Strategic Priorities

This report contributes to the Council Adopted Strategic Plan, namely Strategic Action 3.1.2 which is "Executing the Waste Management Strategy". This report aligns with the City's Integrated Waste Management Strategy to divert materials from landfill and find further recycling opportunities to save landfill space.

In addition, the proposed C&D recycling program aligns with Goal #3 of a "Healthy Environment". The act of construction and demolition waste diversion aligns with the City's vision of a naturally beautiful community that protects our local environment, enhances water quality and creates an improved quality of life.

Financial/Operation Impacts:

Staff are requesting Council to consider operating budget approval of \$155,000 for the Lindsay Ops landfill in 2022. If an annual goal of 1000 tonnes of diverted C&D material is met, this would save approximately 3000 cubic metres in landfill space in one year. This can be compared to 3000 cubic metres of residential waste, which we estimate when compacted in a landfill is approximately 2100 tonnes. When the estimated savings in landfill space of \$150 per tonne is considered there is a savings of \$315,000 (2100 tonnes x \$150) in deferred landfill space every year. Therefore, the \$155,000 annual expense for transportation and processing of C&D waste justifies a savings to the City of \$160,000 (revenue-expense) per year.

Department Head email: brobinson@kawarthalakes.ca

Department Head: Bryan Robinson, Director of Public Works

Committee of the Whole Report

Report Number:	WM2021-010
Meeting Date:	June 1, 2021
Title:	Improvements to the Mattress Recycling Program
Description:	Recommended action to improve the mattress recycling program and maximize the number of mattresses recycled
Author and Title:	David Kerr, Manager Environmental Services

Recommendation(s):

That Report WM2021-010, **Improvements to the Mattress Recycling Program**, be received;

That Council approves recycling all mattresses in the City of Kawartha Lakes and no longer accepts mattresses for disposal at the Laxton, Eldon, Somerville, and Fenelon landfills;

That Council direct staff to present an operating budget of \$145,000 for 2022 to operate the enhanced mattress recycling program; and

That this recommendation be brought forward to Council for consideration at the next Regular Council meeting.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At the Council Meeting of July 16, 2019 Council adopted the following resolution:

CR2019-448

That Report WM2019-009, **Mattress Recycling Pilot Results and Recommendations**, be received; and

That Council approves the mattress recycling program as outlined in this report to continue on a permanent basis; with an operating budget for 2020 of \$76,500.

Carried

Council also approved the update to the Integrated Waste Management Strategy on November 19, 2019 with the following resolution:

CR2019-641

That Report WM2019-012, Making Waste Matter: Integrated Waste Management Strategy Update, be received;

That Council approves the integrated waste management strategy update for implementation with the following accelerated amendments;

That an immediate focus be placed on public education;

That an immediate enhanced online presence be implemented regarding recycling;

That a \$10/ton increase to the tipping fees be implemented in January 2020 and the increase in revenue be used to offset additional operating costs to enhance diversion; and

That the by-law for allowable recyclables in waste be amended to reduce the amount from 20% to 10% starting in early 2020.

Carried

This report addresses that direction.

The mattress recycling program which started as a pilot project has been one of the City's most successful diversion programs. From the beginning of the pilot in August of

2018 to December 31, 2020 approximately 10,000 mattresses totalling 265 tonnes were recycled. If landfilled, 10,000 mattresses would consume equivalent landfill space of approximately 6500 cubic metres, which equates to approximately 4550 tonnes of regular waste. This equates to a landfill diversion savings of approximately \$683,000 in landfill volume when the value of landfill space of \$150 / tonne is applied. \$150 per tonne is an estimated value that was provided to the City by a third party consultant. Mattresses continue to be recycled in 2021.

Residents wanting to recycle their mattresses currently have the option of bringing their mattresses and box springs to the Lindsay Ops landfill or purchasing a curbside mattress tag for pick up at their home by Miller Waste to be recycled.

While the program has been very successful, the City currently cannot recycle mattresses brought to the other four landfill sites including the Laxton, Eldon, Somerville, and Fenelon landfills. Mattresses brought to these sites continue to be landfilled.

One of the initiatives in the updated Integrated Waste Management Strategy is to expand the mattress recycling program.

The Key Performance Indicators (KPIs) for this initiative are as follows:

1. Increase number of mattresses collected in 2020 by 5% or approximately 225 units.
2. Work with communications staff as well as the collection contractors to optimize the recycling program in 2020 by implementing a service for residents to purchase mattress tags online.
3. Annually review the feasibility of collecting mattresses for recycling at additional landfill sites.

The first two KPIs have been achieved. In 2020 we successfully increased the number of mattresses collected by 9.5% or 420 units from 2019. As well, on March 1, 2021 the City launched an online tag purchasing service for mattress, Freon and large item tags. The service has been successful and popular with no operational issues. The third KPI, to review the feasibility of collecting mattresses for recycling at additional landfill sites is what this report will address.

Rationale:

Due to limited space at the Laxton, Eldon, Somerville, and Fenelon landfills it is not feasible to place a trailer for collection of mattresses. It is also not cost effective to place smaller bins and then transport the mattresses to the Lindsay Ops trailer. This method also would make it difficult to keep mattresses dry and acceptable for recycling. Therefore, all mattresses brought to these landfills are disposed of as waste. This equates to approximately 2500 mattresses, which are landfilled each year.

Staff are recommending to stop accepting mattresses for disposal at the Laxton, Eldon, Somerville, and Fenelon landfills and providing the option for landfill users to either purchase a mattress tag for curbside or drive to Lindsay Ops to drop off their mattresses to be recycled beginning January 1, 2022. If people followed this procedure these estimated 2500 mattresses would be captured for recycling resulting in all mattresses within the City being recycled. This would increase the deferred landfill space savings by \$170,750 per year.

In order to prevent any inconvenience to residents, staff will ensure a wide spread education and outreach approach in 2021. This will ensure that residents know the change is coming ahead of time and prevent attempts to drop off mattresses for disposal at the four landfill sites. This could include signs at landfill sites, information in the 2022 calendar, posts on the website and social media, and information in local community guides and news outlets.

The new online mattress tag order system has made mattress recycling very convenient for residents anywhere in the City. They can order a mattress pick up without ever having to leave their home. The drop off option at the Lindsay Ops landfill will still also be in place.

Expanding the mattress recycling program in this way will increase waste diversion, save the City money, and ensure our landfills are more sustainable and stay open longer.

Staff brought this information in a memo to the three waste management committees of council and received the following resolutions of support.

At the Fenelon Landfill Public Review Committee meeting on March 25, 2021:

Moved By R. Coleman

Seconded By J. Taylor

That the Fenelon Landfill Public Review Committee supports recycling all mattresses in the City of Kawartha Lakes, no longer accepting mattresses at the Laxton, Eldon, Somerville, and Fenelon landfills.

