



Council Report

Report Number:	ENG2025-017
Meeting Date:	June 24, 2025
Title:	Pottinger Street Sidewalk Options
Description:	Petition Regarding Opposition to the Installation of Sidewalks through the Reconstruction of Pottinger Street, Lindsay
Author and Title:	Corby Purdy, Manager Infrastructure Design and Construction

Recommendation(s):

That Report ENG2025-017, **Pottinger Street Sidewalk Options**, be received.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

In 2022 staff released RFQ 2022-72-CQ for design services on Pottinger Street from Victoria Avenue to the West Limit in accordance with the purchasing policy. DM Wills was the successful bidder and was awarded the assignment through PAR 2022-030.

On September 12, 2024, City staff, in collaboration with engineering consultant D.M. Wills Ltd., hosted a Public Information Centre (PIC) to present proposed sidewalk improvements along Pottinger Street. The display materials included plans to replace all existing sidewalks and to construct a new sidewalk extension on the north side of Pottinger Street, between Adelaide Street and Elgin Park.

Notably, the initial plans did not propose any sidewalk installation on the south side of Pottinger Street between Albert Street and Elgin Park. During the PIC process, which welcomed public input, a formal comment was submitted requesting the addition of a sidewalk on the south side of Pottinger Street from Albert Street to Adelaide Street. The submission cited the nearby elementary school and the significant volume of student pedestrian traffic in the area as key safety considerations.

Following the session, all public comments were reviewed by staff and D.M. Wills Ltd. In consultation with the City of Kawartha Lakes (CKL) Traffic Supervisor, it was determined that the installation of a sidewalk on the south side of Pottinger Street, between Albert Street and Adelaide Street, would enhance pedestrian safety. This improvement is especially beneficial for students walking to and from school and for parents escorting primary-grade children.

The City of Kawartha Lakes' Road Infrastructure Guidelines specify standard right-of-way (ROW) widths and sidewalk configurations for urban local roads. According to the 2024 guidelines, the following configurations are outlined:

- 20 Metre Urban Local ROW with Sidewalk on One Side: This configuration is detailed in Standard Drawing CKL-403.
- 20 Metre Urban Local ROW with Sidewalks on Both Sides: This configuration is detailed in Standard Drawing CKL-404.

See Appendix A and Appendix B. All sidewalk will be constructed within City of Kawartha Lakes ROW.

D.M. Wills Ltd. has completed the revised design in accordance with the City of Kawartha Lakes (CKL) Engineering Design Standards, incorporating sidewalks on both sides of the street. A Frequently Asked Questions (FAQ) sheet was developed to address common public inquiries and was made available on the CKL website in

December 2024. <https://www.kawarthalakes.ca/en/business-growth/resources/Engineering/20210---Pottinger-St-CKL-FAQs.pdf>

Staff released Request for Quotation 2025-002-CQ Pottinger Street Reconstruction in accordance with the purchasing policy. GIP entered into an agreement with City of Kawartha Lakes in February 2025 and work is currently underway.

At the Council Meeting of Tuesday April 22, 2025, Council adopted the following resolution:

12.3

[CC2025-05.12.3](#)

Petition Regarding Opposition to the Installation of Sidewalks through the Reconstruction of Pottinger Street, Lindsay

Note: A copy of this petition with 28 signatures is available for viewing at the City Clerk's Office

Gloria Palmateer

- CR2025-135

Moved By Deputy Mayor McDonald

Seconded By Councillor Yeo

That the petition received from Gloria Palmateer, regarding Opposition to the Installation of Sidewalks through the Reconstruction of Pottinger Street, Lindsay, be received and referred to Staff for review and report back by the end of Q2, 2025.

Carried

This report addresses that direction.

Rationale:

Traffic Management:

In spring 2024, in response to public request regarding the general safety of Pottinger Street during school arrival and dismissal time, Traffic Management staff had determined that the current roadside environment on Pottinger St between Adelaide St and Albert St N present a hazard to students during the intense 15-min scramble at arrival and dismissal. The volume of vehicles parking on both sides of the street and the

lack of sidewalks on the south side force students to cross between parked vehicles when dropped off/picked up.

The option of prohibiting parking on the south side of Pottinger was considered, however the risk of transplanting the problem to another road was high. In consultation with the Engineering Construction team, it was agreed that this reconstruction project presents an opportunity to increase safety through the design.

It is recommended that the preferred solution include pedestrian facilities on both sides of the street or that a suitable alternative drop off/pick up location be implemented in order to place parking restrictions on the south side of Pottinger Street.

Active Transportation Master Plan:

The recently endorsed "Kawartha Moves - Active Transportation Master Plan" (ATMP) identifies Pottinger Street as a secondary route. Secondary routes have a minimum sidewalk criteria of one side. However, the ATMP further recommends cycling and walkability improvements on Pottinger Street which include additional sidewalks on the south side between Adelaide Street and Albert Street and on both sides from Albert Street to its termination to the west.

Other Alternatives Considered:

Option 1 – Proceed as per Design (see Appendix C, this is the default option, as tendered)

- Description: Sidewalks on both sides of Pottinger Street.
- Sidewalk Area: 418.5 m² (south side only considered here).
- Tendered Price: \$102/m²
- Total Cost: \$42,687
- Budget Impact: No additional funds required
- Addressed student safety
- Tree removal and vegetation impact is minimal

Option 2 – No Sidewalk on South Side

- Cost Avoidance: \$42,687 (from not installing sidewalk)
- Topsoil & Sod Required: 418.5 m² × \$18.50 = \$7,742
- Net Savings: \$34,945
- Does not address student safety

Option 3 – No Sidewalk, Add Asphalt Strip

- Same as Option 2, plus:
- Asphalt Strip Area: $133 \text{ m}^2 \times \$48.50 = \$6,450$
- Total Cost: $\$7,742 \text{ (sod)} + \$6,450 \text{ (asphalt)} = \$14,192$
- Net Savings: $\$22,495$
- Partially addresses student safety

Option 4 – Relocate Hydro Poles & Sidewalk at Curb

- Hydro Pole Relocation: $5 \text{ poles} \times \$15,000 = \$75,000$
- Sidewalk Area (wider): $477 \text{ m}^2 \times \$102 = \$48,654$
- Total Cost: $\$123,654$
- Net Increase to Contract: $\$80,967$
- Addresses student safety

Alignment to Strategic Priorities

Maintain and manage roads right of way service levels in a financially responsible manner, and providing life safety and protection is a priority objective of the City under the Council Adopted Strategic Plan Goals of (i) A Healthy Environment, (ii) An Exception Quality of Life, and (iii) Good Government, as identified in the City's 2024-2027 Strategic Plan.

Financial/Operation Impacts:

Financial impacts of Options are listed in the various alternatives

Servicing Implications:

N/A

Consultations:

N/A

Attachments:

Appendix A – Standard Drawing CKL-403 20 Metre Urban Local ROW Sidewalk on One Side



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Appendix B – Standard Drawing CKL-404 20 Metre Urban Local ROW Sidewalk on Both
Sides



CKL-404-DATE-REVISI
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Appendix C – Option One – Current Design



Appendix C - Pages
from 20210 Pottinger

Department Head email:

Department Head:

Department File: