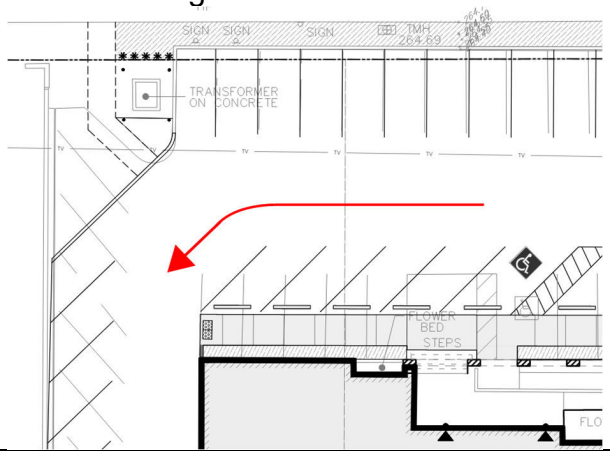
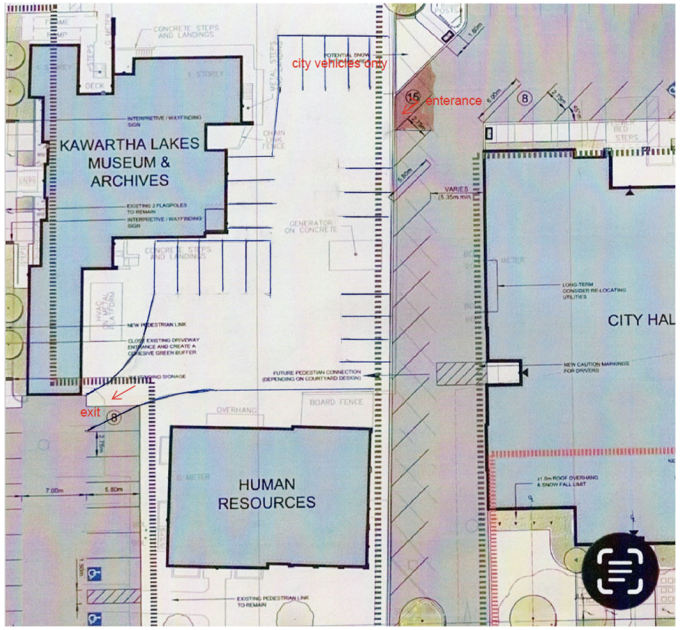
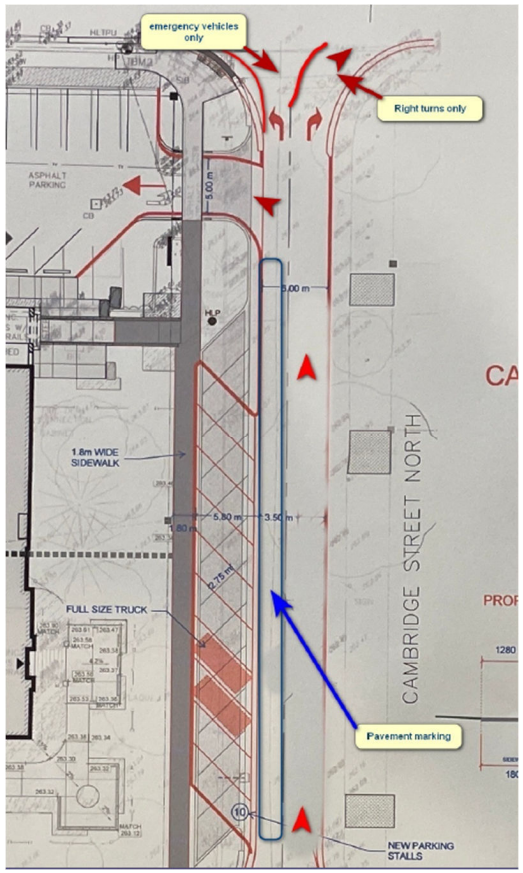
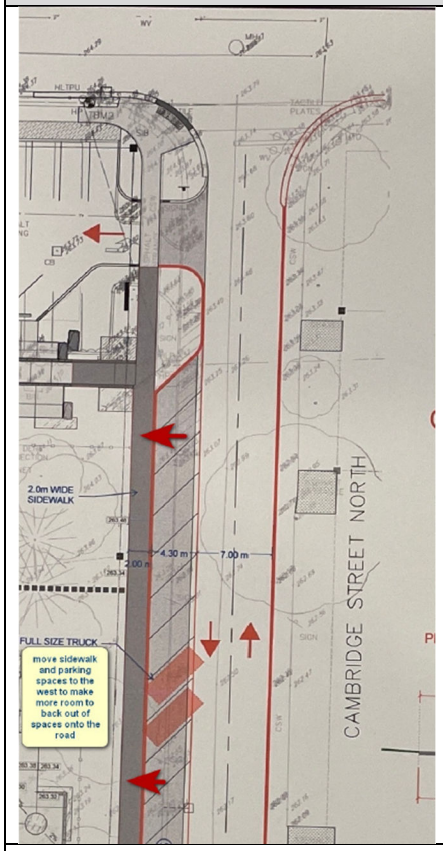
PIC Question / Comment	Proposed Response
Comments from PDF File "Comments on City Hall Campus Block"	
Problem #1 – Sidewalks a) Widths of Sidewalk one is 1.8m the other is 2m b) Length of truck 5.31 the other 5.8m c) Both have the same front overhang 0.67m Questions a) Why are the sidewalks different widths? b) City standard for sidewalks is 1.5 m wide where there is no blvd.? c) With the 1.28m sidewalk on the west side your one way plan, I would think the sidewalk plow will be damaging a few parked vehicles front ends! d) There should be a blvd. between the curb and the sidewalk, Vehicles should not be hanging over the sidewalk. e) Why is the curb in a difference location, parking spaces are at 45 deg. For both plans therefore the curb line should be in the same location. f) Road width (back of sidewalk west side to east curb) don't add up, – two way plan is 13.3m and one way plan is 13.6m. g) Snowplowing of lot and angle parking spaces on Cambridge St. N. If it done like Kent St. downtown Vehicles will be in the driving lane. Snow need to be removed in the winter time as it takes up parking spaces	a) The Heritage Planning group has noted that City Hall is a designated heritage building, and the existing sidewalk location should remain within the ROW. Relocating the sidewalk closer to the property line would also impact existing trees and their root zones. The two-way option on Cambridge Street has been illustrated to highlight potential issues if parking is added to the current 7.0 m-wide road configuration. There is a risk that parked vehicles could obstruct the travel lane and overhang onto the sidewalk. For this reason, a wider sidewalk is proposed to maximize pedestrian space. A full-size truck has been shown to represent a worst-case scenario. We acknowledge that any parking modifications, including angled parking, may complicate winter maintenance for both sidewalks and parking stalls. The use of dropped curbs at the ends of parking rows may assist with snow removal; however, the preferred approach would be to remove snow off-site.

