Final Report

Downtown Parking Strategy

Prepared for the City of Kawartha Lakes
by IBI Group

May 17, 2021

Document Control Page

CLIENT:	City of Kawartha Lakes
PROJECT NAME:	City of Kawartha Lakes Downtown Parking Strategy
REPORT TITLE:	Downtown Parking Strategy
IBI REFERENCE:	119180
VERSION:	6.0
DIGITAL MASTER:	J\TO\119180_Kawartha_Prk\10.0 Reports\Parking Strategy Report
ORIGINATOR:	Fadi Madi
REVIEWER:	Peter Richards
AUTHORIZATION:	Peter Richards
CIRCULATION LIST:	
HISTORY:	1.0 Draft Final Report 2.0 Final Report 3.0 Final Report 4.0 Final Report 5.0 Final Report 6.0 Final Report

Table of Contents

Table of Contents (continued)

Table of Contents (continued)

List of Exhibits

List of Exhibits (continued)

List of Exhibits (continued)

List of Appendices

1 Introduction

Parking is a municipal service highly valued by residents, businesses, and visitors, but it is particularly vital for downtown commercial districts. Parking policies and practices influence land uses, traffic conditions, travel behaviour, transit use, public safety, economic development, and municipal revenues. When people plan where, when, and how they travel, they often take into account the anticipated quality, availability and cost of parking near their destination. If parking in a particular downtown district is perceived as insufficient, inconvenient, expensive, or difficult to find, prospective patrons of that district may take their business elsewhere. The location, availability, and cost of parking can also affect development and other property investment patterns in downtown districts.

Modification of a downtown parking service can be a complex process, requiring the consideration of various user groups and geographic zones, responsiveness to pricing, and temporal variation in demand. Parking in downtown districts must accommodate various users such as employees, residents and visitors, all with different parking needs. Ideally, parking should serve this spectrum of needs as widely and cost-effectively as possible, recognizing that, because of scarcity of resources, not every demand for parking can be fulfilled.

Given the importance of parking, the City of Kawartha Lakes (the “City”) has retained the services of IBI Group to prepare this Downtown Parking Strategy for the downtown areas of Lindsay, Fenelon Falls, and Bobcaygeon (the “Core Areas”), a need identified in the City’s Transportation Master Plan for the City’s largest urban centres. Vital to the City’s economic prosperity are these communities’ downtown parking systems, which are utilized by residents, employees and visitors. With that in mind, the object of the Downtown Parking Strategy is to examine the current state and administration of parking, forecast future parking demand, determine future parking supply needs, and make recommendations accordingly.

It should be noted that the parking utilization surveys informing this study were conducted in 2018 and 2019, prior to the Coronavirus 2019 (COVID-19) pandemic and the transformative effects responses to it have had on societies and economies. Massive shifts toward working from home coupled with unprecedented forced reductions in economic activity have doubtless reduced parking demand for 2020-2021. While parking demand is anticipated to rebound as the pandemic abates and moves toward resolution, it is impossible to know at this time what will be the lasting effects of the pandemic on parking demand.

While some users of the Core Area parking systems may perceive a shortage of parking at certain times, this study shows that, based on industry best practices and utilization data, the existing parking supply is adequate to meet existing demand. Rather than a shortage of supply, existing parking challenges have been found to stem principally from (i) uneven distribution of parking activity, (ii) deficient wayfinding and awareness of the availability of parking and (iii)

restrictive notions of an acceptable walking distance. Many of the recommendations made herein are designed to address such issues or take advantage of low-cost expansions to parking supply wherever possible. Through to 2041, only the Lindsay Core Area is anticipated to require expansion to parking supply. Fortunately, half of that expansion entails no or minimal added capital cost, primarily because it coincides with capital works expected to occur anyhow.

2 Background Document Review

This section summarizes a review of relevant background materials used to inform the Downtown Parking Strategy. The objective of this review is to outline the broad policy context in which the study is prepared. The following background documents were reviewed:

- Downtown Lindsay and Oak Street Heritage District Conservation Plans (2017);
- Lindsay and Fenelon Falls Downtown Revitalization Action Plans (2017);
- Strategic Community Improvement Plan (2018);
- Community-Specific Zoning By-Laws (2018, 2019);
- Growth Management Strategy (2011);
- Lindsay Transit Master Plan (2018); and
- Transportation Master Plan (2012).

2.1 Downtown Lindsay and Oak Street Heritage Conservation District Plans

The Heritage Conservation District (HCD) Plans of both Downtown Lindsay and the Oak Street neighbourhood (located in Fenelon Falls) outline the goals, objectives, policies, guidelines, and processes associated with the conservation of natural and built features of heritage value. The plans note that the HCDs are attractive to residents, businesses, and visitors, and that as the demand for parking increases, there should be policies in place to provide sufficient parking and access while conserving heritage features. Specifically, the plans note the need for parking policies to address demands arising from new multiple-dwelling units and to consider the impacts of new or expanded parking, particularly in front yards. The recommendations of this study are formulated with consideration for the policies and guiding principles set out by the HCD Plans.

2.2 Lindsay and Fenelon Falls Downtown Revitalization Action Plans

The Lindsay Downtown Revitalization Action Plan outlines the critical issues, opportunities, challenges, necessary actions, priority scheme, and proposed timelines associated with the revitalization of Lindsay's Core Area. The action plan outlines eight goals and associated tasks pertaining to economic development, leadership and management, marketing and promotion, and physical improvements, a set of recommendations, and an implementation strategy. One of the action plan's goals is to "improve transportation facilities and functionality in the Downtown". Respecting that goal, the action plan identifies the following parking-related activities:

- Identify additional, adequate, available, and properly maintained parking throughout the Core Area to meet increased demands for parking from business owners and patrons;
- Record in the City's geographic information system (GIS) the location of all currently available parking spaces, including accessible parking spaces, the site of the regional bus pick-up and drop-off location, and the City bus pick-up and drop-off locations;
- Address horse and buggy parking needs in the Core Area, engaging the area Amish and Mennonite communities to determine their needs;
- Consider incorporating "charging stations" for electric cars, scooters, and similar vehicles into the Core Area's transportation facilities; and
- Identify the needs of active transportation (e.g. bicycling) in the Core Area and provide the facilities, inclusive of parking, necessary to accommodate such needs.[1]

Similarly, the Fenelon Falls Downtown Revitalization Action Plan outlines nine goals and associated tasks aimed at fostering commercial activity and providing a vibrant and engaging environment for businesses, residents, and visitors. One of the goals within that plan is to "support existing and potential businesses to locate and expand in Fenelon Falls". Specific to parking, the action plan proposes the following activities, among others, pertaining to this goal:

- Conduct a parking inventory, including quality of parking area, lighting, and signage (including wayfinding signage to access parking);
- Identify parking deficiencies and needs; and
- Eliminate cash-in-lieu of parking.

Recommendations emanating from this study take into consideration the goals and activities set out in both action plans.

2.3 Strategic Community Improvement Plan

The City's Community Improvement Plan (CIP) was prepared to support economic development within several targeted areas of the City, including the Core Areas of Lindsay, Fenelon Falls, and Bobcaygeon. The CIP outlines strategies and programs aimed at promoting revitalization and improvement of private property. Specific to parking, the CIP provides for the following programs:

- Accessibility Improvement – This program is available to assist eligible property owners with the cost of implementing measures to

[1] These needs will be examined by the City's forthcoming Active Transportation Master Plan, and are hence not examined in the Downtown Parking Strategy.

improve the accessibility of their properties, including accessible parking spaces;

- Design Studies – This program is available to assist eligible property owners with the cost of preparing architectural or engineering plans and site plans for accessibility retrofits or other property improvements; and
- Building Repair and Renovation – This program is available to assist eligible property owners with the costs arising from the conversion, intensification, repair or other improvement of their properties, including the creation of new residential units within existing mixed-use buildings.

Recommendations emanating from this study are consistent with the programs and vision set out in the CIP.

2.4 Community-Specific Zoning By-Laws

Below are the Zoning By-Laws (ZBLs) relevant to the Downtown Parking Strategy:

- Town of Lindsay Comprehensive Zoning By-Law 2000-75 (January 2019);
- Village of Fenelon Falls Comprehensive Zoning By-Law 89-25 (June 2018); and
- Village of Bobcaygeon Comprehensive Zoning By-Law 16-78, Office Consolidation (January 2019).

Among other things, the ZBLs establish development-related parking requirements based on land use, regular and accessible parking space standards, and loading space standards. The community-specific ZBLs are an input into the Downtown Parking Strategy.

2.5 Growth Management Strategy

Based on the provincial growth plan, the City's Growth Management Strategy (GMS) lays the groundwork for the planning, servicing and financing of population and employment growth over an extensive planning horizon. In particular, the GMS informs the City's Official Plan, zoning by-laws, development charges by-law and various service master plans. As one of those master plans, the Downtown Parking Strategy leverages the growth forecast in the GMS and the Provincial Growth Plan to estimate anticipated future demand for parking in the Core Areas.

2.6 Lindsay Transit Master Plan

Based on the GMS, the Lindsay Transit Master Plan provides a framework to guide the growth of the Lindsay transit system to 2027. Objectives of the plan include improving the reliability and accessibility of transit service, expanding the service area within the City where justified, and identifying route network

improvements. The plan notes the potential of a future downtown transportation hub. The recommendations formulated through this study are supportive of the objectives and vision set out by the Lindsay Transit Master Plan.

2.7 Transportation Master Plan

Based on the GMS, the Transportation Master Plan determines the City's growth-related transportation requirements to 2031. The plan identifies numerous growth-related capital needs relating to expansion of bridge and road capacity (e.g. road widening), signalization and other intersection improvements, and needs for further investigation and study (e.g. corridor studies). One of the latter needs identified is that of a Downtown Parking Strategy. The recommendations formulated through this study are supportive of, or complementary to, the broader transportation needs identified by the Transportation Master Plan.

3 Stakeholder and Public Consultation

Stakeholder and public consultation for the Downtown Parking Strategy was completed in two phases. The first phase was conducted near the beginning of the study to obtain information on existing parking operations, knowledge of existing parking issues, and desired or expected study outcomes. The second phase was conducted toward the end of the study to present the study's preliminary findings and recommendations, and obtain feedback from stakeholders and the public prior to finalization of the recommendations.

3.1 Phase 1 of Consultation

Phase 1 of the stakeholder and public consultation plan consisted of the following consultation activities:

- One stakeholder meeting and one Public Information Centre (PIC) in each of Lindsay, Fenelon Falls, and Bobcaygeon; and
- An online survey and crowd sourcing map.

This section summarizes Phase 1 results.

3.1.1 First Round of Stakeholder Meetings and Public Information Centres

As part of the consultation plan, IBI Group hosted stakeholder meetings and PICs in Lindsay on March 5, 2019, in Fenelon Falls on March 6, 2019, and in Bobcaygeon on March 7, 2019. In each of the six meetings, attendees were encouraged to share their thoughts on existing parking operations, existing parking issues, and desired or expected study outcomes.

Common themes that emanated 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.

3.1.2 Online Survey

A questionnaire was prepared and presented to the general public in the form of an online survey, which was active from the beginning of April 2019 to the end of August 2019. The survey results provide a sense of general parking behaviour and perceptions in the Core Areas of Lindsay, Fenelon Falls, and Bobcaygeon. **Exhibit 3-1**, **Exhibit 3-2**, and **Exhibit 3-3** summarize indications of public satisfaction with parking in the three Core Areas. Greater detail on the survey results is provided in **Appendix A**.

Exhibit 3-1: Phase 1 PIC Results – Lindsay Core Area Parking Experience Satisfaction

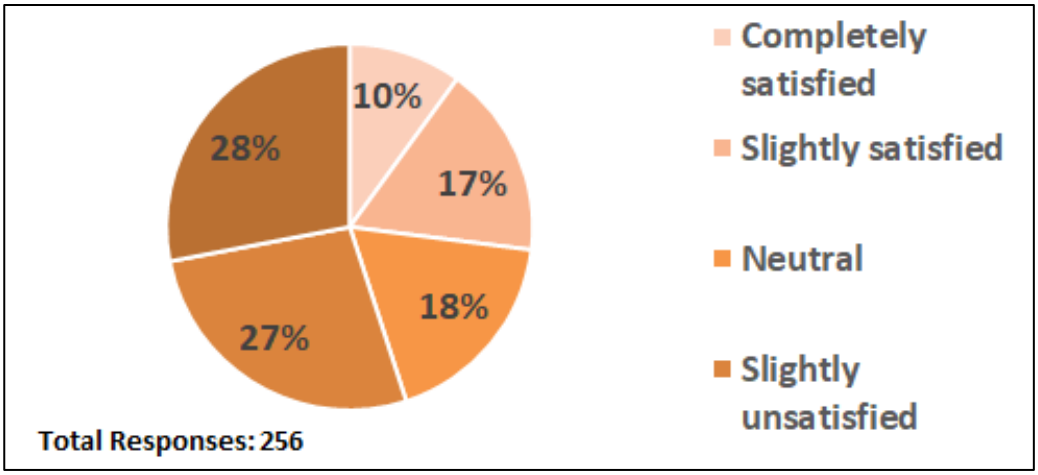


Exhibit 3-2: Phase 1 PIC Results – Fenelon Falls Core Area Parking Experience Satisfaction

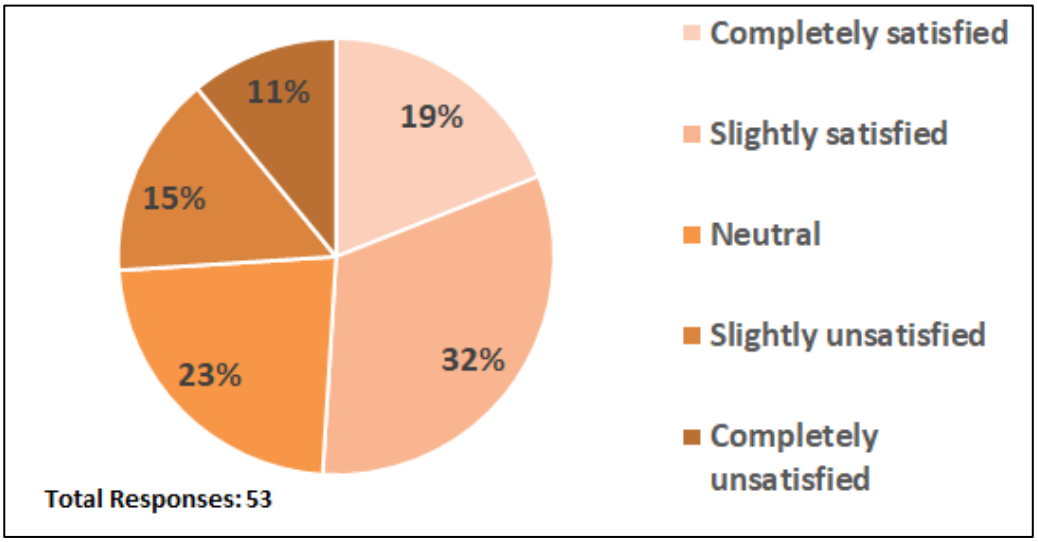
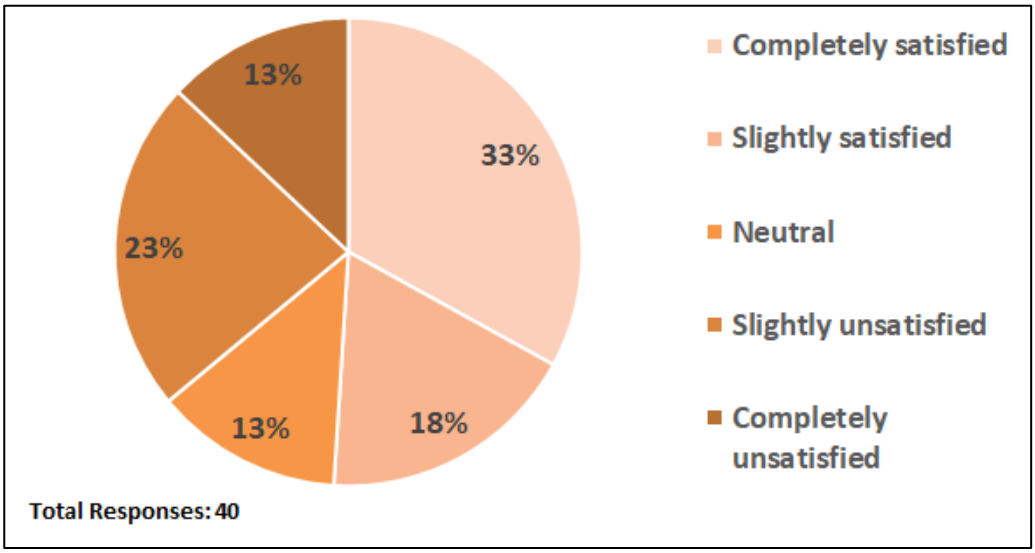


Exhibit 3-3: Phase 1 PIC Results – Bobcaygeon Core Area Parking Experience Satisfaction



For the Lindsay Core Area, nearly half of those surveyed indicated they were satisfied or neutral about their overall parking experience. For the Fenelon Falls and Bobcaygeon Core Areas, the majority of respondents indicated that they were satisfied or neutral about their overall parking experience. The survey results for Lindsay show that 52% of respondents would like to see a parking garage built in downtown Lindsay and that 51% would not support paid on-street parking. Approximately 84% of Fenelon Falls respondents would not support paid on-street parking in downtown Fenelon Falls. Approximately 57% of Bobcaygeon respondents would not support paid on-street parking in downtown Bobcaygeon.

