



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

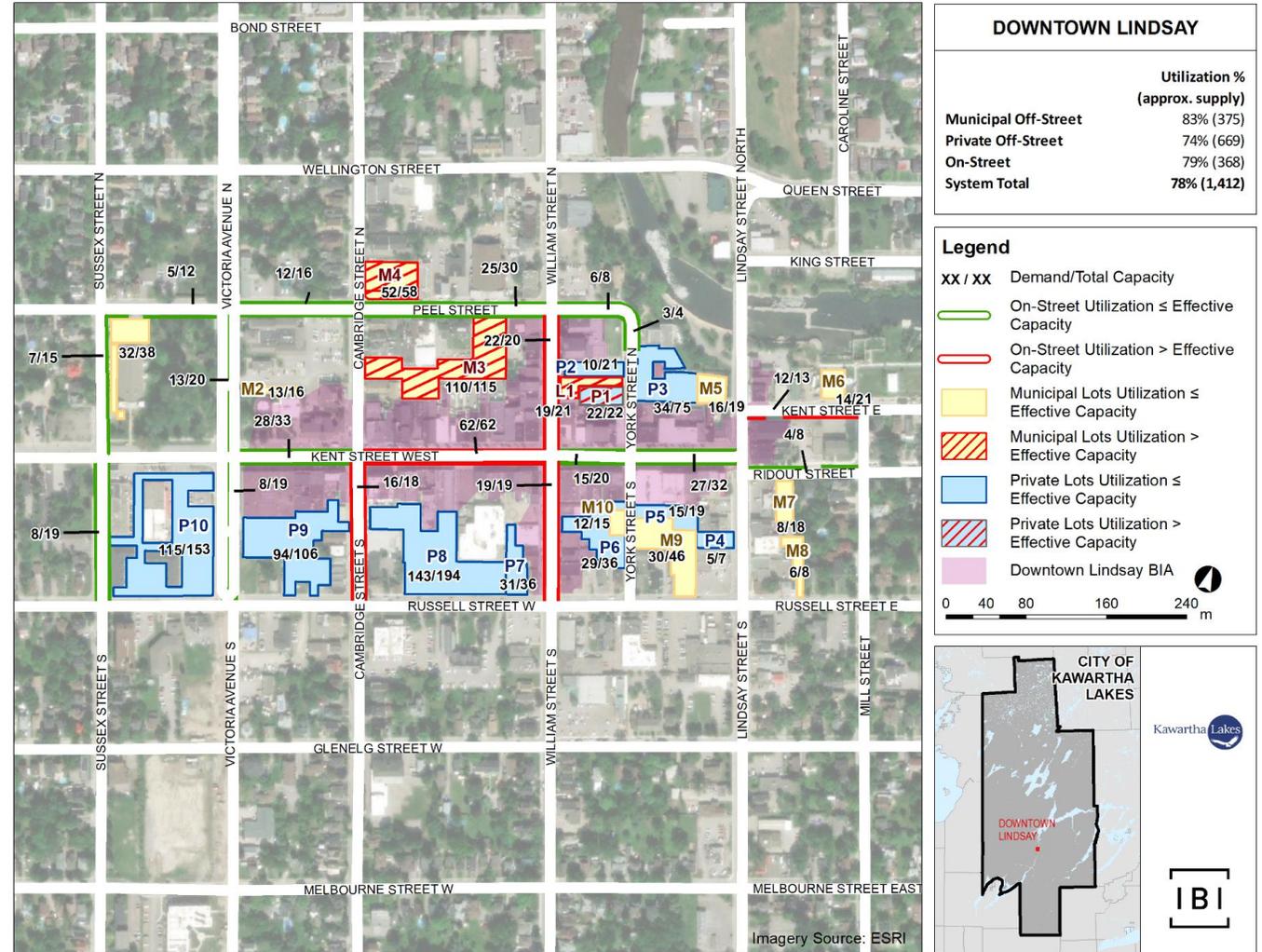
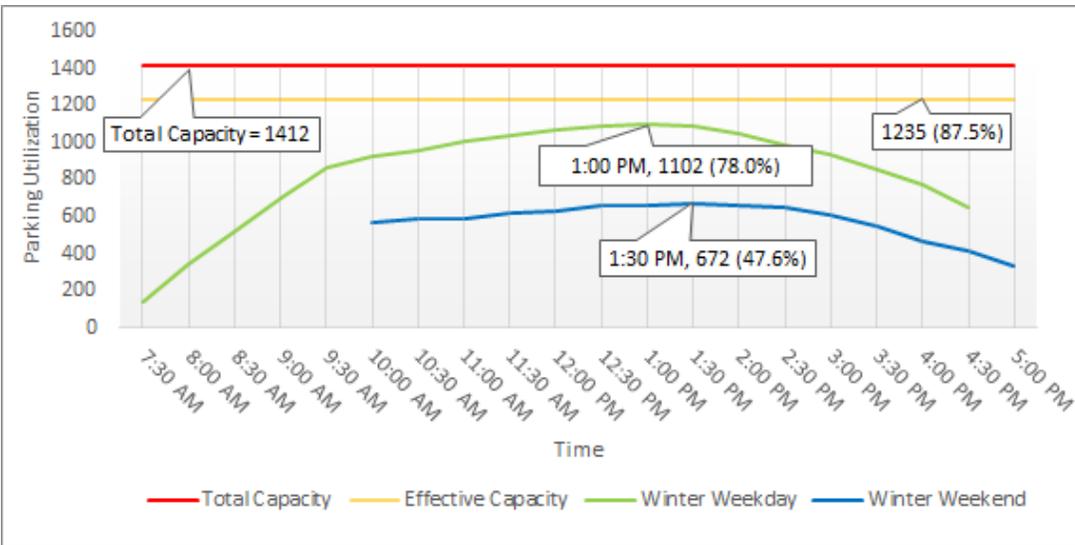
Methodology

