



## Committee of the Whole Report

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**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

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### 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

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