Carried

At the Waste Management Advisory Committee meeting on April 19, 2021:

Moved By Councillor Yeo

Seconded By Councillor Veale

That the Waste Management Advisory Committee supports recycling all mattresses in the City of Kawartha Lakes, no longer accepting mattresses at the Laxton, Eldon, Somerville, and Fenelon landfills if public communication and education is to commence as soon as possible.

Carried

At the Lindsay Ops Landfill Public Review Committee meeting on April 21, 2021:

Moved By C. Appleton

Seconded By Councillor Dunn

Resolved that the Lindsay Ops Landfill Public Review Committee receive the report, and that the PRC supports recycling all mattresses in the City of Kawartha Lakes, no longer accepting mattresses at the Laxton, Eldon, Somerville, and Fenelon landfills.

Carried

Other Alternatives Considered:

The following are alternative options that Council could consider

Option 1

Council could choose to amend the Consolidated Fees Bylaw 2018-234 to increase the price charged to the public to recycle or dispose of a mattress from \$15.00 to \$18.00.

This would cover all of the costs of recycling mattresses that are currently spent on contract costs. However, this would put more of a burden on residents and may deter them from disposing of mattresses properly. Therefore, this option would unlikely achieve the results of diverting the estimated 2500 mattresses currently being landfilled.

Option 2

Council could also choose to accept them for disposal at Eldon, Fenelon, Laxton and Somerville rather than turn residents away but at the same time advertise recycling options for mattresses. A flyer could be provided to the resident when they go over the scales that explains why it is important to divert mattresses and how easy it is through curbside collection or driving them to Lindsay ops.

Although this action would likely reduce mattresses being landfilled over the long term it would unlikely be successful in achieving the diversion numbers that could otherwise be achieved through public education and non-acceptance at the landfills.

Alignment to Strategic Priorities

One of the four Strategic Priorities of the Plan is A Healthy Environment and one of the main items under this category is "Increase Waste Reduction and Diversion". This will be achieved through executing the updated Integrated Waste Management Strategy. Expanding the mattress recycling program is part of the updated Waste Strategy.

Financial/Operation Impacts:

Recycling all mattresses in the City will result in an increase to the Waste Management Operating Budget. In 2022 staff are requesting a budget of \$145,000 to successfully recycle all mattresses. This is an increase of \$68,500 to the current annual budget for the mattress recycling program. However, the cost savings through deferring the closure of all our landfills through saving space are significant and far outweigh the program costs. The estimated cost savings are included in the table below. Although not included in this table there will be additional equipment maintenance savings by not landfilling mattresses as the springs get caught up and damage landfill equipment.

Annual Mattress Program Costs	Annual Landfill Space Savings	Total Annual Savings
\$145,000	\$481,500	\$336,500

Consultations:

Waste Management Operations Supervisor
Manager, Communications Advertising and Marketing

Department Head email: brobinson@kawarthalakes.ca

Department Head: Bryan Robinson

Committee of the Whole Report

Report Number: RD2021-004
Meeting Date: June 1, 2021
Title: Enhanced Downtown Winter Level of Service
Description: Inclusion of winter sidewalk plowing to Lindsay BIA and more frequent downtown snow removal
Author and Title: Oliver Vigelius – Manager – Roads Operations (West B)

Recommendation(s):

That Report RD2021-004, **Enhanced Downtown Winter Level of Service**, be received.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

By-Law 95-04 allocates maintenance responsibilities for sidewalks in the winter (clearing and application of melting agents/abrasives) within the Lindsay Business Improvement Association (BIA) area to local building owners.

There are two Council Policies that identify Level of Service (LOS) for winter maintenance services offered by Public Works:

- 1) C 124 EPW 010 – Roadway Level of Service Policy for Winter Maintenance
- 2) C 125 EPS 001 – Sidewalk Level of Service Policy for Winter Maintenance

These policies clearly identify service level expectations and commitments from the City including what triggers response and removals.

Currently parking lot maintenance in Lindsay is coordinated by Municipal Law Enforcement (MLE) for both plowing and snow removal. Both of these services are completed under separate corporate contracts. Snow clearing is a self start contract when snow accumulation triggers service and snow removal (loading and removing snow) requires MLE staff to call to initiate service.

At the Council Meeting of November 17, 2020, Council adopted the following resolution:

CR2020-364

Moved By Councillor Dunn

Seconded By Deputy Mayor O'Reilly

That a Pilot Project be put in place for Downtown Area's for the 2020/2021 winter season, waiving the current policy(cies) and By-Law one year;

That Downtown Lindsay receive the same level of sidewalk service as other Downtown Areas in the City;

That the level of service be adjusted so that the snowbank removal in all Downtown Areas be triggered at .5 meters instead of .9 meters;

That Staff be directed to apply a heightened level of service in back municipal parking lots during the winter months; and

That Staff report back to Council on the service level adjustments by the end of Q2, 2021.

Carried

This report addresses these instructions.

Council has also received and referred a memo from the Lindsay BIA to Staff at the March 23, 2021 Council Meeting:

CC2021-07.8.1

Correspondence Regarding Winter Parking Lot Maintenance in Downtown Lindsay

Melissa McFarland, Executive Director, Lindsay Downtown BIA
Stephen Podolsky, Vice-Chair, Lindsay Downtown BIA

CR2021-154

Moved By Deputy Mayor O'Reilly

Seconded By Councillor Elmslie

That the correspondence from Melissa McFarland, Executive Director, Lindsay Downtown BIA, and Stephen Podolsky, Vice-Chair, Lindsay Downtown BIA, **regarding Winter Parking Lot Maintenance in Downtown Lindsay**, be received and referred to Staff for inclusion in the report back to Council on Downtown Service Enhancements by the end of Q3, 2021.

Carried

This memo discusses shifting responsibility of the service to PW from MLE. It is the opinion of Staff that the primary concern here is defining, adhering to and cost of service levels as opposed to divisional oversight. MLE, PW and Purchasing Staff will review alternatives and report back to Council on this resolution at a later date in Q3.

Rationale:

Other downtown communities in the City of Kawartha Lakes receive winter sidewalk maintenance which consists of, when sidewalk winter maintenance is required, a single pass of a sidewalk plow and spreading of either salt or sand as required. Council directed that this LOS be implemented, on a trial basis, in the downtown core of Lindsay (the BIA district). Council also directed that all the downtown areas of the City of Kawartha Lakes receive an 'enhanced' level of snow removal where the trigger height for removal of the snow banks be reduced from 0.9 m to 0.5 m which includes enhanced service in the Municipal parking lots. These directions were accomplished during the winter of 2020/2021.

