

## 6.0 PARKING

The ToR for the Transportation Master Plan included a requirement to assess parking needs and walkability in three urban areas. In discussion with City staff, it was determined that a parking assessment should be completed for the urban settlement areas of Lindsay, Fenelon Falls, and Bobcaygeon.

### 6.1 Urban Area Parking Supply

An inventory of the existing parking facilities in the urban settlement areas of Lindsay, Fenelon Falls and Bobcaygeon was undertaken to confirm the amount and type of parking provided (on and off-street) and the parking regulations applicable in each case. A summary of the parking inventory is provided in **Table 6-1**.

**Table 6-1: Settlement Area Parking Inventory**

Settlement Area	On-Street Spaces	Municipal Lot Spaces	Total Spaces
Bobcaygeon	138	36	174
Fenelon Falls	181	170	351
Lindsay	276	230	506

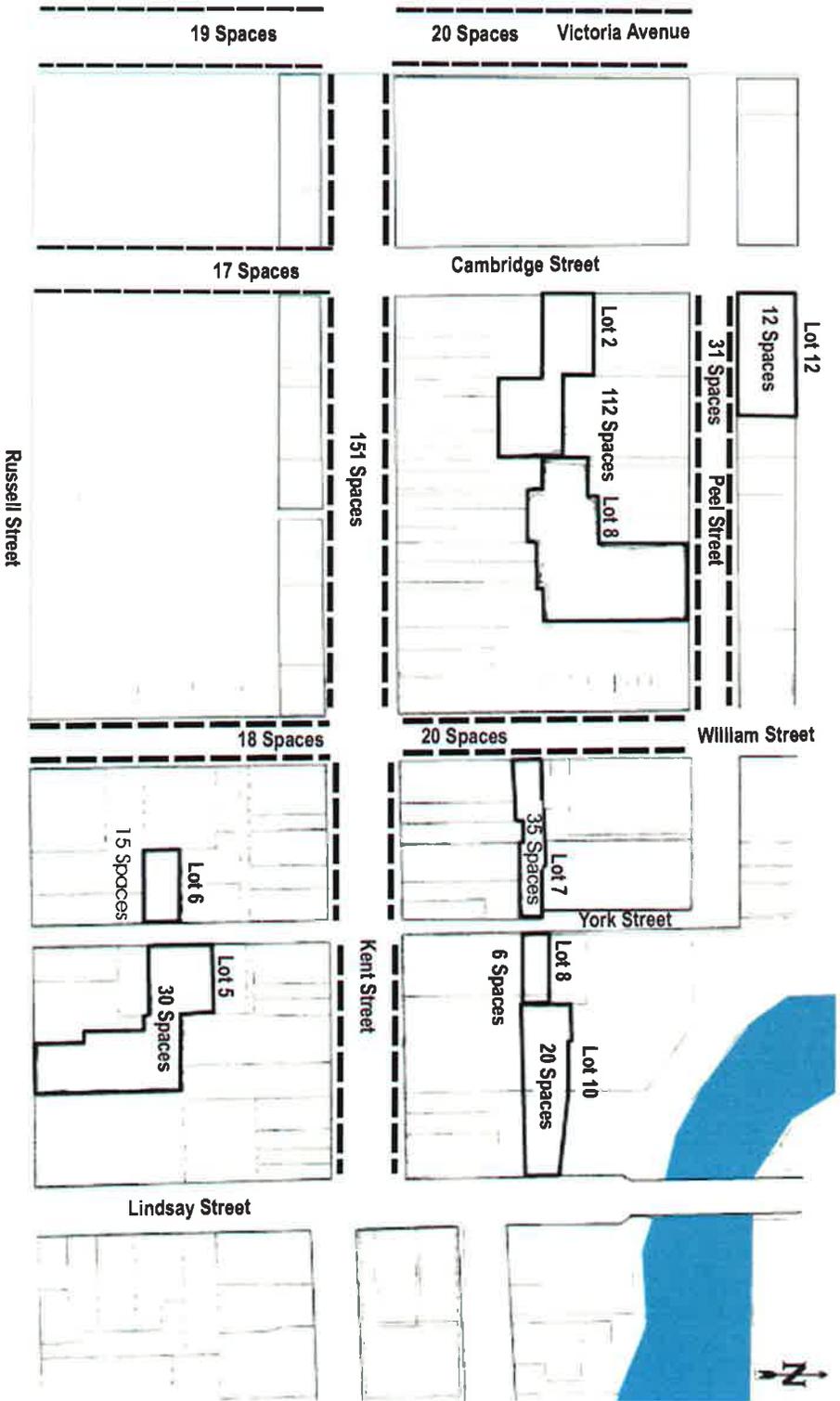
The findings from this inventory for each of the three communities are discussed in the following sections.