3.1.3 Online Crowd Sourcing Map

At the end of the online survey, respondents were given access to an interactive online crowd sourcing map to identify precise locations where they have experienced parking-related difficulties. Crowd-sourced information has been aggregated and mapped to provide a sense of the nature and locations of various parking issues experienced by respondents, as illustrated in **Exhibit 3-4**, **Exhibit 3-5**, and **Exhibit 3-6** . With sufficient responses, parking “hot spots” were identified.

For Lindsay’s Core Area, many respondents noted they had difficulty finding on-street parking on Kent Street, between Cambridge Street and William Street. Respondents also identified numerous locations where they would like to see bicycle parking, particularly in close proximity to Kent Street. Moreover, there were several indications of areas perceived as unsafe or inadequately lit near the intersection of York Street / Kent Street, among others.

For the Fenelon Falls Core Area, respondents noted they experienced difficulty finding on-street parking near the intersection of Francis Street West / John

Street. Additionally, it was indicated that bicycle parking was desired along Francis Street West, near the waterfront.

For the Bobcaygeon Core Area, respondents indicated they had difficulty finding parking on Canal Street east of its intersection with Bolton Street, as well as in the Market Square area (i.e. the intersections of Queen Street / Joseph Street / Main Street and Front Street / Main Street. Respondents also identified several locations across the Core Area where the provision of bicycle parking would be useful.

Exhibit 3-4: Lindsay Core Area Crowd Sourcing Map

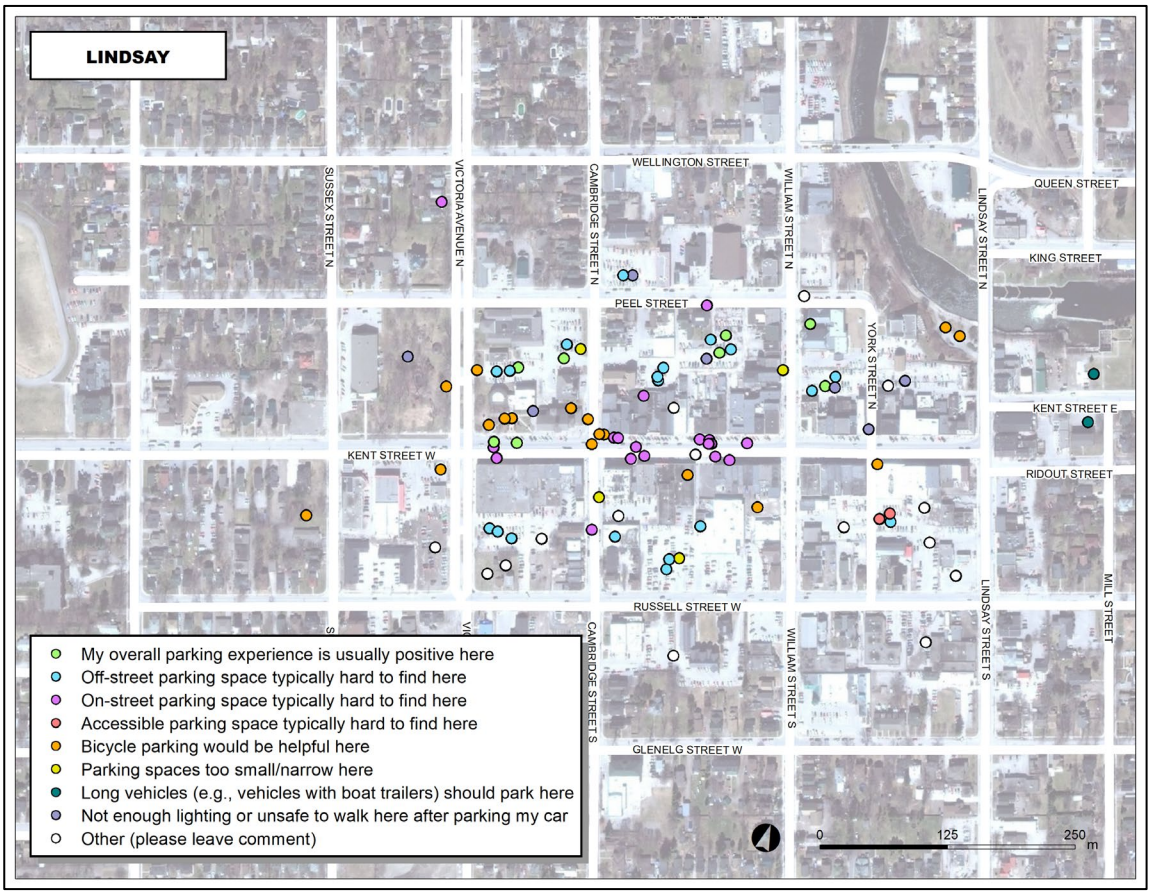


Exhibit 3-5: Fenelon Falls Core Area Crowd Sourcing Map

Exhibit 3-6: Bobcaygeon Core Area Crowd Sourcing Map

3.2 Phase 2 of Consultation

Phase 2 of stakeholder and public consultation consisted of a second round of stakeholder meetings and a second round of PICs, this time to review the preliminary findings and recommendations of the study and to obtain feedback on them.

3.2.1 Second Round of Stakeholder Meetings and Public Information Centres

IBI Group hosted a second round of stakeholder meetings and PICs in Lindsay on October 15, 2019, in Fenelon Falls on October 16, 2019, and in Bobcaygeon on October 17, 2019. Similar to the first round, stakeholders and the public provided input regarding the state and operation of the existing parking system, knowledge of existing parking issues, and desired or expected study outcomes. Additionally, attendees provided feedback on the study's preliminary findings and recommendations. The following summarizes the preliminary recommendations discussed at the second round of stakeholder meetings and PICs:

- Lindsay-Specific Preliminary Recommendations:

  - Make available to the public off-street parking spaces currently reserved for municipal employees;
  - Repave and reconfigure existing parking lots;
  - Introduce dynamic or locational pricing to more evenly distribute on-street parking utilization;
  - Provide proactive enforcement of on-street parking using handheld license plate recognition (LPR) devices to better manage parking duration;
  - Add at least one accessible parking space to each of Lots M4, M7, and M11; and
  - Maintain free 2-hour on-street parking and monitor implemented recommendations for two years. If parking is not better distributed or managed, consider reinstating on-street paid parking.

- Fenelon Falls-Specific Preliminary Recommendations:
  - Repave and reconfigure existing parking lots;
  - Convert the former Fenelon Falls Arena lot into a paved and well-configured parking lot with spaced reserved for long vehicles (e.g. trucks with boat trailers, buses, recreational vehicles etc.);
  - Delineate on-street parking along the north side of Oak Street (from May Street to the western limit), and restrict parking on the other side of the street;
  - Delineate on-street 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, to the west);
  - Issue parking permits via LPR to Colborne Street residents that have no parking, and allow them to park in Lot M3 with no time restrictions;
  - Clean up and add lighting and pavement markings to Lot M3, and enforce encroachment by-laws etc. prohibiting improper use of the lot;
  - Add at least one accessible parking space to each of Lots M1, M5, M6, and M7; and
  - Monitor parking utilization and consider handheld LPR technology if utilization increases over the next few years.
- Bobcaygeon-Specific Preliminary Recommendations:
  - Introduce an on-street parking limit, starting with a 2-hour duration, actively enforced by the City's Municipal Law

Enforcement Division, and determine if a reduction in permitted duration is warranted in future;

- Monitor parking utilization and consider handheld LPR technology if utilization increases over the next few years;
- Create regular and long-vehicle parking as part of the redevelopment of Bobcaygeon Beach Park;
- Add at least one accessible parking space to each of Lots M3, M4, and M5;
- Create a long-vehicle route plan and advertise it online; and
- In consultation with the owners of Foodland and by by-law, introduce a time limit at the Foodland parking lot (Lot P2), and deputize Foodland owners and managers to empower them to enforce the parking lot themselves more effectively.

- General Preliminary Recommendations:
  - Make community-specific changes to cash-in-lieu of parking after further consideration;
  - Add wayfinding signage;
  - Add municipal parking lot locations to Google Maps;
  - Create on online parking map for Kawartha Lakes;
  - Introduce in-house winter maintenance of municipal lots; and
  - Increase parking fines for overtime parking and overnight parking.

The following is a summary of input received at the Lindsay stakeholders meeting:

- If the parking needs of employees were met with a parking garage or pushed to the periphery of the Core Area, then prime parking spaces would be more available for customers of downtown businesses;
- The Lindsay Downtown Business Improvement Association (“LDBIA”), in partnership with the City, should apply for government grants to fund parking-related capital projects. However, capital planning should not be contingent on grants;
- Dynamic off-street pricing would not resolve congestion of downtown parking facilities because drivers are generally unwilling to park in the Core Area’s periphery and walk to their destination. Furthermore, the existing LPR devices are inaccurate and there are a lot of problems with the LPR system, so dynamic pricing would only make things worse. New equipment would help;

- Existing parking durations should be monitored, and time limits adjusted according to observed rates of parking turnover;
- Options and information regarding parking for long vehicles, such as buses, are inadequate;
- Peripheral parking lots should be better lit and made to feel safer in order to encourage people to park there;
- Rather than build a parking garage, drivers should be induced to more evenly distribute their utilization of downtown parking assets;
- There is a need to incentivize people to park elsewhere rather than build a parking garage;
- If a parking garage is nonetheless what stakeholders and the public desire, there are some options to fund it:
    - Cash-in-lieu of parking;
    - Community benefits charges (replaces development charges);
    - LDBIA levy;
    - Capital or local improvement charges;
    - Paid parking, inclusive of reinstatement of paid on-street parking; and or
    - General tax levy.

    The majority of stakeholders thought that an LDBIA levy makes sense, but that it could be combined with other financing options where appropriate; and
- A well-enforced on-street parking time limit and improvements to wayfinding signage may prove to be sufficient parking demand management measures.

The following is a summary of the input received at the Fenelon Falls stakeholders meeting:

- Although Fenelon Falls does not require more parking overall, the conversion of the former Fenelon Falls Arena lot into a parking lot will provide an opportunity for long-vehicle parking. If the lot is already being paved, regular parking spaces could also be added, and the farmers' market can continue operating there;
- This parking study is overestimating the projected growth, which is based on the Growth Management Strategy (GMS). Another parking study should be completed in future to check if the population is growing according to the projections made in the GMS before implementing any of the major growth-related recommendations made in this study;
- The City should consider adding electric vehicle parking spaces;

- If residential parking permits are introduced to downtown Fenelon Falls, Municipal Law Enforcement Division should provide direction to permit holders regarding where to park (based on utilization) and permit holders should be prohibited from parking in Lot M2; and
- The existing cash-in-lieu of parking rate is insufficient to build surface parking, leaving the following options:
    - Abolish cash-in-lieu of parking;
    - Increase the cash-in-lieu of parking rate to a more appropriate level; or
    - Replace cash-in-lieu of parking with development charges or similar charges.

  The majority of stakeholders agreed that cash-in-lieu of parking should be eliminated.

The following is a summary of the input received at the Bobcaygeon stakeholders meeting:

- It is not ideal for the Foodland owners to enforce their own parking lot via deputized authority. However, whatever recommendations are made for public parking should also be made for the Foodland parking lot (Lot P2);
- Paid on-street parking should be introduced right away for the summer season so as to generate revenue for proactive enforcement. All revenue from paid parking should be used exclusively to benefit Bobcaygeon; and
- A three-hour maximum time limit should be introduced for parking in downtown Bobcaygeon, along with paid on-street parking. Both measures should be in effect only between Victoria Day and Labour Day long weekends. A two-hour maximum time limit for parking is too restrictive for patrons of downtown Bobcaygeon.

Because the Bobcaygeon stakeholder meeting of October 17, 2019 was poorly attended, City staff hosted a supplemental meeting for Bobcaygeon stakeholders on December 4, 2019. The following is a summary of the input received at that meeting:

- That IBI Group's recommendations in the Downtown Parking Strategy reflect that:
    - Parking assets are congested only from Victoria Day to Labour Day.
    - Approximately 450 homes are planned to be built in Bobcaygeon in the near future.

  - The forthcoming island brewery will place considerable pressure on parking assets on Main Street between the canal and Front Street.
  - There is an anticipated loss of parking spaces due to Canal Street reconstruction, although there is also an understanding among some stakeholders that, with the reconstruction of Canal Street, Lot M3 will be converted to green space, which will be compensated by an expansion to on-street parking on Canal Street east of Lot M3 (confirmation from design engineers needed).
  - The largest contributor to lack of parking space turnover is abuse of public parking by downtown employees.
  - Parking issues differ in intensity across downtown.
- That there is little-to-no support for a time limit for on-street parking given:
  - A general desire to not limit the duration of visits to downtown.
  - Abuse of private parking is already a significant issue in downtown.
  - Limited appetite among business owners to issue parking tickets with deputized authority.
- That some stakeholders see value in keeping in place the defunct parking metres on Main Street because they function as “silent policemen”, encourage some level of turnover (especially among visitors), are low-cost and provide the City with some revenue.
- That a lack of municipal parking supply is placing pressure on private parking lots and that by increasing this supply the challenges with private parking lots are anticipated to be significantly reduced.
- That the parking lot behind Tim Hortons (southwest corner of Canal Street / East Street intersection) would, if improved, provide an opportunity for long-term and long vehicle parking.
- That a combination of seasonal paid on-street parking, wayfinding signage and parking supply expansion is needed.
- That if paid parking is instated, the revenue thereby generated be used exclusively to support local parking services in Bobcaygeon.
- That downtown business owners need to better manage the parking patterns of their employees (e.g. encourage employees to park in public spaces on the periphery or in private parking lots, reserving prime parking for customers).
- That seasonally-targeted expansion of off-street public parking supply through leases with businesses, churches etc. with excess private

parking capacity be considered before acquisition of land by the City for the same purpose.

- That the conversion of Main Street parallel parking into angle parking from the dam to Front Street be considered, although this is opposed by a small number of stakeholders whom expressed safety concerns about vehicles reversing into traffic.
- That more and improved wayfinding signage be installed to better inform visitors and distribute parking demand.
- That the quantity and distribution of accessible parking spaces be reviewed and recommendations made accordingly.
- That a form of localized control of parking (e.g. parking authority, LDBIA model etc.) be considered.

4 Existing Parking Supply and Demand

4.1 Existing Parking Supply

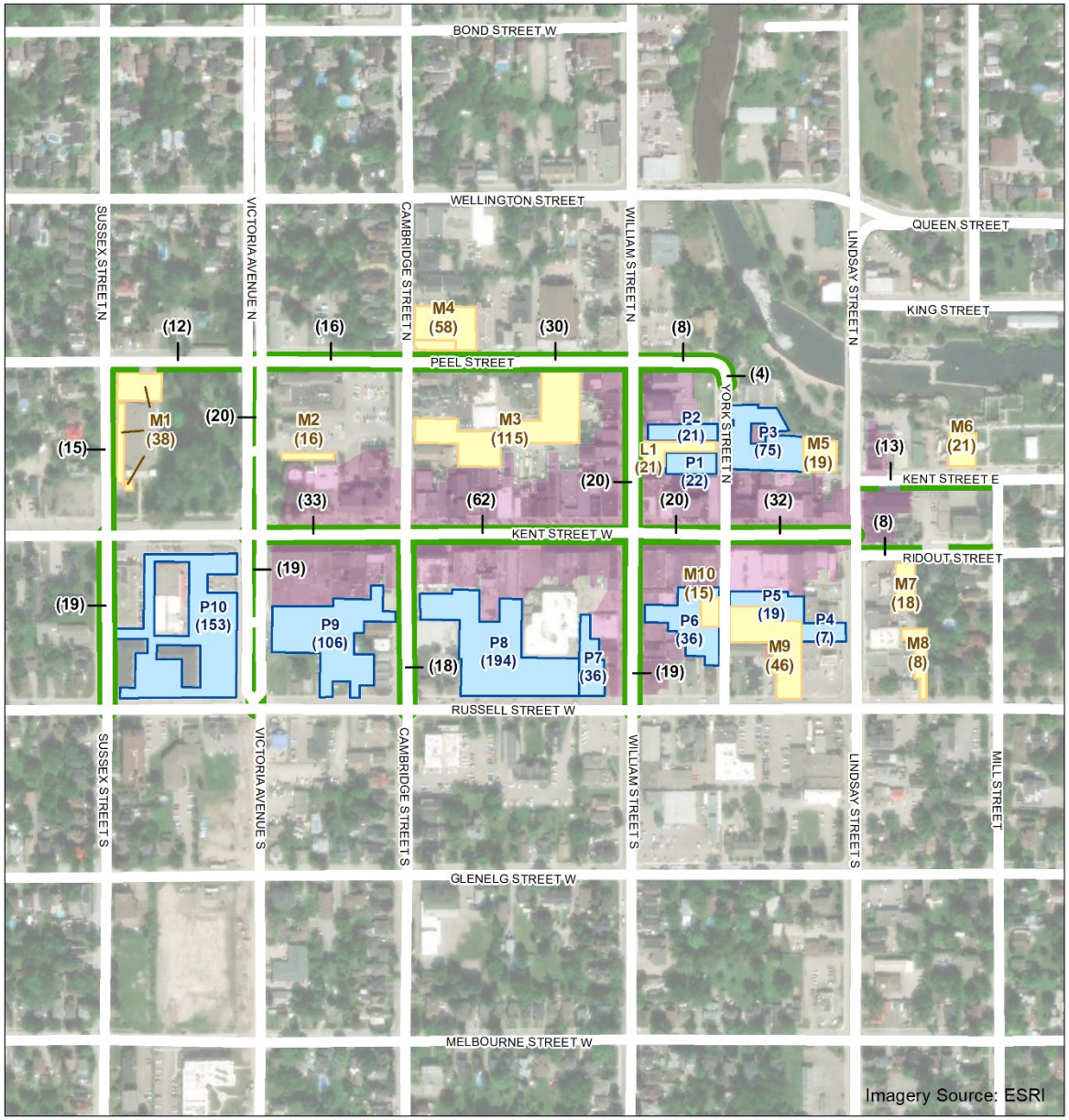
This section quantifies existing parking supply for the Lindsay, Fenelon Falls, and Bobcaygeon Core Areas. For on-street segments without pavement markings, supply on each side of the street was estimated by dividing the distance of parking lanes by 7 metres, which is the length of a typical parallel parking space. Areas of parking lanes where parking is not permitted, such as loading zones or those fronting driveways or fire hydrants, were excluded from that calculation.

In the Lindsay Core Area, during 8:30am-4:30pm on weekdays, on-street parking is free for up to two hours and parking at municipal parking lots is free for 2-4 hours depending on the lot. Municipal parking lot users who require greater daily parking durations are able to purchase City-issued parking permits for that purpose. In the Fenelon Falls and Bobcaygeon Core Areas, on-street and off-street parking are generally restricted to 12 hours per day unless otherwise posted.

4.1.1 Lindsay Study Area

The surveyed Lindsay Core Area parking system consists of 10 private lots, 11 municipal lots and 18 on-street segments. Among the municipal lots, one (M1) is theoretically dedicated to the Victoria Park Armoury, but is still considered available for general public use, and one (L1) is leased by the City from CIBC. The parking spaces in municipal lot M2 that are reserved for municipal vehicles and employees were excluded from the existing parking supply, reducing the surveyed area of that lot to 16 parking spaces generally available for public use. **Exhibit 4-1** shows a map of the Lindsay study area and the parking facilities surveyed therein. Parking supply data provided by the LDBIA were utilized to inform this study by enabling data validation and comparisons with historical parking trends.

Exhibit 4-1: Lindsay Core Area Parking Supply Map



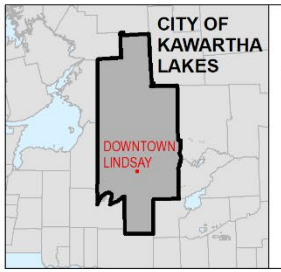
DOWNTOWN LINDSAY

	Supply (approx. spaces)
Municipal Off-Street	375 spaces
Private Off-Street	669 spaces
On-Street	368 spaces
System Total	**1,412 spaces**

Legend

- (##) Parking Supply
- On-Street Parking
- Municipal Lots
- Private Lots
- Downtown Lindsay BIA

0 40 80 160 240 m



Kawartha Lakes

IBI

Exhibit 4-2 and **Exhibit 4-3** show the surveyed off-street and on-street parking facilities, respectively, for the Lindsay Core Area.

Exhibit 4-2: Surveyed Lindsay Off-Street Parking Supply

Parking Lot	Parking Spaces
P1	22
P2	21
P3	75
P4	7
P5	19
P6	36
P7	36
P8	194
P9	106
P10	153
L1	21
M1	38
M2	16
M3	115
M4	58
M5	19
M6	21
M7	18
M8	8
M9	46
M10	15
Lindsay Off-Street Total	**1,044**

Exhibit 4-3: Surveyed Lindsay On-Street Parking Supply

Street	Segment	Parking Spaces*
Cambridge Street	Kent Street to Russell Street	18
Kent Street	Cambridge Street to William Street	62
Kent Street	Lindsay Street to Mill Street	13
Kent Street	Victoria Avenue to Cambridge Street	33
Kent Street	William Street to York Street	20
Kent Street	York Street to Lindsay Street	32
Peel Street	Cambridge Street to William Street	30
Peel Street	Sussex Street to Victoria Avenue	12
Peel Street	Victoria Avenue to Cambridge Street	16
Peel Street	William Street to York Street	8
Ridout Street	Lindsay Street to Mill Street	8
Sussex Street	Kent Street to Russell Street	19
Sussex Street	Peel Street to Kent Street	15
Victoria Avenue	Kent Street to Russell Street	19
Victoria Avenue	Peel Street to Kent Street	20
William Street	Kent Street to Russell Street	19
William Street	Peel Street to Kent Street	20
York Street	Peel Street to Kent Street	4
Lindsay On-Street Total		**368**

*Note: The parking supply shown in Exhibit 4-3 does not reflect parking restrictions that may occur throughout the day.

As shown in **Exhibit 4-2** and **Exhibit 4-3**, the Lindsay Core Area parking supply is comprised of approximately 669 private off-street spaces, 375 municipal off-street spaces and 368 on-street spaces, for a total of 1,412 spaces.

4.1.2 Fenelon Falls Study Area

The surveyed Fenelon Falls Core Area parking system consists of 6 private lots, 7 municipal lots, and 15 on-street parking segments. **Exhibit 4-4** shows a map of the Fenelon Falls study area and the parking facilities surveyed therein

Exhibit 4-4: Fenelon Falls Core Area Parking Supply Map

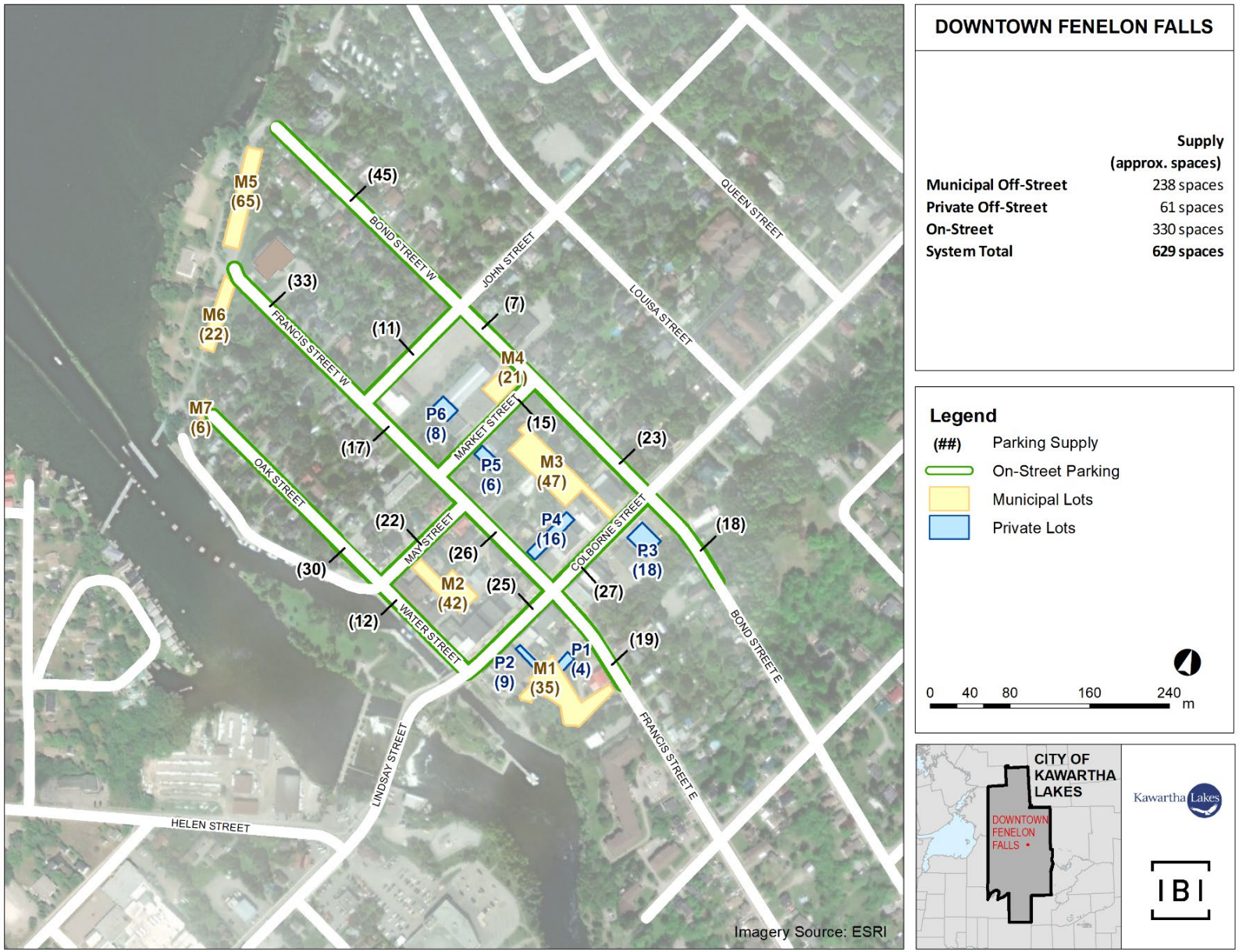


Exhibit 4-5 and **Exhibit 4-6** show the surveyed off-street and on-street parking facilities, respectively, for the Fenelon Falls Core Area.

Exhibit 4-5: Surveyed Fenelon Falls Off-Street Parking Supply

Parking Lot	Parking Spaces
P1	4
P2	9
P3	18
P4	16
P5	6
P6	8
M1	35
M2	42
M3	47
M4	21
M5	65
M6	22
M7	6
Fenelon Falls Off-Street Total	**299**

Exhibit 4-6: Surveyed Fenelon Falls On-Street Parking Supply

Street	Segment	Parking Spaces*
Bond Street	Colborne Street to 100m east of Colborne Street	18
Bond Street	John Street to Market Street	7
Bond Street	Market Street to Colborne Street	23
Bond Street	West End of Street to John Street	45
Colborne Street	Bond Street to Francis Street	27
Colborne Street	Francis Street to Water Street	25
Francis Street	Colborne Street to 100m east of Colborne Street	19
Francis Street	John Street to Market Street	17
Francis Street	Market Street to Colborne Street	26
Francis Street	West End of Street to John Street	33
John Street	Bond Street to Francis Street	11
Market Street	Bond Street to Francis Street	15
May Street	Francis Street to Water Street/Oak Street	22
Oak Street	West End of Street to May Street	30
Water Street	May Street to Colborne Street	12
Fenelon Falls On-Street Total		**330**

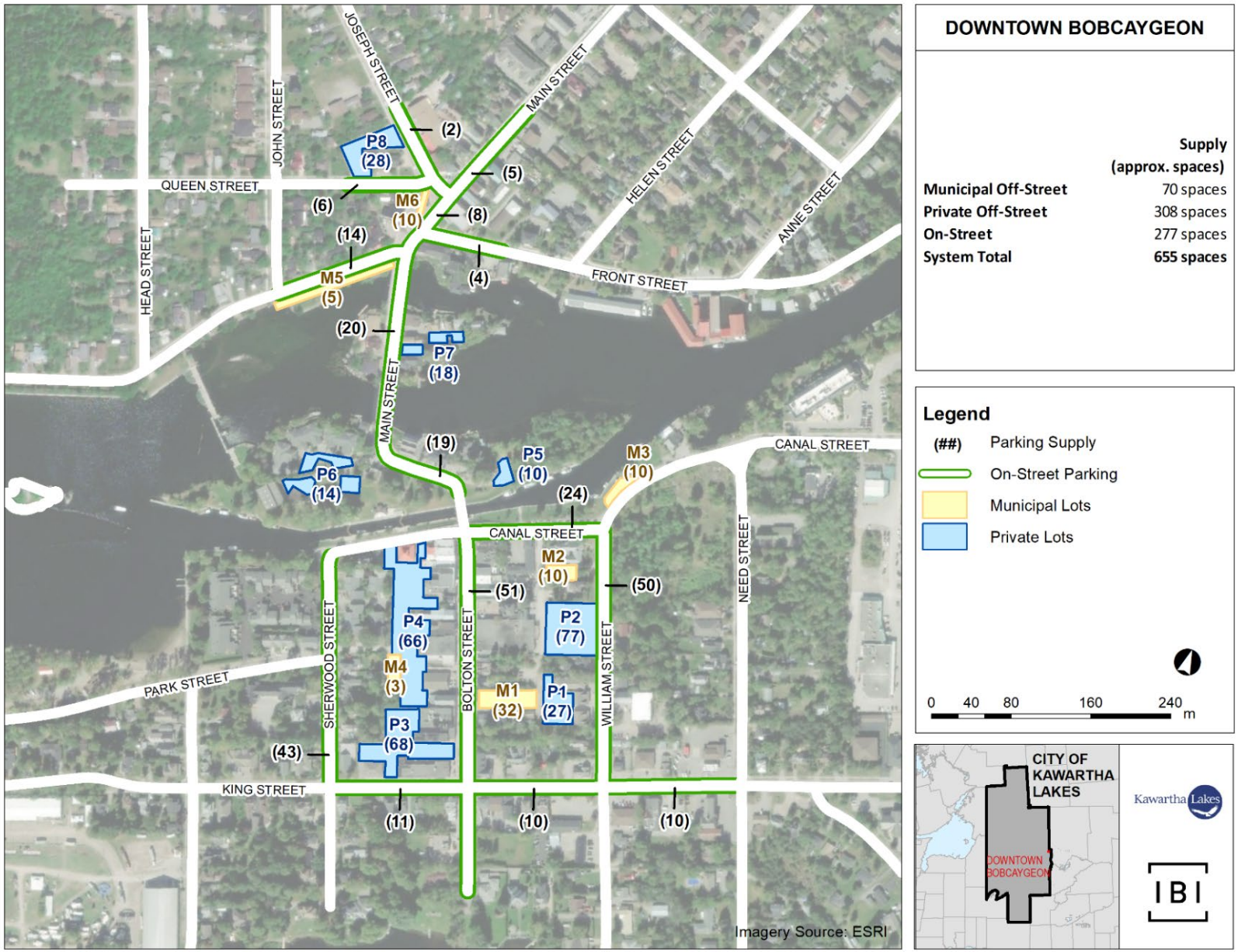
*Note: The parking supply shown in Exhibit 4-6 does not reflect parking restrictions that may occur throughout the day.

As shown in **Exhibit 4-5** and **Exhibit 4-6** the Fenelon Falls Core Area parking supply is comprised of 61 private off-street spaces, 238 municipal off-street spaces and 330 on-street spaces, for a total of 629 spaces.

4.1.3 Bobcaygeon Study Area

The surveyed Bobcaygeon Core Area parking system consists of 8 private lots, 6 municipal lots, and 15 on-street segments. **Exhibit 4-7** shows a map of the Bobcaygeon study area and the parking facilities surveyed therein.

Exhibit 4-7: Bobcaygeon Core Area Parking Supply Map



DOWNTOWN BOBCAYGEON

	Supply (approx. spaces)
Municipal Off-Street	70 spaces
Private Off-Street	308 spaces
On-Street	277 spaces
System Total	**655 spaces**

Legend

- (##) Parking Supply
- On-Street Parking
- Municipal Lots
- Private Lots

0 40 80 160 240 m

Kawartha Lakes

IBI

Exhibit 4-8 and **Exhibit 4-9** show the surveyed off-street and on-street parking facilities, respectively, for the Bobcaygeon Core Area.

Exhibit 4-8: Surveyed Bobcaygeon Off-Street Parking Supply

Parking Lot	Parking Spaces
P1	27
P2	77
P3	68
P4	66
P5	10
P6	14
P7	18
P8	28
M1	32
M2	10
M3	10
M4	3
M5	5
M6	10
Bobcaygeon Off-Street Total	**378**

Exhibit 4-9: Surveyed Bobcaygeon On-Street Parking Supply

Street	Segment	Parking Spaces*
Bolton Street	Canal Street to South End of Street	51
Canal Street	Main Street/Bolton Street to William Street	24
Front Street	John Street to Main Street	14
Front Street	Main Street to 50m east of Main Street	4
Joseph Street	50m north of Queen Street to Queen Street	2
King Street	Bolton Street to William Street	10
King Street	Sherwood Street to Bolton Street	11
King Street	William Street to Need Street	10
Main Street (Island)	90° turn to Canal Street	19
Main Street (Island)	Front Street to 90° turn	20
Main Street	50m north of Queen Street to Queen Street	5
Main Street	Queen Street to Front Street	8
Queen Street	50m west of Main Street to Main Street	6
Sherwood Street	Canal Street to King Street	43
William Street	Canal Street to King Street	50
Bobcaygeon On-Street Total		**277**

*Note: The parking supply shown in Exhibit 4-9 does not reflect parking restrictions that may occur throughout the day.

As shown in **Exhibit 4-8** and **Exhibit 4-9**, the Bobcaygeon Core Area parking supply is comprised of 308 private off-street spaces, 70 municipal off-street spaces and 277 on-street spaces, for a total of 655 spaces.

4.2 Existing Parking Utilization

This section estimates existing parking utilization for the three Core Areas, and highlights parking facilities for which utilization is approaching or exceeding effective capacity. The term “effective capacity” refers to the threshold rate of peak utilization at which a parking facility is, on a service level basis, considered fully consumed. In other words, effective capacity defines the peak rate of utilization of total capacity beyond which excessive congestion of parking facilities occurs from a service level standpoint. Based on industry best practices and generally acceptable service standards, effective capacity is defined herein as 85% and 90% of total capacity for municipal and private parking facilities, respectively. Based on its mix of municipal and private parking, a downtown parking system will therefore have an effective capacity between 85% and 90% of its total capacity. Once peak system-wide utilization exceeds this threshold, users typically experience excessive difficulty with finding available parking.

Parking utilization surveys of the Core Areas were conducted during various seasons, days and times to capture utilization rates of on-street and off-street parking facilities. Survey data were collected on an hourly basis at all three Core Areas during the following days and times:

- Tuesday, December 18, 2018: 7:30 AM to 4:30 PM (Winter);
- Saturday, December 22, 2018: 10:00 AM to 6:00 PM (Winter);
- Tuesday, June 4, 2019: 7:30 AM to 4:30 PM (Spring);
- Wednesday, June 5, 2019: 7:30 AM to 4:30 PM (Spring);
- Saturday, June 8, 2019: 10:00 AM to 6:00 PM (Spring);
- Wednesday July 25, 2019: 7:30 AM to 4:30 PM (Summer); and
- Friday July 27, 2019: 10:00 AM to 6:00 PM (Summer).

The utilization data are disaggregated by parking facility in **Appendix B**. As the surveys occurred in winter, spring and summer, and on weekdays and weekends, the utilization data collected are considered to have captured temporal fluctuations in parking demand without adjustment. In keeping with standard evaluative practice and to promote a conservative approach herein, observed peak demand for each Core Area is used for demand-supply assessment purposes.

4.2.1 Lindsay Study Area

Hourly system-wide parking utilization trends within the Lindsay Core Area for the winter 2018, spring 2019, and summer 2019 survey periods are illustrated in **Exhibit 4-10**, **Exhibit 4-11**, and **Exhibit 4-12**.

Exhibit 4-10: Lindsay Core Area System-Wide Parking Utilization (Winter 2018)

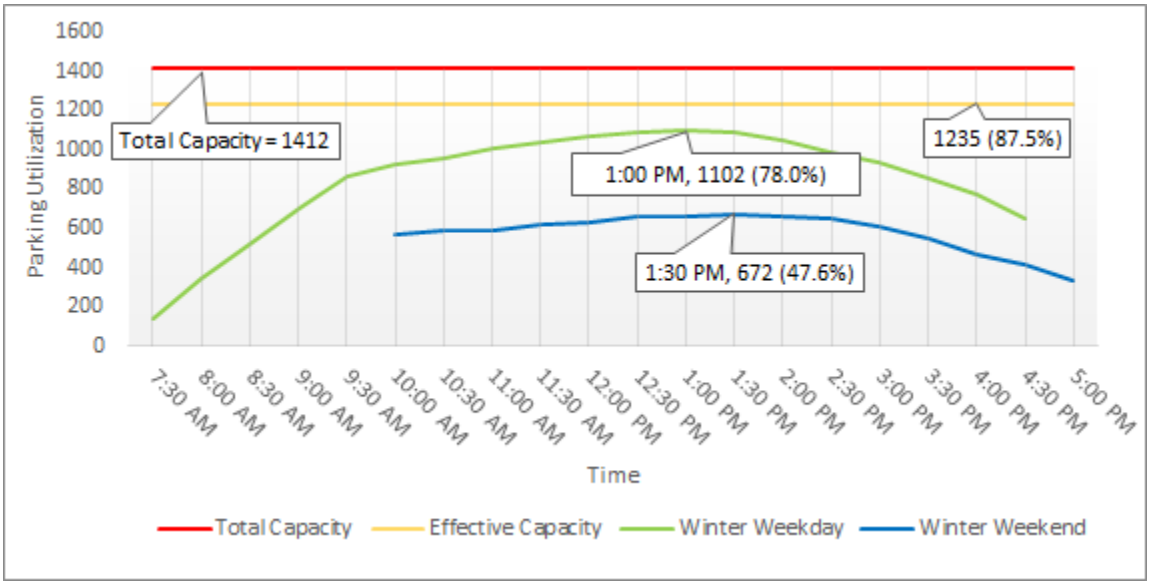


Exhibit 4-11: Lindsay Core Area System-Wide Parking Utilization (Spring 2019)

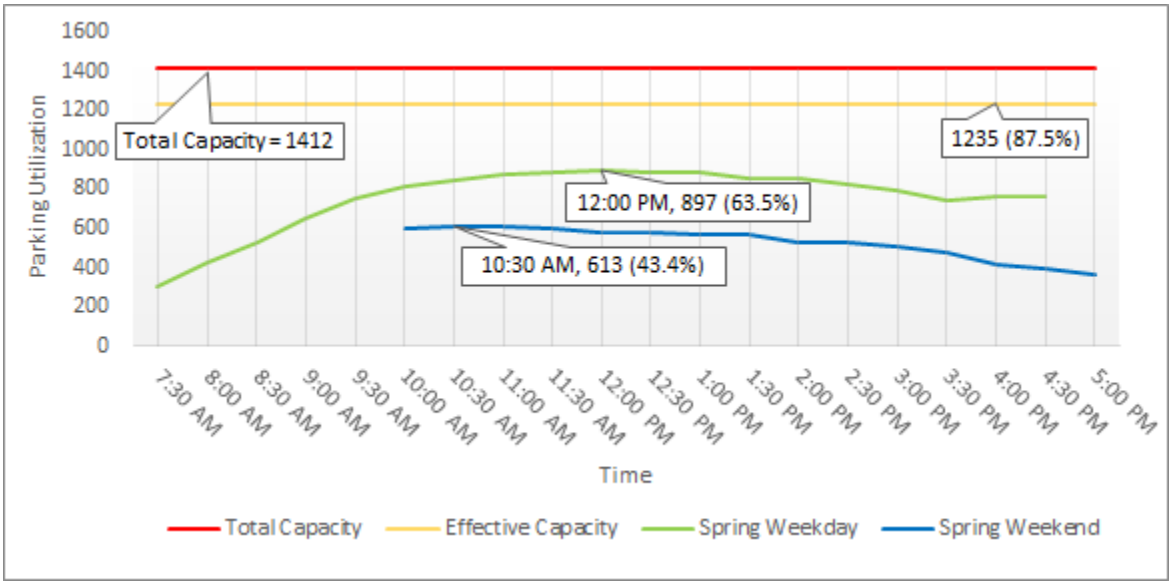
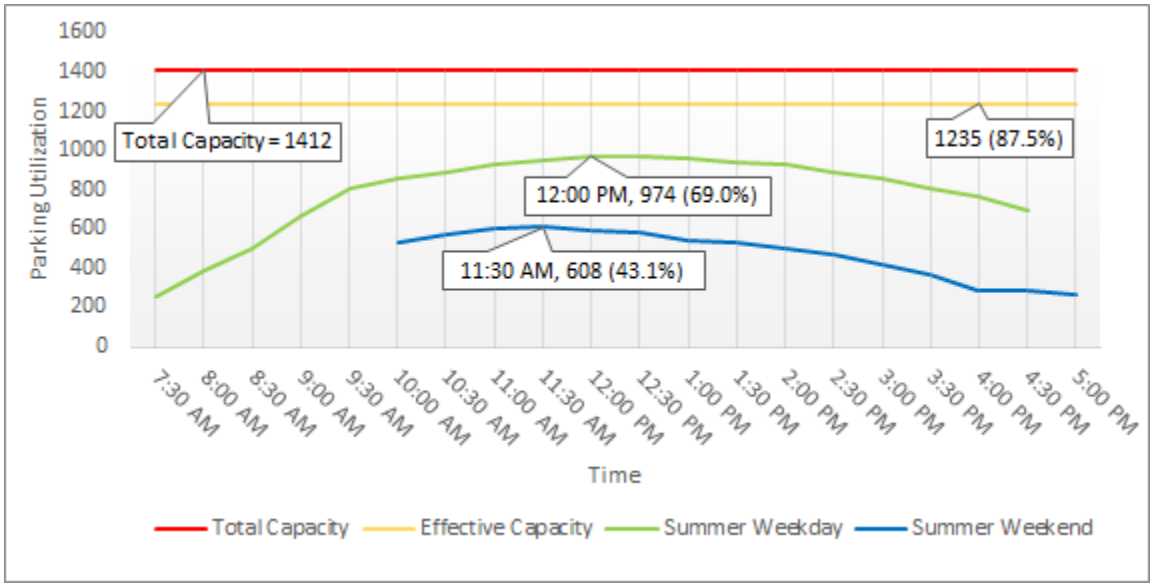


Exhibit 4-12: Lindsay Core Area System-Wide Parking Utilization (Summer 2019)

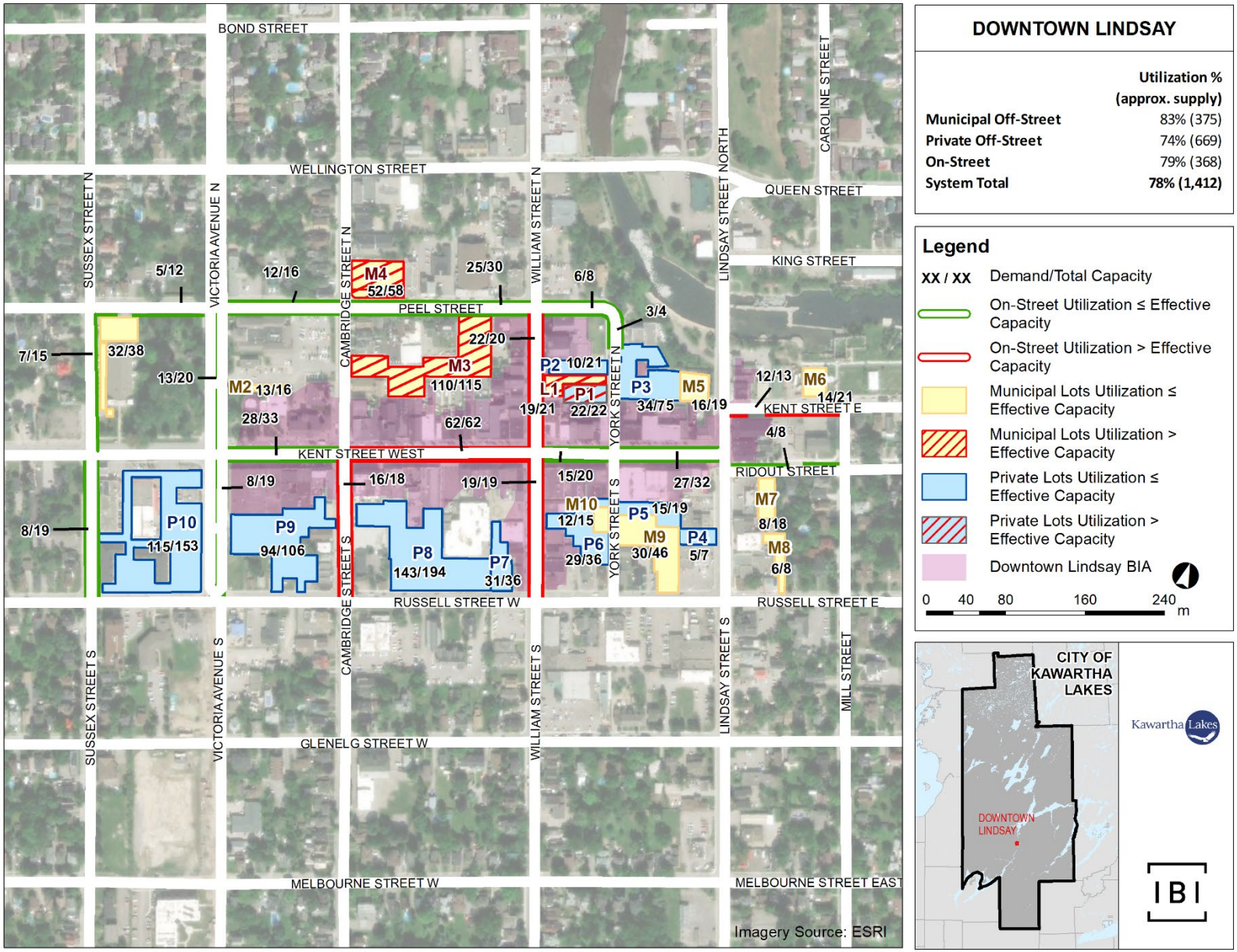


Notable observations emanating from the Lindsay surveys include:

- Weekday utilization was consistently higher system-wide compared to weekend utilization;
- During weekdays, the winter season had the highest overall parking utilization (78.0% occupied), followed by summer (69.0%), and spring (63.5%);
- During weekends, the winter season had the highest overall parking utilization (47.6% occupied), followed by spring and summer (43.4% and 43.1%, respectively);
- The weekday peak time for the winter, spring, and summer seasons occurred at 1:00 PM, 12:00 PM, and 12:00 PM, respectively;
- The weekend peak time for the winter, spring, and summer seasons occurred at 1:30 PM, 10:30 AM, and 11:30 AM, respectively; and
- While system-wide utilization remained below effective capacity at all times, utilization of particular lots and street segments was observed to exceed effective capacity for periods of time.

Exhibit 4-13 shows highest-observed peak-hour utilization by parking facility within the Lindsay Core Area.

Exhibit 4-13: Lindsay Core Area | Peak-Hour Utilization Map (1:00 PM to 2:00 PM)



DOWNTOWN LINDSAY

	Utilization % (approx. supply)
Municipal Off-Street	83% (375)
Private Off-Street	74% (669)
On-Street	79% (368)
System Total	**78% (1,412)**

Legend

- XX / XX — Demand/Total Capacity
- On-Street Utilization ≤ Effective Capacity
- On-Street Utilization > Effective Capacity
- Municipal Lots Utilization ≤ Effective Capacity
- Municipal Lots Utilization > Effective Capacity
- Private Lots Utilization ≤ Effective Capacity
- Private Lots Utilization > Effective Capacity
- Downtown Lindsay BIA

0 40 80 160 240 m

Based on **Exhibit 4-13**, the following conclusions can be drawn about peak-hour utilization of parking facilities within the Lindsay Core Area:

- The system of municipal lots essentially operates at effective capacity. The majority of municipal lots with utilization exceeding effective capacity are located in close proximity to the intersection of William Street / Kent Street;
- Several private lots operate below effective capacity; and
- The majority of street segments operate above effective capacity, although the on-street parking system operates below.

Based on the utilization survey results, it is concluded that, as a parking system, the Lindsay Core Area currently operates below effective capacity, and that a number of parking facilities within an acceptable walking distance to downtown destinations are evidently underutilized. Therefore, the existing parking system is considered sufficient to meet existing parking demand.

4.2.2 Fenelon Falls Study Area

Hourly system-wide parking utilization trends within the Fenelon Falls Core Area for the winter 2018, spring 2019, and summer 2019 survey periods are illustrated in **Exhibit 4-14**, **Exhibit 4-15**, and **Exhibit 4-16**.

Exhibit 4-14: Fenelon Falls Core Area System-Wide Parking Utilization (Winter 2018)

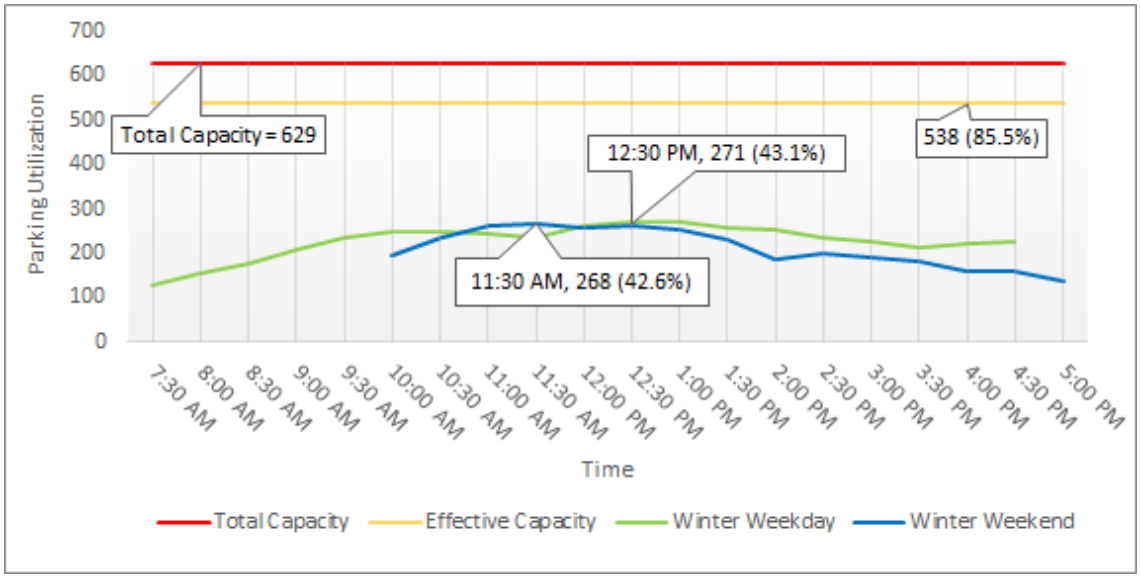


Exhibit 4-15: Fenelon Falls Core Area System-Wide Parking Utilization (Spring 2019)

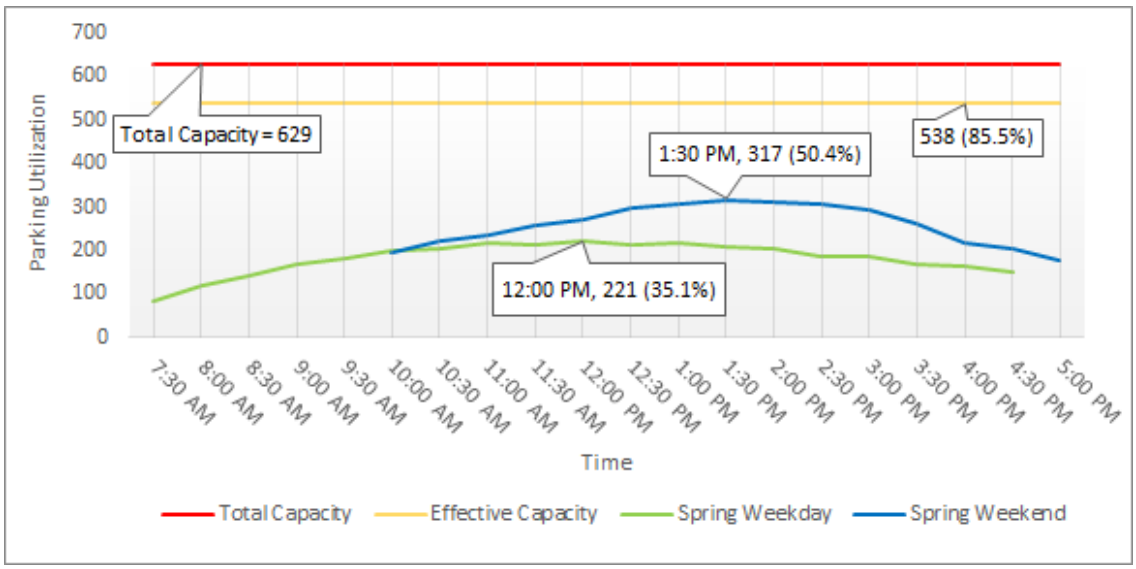
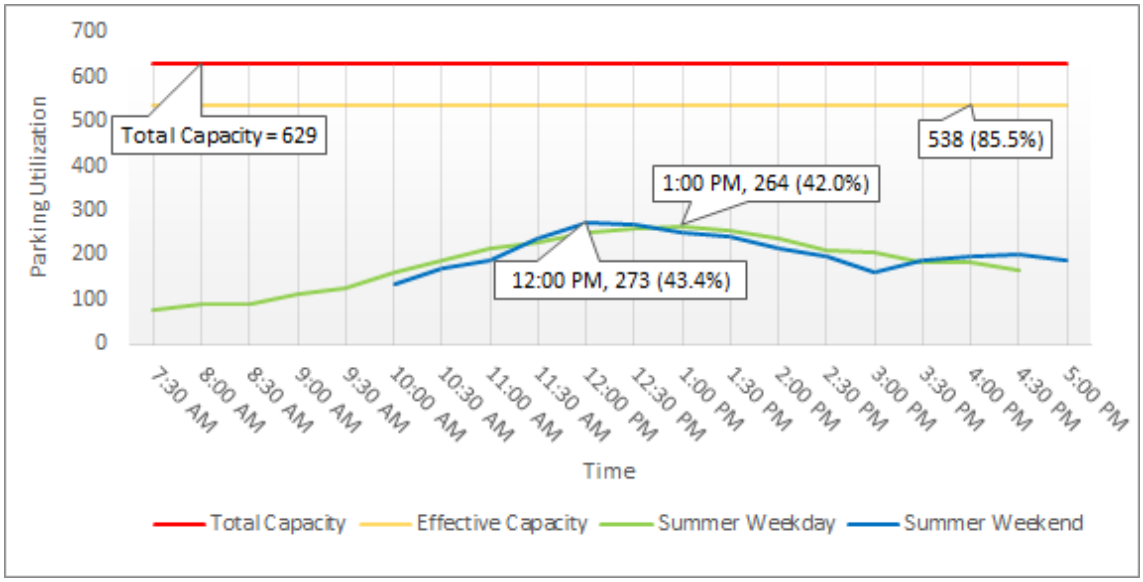


Exhibit 4-16: Fenelon Falls Core Area System-Wide Parking Utilization (Summer 2019)

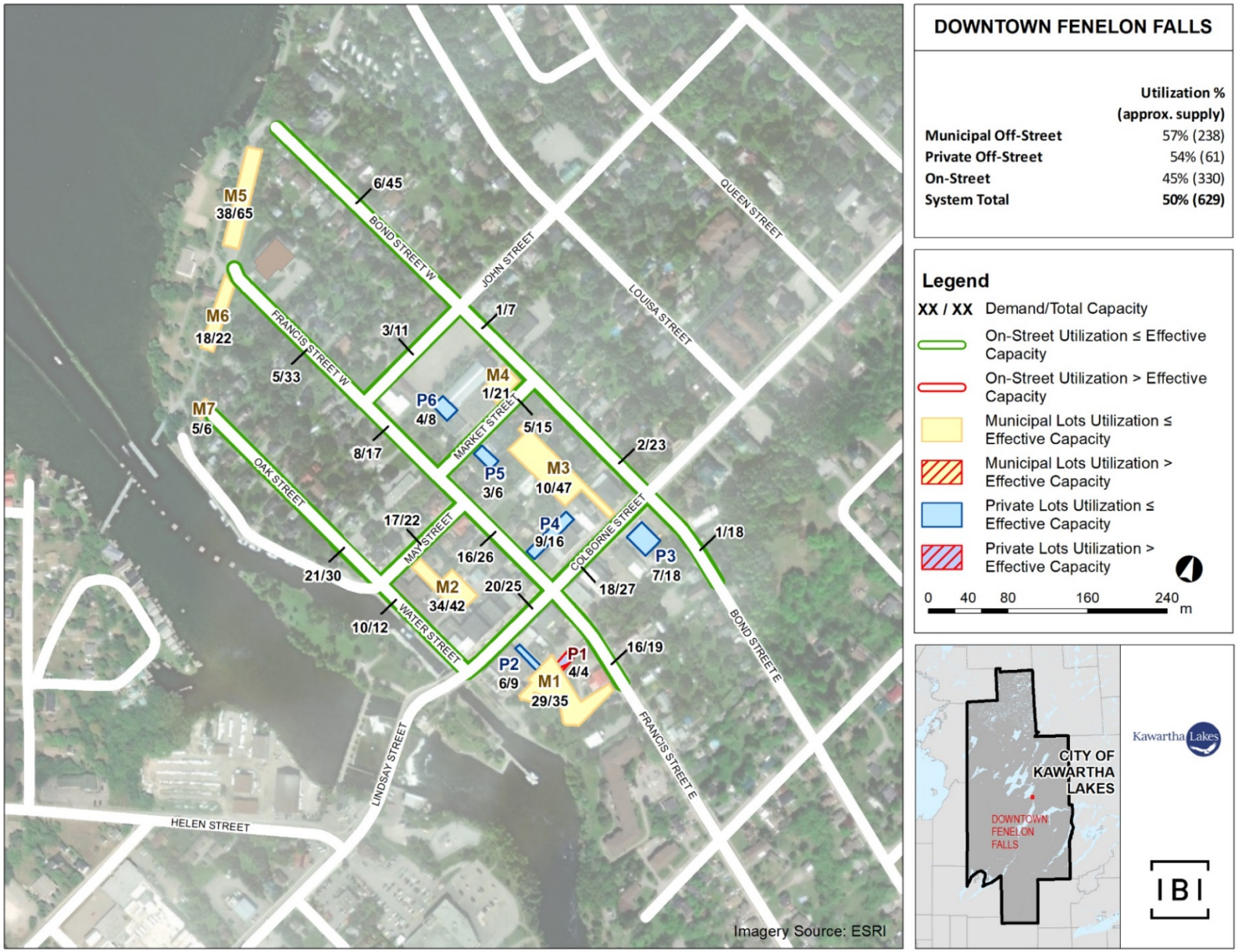


Notable observations from the Fenelon Falls surveys include:

- Weekday and weekend utilization patterns were similar in winter and summer (43% ± 1%);
- During weekends, the spring season had the highest overall utilization (50.4%), followed by summer (43.4%), and winter (42.6%);
- Weekend peak utilization for the winter, spring, and summer seasons occurred at 11:30 AM, 1:30 PM, and 12:00 PM, respectively; and
- While system-wide utilization remained below effective capacity at all times, utilization of particular lots was observed to exceed effective capacity for periods of time.

Exhibit 4-17 shows highest-observed peak-hour utilization by parking facility within the Fenelon Falls Core Area.

Exhibit 4-17: Fenelon Falls Core Area | Peak-Hour Utilization Map (1:30 PM to 2:30 PM)



DOWNTOWN FENELON FALLS

	Utilization % (approx. supply)
Municipal Off-Street	57% (238)
Private Off-Street	54% (61)
On-Street	45% (330)
System Total	**50% (629)**

Legend

- XX / XX Demand/Total Capacity
- On-Street Utilization ≤ Effective Capacity
- On-Street Utilization > Effective Capacity
- Municipal Lots Utilization ≤ Effective Capacity
- Municipal Lots Utilization > Effective Capacity
- Private Lots Utilization ≤ Effective Capacity
- Private Lots Utilization > Effective Capacity

0 40 80 160 240 m

Based on **Exhibit 4-17**, the following conclusions can be drawn about peak-hour utilization of parking facilities within the Fenelon Falls Core Area:

- Municipal lots operate well below effective capacity with the exception of Lot M2 and Lot M7;
- Lot P1 and Lot P2 operate at total capacity, however, Lot M1, which is adjacent to these private lots, operates well below effective capacity; and
- On-street segments operate well below effective capacity.

Based on the utilization survey results, the existing parking supply in the Fenelon Falls Core Area is considerably more than sufficient to accommodate existing parking demand.

4.2.3 Bobcaygeon Study Area

Hourly system-wide parking utilization trends within the Bobcaygeon Core Area for the winter 2018, spring 2019, and summer 2019 survey periods are illustrated in **Exhibit 4-18**, **Exhibit 4-19**, and **Exhibit 4-20**.

Exhibit 4-18: Bobcaygeon Core Area System-Wide Parking Utilization (Winter 2018)

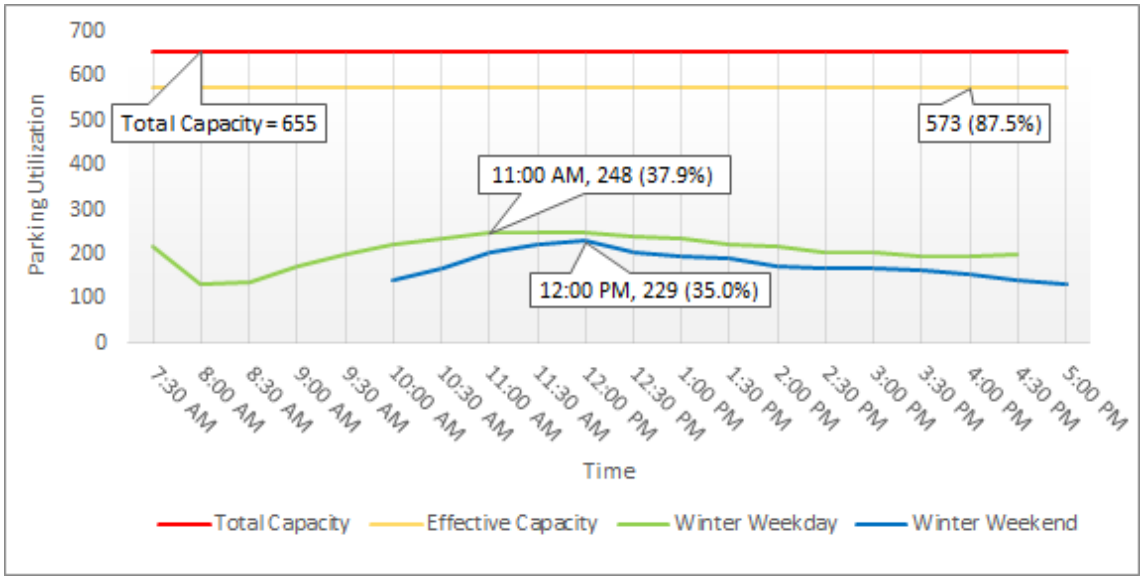


Exhibit 4-19: Bobcaygeon Core Area System-Wide Parking Utilization (Spring 2019)

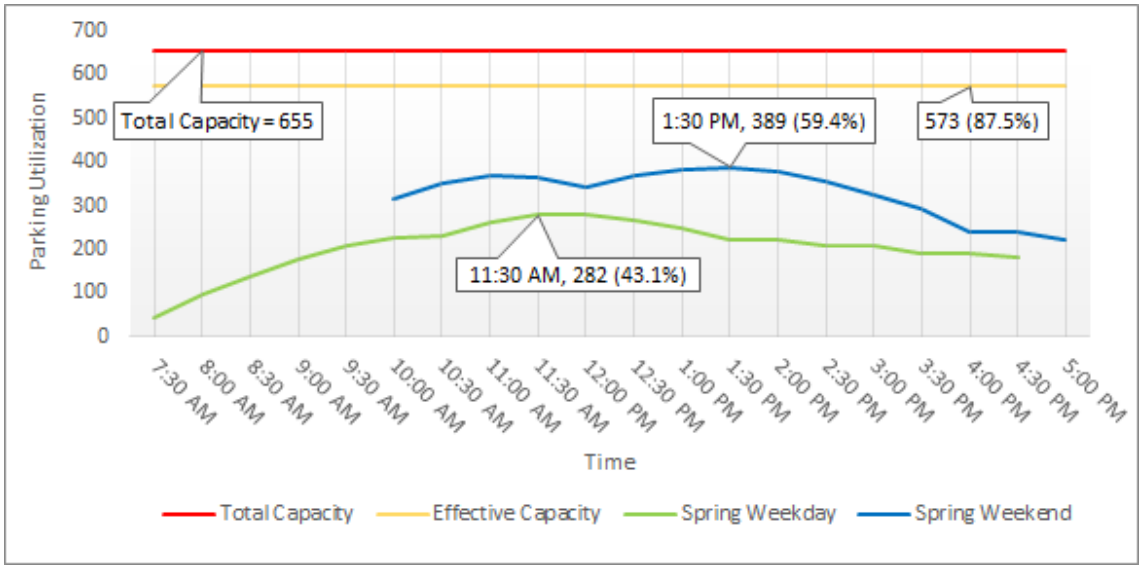
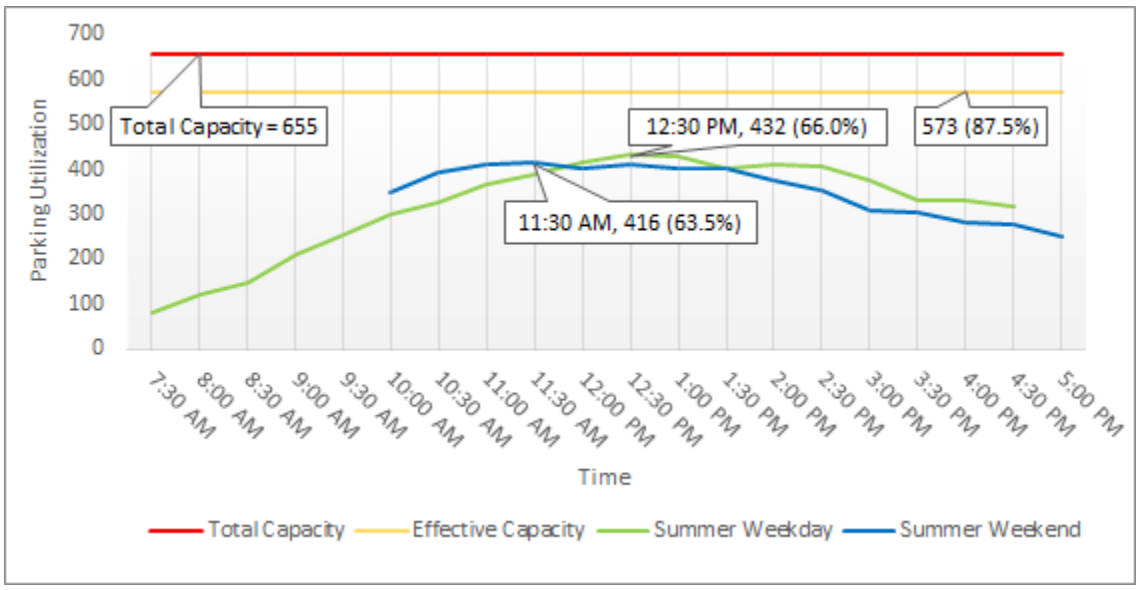