- **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



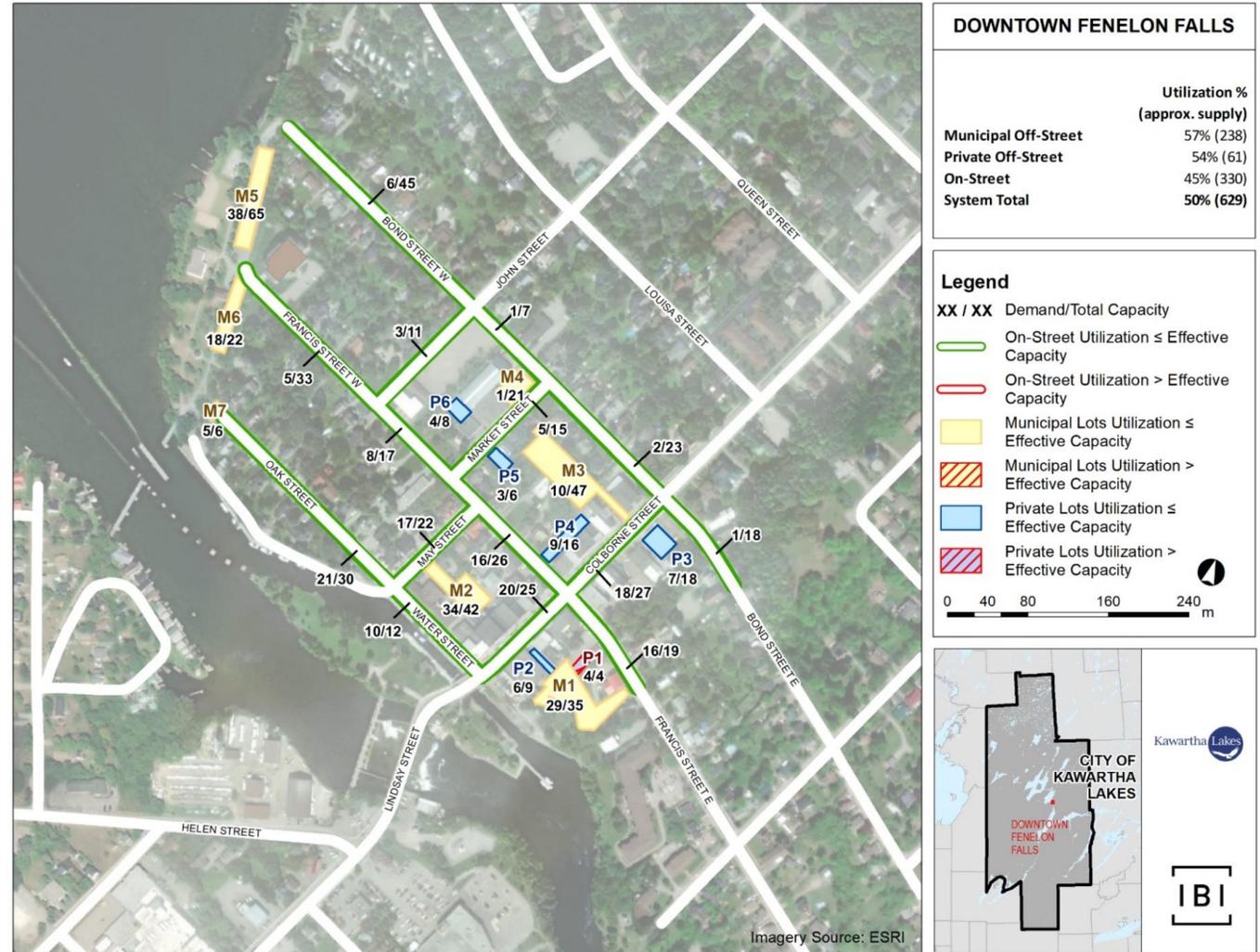
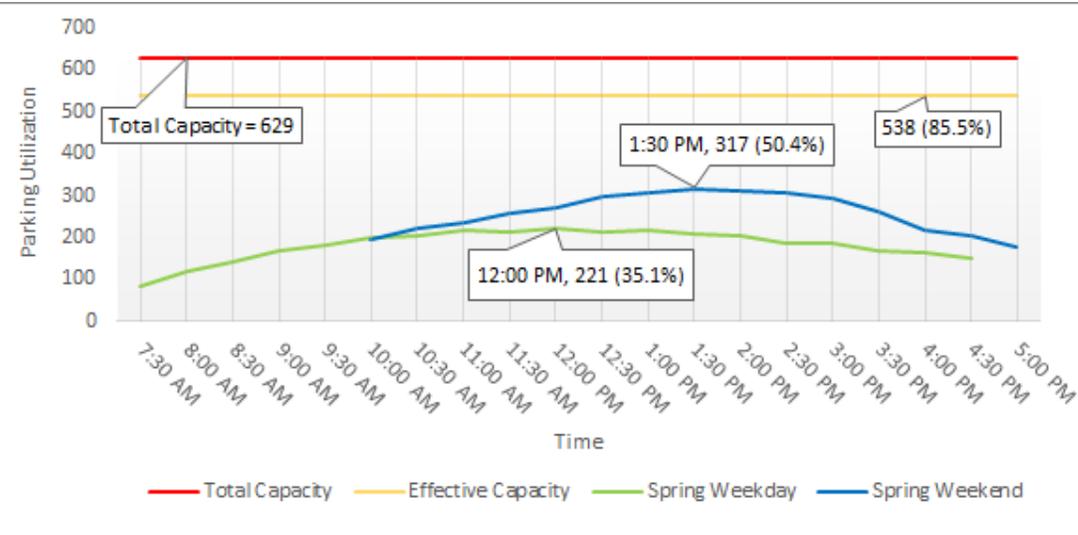
Existing Downtown Lindsay Parking Operations

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.