The winter sidewalk maintenance for the BIA district of Lindsay received a single pass of a sidewalk unit in response to winter maintenance events and the overall results of this trial appear to be positively accepted. It should be noted that the boulevards in Lindsay's BIA district are wide and adjacent property owners were still required to perform winter maintenance on the remaining boulevard area, create paths to their doorways and create access points through snowbank accumulations to the on-street angled parking where desired. Snow removal was triggered at the lower level and results of the trial period also appear positively accepted.

Greater detail will be provided in the Financial/Operation Impacts section of this report but it should be noted that two independent circumstances had a profound affect on the data collected in the Lindsay BIA district this past winter. The first being the ongoing downtown revitalization construction project which removed a large section of the downtown core from the winter maintenance responsibility of Public Works as it was included in the responsibilities of the general contractor. The second was the winter itself; this past winter was, by comparison, mild – with a lesser call for winter maintenance activities.

Other Alternatives Considered:

Sidewalk Plowing

Operationally the inclusion of a single pass of a sidewalk plow, when winter maintenance was required, did not have a significant impact on operations as a whole. It should be noted that the increase to areas covered for winter maintenance will accelerate the need for another sidewalk plow and staff to operate it will be required. This is especially noteworthy considering the increased subdivision development activity in the area. The BIA area, as described in By-Law 95-04 (Appendix A), consists of approximately 2.7km of sidewalk (being all areas where the City is not the adjacent property owner). For the purposes of scale, all three phases of the Cloverlea Subdivision in Lindsay (all of the streets connected to Broad St. between Angeline St. S. and Wallace Drive) contain approximately 2.9km of sidewalk and require one to two hours to service for winter maintenance depending on the type of winter event – longer for a *heavy* snow event.

Council could opt to maintain the added winter sidewalk maintenance permanently. This would require "By-Law 95-04 Clearing and removing snow and Ice from sidewalks downtown in Lindsay" (Appendix A) be amended to reflect the modified maintenance

responsibilities of The City of Kawartha Lakes and adjacent property owners within the Lindsay BIA district with the following resolutions:

That the Pilot Project put in place for Lindsay's Downtown BIA district for the 2020/2021 winter season, waiving the current policy(cies) and By-Law one year and allowing Lindsay's Downtown BIA district to receive the same level of sidewalk winter maintenance as other downtown areas in the City be made permanent; and

That By-Law 95-04 "Clearing and removing snow and Ice from sidewalks downtown in Lindsay" be amended to reflect the maintenance responsibilities of the City of Kawartha Lakes and adjacent property owners."

Should Council opt not to make these changes no further action is required as the pilot project has concluded.

Snow Removal

Altering the LOS for snow removal will have a more immediate impact on operations, more specifically the operating budget. A reduction of 0.4m to the trigger height for snow removal activities is a reduction of 45%. This year's data is inconclusive as to the budget impact for the reasons previously stated, but it is reasonable to assume that an increase is to be expected under more seasonable winter conditions (and in the absence of construction activities in the subject area) and it is also reasonable to assume the increase will be in the order of 45%.

Council could opt to increase the LOS and adjust trigger height for snowbank removal at 0.5m for downtown areas within the City of Kawartha Lakes. This would require amendment of Council Policy C 124 EPW 010 Roadway Level of Service Policy Winter Maintenance (Appendix B) to reflect the changes with resolutions being:

That the trigger height detailed in "Table 4 – Snow Removal Level of Service, Urban/ Built Up Areas, Roadside" of Council Policy C 124 EPW 010 Roadway Level of Service Policy Winter Maintenance be adjusted for all instances detailed in the table to read 0.5m in place of the existing 0.9m.

Should Council opt not to make these changes no further action is required as the pilot project has concluded.

Municipal Parking Lots:

Operationally and as directed by the resolution of Council, the municipal parking lots within the Lindsay downtown core area received an increased level of service for the 2020-2021 winter season. Service levels regarding pile removal are controlled and adjusted around snow events and by encouraged communication between City staff, the Lindsay Downtown Business Improvement Association and the Community Liaison Officer. Piles, during the study period were removed when significant impact was observed to the travel pathways, lanes, parking areas and generally within 48 hours of a snow event.

Alignment to Strategic Priorities

The pilot project potentially aligns with the strategic priority of “A Vibrant and Growing Economy” as it supports local business owners in the City’s downtown cores by enabling greater accessibility for visitors to the business areas. However, this must also be balanced against the strategic priority of “Good Government”; part of good government is fiscal responsibility and part of this pilot project will negatively impact future budgets.

Financial/Operation Impacts:

Sidewalk Plowing

Operational costs to include the BIA district would amount to approximately \$3,700 in staff time including \$1,000 allowance for material (Salt). The real impact of this addition is in time; when more infrastructure is added the departments ability to achieve levels of service is impacted it will accelerate the need for additional labour and equipment to maintain Council’s desired LOS.

Snow Removal

In 2018, 2019, and 2020 The City of Kawartha Lakes spent an average of \$85,871 on contracted snow removal services to various downtown areas and parking lots managed by Municipal Law Enforcement. Should this snow removal LOS be extended to other locations (such as community centers and arenas) further budget impacts will be realized. It is reasonable to assume that a 45% reduction in the trigger height for snow bank removal will result to an equal increase in snow removal costs due to the increased frequency of the service being provided. 45% of \$85,871 is \$38,642 which would bring the average annual cost up to \$124,513. Potential future capital and operating pressures are discussed in the “Other Alternatives – Sidewalk Plowing” section of this report.

Consultations:

Supervisor, Roads Operations – Lindsay

Manager, Municipal Law Enforcement

Attachments:

Appendix A - By-Law 95-04 Clearing and removing snow and Ice from sidewalks downtown in Lindsay



Appendix A By-Law
95-04.pdf

Appendix B - C 124 EPW 010 Roadway Level of Service Policy Winter Maintenance



Appendix B
C124EPW010.pdf

Department Head email: brobinson@kawarthalakes.ca

Department Head: Bryan Robinson

Appendix A

THE CORPORATION OF THE TOWN OF LINDSAY BY-LAW 95-04

A by-law for clearing away and removing snow and ice from sidewalks downtown in the Town of Lindsay.