#### 6.1.1 Lindsay

The location of public parking in the downtown area of Lindsay is shown on **Figure 6-1** and summarized in **Table 6-1**. Within the Business Improvement Area (BIA) there are more than 500 parking spaces, split roughly equally into on- and off-street parking areas. A unique feature of the parking in the downtown area is the angled on-street parking on Kent Street between Lindsay Street and Victoria Street. On-street parking in the core area is generally metered parking at a rate of \$0.50 per hour. Within this area, there are also eight municipal parking lots that have paid parking available either on a permit basis or paid basis via Pay 'n' Display ticket issuing machines.

#### 6.1.2 Bobcaygeon

As noted in **Table 6-1**, there are 174 parking spaces in the downtown area of Bobcaygeon. In this area, Bobcaygeon provides on-street parking along Bolton Street between Canal Street and King Street as well as a municipal parking lot. In addition, there are also private parking lots provided for businesses that front onto Bolton Street and are located within a short walking distance of Bolton Street. **Figure 6-2** illustrates the existing parking supply in Bobcaygeon.



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Figure 6-1  
Core Area Parking Inventory - Lindsay





Parking Source - <http://www.city.kawarthalakes.on.ca/city-hall/by-laws-and-policies/transportation/by-laws-and-policies-transportation/?searchterm=Municipal%20parking>  
 2005-283 Schedule E - Municipal Lots Without Meters

Figure 6-2  
 Core Area Parking Inventory - Bobcaygeon

### 6.1.3 Fenelon Falls

Fenelon Falls provides on-street parking within the downtown area (concentrated along Colborne Street between Water Street and Francis Street). On-street parking is provided along a majority of streets within the downtown Fenelon Falls area. There are also public and private parking lots available in this area just off of Colborne Street. **Figure 6-3** illustrates the existing parking supply in Fenelon Falls.

## 6.2 Existing Parking Utilization

In early September 2009, a parking occupancy study was undertaken in Lindsay to determine the usage of existing parking facilities and on-street parking spaces in the downtown area. The study involved monitoring parking activity in approximately 390 parking spaces within the BIA area. The monitored areas included a sample of the eight off-street municipal parking lots and the on-street parking spaces, as summarized in **Table 6-2**.

**Table 6-2: Parking Occupancy Survey Sample**

Parking Location	Existing Parking (Spaces)	Sampled Parking (Spaces)	Sample Size (Percent)
Off-Street Municipal Parking Lot	299	299	100
On-Street Parking	313	94	30
Total	612	393	64

Overall the survey included a sample of 94 on-street parking spaces and 299 off-street parking spaces or approximately 64 percent of the total parking spaces in the downtown area.

The study involved undertaking counts of parked vehicles at three times during the course of a weekday; 10:30 a.m., 12:10 p.m., and 2:40 p.m. The study was completed during the tourist season to capture both tourist and local parking demand on a summer weekday.