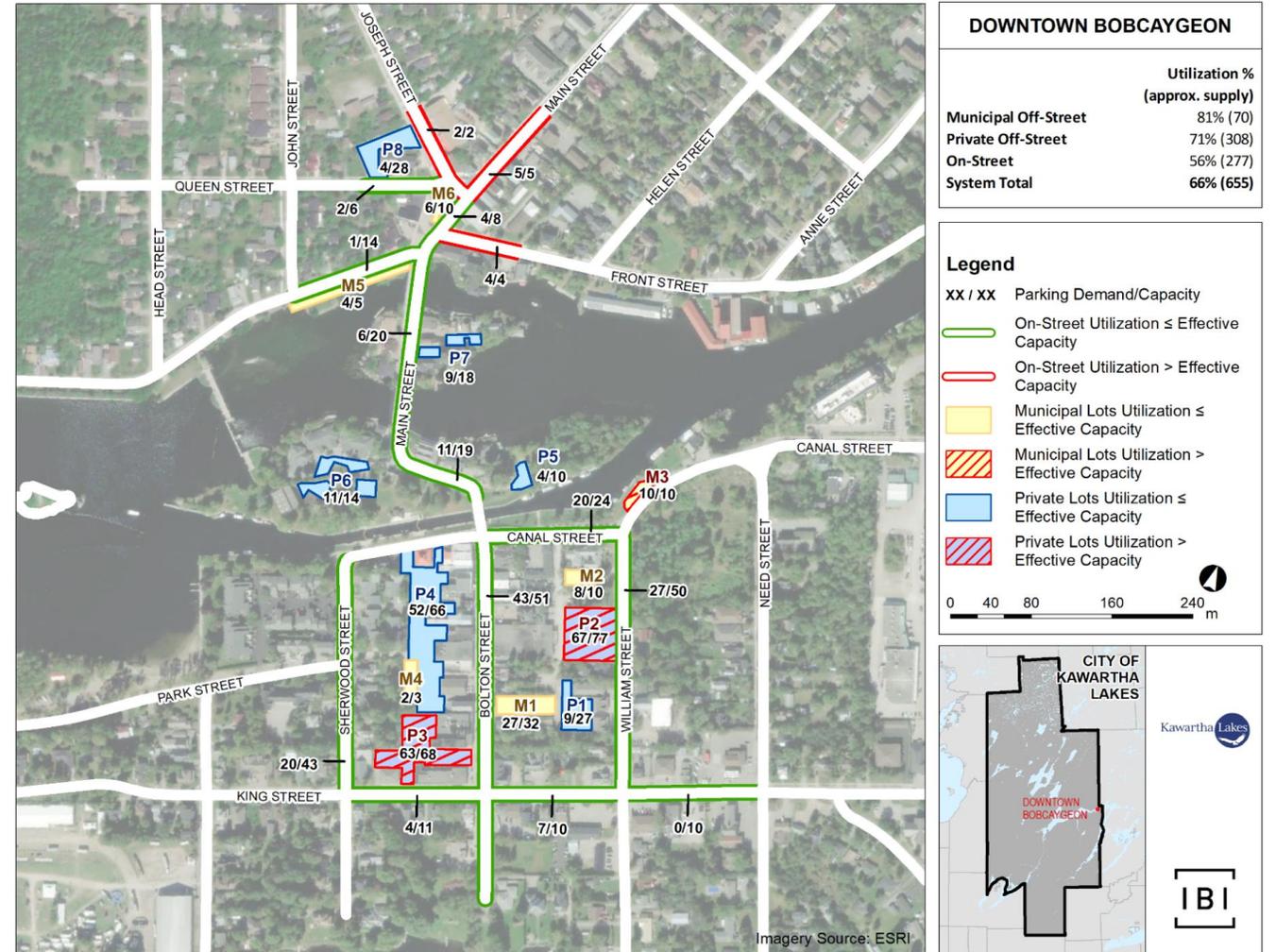
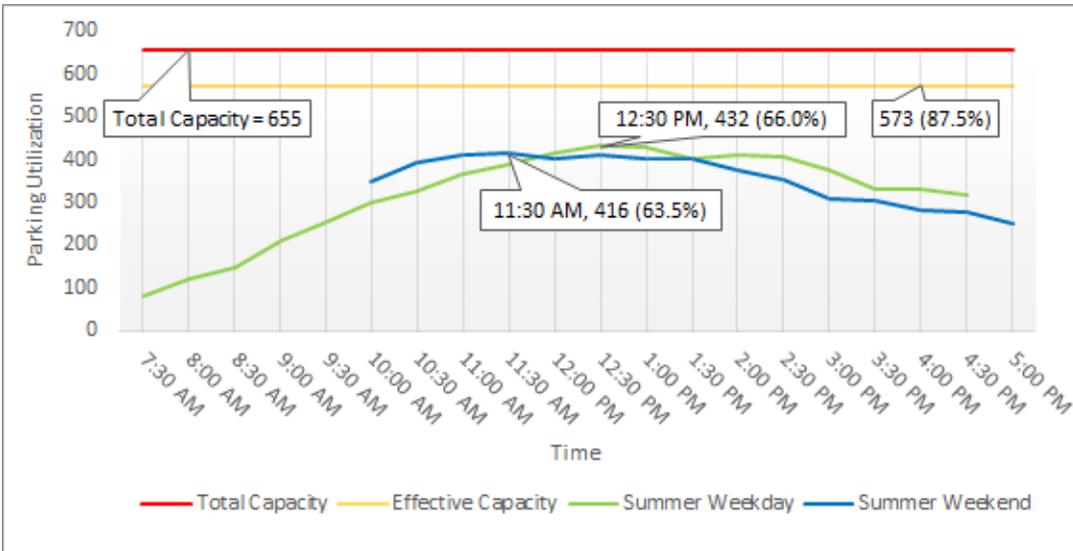
Existing Downtown Fenelon Falls Parking Operations

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:

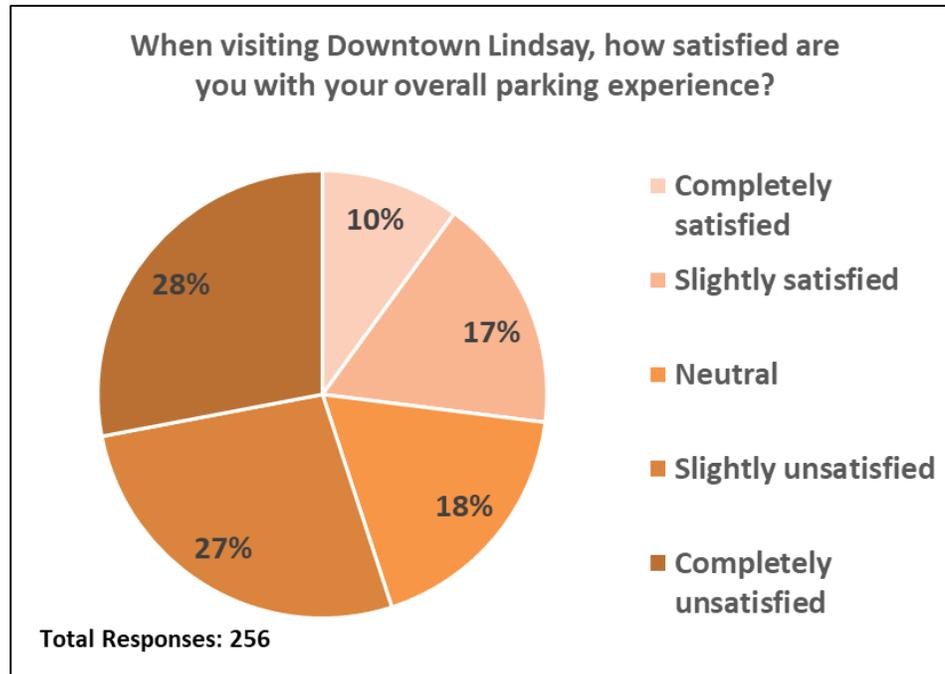
- Perception of inadequate parking availability, especially in summer;
- Poor wayfinding signage for municipal parking lots;
- Unclear long-vehicle parking availability;
- Lack of proactive parking enforcement;
- Lack of accessible parking; and
- Inconsistency in approaches to cash-in-lieu of parking.



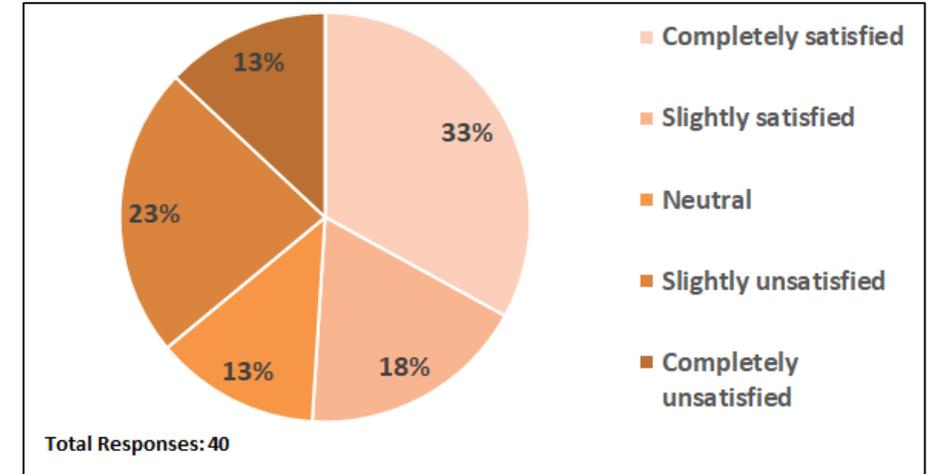
Online Survey Results

- 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;

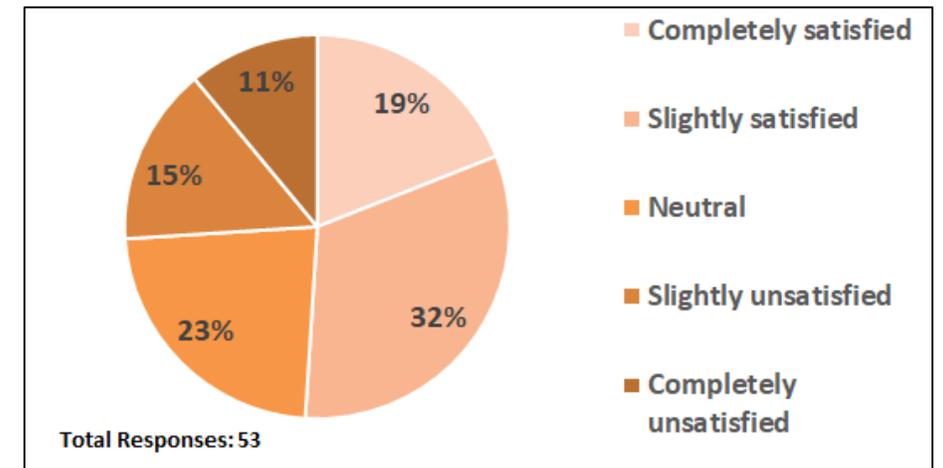
Lindsay



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.

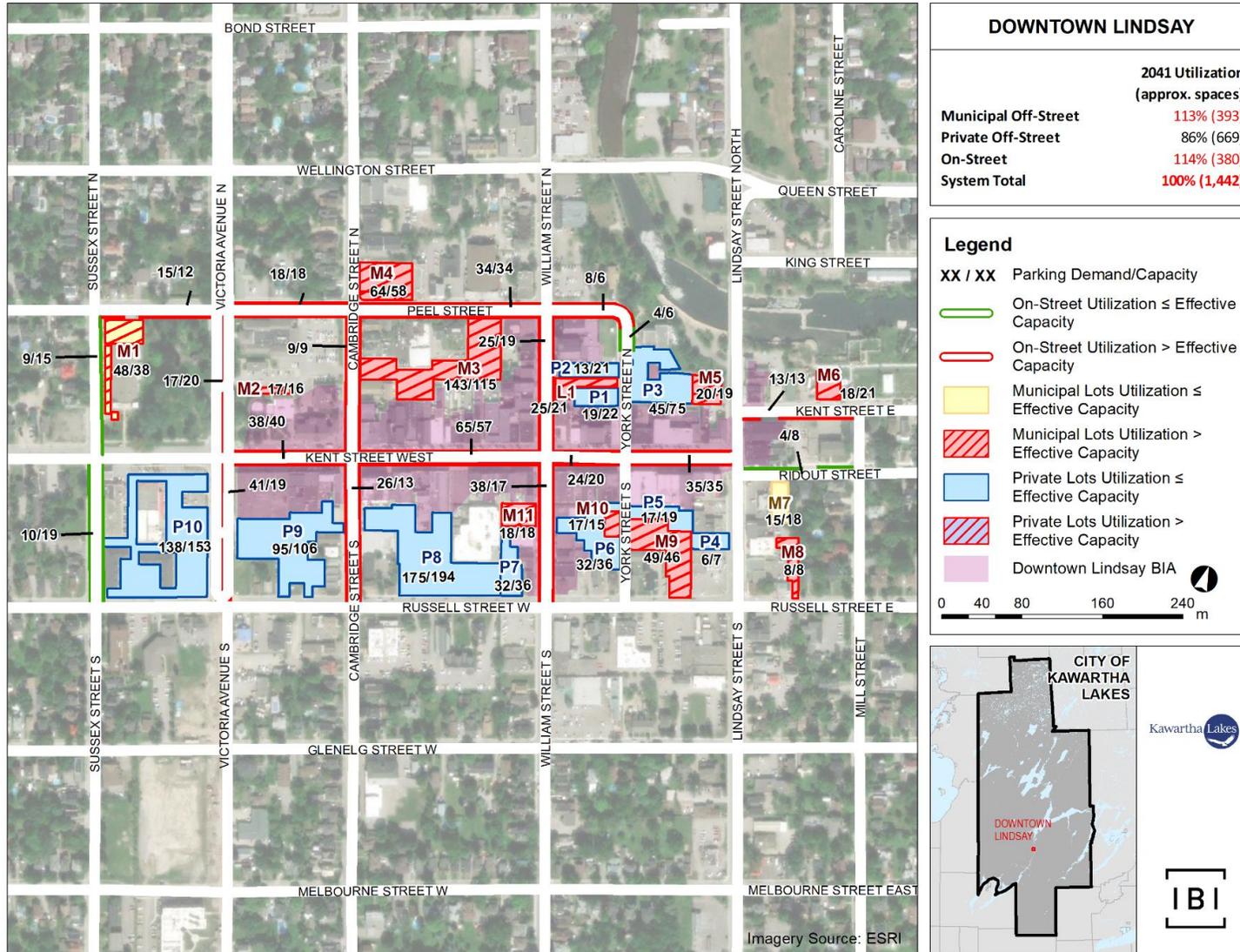
Walking Environment	LOS A	LOS B	LOS C	LOS D
Climate Controlled	300 m	730 m	1,150 m	1,580 m
Outdoor / Covered	150 m	300 m	450 m	600 m
Outdoor / Uncovered	120 m	240 m	360 m	480 m
Through Surface Lot	100 m	210 m	320 m	420 m
Inside Parking Facility	90 m	180 m	270 m	360 m

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

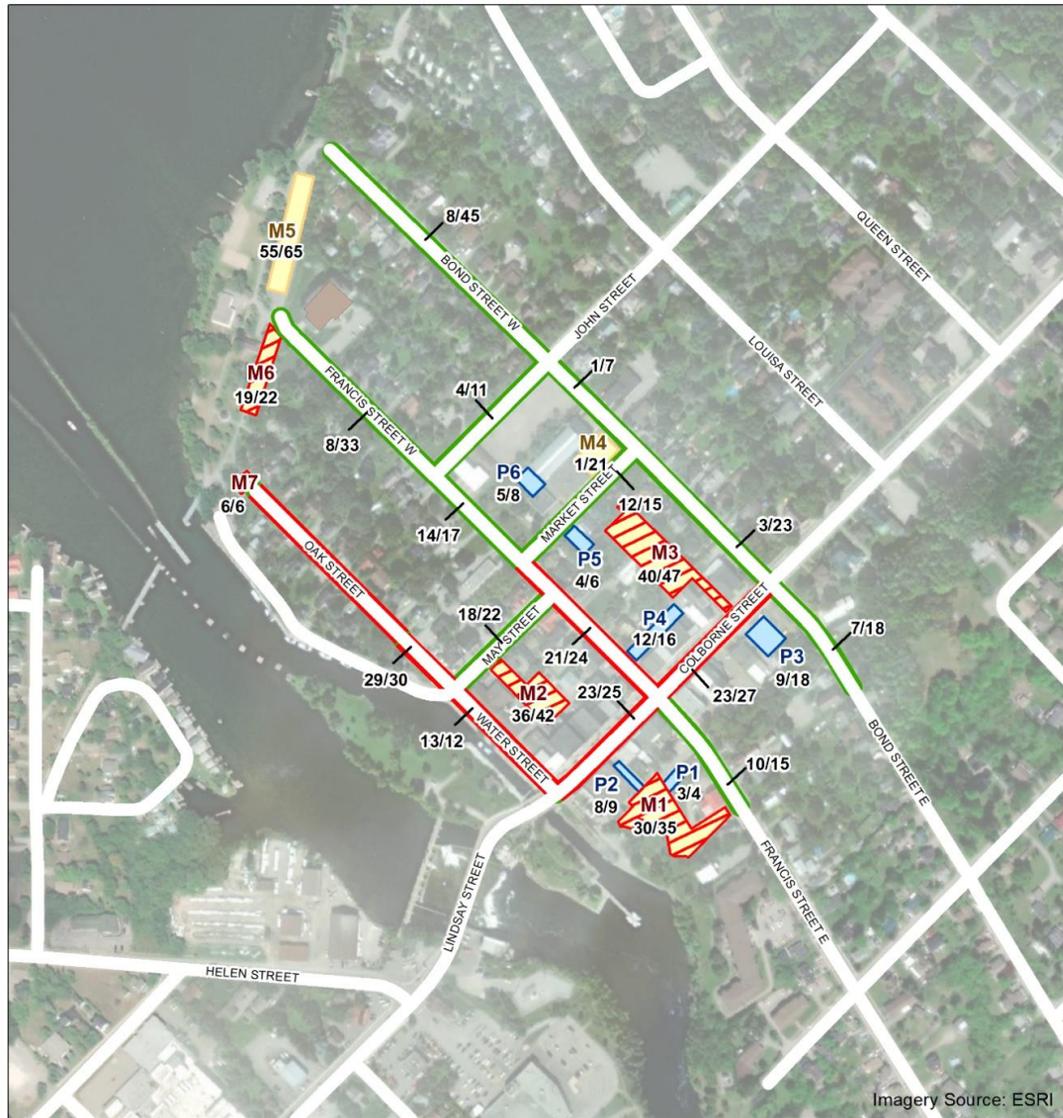
Community	Parking Type	Before Redistribution (2041)			After Redistribution (2041)		
		Capacity	Demand	Utilization	Capacity	Demand	Utilization
Lindsay	Municipal Off-Street	393	400	102%	393	442	113%
	Private Off-Street	669	660	99%	669	572	86%
	On-Street	380	387	102%	380	433	114%
	System Total	1442	1447	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