Exhibit 4-20: Bobcaygeon Core Area System-Wide Parking Utilization (Summer 2019)

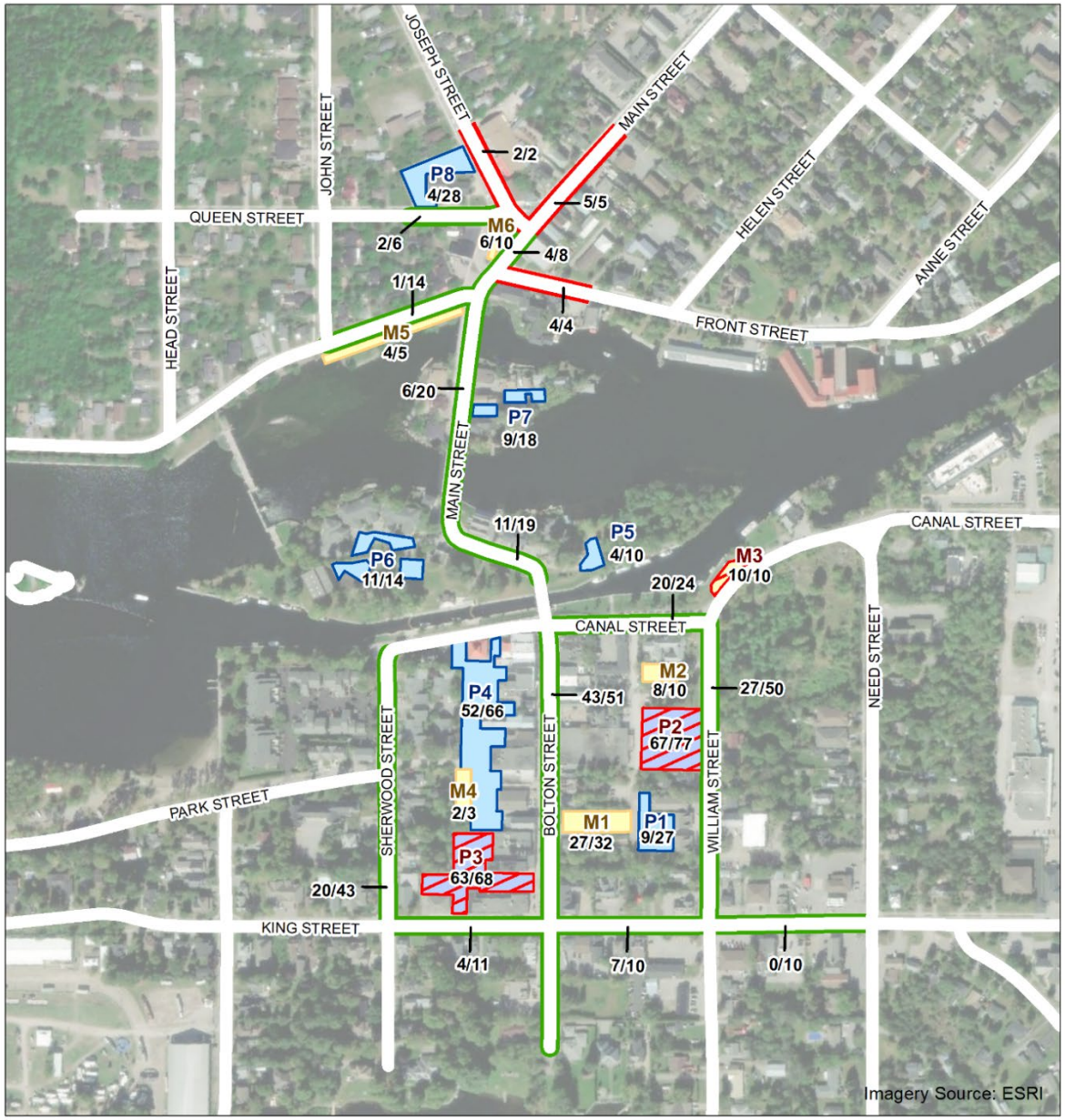


Notable observations from the Bobcaygeon surveys include:

- Compared to weekends, weekday system-wide utilization was slightly higher during the winter, slightly lower during the spring, and was approximately equal during the summer;
- During weekdays, the summer season showcased the highest utilization (66.0%), followed by spring (43.1%) and winter (37.9%);
- During weekends, the summer season showcased the highest utilization (63.5%), followed by spring (59.4%) and winter (35.0%);
- Weekday peak utilization for the winter, spring, and summer seasons occurred at 11:00 AM, 11:30 AM, and 12:30 PM, respectively;
- Weekend peak utilization for the winter, spring, and summer seasons occurred at 12:00 PM, 1:30 PM, and 11:30 AM, respectively; and
- While system-wide utilization remained below effective capacity at all times, utilization of particular lots and street segments was observed to exceed effective capacity for periods of time.

Exhibit 4-21 shows highest-observed peak-hour utilization by parking facility within the Bobcaygeon Core Area.

Exhibit 4-21: Bobcaygeon Core Area | Peak Weekday Utilization Map (12:30 PM to 1:30 PM)



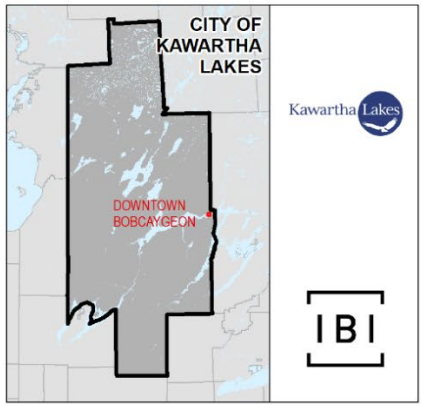
DOWNTOWN BOBCAYGEON

	Utilization % (approx. supply)
Municipal Off-Street	81% (70)
Private Off-Street	71% (308)
On-Street	56% (277)
System Total	**66% (655)**

Legend

- XX / XX — Parking Demand/Capacity
- On-Street Utilization ≤ Effective Capacity
- On-Street Utilization > Effective Capacity
- Municipal Lots Utilization ≤ Effective Capacity
- Municipal Lots Utilization > Effective Capacity
- Private Lots Utilization ≤ Effective Capacity
- Private Lots Utilization > Effective Capacity

0 40 80 160 240 m



Based on **Exhibit 4-21**, the following conclusions can be drawn about peak-hour utilization of parking facilities within the Bobcaygeon Core Area:

- Private parking lots P2 and P3 and municipal lot M3 operate above effective capacity, while all other parking lots operate below;
- Demand for on-street parking is relatively high in the Market Square area, notably for Joseph Street, Main Street and Front Street East.

Based on the utilization survey results, the existing parking supply in the Bobcaygeon Core Area is sufficient to accommodate existing parking demand.

4.3 Existing Parking Supply and Demand Summary

Based on the foregoing observations and findings, the following conclusions are drawn about existing parking supply and demand:

- The Lindsay Core Area parking system operates with a peak utilization of 78%, with said peak occurring at 1:00 PM during the winter weekday. The system of municipal lots essentially operates at effective capacity. The majority of municipal lots with utilization exceeding effective capacity are located in close proximity to the intersection of William Street / Kent Street. The system of on-street parking operates below effective capacity, although a number of segments operate above. Excess capacity in private parking lots and underutilization of peripheral on-street parking are such that system-wide peak utilization in downtown Lindsay is below effective capacity.
- The Fenelon Falls Core Area parking system operates with a peak utilization of 50%, with said peak occurring at 1:30 PM during the spring weekend. While some municipal and private lots operate at or near total capacity, parking opportunities are available nearby.
- The Bobcaygeon Core Area parking system operates with a peak utilization of 66%, with said peak occurring at 12:30 PM during the summer weekday. While some municipal and private lots operate at or near total capacity, parking opportunities are available nearby.

For each of the Core Areas, and on a system-wide basis, existing parking supply is sufficient, in some cases significantly more than sufficient, to accommodate existing parking demand.

5 Parking Asset Condition Assessment

Through on-site inspections and informed by asset data provided by the City, IBI Group conducted condition assessments of the City's off-street parking facilities within the Core Areas. This exercise includes decomposing facilities into component assets, evaluating asset condition, estimating asset replacement timing and costs and developing recommendations relating to maintenance and capital improvements. This section highlights the recommendations emanating from that exercise; the full set of results is contained in the Municipal Parking Lot Asset Registry, which is Appendix C to this study.

5.1 Methodology

Population of the Municipal Parking Lot Asset Registry was informed by a combination of sources: data provided by the City, online research and field data collection through on-site inspections. For each asset, the in-service year was estimated using judgement based on a comparison of observed condition to expected service life. Assets observed to have failed were recommended for replacement, while assets observed to still be serviceable but in need of repair were recommended for maintenance.

5.2 Data Collection

IBI Group collected field data on Tuesday, July 30, 2019 in Bobcaygeon and Fenelon Falls, and on Wednesday, July 31, 2019 in Lindsay, where data on the following items was collected:

- Type of asset: pavement, lighting, storm sewers (catch basins), signs, and railings;
- Quantity: unit dependent on the asset;
- Condition rating: Scores of 1 through 10 were used, with 1 representing a new asset and 10 representing an asset that has failed; and
- Additional notes.

5.3 Assessment Findings and Recommendations

Exhibit 5-1, Exhibit 5-2, and **Exhibit 5-3** summarize the asset condition assessment findings and recommendations for Lindsay, Bobcaygeon, and Fenelon Falls, respectively.

Exhibit 5-1: Lindsay Asset Condition Assessment Findings

Lot	Asset Condition Rating		
	Asset	Condition Rating*	Recommendations
M1	Storm Sewer	4	Crack seal where appropriate, and consider patching around the northern catch basin. Repaint pavement immediately including delineation and accessible parking spaces.
	Lights	N/A	
	Surface	4	
	Railing	N/A	
	Signage (Accessible)	2	
	Signage (2 Hour Limit)	2	
M2	Storm Sewer	5	Patch asphalt in targeted areas where needed. During patching, correct for identified drainage issue around catch basins. Straighten poles and replace accessible parking signs with paint beginning to fade. Consider accessible signs similar to Lot M5. Repaint pavement as the paint continues to fade.
	Lights	3	
	Surface	4	
	Railing	N/A	
	Signage	6	
	Signage	2	
	Signage	3	
M3	Storm Sewer	3	Crack seal and patch in localized areas where appropriate. Sweep the snow melt debris. Restore the Lot's northern connection with Peel Street after construction is complete. Repaint pavement as the paint continues to fade. Replace the accessible parking signs that are missing. Consider accessible signs similar to Lot M5.
	Lights	3	
	Surface	3	
	Railing	N/A	
	Signage	1	
	Signage	2	
	Signage	1	
M4	Storm Sewer	N/A	Repave after Peel Street road construction is complete. Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification. Straighten parking signs, consider standalone signs to be similar to the accessible signs in Lot M5.
	Lights	3	
	Surface	8	
	Railing	N/A	
	Signage	2	
M5	Storm Sewer	2	Sweep the snow melt debris. Repaint pavement as the paint continues to fade. Replace the no parking signs.
	Lights	3	
	Surface	2	
	Railing	N/A	
	Signage	1	

Lot	Asset Condition Rating		
	Asset	Condition Rating*	Recommendations
	Signage	1	The garbage bins at the northeast corner of the parking are impeding parking supply. Relocate the bins to a location in the parking lot that will not impede parking supply.
	Signage	5	
M6	Storm Sewer	1	Potential pooling observed around the catch basin indicating drainage problems. City should follow-up after a rain fall and correct as necessary. Add parking information signs similar to the other municipal lots. Install accessible parking signs at the accessible spaces. Consider accessible signs similar to Lot M5.
	Lights	2	
	Surface	1	
	Railing	N/A	
	Signage	N/A	
M7	Storm Sewer	4	Repave asphalt pavement. Straighten the bent parking information sign. Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification. Consider combining Lot M7 and M8.
	Lights	3	
	Surface	8	
	Railing	2	
	Signage	2	
M8	Storm Sewer	4	Repave asphalt pavement. Delineate parking spaces. Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification. Consider combining Lot M7 and M8.
	Lights	3	
	Surface	8	
	Railing	N/A	
	Signage	N/A	
M9	Storm Sewer	2	Restore the Lot's southern connection once the Russel Street construction is complete. Straighten the bent information sign. Repaint pavement as the paint continues to fade.
	Lights	3	
	Surface	2	
	Railing	N/A	
	Signage	3	
	Signage	2	
M10	Storm Sewer	N/A	Install accessible parking signs at the accessible spaces. Consider accessible signs similar to Lot M5.
	Lights	N/A	
	Surface	1	
	Railing	N/A	
	Signage	2	
M11	Storm Sewer	N/A	Consider installing asphalt pavement with parking spaces delineated. Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification.
	Lights	N/A	
	Surface	3	
	Railing	N/A	
	Signage	N/A	

Lot	Asset Condition Rating		
	Asset	Condition Rating*	Recommendations
L1	Storm Sewer	1	Repaint pavement as the paint continues to fade. Relocate the two parking information signs blocked by the flowers. Install accessible parking signs at the two accessible spaces. Consider accessible signs similar to Lot M5.
	Lights	3	
	Surface	2	
	Railing	4	
	Signage	1	

**Scoring Range = 1 (new asset) to 10 (an asset that has failed)*

Exhibit 5-2: Bobcaygeon Asset Condition Assessment Findings

Lot	Asset Condition Rating		
	Asset	Condition Rating*	Recommendations
M1	Storm Sewer	N/A	Sweep the snow melt debris. Crack seal and patching in localized areas where appropriate. Potentially resurface asphalt pavement depending on observed condition after snow melt debris are swept. Repaint pavement as the paint continues to fade. Straighten the two 3 hour limit parking signs.
	Lights	3	
	Surface	5	
	Railing	N/A	
	Signage	2	
	Signage	2	
	Signage	5	
M2	Storm Sewer	N/A	Consider installing asphalt pavement with parking spaces delineated. Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification.
	Lights	2	
	Surface	1	
	Railing	N/A	
	Signage	N/A	
M3	Storm Sewer	N/A	Consider installing asphalt pavement with parking spaces delineated. Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification. Straighten the eastern No Parking sign's pole.
	Lights	3	
	Surface	4	
	Railing	N/A	
	Signage	2	
M4	Storm Sewer	4	Consider installing asphalt pavement with parking spaces delineated. Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification.
	Lights	N/A	
	Surface	3	
	Railing	N/A	
	Signage	N/A	
M5	Storm Sewer	N/A	Consider installing asphalt pavement with parking spaces delineated.
	Lights	3	
	Surface	3	
	Railing	N/A	

Lot	Asset Condition Rating		
	Asset	Condition Rating*	Recommendations
	Signage	N/A	Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification.
M6	Storm Sewer	N/A	Replace the no parking between 11 PM and 7 AM signs as they deteriorate. Install an accessible parking sign at the accessible space.
	Lights	2	
	Surface	1	
	Railing	N/A	
	Signage	5	

**Scoring Range = 1 (new asset) to 10 (an asset that has failed)*

Exhibit 5-3: Fenelon Falls Asset Condition Assessment Findings

LOT	ASSET CONDITION RATING		
	ASSET	CONDITION RATING*	RECOMMENDATIONS
M1	Storm Sewer	N/A	Repave asphalt pavement. Straighten the 2 hour limit parking sign. Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification.
	Lights	3	
	Surface	8	
	Railing	N/A	
	Signage	2	
	Signage	4	
	Signage	2	
M2	Storm Sewer	N/A	Sweep the snow melt debris. Crack seal in localized areas where appropriate. Repaint pavement as the paint continues to fade.
	Lights	3	
	Surface	3	
	Railing	N/A	
	Signage	2	
M3	Storm Sewer	N/A	Sweep the snow melt debris. Crack seal and patch in localized areas where appropriate. Potentially resurface asphalt pavement depending on observed condition after snow melt debris is swept. Consider repaving western limit of Lot M2 regardless. Potentially repaint delineation following parking lot sweep depending on observed conditions. Install an accessible parking sign at the accessible space, and reapply pavement paint.
	Lights	3	
	Surface	6	
	Railing	N/A	
	Signage	2	
M4	Storm Sewer	3	Sweep the snow melt debris.
	Lights	N/A	

LOT	ASSET CONDITION RATING		
	ASSET	CONDITION RATING*	RECOMMENDATIONS
	Surface	3	Crack seal in localized areas where appropriate. Repaint pavement as the paint continues to fade.
	Railing	N/A	
	Signage	2	
	Signage	2	
M5	Storm Sewer	N/A	Consider installing asphalt pavement with parking spaces delineated. Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification.
	Lights	N/A	
	Surface	4	
	Railing	N/A	
	Signage	N/A	
M6	Storm Sewer	N/A	Repaint the parking delineation. Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification.
	Lights	N/A	
	Surface	3	
	Railing	N/A	
	Signage	N/A	
M7	Storm Sewer	N/A	Repaint the parking delineation. Implement the appropriate amount of accessible parking spaces with pavement paint and signage identification.
	Lights	2	
	Surface	3	
	Railing	N/A	
	Signage	N/A	
M8	Storm Sewer	N/A	Repaint pavement as the paint continues to fade. Install an accessible parking sign at the accessible parking space.
	Lights	2	
	Surface	3	
	Railing	N/A	
	Signage	N/A	

**Scoring Range = 1 (new asset) to 10 (an asset that has failed)*

6 Future Parking Assessment

While existing parking supplies in the Lindsay, Fenelon Falls, and Bobcaygeon Core Areas are sufficient to accommodate existing parking demand, each of the Core Areas is anticipated to experience growth in parking demand as well as changes in parking supply as a result of committed City initiatives. Long-term planning is required to ensure the sufficiency of downtown parking supplies into the future. To that end, this section conducts a future parking assessment that estimates future parking demand and corresponding supply needs to 2041 by examining:

- Parking demand growth due to anticipated population growth, visitor growth and downtown area development;
- Changes in parking demand due to anticipated changes in transportation modal split; and
- Anticipated parking demand and supply changes as a result of committed (i.e. ongoing, planned or recently completed) capital projects or relocations of City offices.