<table>
<tr><th>PIC Question / Comment</th><th>Proposed Response</th></tr>
<tr><td>Problem #2 – Number of parking spots (see below image)
<table>
<tr><th></th><th colspan="2">Cambridge St. N. - one way</th><th colspan="2">Cambridge St. N. - two way</th></tr>
<tr><th>Location</th><th>Parking Spaces now</th><th>Parking spaces planned</th><th>Parking Spaces now</th><th>Parking spaces planned</th></tr>
<tr><td>Cambridge St. N</td><td>5 + loading zone</td><td>10</td><td>5 + loading zone</td><td>12</td></tr>
<tr><td>west side of lot</td><td>17</td><td>15</td><td>17</td><td>15</td></tr>
<tr><td>North side of lot</td><td>16</td><td>16</td><td>16</td><td>16</td></tr>
<tr><td>South side of lot</td><td>12</td><td>8</td><td>12</td><td>8</td></tr>
<tr><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>Total</td><td>50</td><td>49</td><td>50</td><td>51</td></tr>
</table>
There is no gain in the number of parking spaces by making Cambridge St. N. a two way street with angle parking or making it a one way street. The reason to do this work was to gain more parking spaces. The two way plan gains one space and the one way plan loses one space. (see attached file – city hall parking spaces numbers)</td><td>Both options provide much-needed parking along Cambridge Street. The one-way option may be safer, as it reduces the risk of vehicles reversing into two-way traffic. It would also allow the sidewalk to remain in its current location, avoiding impacts to existing trees and other features.</td></tr>
<tr><td>Problem #3 – Cambridge St. N. entrance will need to be wider to accommodate the delivery trucks. As the loading zone on Cambridge St. will be gone.</td><td>The current 5.0m wide entrance can be widened to a standard 6.0m wide to better accommodate delivery trucks. Inverting traffic flow and creating 45-degree angle parking will also improve circulation for larger vehicles around the northwest corner of the building.