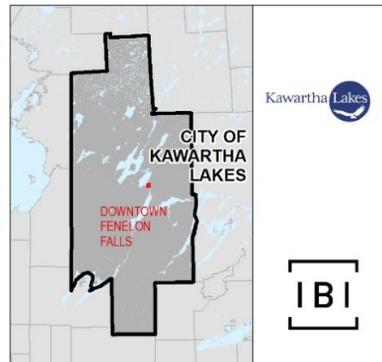
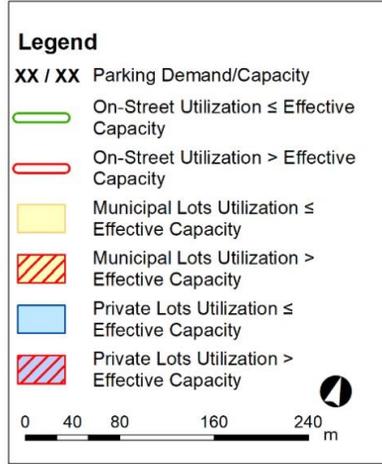
The parking system is anticipated to require a reduction in demand or an increase in supply, or some combination thereof, equal to approximately 221 parking spaces to keep peak utilization below effective capacity (85% for municipal parking, 90% for private parking and 87% for the entire parking system).

Future Downtown Fenelon Falls Parking Operations



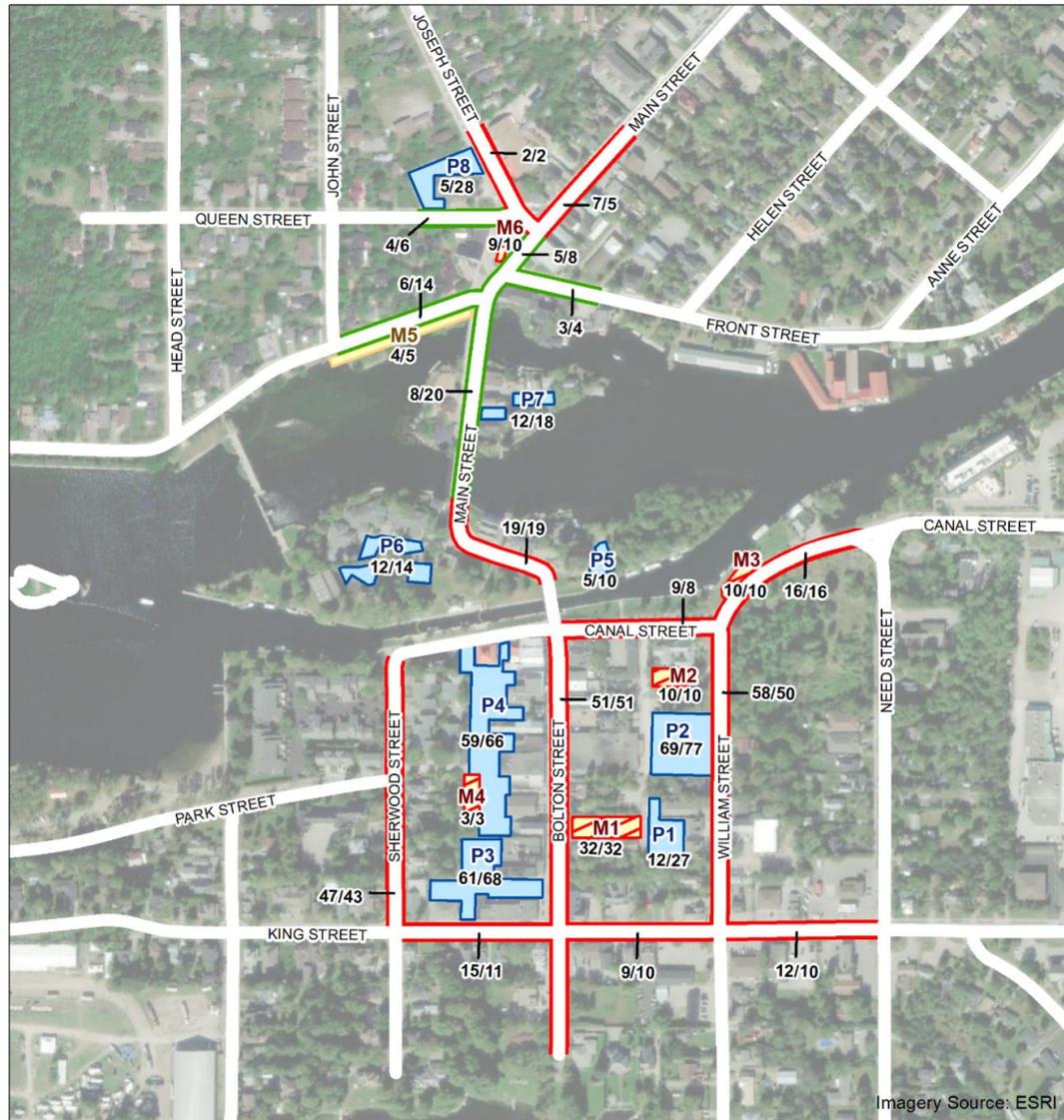
DOWNTOWN FENELON FALLS

	2041 Utilization (approx. spaces)
Municipal Off-Street	79% (238)
Private Off-Street	67% (61)
On-Street	60% (324)
System Total	68% (623)