WHEREAS the Municipal Act, Chapter M45, Section 210(60-63), R.S.O. 1990 authorizes Council to pass by-laws for clearing away and removing snow and ice from sidewalks of occupied, and unoccupied premises and on any highway or part of a highway or any class thereof in front of, alongside or at the rear of such buildings or vacant lands, at the expense of the owners;

AND WHEREAS the Municipal Act, Chapter M45, Section 314(1), R.S.O. 1990 authorizes Council to pass by-law for prohibiting or regulating the obstructing, encumbering, injuring or fouling of highways or bridges;

NOW THEREFORE the Council of the Corporation of the Town of Lindsay enacts as follows:

1. DEFINITIONS:

1.1. For the purposes of this By-law:

1.1.1. Corporate Boundaries shall mean those boundaries of the Town of Lindsay.

1.1.2. Highway shall mean a common and public highway, street, or a bridge forming part of a highway or on, over, or across which a highway passes, the portion used for vehicular traffic, sidewalks and boulevards thereof.

1.1.3. Person shall mean the owner or person who rents, leases or otherwise occupies property in the Town of Lindsay.

1.1.4. Sidewalk shall mean any sidewalk, pathway, footpath or area forming part of any highway or bridge or boulevard, or other means of public communication used by or set apart for the use of pedestrians.

1.1.5. Town shall mean the Town of Lindsay.

2. LOCATION:

2.1. The locations of the sidewalks discussed in this by-law shall be as follows:

2.1.1. Kent St. W. between Lindsay St. and Sussex St.

2.1.2. William St. between Peel St. and Russell St.

2.1.3. York St. between Peel St. and Russell St.

2.1.4. Cambridge St. between Peel St. and Russell St.

2.1.5. Victoria Ave. between Peel St. and Russell St.

3. REQUIREMENTS:

3.1. No person shall fail to remove snow and/or ice from the sidewalks, within the locations noted in section 2 of this by-law, abutting the property of any occupied or unoccupied building or vacant lot which they own, within a twenty-four (24) hour period from the cessation of a storm.

3.2. No person shall move or place any snow and/or ice onto any sidewalk, indicated in section 2 of this by-law, so as to impede pedestrian traffic thereon.

- 3.3. Snow and/or ice, which is cleared in the locations indicated in Section 2, shall be placed completely off the sidewalk, on the "roadside" of the curb, a distance no greater than one metre from the curb, in order to facilitate removal by the Town.

4. **CONTRAVENTION:**

- 4.1. In the event that any person contravenes the provisions of this by-law, the Town of Lindsay shall procure the clearing and removal of the snow and ice at the expense of the property owner.
- 4.2. The expenses incurred by the Town of Lindsay under Section 3 of this By-law shall be collected and recovered from the property owner in like manner as municipal taxes.
- 4.3. Any person who contravenes any section of this by-law is guilty of an offence and is liable to a fine as allowed under the Provincial Offences Act, R.S.O. 1990, Chapter P. 33, Section 61 or as amended.

5. **FORCE AND EFFECT:**

- 5.1. This By-law comes into force and takes effect on the final day of passing thereof.

Read a first time on:

Read a second time on:

Read a third time and

finally passed on:

Mayor

Clerk

Council Policy

Council Policy No.:	C 124 EPW 010
Council Policy Name:	Roadway Level of Service Policy Winter Maintenance
Date Approved by Council:	November 29, 2005
Date revision approved by Council:	December 10, 2011, October 27, 2015
Related SOP, Management Directive, Council Policy, Forms	n/a

Policy Statement and Rationale:

It is the objective of the City of Kawartha Lakes, Public Works Department to apply its operational activities in an efficient and effective way, so as to provide safe driving conditions consistent with a low volume in a predominantly rural road system during those times of the year when winter conditions can be expected. The purpose will be to achieve the Levels of Service as defined herein, and in no case shall the Levels of Service provided be allowed to fall below the Minimum Maintenance Standards provided for in the Municipal Act SO 2001 c. 25 and the Minimum Maintenance Standards O. Reg. 239/02 as amended by O. Reg.47/13made thereunder.

Scope:

This policy shall apply to all roads assumed and maintained as public roads by the City of Kawartha Lakes. Notwithstanding the foregoing, neither the Corporation of the City of Kawartha Lakes nor its officials or employees make any promise, assurance or guarantee that the services provided by the Public Works Department will be in excess of the minimum standard, as required by regulation and detailed herein.

Inherent within the standard is the expectation that drivers will act responsibly and will operate their vehicles, at all times, reasonably with due regard for the prevailing weather and roadway conditions.

Definitions:

“AADT” Average Annual Daily Traffic is a technical measurement of traffic volume on a road, in both directions. Conversion factors, which vary depending on time of year and week, extrapolate daily traffic counts into AADT. (See seasonal.)

“Ambient Conditions” are conditions that are commonly found in a stabilized environment. Normally in ambient conditions there are no negative effects actively reducing the existing conditions. i.e. Storm, excess traffic or construction effects are not in evidence. (See storm conditions.)



Council Policy

“Aspects” in the context of these standards refer to specific elements of roadway service, which are defined by these standards.

“As Soon As Practicable” shall mean without undue delay.

“Bare” conditions refer to winter road conditions where all traveled lanes are effectively clear of snow build-up or general ice conditions that might impair the safe travel on the road below the travel speed under ambient conditions.

“Centre Bare” conditions refer to winter road conditions where one wheel track of each of the traveled lanes is substantially clear of snow and ice conditions allowing the user to negotiate safer travel than if snow packed or general ice conditions prevail.

“Class” in the context of these standards refers to the criteria for classifying roadways as set out in O. Reg. 239/02 Minimum Maintenance Standards.

“Conditions” define the state in which the subject matter is found. The standard indicates the condition being measured.

“Cycle” is that time interval between Winter Maintenance conducted for a specific purpose on any identified road segment. Consideration can still be made for inspection cycle time adjustments at the discretion of the city's Supervisor or designate for mitigating circumstances, which are of an uncommon, or unpredictable, nature.

“Day” is a calendar day.

“Desirable” describes that level of service standard the roadway authority has established as an objective for road department operations.

“Effect” is the acting of an external influence on the condition of any aspect of the roadway.

“Hardtop” refers to a road surface, which is relatively hard in nature, by treatment with either a bonding agent or cement, which effectively prevents reshaping by conventional motor grader.

“Improved” condition refers to the condition being better than it was before, from the perspective of a typical user, all other effects being equal.

“Inspection” is the activity performed by a qualified person, authorized and directed by the Director of Public Works or designates, to investigate and report on the relevant conditions of the roadway. General inspection has regard for road surface and roadside standards. Winter inspection has regard for winter road surface standards.



Council Policy

“Lane” is that portion of the road designated for a single file of vehicles to travel over, in one direction. For roads where two-way traffic is permitted, the lane width is half the road width unless otherwise delineated by pavement marking.

“Localized” conditions, for the purpose of these standards, that occur on short lengths of roadway specifically on bridges, intersections, curves and hills.

“Loosetop” refers to a road surface that is of a granular manufactured product, which can reasonably be shaped by a motor grader, and includes road surfaces under reconstruction.