The results of the on and off-street parking occupancy survey are summarized in **Table 6-3**. As expected, the occupancy rates tend to fall as the walking distance to Kent Street East increases. The study shows the on-street parking along Kent Street East is well utilized during the peak summer season. The occupancy rates fall for both on-street and off-street parking in relation to the distance away from Kent Street East. On-street parking is well utilized while the off-street parking that is located within a short walking distance is mostly vacant. The study reveals that there is ample parking available within a short walking distance (approximately 100 meters) within the downtown area.



Parking Source - <http://www.city.kawarthalakes.on.ca/city-hall/by-laws-and-policies/transportation/by-laws-and-policies-transportation/?searchterm=Municipal%20parking>  
 2005-283 Schedule E - Municipal Lots Without Meters

Figure 6-3  
 Core Area Parking Inventory - Fenelon Falls

Table 6-3: Parking Occupancy Summary

Location	Spaces	Parking Accumulation (No. of Parked Vehicles)				Maximum Occupancy (%)
		10:30 a.m.	12:10 p.m.	2:40 p.m.	Average	
<b>On-Street Parking</b>						
Permit	20	4	6	4	4.7	30%
Meter	74	40	56	40	45.3	76%
Total	94	44	62	44	50.0	66%
<b>Off-Street Parking</b>						
Permit	58	46	46	38	43.3	79%
Meter	241	103	122	114	113.0	51%
Total	299	149	168	152	156.3	56%
<b>Total On- and Off-Street Parking</b>						
Permit	78	50	52	42	48.0	67%
Meter	315	143	178	154	158.3	57%
<b>Total</b>	<b>393</b>	<b>193</b>	<b>230</b>	<b>196</b>	<b>206.3</b>	<b>59%</b>

### 6.3 Future Parking Requirements

Projections of future parking requirements have been based on the following parameters/assumptions:

1. Parking demand will be increased from the added residential development, from both permanent and seasonal population increases within the planning horizon
2. Parking utilization in other urban areas of the City will be similar to that observed in Lindsay

In 2006, Lindsay had a population of 19,361 persons<sup>11</sup>. By 2031, a total permanent resident population of approximately 31,002<sup>12</sup> is forecast. In addition to the permanent resident population, the impact of a seasonal population increase in the City of Kawartha Lakes and travelling through Kawartha Lakes will result in the equivalent of an additional 11,470 persons in the summer months<sup>13</sup> in Lindsay. This seasonal population increase will generate parking demands during the summer months that need to be considered when evaluating future parking requirements.

<sup>11</sup> Based on census information provided by Statistics Canada.

<sup>12</sup> Strategy prepared by MHBC Planning Limited, June 2010.

<sup>13</sup> Growth Management Study Background documents prepared by Watson & Associates. Based on information provided in the City of Kawartha Lakes Section 6.4. In 2031 the seasonal population will add an additional 37% to the population estimates.

The current parking utilization in the downtown area was observed to be approximately 59 percent of the available supplied number of parking spaces during the late summer period. Approximately 41 percent of spaces are available to accommodate future growth in parking demand arising from increases in tourism activity and from local resident parking demand. With the projected increase in permanent and seasonal population to the end of the planning period (2031), parking demand can be expected to increase in proportion to the population increase. Towards the end of the planning period additional parking facilities will be required to accommodate the added local and visitor demands. The projected parking requirements in each of the urban settlement areas are summarized in **Table 6-4**.

**Table 6-4: Future Parking Requirements**

	<b>Bobcaygeon</b>	<b>Fenelon Falls</b>	<b>Lindsay</b>	<b>Total</b>
Existing Parking Spaces	174	351	506	1031
Maximum Occupancy Rate (Summer 2009 Inventory)	59%	59%	59%	
2031 Base Population	4625	3640	31002	39267
2031 Seasonal Population*	1711	1347	11471	14529
2031 Population (Base + Seasonal)	6336	4987	42473	53796
Existing Maximum Parking Demand (Existing Parking Spaces x Maximum Occupancy Rate)	103	207	299	609
Projected 2031 Base Parking Demand	169	410	562	1141
Projected 2031 Base + Seasonal Parking Demand	231	561	770	1562
Number of Spaces Required To 2031 Meet Base Parking Demand	0	59	56	115
Number of Spaces Required To Meet 2031 Base + Seasonal Parking Demand	57	210	264	531

\* Note In 2031 the seasonal population will add an additional 37% to the population estimates.