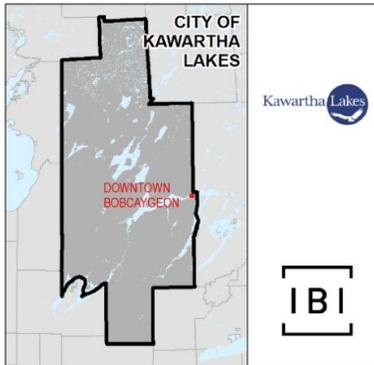
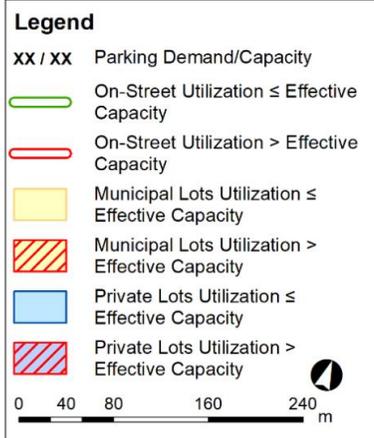
At peak demand, the parking system is anticipated to operate well below effective capacity in 2041.

Future Downtown Bobcaygeon Parking Operations



DOWNTOWN BOBCAYGEON

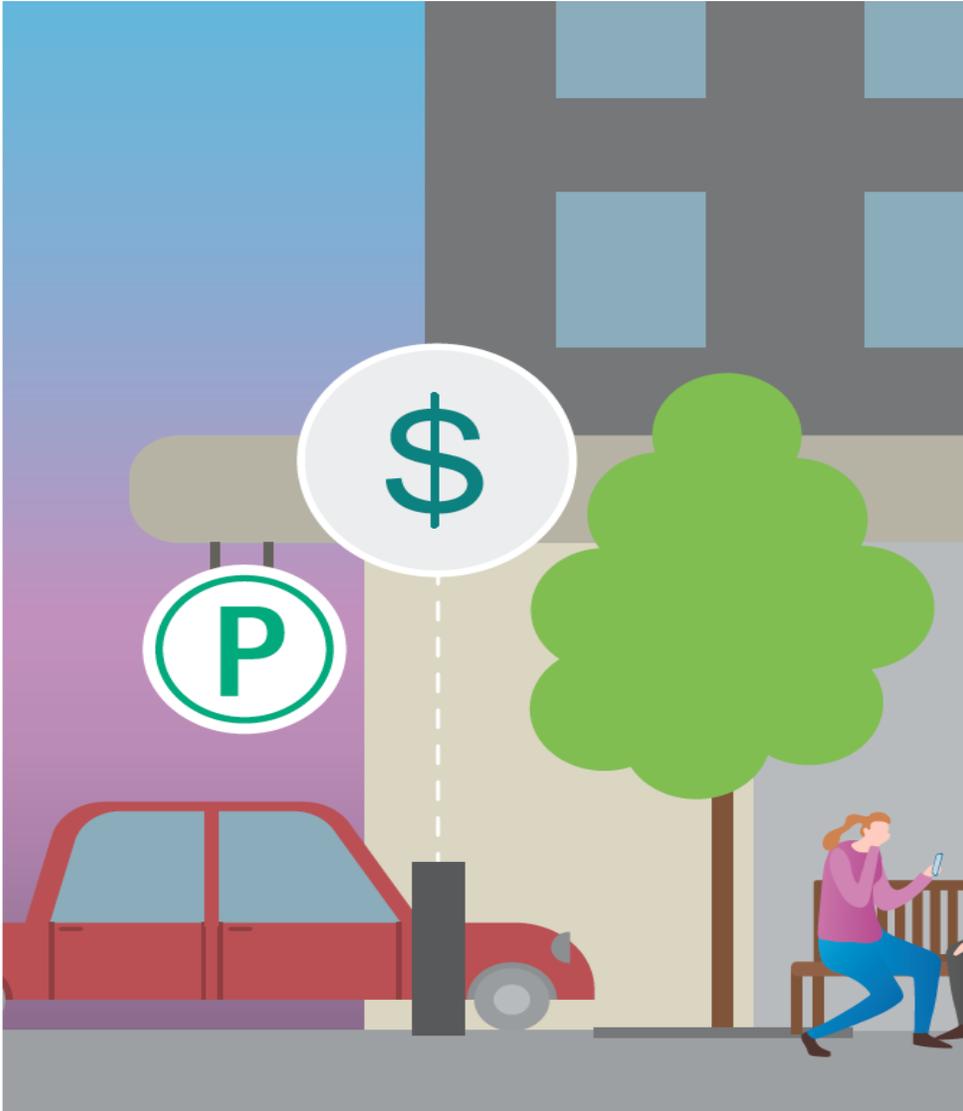
	2041 Utilization (approx. spaces)
Municipal Off-Street	97% (70)
Private Off-Street	76% (308)
On-Street	98% (277)
System Total	88% (655)



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



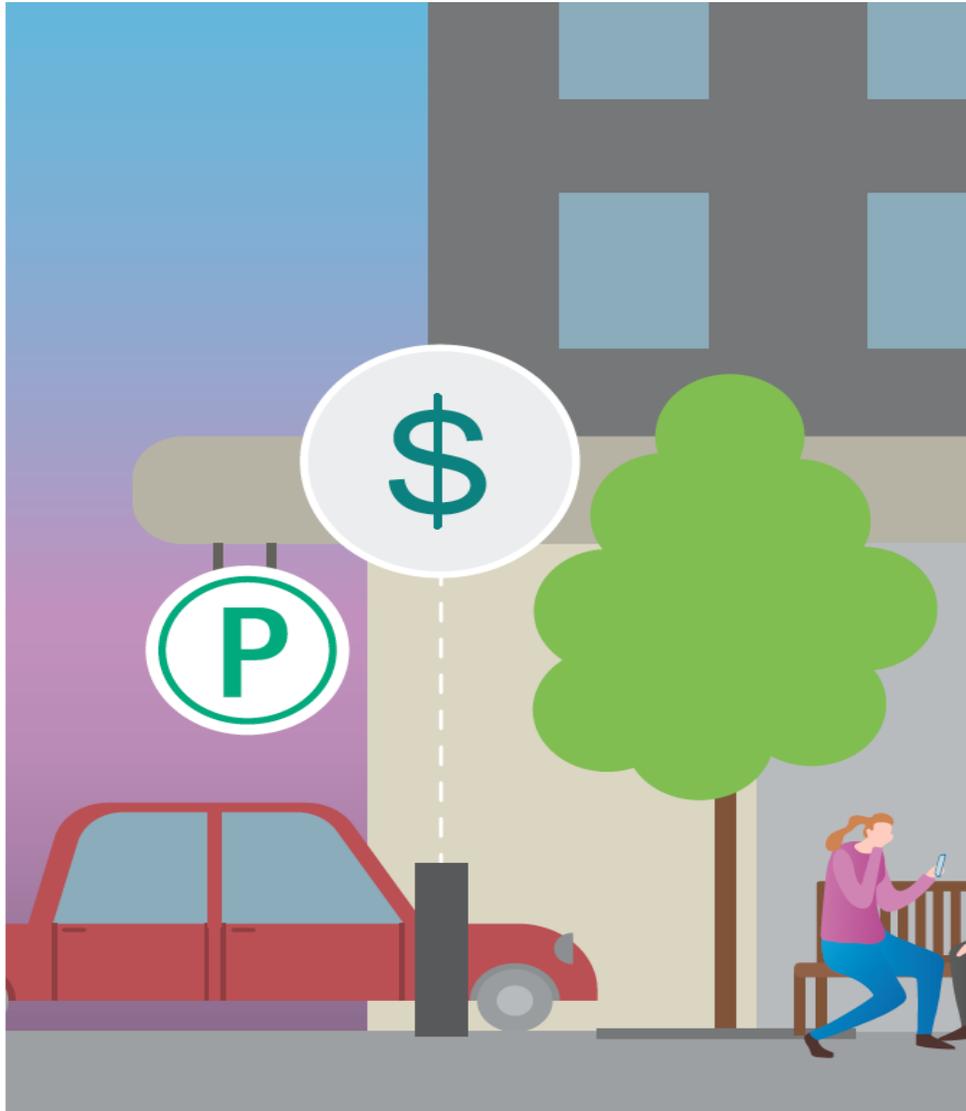
Recommendations | Lindsay



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.

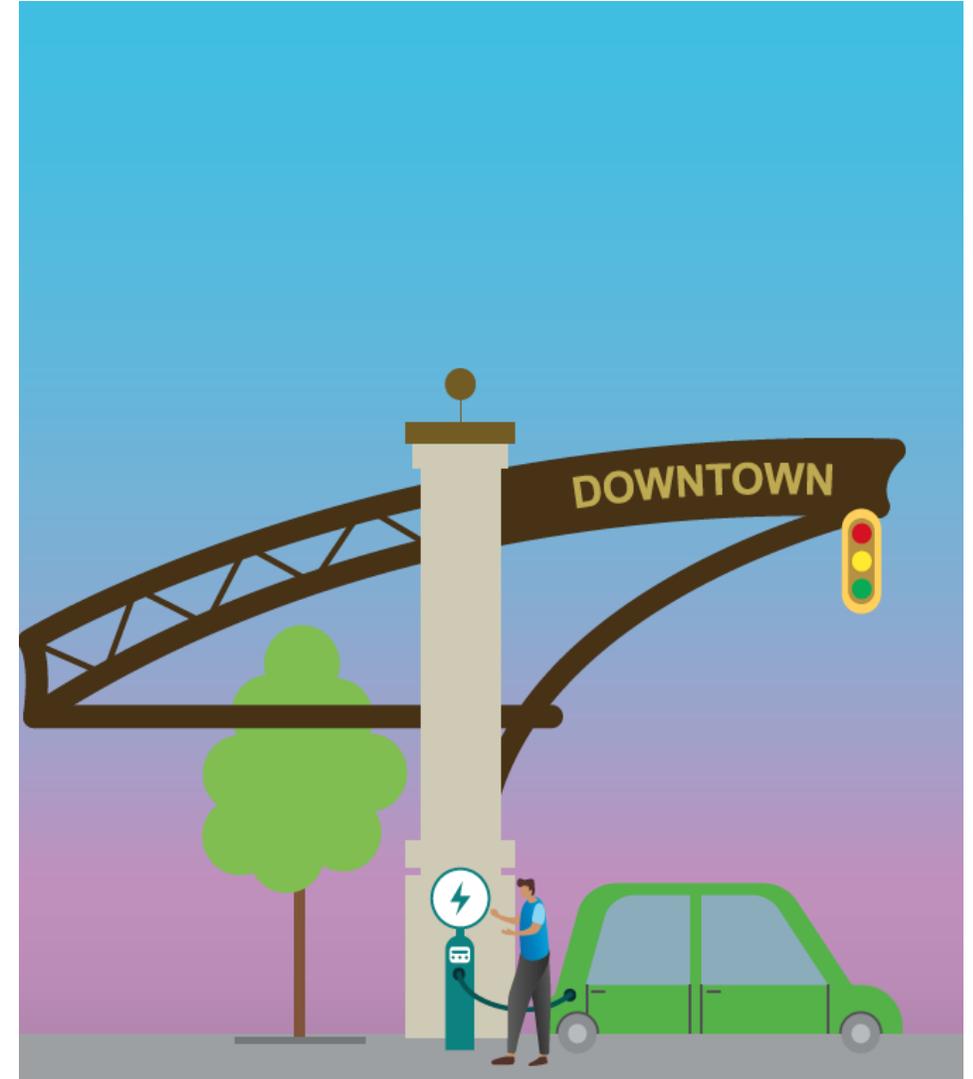
Recommendations | Bobcaygeon



- 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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