That examination is used to forecast 2041 parking utilization for each of the Core Areas as it notionally would be if nothing else is done by the City to influence parking demand or change parking supply. Recommendations regarding parking demand management (e.g. redistribution of parking patterns) and parking supply expansion are then developed with the aim of ensuring that future parking demand in the Core Areas is ultimately met by adequate parking supply.

6.1 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.

IBI Group consulted the 2019 Provincial Growth Plan (to 2051), the City's Growth Management Strategy (to 2031) and City staff to determine how each of these channels is expected to contribute to parking demand growth. With the City's forecasted rate of population growth being comparable to the provincial average over the next 30 years, visitor-based parking demand in the City is expected to grow similarly to the City's population. Likewise, based on the vison of the City's Strategic Community Improvement Plan and known development plans, development in the Core Areas is anticipated to mirror

that of the City as a whole. These findings suggest that the demand for parking in the Core Areas can be expected to grow at a rate comparable to that of the City's population.

With that approach taken, and based on the Provincial Growth Plan and the City's Growth Management Strategy, **Exhibit 6-1** summarizes the City's population forecast to 2041. The City's Development Charges Background Study accounts for differences in demand for municipal services between permanent and seasonal residents: As compared to a permanent resident, a seasonal resident is deemed to generate half the demand on municipal services. The same adjustment is adopted herein in order to estimate the total increase in parking demand arising from anticipated population growth.

Exhibit 6-1: 2041 Population Projections

Year	Permanent Population[2]	Seasonal Population[3]	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	
2019	78,655	34,429	113,084	95,870	1.325
2041	107,000	40,045	147,045	127,023	

As shown in **Exhibit 6-1**, the demand for parking is expected to grow by 32.5% between 2019 and 2041. Accordingly, a growth factor 1.325 was applied to all parking observations described in **Section 4.2** on a lot-by-lot and segment-by-segment basis to forecast parking demand as it will be in 2041 without redistribution. The City should, however, monitor actual population growth over time, and adjust the parking demand forecast accordingly.

6.2 Transportation Modal Split and Latent Parking Demand

The Lindsay Transit Master Plan indicates that a number of expansionary transit improvements are expected by 2027, including additional transit routes in Lindsay, extended service on weekday evenings, and service extension to Bobcaygeon. Some of these have already been implemented, at least partially.

Historically, for every 1% in population growth, Lindsay Transit ridership has grown by 3%, according to the Lindsay Transit Master Plan. Moreover, improvements to the City's walking and cycling infrastructure (e.g. trails, bicycle corrals etc.) will make non-automobile modes of transportation more efficient and more attractive to residents and visitors. Such improvements and related recommendations lie outside the scope of this study, but they will be

[2] 2019 permanent population determined based on a 1.41% compounded annual growth rate, 2016-2041.
[3] 2019 and 2041 seasonal population determined based on a 0.69% compounded annual growth rate, 2016-2031. Note: data was only available to 2031, so it was assumed that the same growth rate (compounded annually) would apply to 2041.

examined in the City's forthcoming Active Transportation Master Plan and Forestry and Trails Master Plan.

While existing parking users are expected to shift somewhat toward non-automobile means of travel, the resulting reduction in parking demand is likely to be offset by an increase in parking demand by prospective users whose demand for parking is currently latent because they perceive that parking is insufficiently available in the Core Areas. In the absence of detailed information on the latent demand, and with the shift to non-automobile travel expected to be minor, it is assumed herein that the changes in parking demand arising from the anticipated increase in the non-automobile mode share and the resulting conversion of latent parking demand into active demand offset one another.

6.3 Committed Parking Demand and Supply Changes

Based on discussions with City staff and agents (e.g. design engineers), IBI Group understands that ongoing, planned and recently completed capital projects and City staff relocations have impacted or will impact municipal parking demand or supply in the Core Areas.

As of the time of writing, the only known committed change to parking demand is that relating to the 2020 relocation of the City's Municipal Law Enforcement Division to outside of the Lindsay Core Area, which is estimated to reduce parking demand in that area by 10 spaces (this notionally reduces 2019 peak demand for municipal off-street parking from 312 to 302 spaces, prior to application of growth). While the administrative offices for the City's Department of Engineering and Corporate Assets and Department of Public Works also relocated to outside of the Lindsay Core Area in 2020, that move is not expected to change long-term parking demand because, unlike with the Municipal Law Enforcement Division, the premises thereby vacated are expected to be reoccupied by new tenants with comparable demands for parking in the Lindsay Core Area.

Based on information known as of the time of writing, anticipated committed changes to parking supply are documented in **Exhibit 6-2**. As shown in **Exhibit 6-2**, 30 parking spaces are expected to be gained in Lindsay, 6 parking spaces are expected to be lost in Fenelon Falls and no change to parking system capacity is expected for Bobcaygeon.

For the purpose of the future needs assessment, parking demands and supplies in the Core Areas are adjusted to account for the foregoing changes, given they are committed and largely ongoing.

Exhibit 6-2: Anticipated Municipal Parking Supply Changes Due to Committed Capital Projects

Location	Capital Project	Gain / (Loss)
Lindsay		
Cambridge Street (between Kent Street and Peel Street)	Downtown Lindsay Reconstruction	9
Cambridge Street (between Russell Street and Kent Street)	Downtown Lindsay Reconstruction	(5)
William Street (between Kent Street and Peel Street)	Downtown Lindsay Reconstruction	(1)
William Street (between Russell Street and Kent Street)	Downtown Lindsay Reconstruction	(2)
Peel Street (between Victoria Avenue and Cambridge Street)	Downtown Lindsay Reconstruction	2
Peel Street (between Cambridge Street and William Street)	Downtown Lindsay Reconstruction	4
Peel Street (between William Street and York Street)	Downtown Lindsay Reconstruction	(2)
York Street (between Peel Street and Kent Street)	Downtown Lindsay Reconstruction	2
Kent Street (between Victoria Avenue and Cambridge Street)	Downtown Lindsay Reconstruction	7
Kent Street (between Cambridge Street and William Street)	Downtown Lindsay Reconstruction	(5)
Kent Street (between York Street and Lindsay Street)	Downtown Lindsay Reconstruction	3
Vacant Lot at 7 William Street South (identified as M11 in Exhibit 6-7)	Parking Lot Development Tied to Downtown Lindsay Reconstruction	18
Total for Lindsay		**30**
Fenelon Falls		
Francis Street (between Market Street and Colborne Street)	Colborne Street Reconstruction	(2)
Francis Street (between Colborne Street and 100m east of Colborne Street)	Colborne Street Reconstruction	(4)
Total for Fenelon Falls		**(6)**

Bobcaygeon		
Canal Street (between William Street and Need Street)	Canal Street Reconstruction	16
Canal Street (between Bolton Street and William Street)	Canal Street Reconstruction	(16)
Total for Bobcaygeon		**0**

6.4 Future Parking Utilization

Based on forecasted parking demand and existing parking supply, as adjusted for the committed parking demand and supply changes noted in the previous section, this section forecasts 2041 peak parking utilization as it would notionally be if the City did nothing further to manage parking demand or expand parking supply. Existing 2019 and notional forecasted 2041 peak utilization are summarized in **Exhibit 6-3** by Core Area and parking type.

Exhibit 6-3: 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%

By 2041, system-wide peak utilization is forecasted to reach total capacity in Lindsay and effective capacity in Bobcaygeon. Moreover, by 2027-2028, system-wide peak utilization is forecasted to reach effective capacity in Lindsay. Owing to its substantial existing excess capacity, the downtown Fenelon Falls parking system is forecasted to continue operating well below effective capacity through to 2041.

6.4.1 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. Research

by Mary S. Smith, Thomas A. Butcher, and the Victoria Transport Policy Institute suggests the maximum walking distances presented in **Exhibit 6-4** for the corresponding land uses in **Exhibit 6-5**, where LOS = Level of Service.

Exhibit 6-4: Maximum Walking Distance

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

Exhibit 6-5: Walking Distance Targets

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	

As suggested by **Exhibit 6-4** and **Exhibit 6-5**, and considering that an average person walks at a rate of about 100m per minute, 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. However, based on the results of the online survey, a maximum walking distance of 300m seems to be preferred in Kawartha Lakes. This distance was used in identifying opportunities to distribute parking demand more evenly throughout the Core Area parking systems. Nonetheless, provided that accessible parking is adequate and optimally located, a maximum (not average) walking distance of 400m is still considered generally appropriate for each of the Core Areas.

The parking demand redistribution exercise also accounts for the interaction, particularly the substitutability, between private and municipal parking. Through to 2041, parking demand and the density of economic activity in the Core Areas is forecasted to remain too low to justify the introduction of private or municipal parking structures, whether above or below ground. With land in

fixed supply, existing and new development in the Core Areas are not expected to provide on-site the added parking supply required to meet the corresponding added demand. Indeed, the City's experience is that proponents of development in the Core Areas routinely request relief from private parking provision requirements in zoning by-laws, and that such requests are routinely granted by the City.

Without a compelling reason to expect otherwise, therefore, excess demand for private parking can be expected to eventually spill over to municipal parking assets so as to maintain users' indifference between private and municipal parking. With the supply of private parking expected to remain fixed through to 2041, the parking demand redistribution exercise shifts excess private parking demand to municipal parking assets. This redistribution is done so as to keep peak utilization of private parking within effective capacity (90% of total capacity), leaving the recommendations herein regarding parking demand management and supply expansion to address the resulting excess demand placed on municipal parking assets.

Considering the forecasted parking demand increases presented in **Section 6.1**, acceptable walking distances and expected fixity of private parking supply, parking demand was redistributed as summarized in **Exhibit 6-6**. Note that this redistribution is strictly a notional exercise to evaluate the sufficiency of parking supply. Using the post-redistribution figures in **Exhibit 6-6** as a starting point, the following sections outline recommendations aimed at balancing parking demand and supply in each of the three Core Areas through to 2041.

Exhibit 6-6: Notional Forecasted Peak Utilization Before and After 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%

6.4.2 Recommendations for Lindsay Core Area

Exhibit 6-7 shows notional forecasted peak utiliztion for the Lindsay Core Area, after parking demand redistribution. 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). Accordingly, the following solutions are recommended:

- Upon relocation of the administrative offices for the Paramedic Service from 4 Victoria Ave. N., convert into public municipal parking (10 regular spaces and 1 accessible space) the 11 spaces in Lot M2 currently reserved for Paramedic Service vehicles and staff;
- Reconfigure Lot M5 to increase parking supply by approximately 10 spaces[4];
- Upon reconstruction or resurfacing of Victoria Ave. from Kent St. to Peel St., widen the street, close the entrance to Lot M2 and convert the parallel parking into angle parking to increase parking supply by approximately 34 spaces (from 20 to 54 spaces);
- Upon reconstruction or resurfacing of Kent St. from Victoria Ave. to Sussex St., widen the street and extend angle parking from Victoria Ave. to Sussex St., making allowance for turning lanes as needed, to increase parking supply by approximately 40 spaces;
- Upon reconstruction or resurfacing of Peel St. from Victoria Ave. to Sussex St., close the entrance to Lot M1, widen the street to the south, maintain prohibited parking on the north side and convert the parallel parking on the south side into angle parking to increase parking supply by approximately 12 spaces (from 12 to 24 spaces); and
- Through a public-private partnership or other appropriate means, facilitate the consolidation and reconfiguration of the vacant / underutilized lands comprising and adjacent to Lot P9 (northeast corner of Victoria Ave. / Russell St.) to increase parking supply by approximately 114 spaces (from 106 to 220 spaces)[5].

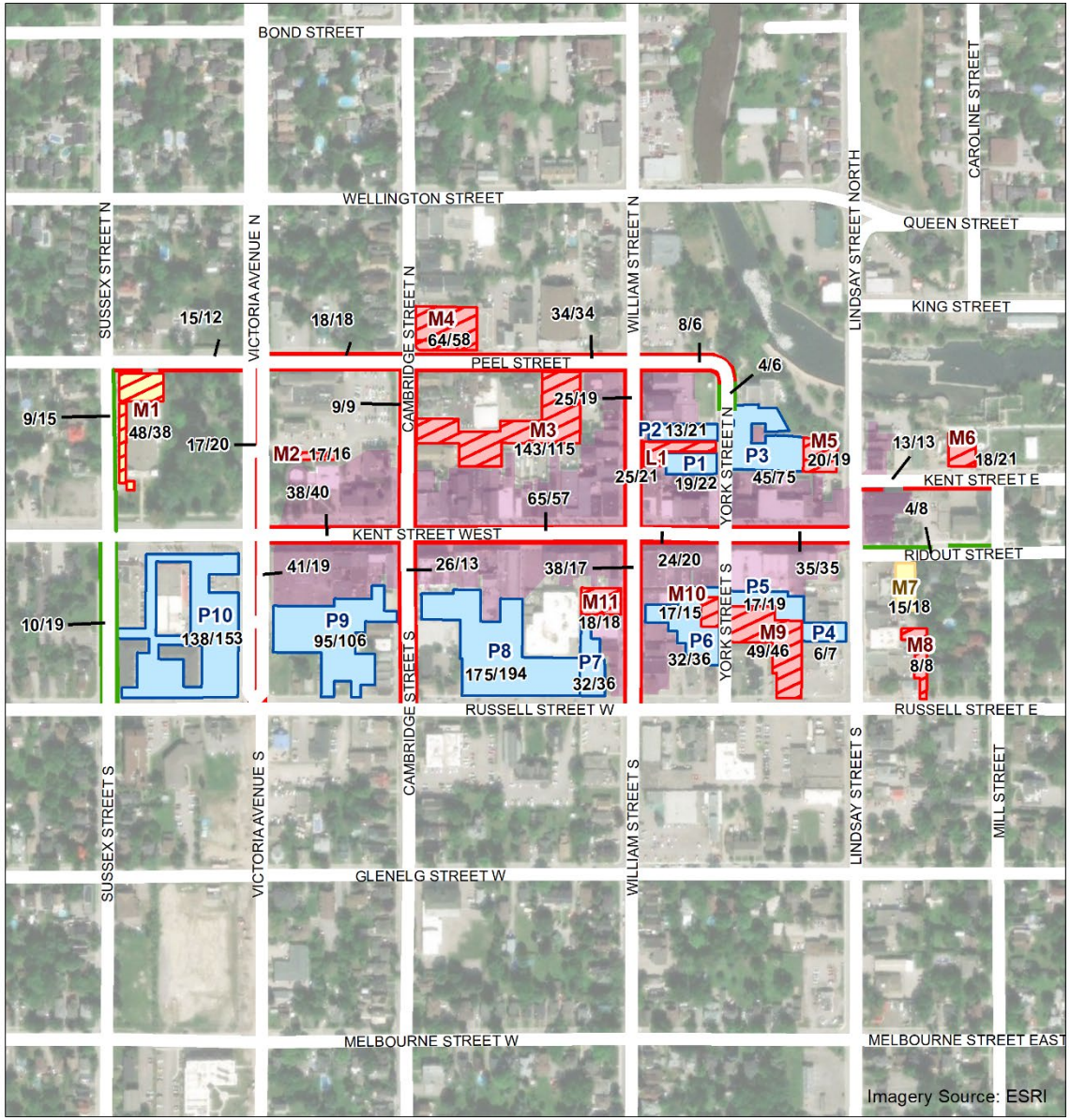
Altogether, these solutions would be expected to add approximately 221 spaces to the parking supply, which is equal to the anticipated required expansion. To support these solutions, additional recommendations relating to parking demand management and enforcement are made as follows:

[4] Based on a ratio of 1 parking space per 30 sq. m., which is a value that takes into account drive aisles and parking spaces based on industry research and previous project experience.
[5] Based on a ratio of 1 parking space per 30 sq. m., which is a value that takes into account drive aisles and parking spaces based on industry research and previous project experience.