“Maintenance Priority Classes” means the priority for roadway maintenance services as defined by Table 1 of the level of service policy; roadway maintenance classification.

“Notice” of an effect or condition is considered given when received by an appropriate employee of the road authority.

“Operations” means those activities the Public Works Department performs to improve a condition or sustain a roadway standard. Operations are normally defined by guidelines (not policy), with discretion of the supervisor to choose various methods to achieve results cost-effectively.

“Policies” decisions of a formal nature made by the road authority to enable, qualify and govern the mission of the road authority as directed by-law.

“Priority” an order of the Class of roads to be maintained during a winter event.

“Response” describes that action taken by the roadway authority when informed of an effect or condition. Monitoring an effect or condition may constitute a response. A reasonable response takes into account the relevant standards.

“Right Of Way” (R.O.W.) describes the corridor of land reserved for roadway improvements and under the jurisdiction of the roadway authority. Certain rights of way infer a right of passage to the public. However, in the context of these standards, only rights of way with assumed public roadways are considered. Rights of way solely for non-vehicular traffic are not addressed in these standards (e.g. Pedestrian, equestrian, bicycle.).

“Road” refers specifically to the traveled road surface on a roadway assumed by a roadway authority, but not including on-street parking or stopping zones.

“Roadside” refers to all features that make up the roadway within the jurisdiction of the roadway authority, except for the road surface itself.

“Roadway” in the context of these standards means any public assumed road right of way, intended for vehicular traffic. It refers not only to the traveled road surface, but to



Council Policy

all services relevant to the road, within the right of way. In the context of an urban road this includes the traveled portion plus the ancillary lanes. In the case of rural roads this includes the ancillary lanes and the shoulders.

“Roadway Authority” indicates the public agency accountable for the status and condition of the roadway. This refers to the Corporation of the City of Kawartha Lakes and its designated officials or agents.

“Section” refers to a portion of roadway with a distinct classification, and homogeneous character. A roadway section is commonly used for construction costing, inventory control in Maintenance Management Systems, Road Needs Studies, Pavement Management Studies, and Priority Planning and Budgeting.

“Seasonal” refers to the limited time of the year where certain roadway service standards apply to the subject roadway. (eg. Summer roads, Winter roads). In the context of these standards seasonal roads are classified as those not receiving winter services, unless otherwise defined.

“Service” can be defined in two contexts. In the larger context any government activity is a service. A roadway network is a service, as is a library, potable water supply, etc. When used in the context of these standards, “service” refers more specifically to aspects of a roadway and their condition. Services are seen from the perspective of the user.

“Service Level Matrix” the Table(s) established within this policy that specifically defines the service level according to Class of roadway.

“Service Levels” a range of values that quantify a particular service standard, by one or more parameters, across a range of roadway classifications. Service levels typically reflect a maximum or minimum condition.

“Shoulder” that maintained surface immediately adjacent to the traveled surface of the road. The shoulder may be partially or fully hardtop, loosetop, grassed, or earth. It is not considered a part of the road for these standards.

“Snow Accumulation” means the natural accumulation of any of the following, alone or together:

1. New fallen snow.
2. Wind-blown snow
3. Slush

“Snow Packed” conditions refer to winter road conditions where the traveled surface of the road is covered with a buildup of snow and/or ice.

Council Policy

“Speed” refers to the average speed at which an average automobile can safely travel on a road without the effects of traffic. This does not refer to design speed or legal speed unless specifically qualified. Posted speed is either legal or advisory.

“Standards” quantified statements, defining the nature of a product or activity. Usually such standards are minimum or desirable, and in this context refer specifically to the roadway service standards adopted as policy, by a roadway authority.

“Storm” conditions or effects are when natural or external effects are acting upon the roadway to reduce the condition as defined by one or more roadway service standards. It does not refer to weather conditions that do not impact on the infrastructure. Storm conditions could include wind, rising and/or moving water, precipitation, cold temperatures (below -15C), snowfall, freezing rain, hail, blowing snow, etc.

“Substandard” refers to a condition that is outside the defined standard. Normally a substandard condition requires a response, unless otherwise considered in the standard.

“Supervisor” refers to a person in the Public Works Department who is accountable for the deployment of operations that impact on the condition or roadway services.

“Surface” the exposed top of the traveled road and includes adjacent surfaces for turning or stopping, but not parking or shoulders.

“System” refers to a collection of roadways, typically of various classifications, owned by a single road authority.

“User” refers to any person traveling on or over the roadway, including vehicle operators, passengers and pedestrians.

“Winter” the season when cold weather effects on road conditions can be reasonably expected and as specified herein.

Policy:

Winter Response

This level of service policy covers these activities which are required to produce safe driving conditions for a driver acting responsibly, during those times of the year in which winter conditions can be anticipated.

An analysis of winter operational records for the period of 2001 to 2010 inclusive indicates that on average the first occasion for which a winter response is required will occur on or about November 15 and the commencement of continuous winter operations will typically occur beyond December 15 of each year. The need for an ongoing response will on average continue to approximately March 15 of each winter



Council Policy

season and the last date for which a response is required will be about April 8 of each season. Acknowledging that winter conditions can occur before and after these periods, the City of Kawartha Lakes will prepare the conversion of its resources from summer to winter maintenance mode to meet the following state of readiness

Beginning of Winter	50% Operational	October 31
	100% Operational	November 15
	Initiate Night Patrol	November 15
End of Winter	100% Operational	March 31
	End of Night Patrol	March 31
	50% Operational	April 15

The winter control resources of the City of Kawartha Lakes consists of single axle, tandem axle combination plow/spreader trucks and graders equipped to plow (if required), with sufficient operators for the current number of plow routes, organized in a one day shift. In order to ensure that these resources are employed as efficiently and effectively as possible, the City of Kawartha Lakes adopts a policy of having the resources deployed generally when the needs are required as per the adopted Levels of Service.

An analysis of the variation of traffic over time, based on traffic engineering principles, demonstrates that 85 to 90% of the average daily traffic can be anticipated between the hours of 5 a.m. and 9 p.m. Therefore, the City of Kawartha Lakes will focus its efforts to meet this demand. Outside this period, the City employs a small number of additional operators to act during the evening and night time hours. The function of this partial second shift will be to maintain the main arterial roads in a safe and passable condition for emergency response purpose and to address localized substandard conditions that may be observed in the course of their rounds.

A full call out of winter maintenance resources between the hours of 9:00 pm and 4:00 am will not as a general rule be made except where weather and road conditions deteriorate to the state where the travelled road network has compromised the road users' safety. Otherwise, the City of Kawartha Lakes will strive to achieve the objectives of this policy through the use of the evening and night time hours as specified above.

