

Need for a Downtown Parking Strategy

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Growth Management Strategy and Transportation Master Plan

- Based on Provincial Growth Plan, the Growth Management Strategy forecasts City's population:
 - By 2031: 100,000
 - By 2041: 107,000
- Transportation Master Plan (TMP) forecasts additional downtown parking spaces required for growth during 2011-2031:
 - Lindsay: 264
 - Fenelon Falls: 210
 - Bobcaygeon: 57
 - Total: 531

TMP Recommendation Re: Parking

- TMP recommends City undertake a downtown parking strategy to:
 - Further study the current state of parking.
 - Further examine existing parking issues and substantiate current and future parking needs.
 - Develop recommended parking models and solutions.
 - Benchmark with other municipalities and best practices.
- Downtown parking strategies are commonplace for growing municipalities.
 - However, City has yet to complete one.

Parking Utilization in Downtown Lindsay

Table 1: Municipal Parking Capacity and Utilization in Downtown Lindsay: 2014 vs. 2018

Site	Vicinity / Location	Status	Parking Spaces			
			2014	2018	Change	Explanation for Change
Kent St.	Victoria Ave. to Lindsay St.	Owned	135	152	17	Reconfiguration in 2015
Peel St.	Cambridge St. to William St.	Owned	31	31		
Victoria Ave.	Peel St. to Russell St.	Owned	43	36	(7)	Transit Hub Relocation in 2017
Cambridge St.	Kent St. to Russell St.	Owned	18	18		
William St.	Peel St. to Russell St.	Owned	39	39		
M1 Lot	Peel St./Cambridge St. N. (Southeast Block)	Owned	111	111		
M2 Lot	York St. S./Russell St. W. (Shell)	Owned	47	47		
M3 Lot	William St. N. (CIBC)	Leased	32	32		
M4 Lot	York St. N. (River Wineworks)	Leased	6	0	(6)	Lease Not Renewed by Owner
M5 Lot	Peel St./Cambridge St. N. (Northeast Block)	Owned	58	58		
M6 Lot	Lindsay St. N. (Hospice)	Owned	22	22		
M7 Lot	York St. S. (Pita Pit)	Owned	15	15		
Queen's Square	Lindsay Library	Owned	16	16		
L13 Lot	Ridout St.	Owned	19	19		
L14 Lot	Russell St. E.	Owned	8	8		
Total Capacity			600	604	Note: Data reflects average utilization during peak daily business hours, typically considered 10am-2pm weekdays.	
Total Utilized			366	489		
Average Utilization Rate			61%	81%		

Contributors to Increase in Utilization of Municipal Parking in Downtown Lindsay

- Development and Growth:
 - Rates of development and growth have accelerated in recent years.
 - Growth-related increase in economic activity, traffic volume and parking demand.
- Municipal Parking Policy:
 - Replacement of metered parking with free parking (2 hours on-street; 4 hours off-street) in late 2015.
 - Greater difficulty with enforcement.
- Municipal Parking Capacity:
 - Reconfiguration of Kent St. angle parking (+17).
 - Relocation of Transit Hub to Kent St./Victoria Ave. (-7).
 - York St. N. parking lot lease not renewed by owner (-6).
 - Net change in inventory from 2014 to 2018: (+4).

Long-Term Planning

- An 80% utilization rate during peak business hours is considered a threshold:
 - Greater utilization leads to excessive congestion.
 - Trigger for expansion of parking assets.
 - Downtown Lindsay is currently at 81%.
 - Data indicates previous excess capacity has been consumed largely by the elimination of paid parking.
- Long-term financial plan:
 - Forecasts a general need for major expansion to municipal parking in downtown Lindsay for 2023.
 - Dramatic increase in utilization (61% to 81%) advances this need, including parking strategy.
 - Sensible for the strategy to include Fenelon Falls and Bobcaygeon in addition to Lindsay.

Implementation of a Downtown Parking Strategy

- Based on comparable studies done elsewhere:
 - Cost expected to be less than \$100,000.
 - Cost estimated to be 67.5% recoverable by development charges.
- A consultant will be retained through an RFP process and will engage stakeholders and the general public.
- Cross-functional team of staff will guide the project.
 - Engineering and Corporate Assets
 - Development Services
 - Public Works
- Targeted timing for completion is Q1-Q2, 2019 so as to inform 2020 and later budgets.