As shown in **Table 6-4**, the public parking infrastructure will need to be expanded to meet the projected 2031 demands during the summer months when parking demands are expected to be at their highest levels in these communities. The shortfall between what the current parking infrastructure system provided and what will be required is 264 spaces for Lindsay, 210 spaces for Fenelon Falls and 57 spaces for Bobcaygeon. These additional parking spaces can be provided through in on- or off-street parking areas. In view of the limited curb space in the downtown areas of these communities, it is anticipated that much of the future parking spaces will be provided by surface parking in off-street areas.

Parking should be as convenient as possible. On-street parking is the most convenient, but supply of this form of parking is constrained by the curb space available. Prices for on-street parking should be higher than other types of parking to encourage parking turnover (to increase its availability at any

point in time). Off-street parking is slightly less convenient in terms of distance from destinations but can be provided in larger quantities, assuming that land is available proximate to the parking destinations. Parking rates for off-street parking are usually lower than on-street spaces and may be given on a variety of terms (short-term and long-term parking rates for visitors and employees for example). The availability of parking and the parking rates are effective transportation demand management (TDM) measures that can affect the degree to which people travel to the area by automobile or by other means (walking, cycling or by transit). The more scarce long-term parking becomes and the higher the parking rates, the more incentive there is for people to use other modes of travel.

Providing an additional 260 parking spaces in the downtown area of Lindsay, or 210 parking spaces in Fenelon Falls or 60 spaces in Bobcaygeon will involve providing primarily off-street parking areas and/or a parking structure given the limited amount of curb space for on-street parking. The parking demands for Lindsay alone translate into creating a surface lot of approximately 0.77 hectares (1.9 acres) in size to accommodate 260 parking spaces<sup>14</sup>. The new parking can be created in one location or spread across several locations closest to the parking demand generators. Possible locations and type of parking to meet these needs should be studied further by the City as part of a more detailed parking assessment, in consultation with the business community.

A unique characteristic of the on-street parking in Lindsay, in the downtown area is the angled parking on Kent Street East. This parking configuration was common in many communities, and generally required a wider roadway width to accommodate traffic lanes, parking and sidewalks. The advantage of this type of curb parking is a large number of spaces can be provided. The disadvantages are the difficulties in entering and leaving these spaces and the sightline obstructions caused by adjacent parked vehicles. Many communities have been removing these spaces to improve safety for other road users and pedestrians and to provide more sidewalk areas in front of businesses. In Lindsay, maintaining this configuration of parking may become more difficult as traffic volumes and visitation increase in future years. Reconfiguration of this parking into parallel curb parking may have to be considered in conjunction with providing additional proximate off-street parking to improve traffic movement and safety. While this study has not identified specific issues related to the operation of this type of on-street parking, this need should be assessed regularly in terms of actual safety and operational issues that may arise with the current parking configuration.

It is recommended that a parking strategy study be undertaken to assess the operation of the existing parking infrastructure in downtown Lindsay and other urban areas in the City, the costs of providing this parking, the parking requirements for new development and redevelopment sites in these areas, parking enforcement, and the potential to provide additional parking to meet future demands. This study should be undertaken with input from the business community and include more detailed utilization surveys of the existing parking. The goal of this study will be to find a long-term solution that meets parking needs, is supportive of overall City objectives of encouraging travel by modes other than the private automobile, is financially viable and sustainable for the community.

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<sup>14</sup> Based on the assumption that the parking space requirement for a typical vehicle is equivalent to approximately 26 square metres of land.