Winter maintenance activities covered by this policy include snow fencing, continuous plowing, spot plowing, continuous sanding/salting, spot sanding/salting, ice blading, winging back banks, snow removal, the provision of winter drainage outlets, and road patrolling during normal ambient and storm conditions.

Snow Clearing Level of Service:

Council Policy

The policy for snow clearing is to deploy resources as soon as practicable to clear snow accumulations after becoming aware of the fact that the snow accumulation is greater than the depth set out in Table 1 below and to ensure that the accumulation of snow is maintained at a level less than or equal to the maximum depth indicated within the time allowed for in the policy for the duration of the storm. During the storm the objective will be to maintain only the through lanes but not less than 3.0 metres in width per lane and left hand turn lanes in each direction. Ancillary lanes such as right turn lanes, intersection ramps, acceleration/deceleration lanes, shoulders and parking lanes will only be treated after all roads have been addressed.

Once the snow accumulation has ended, and within the time specified after the end of the storm, the objective shall be to return the road to at least the minimum surface condition as shown in Table 1. Class 1, 2, 3 and 4 roadways, clearing operations will clear the snow from the edge of roadway and all ancillary lanes and ramps etc. Class 5 roads with two lanes, if after the snow accumulation has ended, the snow accumulation is greater than the depth set out in Table 1, the objective will be to clear the snow accumulation to a depth less than or equal to the depth set out in Table 1 and to a width of at least the width of the 3.0 metre lane and shall be maintained and open for the public's use within the time period, after the end of the storm. Once the snow pack has been adequately established on the roads, the objective will be to remove all new fallen snow and reinstate the hard pack surface with winter abrasives within the time frames indicated. Ice blading of snow packed surfaces will be undertaken as necessary to provide additional traction as determined by the Area Manager or designate (Supervisor, Acting Supervisor or Lead Hand under the direction of the Area Manager).

The maximum allowable accumulation provision of this policy does not apply to that portion of the road designated for parking. Snow removal from parking areas will only be completed after all other areas have been cleared.

Table 1 – Snow Accumulation Level of Service:

Minimum Maintenance Standards Classification	Response to Snow Accumulation		
Road Class	CKL Road Priority	Maximum Depth	Time Cycle
1	N/A	N/A	N/A
2	1-Arterial	2.5 cm	4 hours
3	1-Arterial	2.5 cm	4 hours
4	2 - Collector	8 cm	12 hours
5	3 - Residential	8 cm	12 hours

Sanding and Salting:

The objective will be to deploy resources as soon as practicable, after becoming aware of the fact that the road surface is in a snow or ice covered condition and the safe

Council Policy

operation has dropped below the threshold indicated in Table 2. The response will be to treat the road way or sections thereof with deicing chemicals and/or abrasives as appropriate to remove the ice or provide traction within the timeframes indicated in Table 2 for such response.

It is the objective of the actions taken to improve the surface conditions of the road within the time shown in Table 1, such that the safe operation on the road will meet or exceed levels as shown in the Table 2.

Table 2 – Icy Roads Response Level of Service:

CKL Road Priority	Response Time	Cycle Time
1 – Arterial	4 hours	6 hours
2 – Collector	8 hours	12 hours
3 – Residential	8 hours	12 hours

Winging Back Of Snow Banks:

At various times during a winter season it may be necessary to wing back snow banks in order to reduce the height of the banks so that driver visibility is not impaired and/or provide space to store additional snow. Typically this work will be undertaken in rural and urban residential areas.

The objective will be to deploy resources on roadways within the response time frames after becoming aware that the snow banks exceed the height specified and to reduce the height of the banks to at or below the height indicated in Table 3 within the time frames specified for each classification of roadway.

Table 3 – Snow Bank Winging Back Level of Service:

	Objective to Address Snow Banks	Snow Bank Height	
CKL Road Priority	Response Time	Maximum Height (Metres)	Cycle Time
1 – Arterial	24 hours	0.9	24 hours
2 – Collector	48 hours	0.9	48 hours
3 – Residential	48 hours	0.9	48 hours

No objective is established for the necessity to wing back banks for purposes of creating additional snow storage. Such work will be undertaken as and when it is deemed necessary to do so by the Supervisor and time is available to undertake such work between winter events and other priority work.

Snow Removal:

Council Policy

Removal and disposal of snow in an approved snow disposal facility is carried out in those areas where inadequate physical space exists to store the snow and/or the presence of snow banks interferes with the movement of pedestrian traffic. Snow will be removed from the central business districts of the City of Kawartha Lakes and other designated built up areas within the City.

The objective will be to deploy resources on roadways within the response time frames after becoming aware that the snow banks parallel to the roadway and away from the legal cross walk areas exceed the height specified and to reduce the height of the banks to at or below the height indicated in Table 4 within the time frames specified for each classification of roadway.

Table 4 – Snow Removal Level of Service, Urban/ Built Up Areas, Roadside:

	Objective to Address Snow Banks	Snow Bank Height	
CKL Road Priority	Response Time	Maximum Height (Metres)	Cycle Time
1 – Arterial	48 hours	0.9	12 hours
2 – Collector	48 hours	0.9	24 hours
3 – Residential	48 hours	0.9	24 hours

At all cross walks and intersections the objective will be to deploy resources within the response time frames after becoming aware that the snow banks parallel to the roadway and away from the legal cross walk areas exceed the height specified and to reduce the height of the banks to at or below the height indicated in Table 5 within the time frames specified for each classification of roadway.

Table 5 – Snow Removal Level of Service, Cross Walks:

	Objective to Address Snow Banks	Snow Bank Height	
CKL Road Priority	Response Time	Maximum Height (Metres)	Cycle Time
1 – Arterial	24 hours	0.6	12 hours
2 – Collector	48 hours	0.6	24 hours
3 – Residential	48 hours	0.6	24 hours

Winter Patrolling Level of Service –Winter Season Conditions:

Winter patrolling during the occurrence of winter events, conditions shall be in accordance with Table 7. Patrolling shall be carried out by driving or monitoring of weather service providers and other Value Added Meteorological Services (VAMS) to



Council Policy

ascertain conditions and the need for a response. Patrolling of a representative sample of the road system shall be deemed to be sufficient to identify problem areas.

Table 6 – Winter Representative Patrolling – Winter Season Levels of Service:

CKL Road Priority	Cycle
1 – Arterial	1 x per day
2 – Collector	Once every 3 days
3 - Residential	Once every 7 days

Winter Patrolling – Night, Evening and Weekend Conditions:

During the season when a municipality performs winter highway maintenance, the minimum standard for patrolling highways is, in addition to that set out to that noted above, to patrol highways that the municipality selects as representative of its highways, as necessary, to check for conditions requiring winter control maintenance. The City of Kawartha Lakes shall provide a winter night patrol between the hours of 3:30 p.m. and 7:00 a.m. for the period of the year when continuous winter operations can be anticipated. The purpose of the night patrol will be to monitor weather and roadway conditions during the night time hours and to assist in addressing localized substandard conditions found in the course of its patrolling. The objective will be to maintain the roads in passable condition until the regular shift comes on duty at 7:00am or commence full or partial maintenance operations at 4:00 a.m.