</td></tr>
</table>

PIC Question / Comment	Proposed Response
Problem #4 - Daylighting triangle at the northwest corner of Cambridge St. N. and Colborne St. W., as the city wants to park the three large vans in that area over night. Second part of that problem is that the city vehicles take up 5 parking spaces on a daily bases. Plus the 9 spaces for councilors. That's 14 of the 50 spaces.	Refer to attached Traffic Impact Study for further discussion regarding sightlines.
Problem #5 – traffic flow within the parking lot By reversing the existing traffic flow will not fix the problem. The problem with the traffic flow is no one has followed it for the 25 years!! So changing direction will only create new problems controlling the flow.	Exit-only gates have been discussed as an option to reduce the risk of wrong-way entry into the site. A reversed internal traffic flow is proposed to better align with current road safety standards and to improve pedestrian safety, including the addition of a new sidewalk along the City Hall building façade. Please refer to the attached Traffic Impact Study for further details (e.g., Figure 4-6: blind corner at the northwest corner of the building). Additional signage and pavement markings are also proposed to reinforce directional flow.
Problem #6 – Museum Parking There is very little parking for the museum at this time. What happens if it gets busy, where will the visitor park? (town hall lot)	Please refer to the attached Overall Campus Block Master Plan, which illustrates proposed improvements to the parking areas associated with the Museum and Human Resources building.
Problem #7 – Backup generator Why was the new generator located in the middle of the property? It should have been relocated when it was installed this year to help save space.	The location of the new backup generator was determined based on site constraints, including existing underground utilities, building connections, safety clearances, installation and safety requirements.

PIC Question / Comment	Proposed Response
Solutions (a)  This would make use of the unused area in the middle of the Campus Block, this would move the work vehicles and could be used for councilor and department heads. And would free up 16 parking spaces from the main lot. Maybe no need to touch Cambridge St. N. This area could be gate off so only employee with passes could park there.	The original prison yard was identified by the Kawartha Lakes Museum as an opportunity for a new courtyard space following the alignment of the former prison wall. This area is intended to include interpretive signage as part of the museum experience, which is why no parking improvements have been proposed for this location.
Solutions (b)	

PIC Question / Comment	Proposed Response
 This uses the existing north bound lane as the live lane. And moves the pavement marked area to the west in the existing southbound lane. This will provide more room for vehicles to back out of parking spaces. At the intersection of Cambridge St. N. and Colborne St. W. should be only allowed to turn right to maintain the traffic flow on Colborne St. W. As Colborne St. W. will get busier when the bridge is completed. Left turn will be a problem, if three vehicles are lined up to make a left turn as the third vehicle will block the entrance to the City Hall parking lot. But will allow emergency vehicle to make the left turn.	Shifting the pavement markings could provide additional room for vehicles to back out of the angled parking spaces and still maintain a minimum 6m width for emergency services. If there is an overall consent to reverse the traffic flow within the site, this option could be evaluated further.
Solutions (c)	The Heritage Department has also reiterated that City Hall is a designated heritage building and that the existing sidewalk location should remain within the ROW.

PIC Question / Comment	Proposed Response
 See photo “two way plan” by moving the sidewalk and the curbs to the west, this would help the parking spaces have enough room to back out in to traffic.	
Solutions (d) Buy the Gov’t building on Kent St. W., I would think the Ontario Gov’t would be happy if you took off their hands. This would put the city’s departments all under one roof. Which would make it easy on the tax payer to do business with the city, one stop shopping.	While there may be benefits to consolidating services, purchasing or leasing another property would involve significant costs. Improving parking and access at the existing City Hall location is a more feasible option.

PIC Question / Comment	Proposed Response
Solutions (e) Move the People Services department to a new office building. And remove that building and make the area a parking lot.	The People Services building continues to serve as an important office location for City staff. Relocating these services and redeveloping the site for parking would require significant investment and is not considered feasible at this time.
General Comment: As a property owner and taxpayer, I have no problem with the idea of getting more parking around the City Hall or making Cambridge St. N. a one-way street. But with the plans I been shown, I can't see where you are gaining any more parking spots (see attached file – city hall parking spaces numbers). Changing the traffic flow in the existing parking, will not work, it has not worked for 25 years, so changing the direction will not make any difference only new problems.	Acknowledged.
Email from [redacted] (Monday March 30, 2026)	
I attended the Public Information Meeting on March 18, 2026. I am not in favour of internal traffic flow being reversed. I suggest closing Cambridge Street North at Colborne Street West and leaving traffic flow unchanged in the City Hall Parking Lot. Cambridge Street North could be made one way travelling south from the parking lot exit for the block to Francis Street. There could be 10 parking spaces on the west side of Cambridge Street North and perhaps 2 parking spaces at the closed end of Cambridge Street North similar to the parking spaces at the closed end of Ridout Street. I realize there are residents on the east side of Cambridge Street North who would be impacted by changing their block to one-way travel south. My recommendation would result in the residents travelling	While closing Cambridge Street north of Colborne Street could increase parking supply around City Hall, it would negatively impact existing residents on Cambridge Street. In addition, all through traffic would need to be redirected to adjacent streets, affecting connectivity within the broader road network. For these reasons, this option is not considered a suitable long-term solution.

PIC Question / Comment	Proposed Response
through the City Hall parking lot to reach their driveways. And they would experience more vehicles parking on the west side of the street. Consultations with those impacted residents would be necessary. I appreciate the opportunity to attend the public meeting and to access all the information provided. Encouraging city residents to comment on future plans provides residents with a sense of ownership in the continued growth of Kawartha Lakes.	

Benefits of Inverting Internal Traffic Flow within the Existing City Hall Parking Lot
Replacing the existing asphalt surface and base layers, as recommended by the geotechnical assessment, provides an opportunity to upgrade the parking lot to current design standards. This includes achieving compliant parking stall dimensions and ensuring the required number of barrier-free parking spaces to serve surrounding buildings
Reversing the internal traffic flow creates an opportunity to reduce drive aisle widths. This allows for the addition of a sidewalk along the front of City Hall, along with a narrow landscaped buffer. Together, these improvements enhance pedestrian safety and improve the building's visual presentation by removing parking immediately adjacent to the façade.
The northwest corner of the building currently creates a blind spot, where pedestrians walking along the north side and drivers traveling along the west side may not see each other in time to avoid a collision. This presents a safety concern, particularly for seniors observed accessing the site. By reversing traffic flow, this will eliminate this conflict, positioning both pedestrians and vehicles on the north side where visibility is improved before navigating the corner. If traffic flow is

not reversed, mitigation measures such as warning signage, speed humps, or a convex mirror should be considered.

Despite existing “no entry” signage at the exit-only driveway, drivers were observed entering from this location during a site visit on September 11, 2025. Installing a physical control, such as an exit-only gate, would help prevent unauthorized entry and reinforce proper circulation.

Revisions to the curb layout will also support more efficient winter maintenance operations and will create opportunities for increased snow storage capacity within the site.

Inverting traffic flow and creating 45-degree angle parking will also improve circulation for larger vehicles around the northwest corner of the building.