

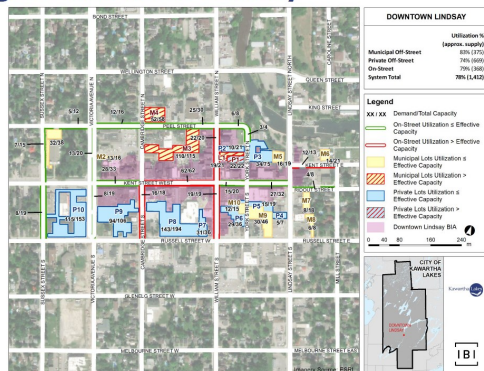
Downtown Parking Strategy

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.

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 | |

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.

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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.

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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.

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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.

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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.

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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.

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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.



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