Snow Fencing:

The City may erect snow fencing in rural areas where experience has identified a frequent localized build up of wind blown snow. Maintenance staff will monitor conditions over the course of the winter and identify potential sites where the erecting of snow fence has the potential to reduce the number of responses. The potential sites for installation of snow fence will be reviewed by area maintenance staff in the fall of each year and those locations having the greatest potential to reduce the number of site specific responses approved for the installation of snow fence. Snow fencing if deemed appropriate will be erected by November 15th of the year and will be removed not later than April 15th so as to not interfere with agricultural operations.

Revision History:

Proposed Date of Review:

Revision	Date	Description of changes	Requested By

Council Memorandum

Date:	June 1, 2021
To:	Committee of the Whole
From:	Councillor Dunn
Re:	ORV Taskforce Recommendations for Lindsay

Recommendation

That the memorandum from Councillor Dunn, **regarding ORV Taskforce Recommendations for Lindsay** be received;

That Council approve at least two ORV routes through the Town of Lindsay;

That Council approve the following route: the Victoria Rail Trail (VRT) trailhead at Logie Street to King Street, King Street to Lindsay Street, Lindsay Street to Wellington Street, Wellington Street to Victoria Avenue, Victoria Avenue to Elgin Street, Elgin Street to Angeline Street, Angeline Street to Thunderbridge Road, Thunderbridge Road to the VRT trailhead;

That Council approve the following route: the VRT trailhead at Logie Street to Lindsay Street South, Lindsay Street S to Russell Street, Russell Street to Cambridge Avenue, Cambridge Avenue to Peel Street, Peel Street to Victoria Avenue, Victoria Avenue to Elgin Street, Elgin Street to Angeline Street, Angeline Street to Thunderbridge Road, Thunderbridge Road to the VRT trailhead;

That Council approve the following route: the VRT trailhead at Golden Mile Road, Golden Mile Road to Cloverhill Road, Cloverhill Road CR 36, CR 36 to Queen Street, Queen Street to Lindsay Street, Lindsay Street to Wellington Street, Wellington Street to Victoria Avenue, Victoria Ave to Elgin Street, Elgin Street to Angeline Street, Angeline Street to Thunderbridge Road, Thunderbridge Road to the VRT trailhead; and



That this recommendation be forwarded to Council for consideration at the next regular council meeting.

Rationale

At the May 4th Committee of the Whole meeting (COW), the ORV Task Force was directed by Council to review their recommendations for ORV transit route through the Town of Lindsay and return with recommendations for the June 1st COW meeting.

At the ORV Task Force Meeting on May 20th, the ORV Task Force reviewed the “Jump In” survey which demonstrated that the majority of respondents supported a trail linkage.

The Task Force reviewed four options which form part of this memorandum.

Option #1 (Total travel distance 7.4 km)

Trail Head to Logie Street, Logie Street to King Street, King Street to Lindsay Street, Lindsay Street to Wellington Street, Wellington Street to Victoria Avenue, Victoria Avenue to Elgin Street, Elgin Street to Angeline Street, Angeline Street to Thunderbridge Road

(While discussion took place, the Task Force considered the options of William Street instead of Victoria Avenue and Colborne Street West and Orchard Park Road instead of Elgin Street)

Logie Street

Pros

Wide street

Sidewalk well set back from the road

(This portion of Logie St. has fewer residential units facing the street than most other street and the travel distance is 1.3 km)

Cons

Residential Area

Busy

King Street

Pros

Quieter Street than Queen Street

Entrance off Logie Street protected by a 4 way stop

Cons

Street is narrower than most

Cars parked on both side of the roadway

Congested

Lindsay Street

Pros

Right hand turn from King Street onto Lindsay Street

Left hand turn onto King Street but only facing one stream of traffic

Cons

Busy Street

Wellington Street

Pros



Cons

Wellington Street Bridge is congested

Victoria Avenue

Pros

Wide Street with a boulevard down the middle

Cons

Residential area

Elgin Street

Pros

Quieter Street

Wide Street

Access to Mini Mall at Elgin Street and Angeline Street

Cons

Predominately Residential Area

Angeline Street North

Pros

Wide Street

Mini Mall and Gas Station



Fresh Fuel Restaurant

Con

Busy Street

Thunderbridge Road

Pros

Gravel Road

Quite

Option #2 (Total travel distance is 8.0)

Trailhead to Logie Street, Logie Street to Lindsay Street South, Lindsay Street South to Russell Street, Russell Street to Cambridge Avenue, Cambridge Avenue to Peel Street, Peel Street to Victoria Ave

(The remainder of this route is the same as Option #1)

Pros - Remove stress on Wellington Street Bridge

Logie Street

Pros

Wide street

Sidewalk well set back from the road

(This portion of Logie St. has no residential units facing the street, and the travel distance is 1 km)

Cons

Residential Area

Busy Street

Lindsay Street South

Pros

Wide street

Intersections protected by traffic lights

Multitude of commercial establishment

Cons

Busy Street

Russell Street

Pros

Wide Street

Heart of Lindsay Commercial District

Intersections protected by traffic lights

Cons

Busy Street

(It will be noted that prior to Russell continuation to Wellington Street was discussed)

Cambridge Street

Pros

Wide Street

Heart of Lindsay Commercial District

Intersections protected by traffic lights

Cons

Busy Street

Peel Street

Pros

Wide Street

Cons

Busy Street

Victoria Avenue

See Option #1

Option #3 (total travel distance is 8.0 km)



Trailhead to Logie Street, Logie Street to Lindsay Street South, Lindsay Street South to Mary Street, Mary Street to Angeline Street, Angeline Street to Thunder Bridge Road

(the start of this route is the same as option #2)

Cons not recommended by KLPS

Mary Street

Pros

Wide Street

Mainly Commercial Area

Less Residential

Protected by 4 way stops and traffic lights

Cons

Busy Street

Angeline Street South

Pros

Wide Street

Cons

Extremely Busy Street

Angeline St and Kent Street is the busiest intersection in the Town of Lindsay



Angeline St and Kent Street is the scene of the most motor vehicle accidents in the Town of Lindsay

The Angeline St / Kent Street corridors have been specifically requested to not be included in any recommendations by the KLPS

Option #4 (Total travel distance 9.9 km)

Trail Head Golden Mile Road, Golden Mile Road to Cloverhill Road, Cloverhill Road CR 36, Cross Hwy 7, CR 36 to King Street /Queen Street, King Street/Queen Street to Lindsay Street, Lindsay Street to Wellington Street

(the remainder of this route is the same as Option #1)

Cons

Longest and least safe of all suggested routes

Golden Mile Road

Short travelling distance, rural road

Cloverhill Road

Short travelling distance, rural road.

Crossing Hwy 7

Pros



Protected by Traffic Lights

Cons

Not recommended by MTO (not prohibited either)

CR 36

Pros

Wide shoulders

Gas station and other amenities

Queen Street protected by Traffic Lights

Cons

Pinch point on rail bridge in 80 zone could be dangerous

Queen Street

Pros

Wide Street

Many Amenities

Protected at Wellington Street by Traffic Lights

Cons



Very busy street

Not recommended by Police liaison might want to consider King Street

(The remainder of this route is the same as Option #1)

Recommendations

2) The Task Force recommends the three following routes for consideration:

Option #1

Option #2

Option #4

Council Memorandum

Date:	June 1, 2021
To:	Committee of the Whole
From:	Councillor Dunn
Re:	ORV Taskforce Recommendations for Bobcaygeon

Recommendation

That the memorandum from Councillor Dunn, **regarding ORV Taskforce Recommendations for Bobcaygeon** be received;

That the recommendation from Councillor Dunn regarding the ORV Task Force Meeting of May 20th be received;

That Council approve the following routes through the Village of Bobcaygeon: CR 36 from City Limits to King Street, King Street to Mansfield Road, Mansfield Road to road's end, Sherwood Street to Canal Street, Canal Street to CR 36, William Street from King Street to Canal Street, Main Street from Canal Street to Joseph Street, Joseph Street from Main Street to CR 8, Duke Street from CR 36 to CR 8; and

That this recommendation be forwarded to Council for consideration at the next regular council meeting.

Rationale

At the May 4th Committee of the Whole meeting the ORV Task Force was directed by Council to review their recommendations for ORV transit route through the Village of Bobcaygeon and return with recommendations for the June 1st Committee of the Whole Meeting.



At the ORV Task Force Meeting on May 20th the ORV Task Force reviewed the “Jump In” survey which demonstrated that the majority of respondents supported providing trail linkage.

The Task Force reviewed two options which form part of this memorandum.

Option #1

CR 17 from Old Surrey Lane to CR 36

CR 36 from CR 17 to City Boundary

Option #2

CR 24 from CR 36 to Sherwood Street

Sherwood Street to King Street

King Street to CR 36

Sherwood to Canal Street

Canal Street to CR 36

Canal Street to Main Street

Main Street to Joseph Street

Joseph Street to CR 8

After much discussion the Task Force elected to defer the rural approaches for presentation in September and go with a more focused route within the Village.

Council Memorandum

Date:	June 1, 2021
To:	Committee of the Whole
From:	Councillor Elmslie
Re:	Grove Road Limited Service Agreement

Recommendation

That the memorandum from Councillor Elmslie, **regarding Grove Road Limited Service Agreement** be received;

That Staff continue to provide service on Grove Road, allowing the association to complete additional improvements until September 30, 2021, extending the deadline from June 30, 2021 previously imposed by Council;

That Council acknowledges that the location of hydro poles, an armour stone wall, and bedrock encroach into the minimum width requirement on Grove Road;

That Staff be authorized to execute a Limited Service Agreement in lieu of the deficiencies noted above;

That this recommendation be forwarded to Council for consideration at the next regular council meeting.

Rationale

The residents of Grove Road have worked diligently over the past year to ensure that a four metre width to the road is maintained. Trees, shrubbery, rock walls, fences and railings have all been pruned, pared back or removed. Lockdowns during the pandemic have precluded some of this work as residents needed to work together in order to



achieve the desired results. Extending the deadline to September 30, 2021 will allow this other work to be completed over the summer. The Director of Public Works is supportive of the timeline extension to allow the association to bring the road into compliance.

Council Memorandum

Date:	June 1, 2021
To:	Committee of the Whole
From:	Councillor Ashmore
Re:	Ditching and Drainage Issue on Stone Gate Road

Recommendation

That the memorandum from Councillor Ashmore, **regarding Ditching and Drainage Issue on Stone Gate Road**, be received;

That Staff investigate the drainage issue along Stone Gate Road and report back to Council with their findings by Q3 of 2021; and

That this recommendation be forwarded to Council for consideration at the next regular council meeting.

Rationale

Stone Gate Road is located West of Gil Mar Road off of Pitts Cove Road.

At present, there have been reports of drainage concerns on the north side of the road. Residents on Cobble Lane as well as Aster Lane have experienced washouts and flooding.

Residents are asking if we can assist them in establishing a plan of action to prevent further erosion and to mitigate any future damage to the road and their private property.

Council Memorandum

Date:	June 1, 2021
To:	Committee of the Whole
From:	Councillor Seymour-Fagan
Re:	Noise By-Law Review

Recommendation

That the memorandum from Councillor Seymour-Fagan, **regarding Noise By-law Review** be received;

That staff review the noise bylaw for inconsistencies and report back in Q4, 2021; and

That this recommendation be forwarded to Council for consideration at the next Regular Council meeting.

Rationale

The types of noises that are created by people, places and activity has impacted the schedules attached to the Noise By-Law. The inconsistency between noise type and time as prohibited, should be reviewed, specifically with regards to schedules A, B, and C. Schedule B outlines the times in which certain noises are permitted, for example: the playing of percussion instruments and singing can only occur until from 11AM until 11PM however, hooting, yelling and boisterous activity ends at 9PM.

Council Memorandum

Date:	June 1, 2021
To:	Committee of the Whole
From:	Councillor Seymour-Fagan
Re:	Larger Setbacks for Refreshment Vehicle Businesses

Recommendation

That the memorandum from Councillor Seymour-Fagan regarding **Larger Setbacks for Refreshment Vehicle Businesses** be received;

That the setbacks for Mobile Food Vendors be increased from one hundred and fifty meters to one kilometer or a distance deemed suitable, from any brick and mortar restaurants;

That the current by-law be reviewed by Staff and that they report back to Council by Q4, 2021; and

That this recommendation be forwarded to Council for consideration at the next Regular council meeting.

Rationale

2020 has created many new challenges for business owners. It has been extremely difficult for restaurants to survive. We need to support our brick and mortar businesses as they pay ten's of thousands in commercial taxes yearly.



In 2016, there was an economic development initiative to allow refreshment vehicles within urban boundaries. I am in support of refreshment vehicles, however, I am requesting that Council consider a suitable distance from existing restaurants.