- Introduce dynamic permit pricing to municipal parking lots. Increase pricing for the core lots (M2, M3, M4, and the forthcoming lot at 7 William St. S.[6]), maintain pricing for the intermediate lots (M5, M9, and M10), and reduce pricing for the peripheral lots (M6 and M7);
- 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 the LPR 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.

[6] Identified as Lot M11 in Exhibit 6-7.

Exhibit 6-7: Lindsay Core Area | 2041 Peak Weekday Utilization Map



DOWNTOWN LINDSAY

	2041 Utilization (approx. spaces)
Municipal Off-Street	113% (393)
Private Off-Street	86% (669)
On-Street	114% (380)
System Total	**100% (1,442)**

Legend

- XX / XX — Parking Demand/Capacity
- On-Street Utilization ≤ Effective Capacity
- On-Street Utilization > Effective Capacity
- Municipal Lots Utilization ≤ Effective Capacity
- Municipal Lots Utilization > Effective Capacity
- Private Lots Utilization ≤ Effective Capacity
- Private Lots Utilization > Effective Capacity
- Downtown Lindsay BIA

0 40 80 160 240 m

Kawartha Lakes

IBI

6.4.3 Recommendations for Fenelon Falls Core Area

Exhibit 6-8 shows notional forecasted peak utilization for the Fenelon Falls Core Area, after parking demand redistribution. While utilization of the parking system is anticipated remain well below effective capacity, even through to 2041, demand is anticipated to exceed effective capacity for certain lots for which demand cannot be redistributed to other parking facilities within an acceptable walking distance. To mitigate that challenge, the following solutions are recommended:

- Delineate parking along Oak Street, from May Street to the western limit, by adding pavement markings to the north side of the street and signage restricting parking on the other side (the street is too narrow to accommodate parking on both sides);
- 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, to the west, by adding pavement markings;
- Upon reconstruction or resurfacing of Lot M1, reconfigure it to increase parking supply by approximately 35 spaces[7]; 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.[8] 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.

Altogether, these solutions would be expected to improve parking distribution and increase parking supply by approximately 105 spaces, focusing the expansion in areas anticipated to otherwise operate beyond effective capacity. Complementary to the foregoing are the following recommendations regarding parking demand management and enforcement:

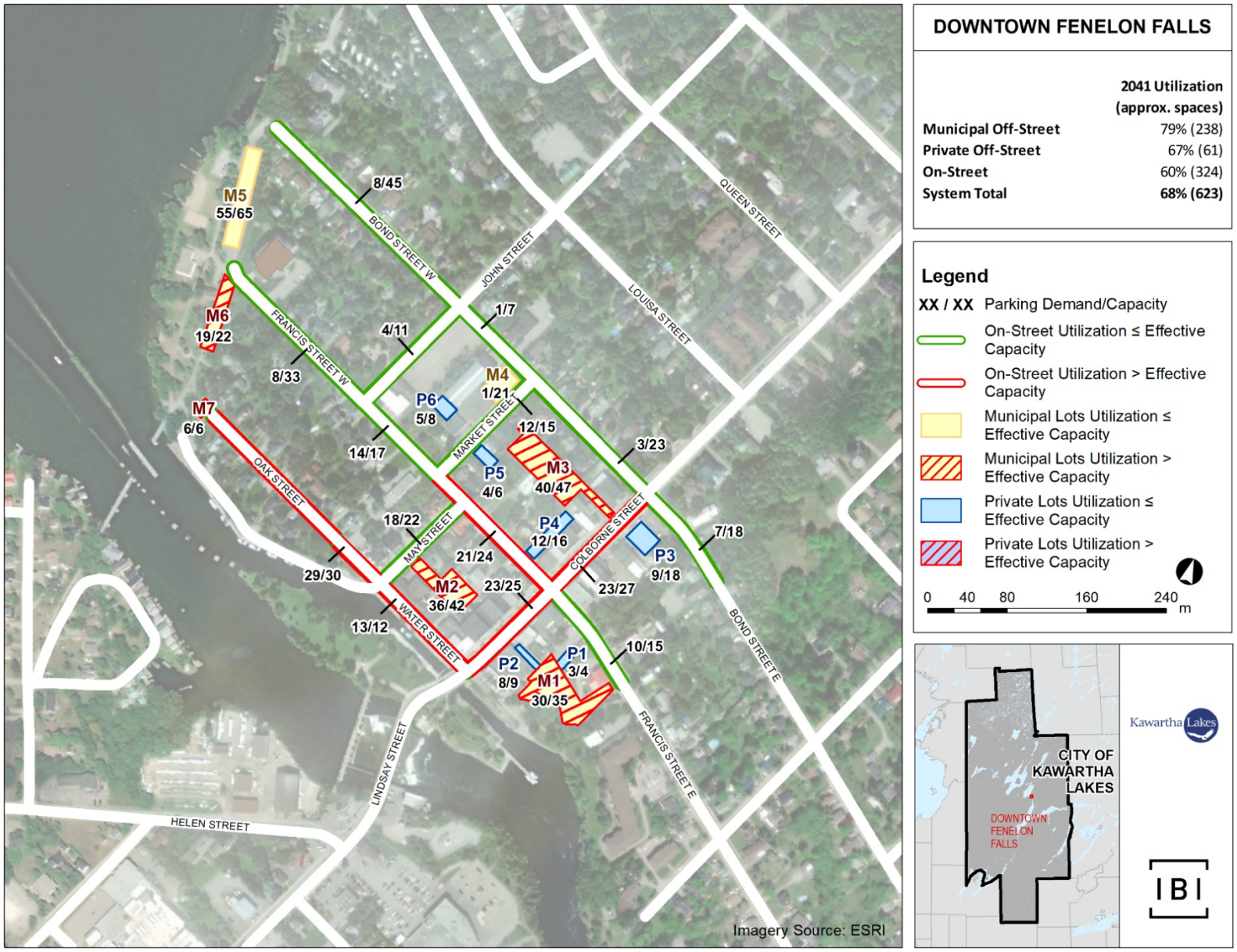
- Introduce a 3-hour parking duration limit to prime parking assets (e.g. Colborne St., Water St., Lot M2 etc.) for the busy summer months (roughly Victoria Day to Labour Day), actively enforced by Municipal Law Enforcement Division or the Fenelon Falls Chamber of Commerce. Adjust the duration limit based on utilization and turnover;
- Issue residential parking permits via LPR technology to Colborne Street residents who have no access to private parking (i.e. those

[7] Based on a ratio of 1 parking space per 30 sq. m., which is a value that takes into account drive aisles and parking spaces based on industry research and previous project experience.
[8] Recommended long vehicle routing plan: launch boats at the western limits of Water Street, take May Street to Francis Street and then to John Street and park in the new lot.

presently reliant on on-street parking) 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 as follows: Launch boats at the western limit of Water Street, take May Street to Francis Street to John Street and park in the new lot. Signage should be installed at all intersections along this route to direct drivers with trailers to the new lot after launching their boats.

Exhibit 6-8: Fenelon Falls Core Area | 2041 Peak Weekday Utilization Map



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)**

Legend

- **XX / XX** Parking Demand/Capacity
- On-Street Utilization ≤ Effective Capacity
- On-Street Utilization > Effective Capacity
- Municipal Lots Utilization ≤ Effective Capacity
- Municipal Lots Utilization > Effective Capacity
- Private Lots Utilization ≤ Effective Capacity
- Private Lots Utilization > Effective Capacity

0 40 80 160 240 m

6.4.4 Recommendations for Bobcaygeon Core Area

Exhibit 6-9 shows notional forecasted peak utilization for the Bobcaygeon Core Area, after parking demand redistribution. At peak demand, the parking system is anticipated to operate essentially at effective capacity in 2041. While no opportunities for parking supply increases through reconfiguration of existing parking lots are evident, there are a few opportunities to increase on-street parking supply modestly through revision of pavement markings.

Furthermore, there is a widely-recognized need for more long-vehicle and long-term parking on the periphery of the Core Area. Through a combination of duration-limited on-street parking, proactive enforcement and improved wayfinding, it is expected that demand for long-vehicle and long-term parking can be shifted to appropriate off-street parking assets within a reasonable distance of the Core Area.

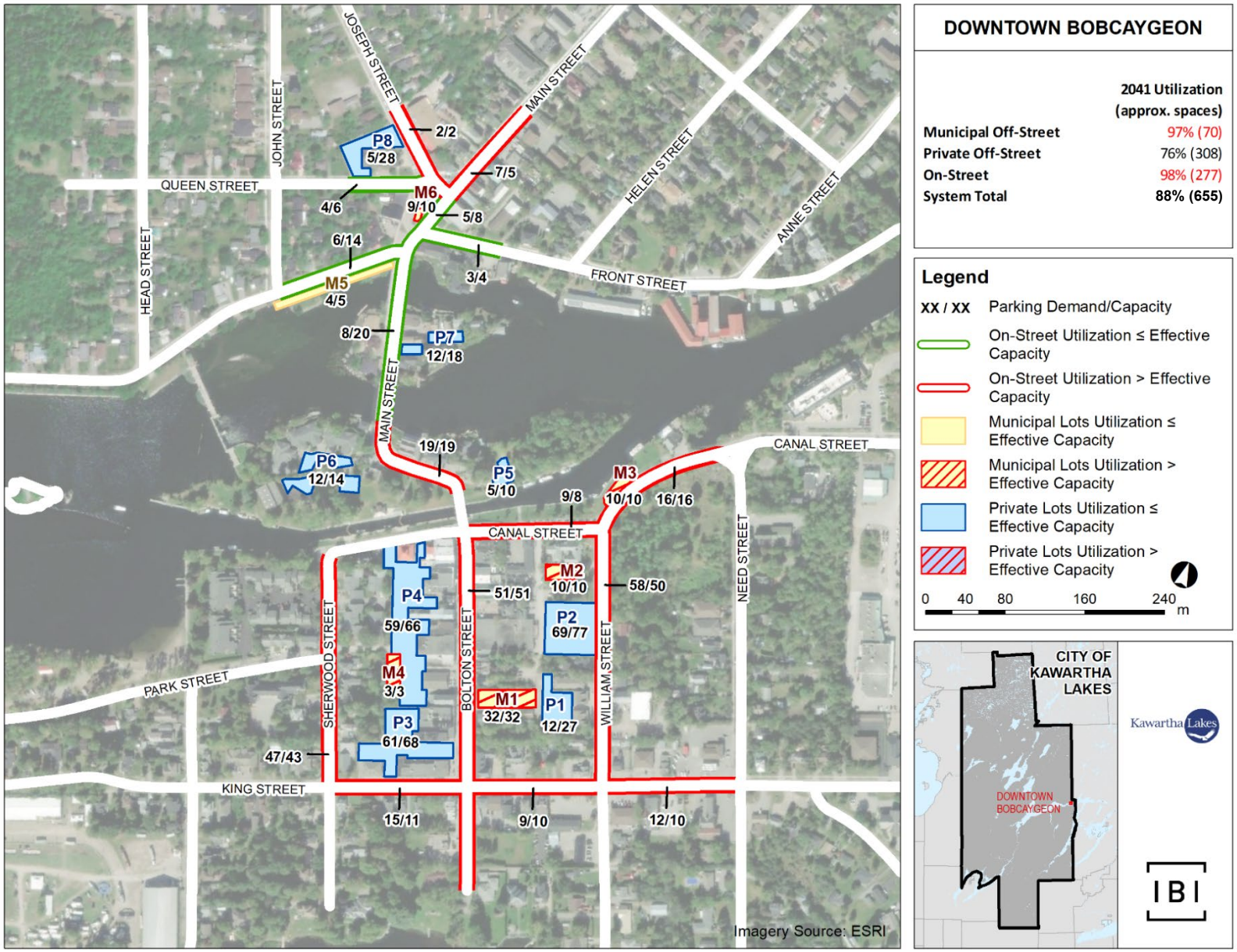
Accordingly, it is recommended that the City implement the following measures relating to parking supply in and around the Core Area:

- Revise pavement markings on Bolton St. and other streets, as may be applicable, to eliminate unnecessary “no parking” zones and optimize configuration, thereby increasing on-street parking supply modestly;
- 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
- Expedite the paving of the Bobcaygeon Arena parking lot, which is a project approved through the City’s 2020 Tax-Supported Capital Budget.

It is also recommended that the City implement the following parking demand management and enforcement measures in an effort to keep peak utilization below effective capacity system-wide:

- Introduce a 2-hour parking duration limit to prime parking assets (e.g. Bolton St., Canal St., Lot M6 etc.) for the busy summer months (roughly Victoria Day to Labour Day), actively enforced by Municipal Law Enforcement Division or the Bobcaygeon Chamber of Commerce. Adjust the duration limit based on utilization and turnover. If parking demand is not better distributed or managed, consider instating paid on-street parking;
- Introduce proactive enforcement;
- Relocate the Farmers Market from the Bobcaygeon Arena to Bobcaygeon Beach Park and, through a wayfinding system, direct long-vehicle and long-term parking to Bobcaygeon Beach Park and, during the summer months, the Bobcaygeon Arena; 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.

Exhibit 6-9: Bobcaygeon Core Area | 2041 Peak Weekday Utilization Map



DOWNTOWN BOBCAYGEON

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

Legend

- XX / XX — Parking Demand/Capacity
- On-Street Utilization ≤ Effective Capacity
- On-Street Utilization > Effective Capacity
- Municipal Lots Utilization ≤ Effective Capacity
- Municipal Lots Utilization > Effective Capacity
- Private Lots Utilization ≤ Effective Capacity
- Private Lots Utilization > Effective Capacity

0 40 80 160 240 m

7 Parking Service Policies and Administration

This section evaluates the City's parking service in terms of policies and administration, and develops related recommendations aimed at supporting those made in Sections 5 and 6.

7.1 Service Level Standards

Clear service level standards are crucial to setting general expectations around municipal services and identifying the triggers for service expansion. As previously discussed, three service level standards have guided the analysis and recommendations herein:

- Maximum system-wide peak parking utilization for municipal parking: 85%;
- Maximum system-wide peak parking utilization for private parking: 90%; and
- Maximum acceptable walking distance from parking location to destination: 400m.

As a general rule, the City should observe maximum system-wide parking utilization rates of 85% and 90% for municipal and private parking facilities, respectively. Depending on the parking system size and layout, these thresholds represent the point at which users generally begin to experience excessive difficulty in finding available parking, leading to user frustration and excessive congestion caused by users searching for available parking for an extended period of time. In other words, these thresholds can be considered to define "effective capacity" of a parking asset or system of such assets.

As previously identified, an average walking distance of 240m to 360m from outdoor / uncovered parking facilities to a downtown destination is considered acceptable for the land uses within the three Core Areas. Based on that standard, a maximum walking distance of 400m between parking and destinations should be observed wherever reasonable, provided that accessible parking is adequate and optimally located.

To ensure service level standards are being met, the City should periodically complete the following process:

- **Collect parking utilization data**: Conduct hourly parking utilization counts during the winter or spring months in Lindsay and the summer months in Fenelon Falls and Bobcaygeon. For all Core Area parking assets, this should be done between 8:00 a.m. and 6:00 p.m. over two consecutive weekdays and 8:00 a.m. and 8:00 p.m. over two

consecutive Saturdays to ensure daily parking demand fluctuations are captured.

- **Assess existing conditions and forecast future conditions**: Identify parking assets operating beyond effective capacity during the period of peak parking demand, as well as alternative parking opportunities within an acceptable walking distance of these assets. Then forecast future parking demand to arrive at one of the following scenarios for each Core Area:
    - The parking system is projected to operate below effective capacity whereby all parking assets operate below effective capacity or particular parking assets operate above effective capacity but are within an acceptable walking distance of underutilized parking assets able to absorb localized excess demand.

      Recommendation: No action needed.
    - The parking system is projected to operate below effective capacity whereby particular parking assets operate above effective capacity and are not within an acceptable walking distance of underutilized parking assets able to absorb localized excess demand.

      Recommendation: Adopt strategies aimed at bringing about a better distribution of parking demand, such as variable parking prices or duration limits, or dynamic wayfinding.
    - The parking system is projected to operate above effective capacity.

      Recommendation: First adopt strategies aimed at managing parking demand such as introduced / increased parking prices, introduced / reduced maximum parking durations or enhanced parking enforcement. In the event that such measures are inadequate or politically infeasible, consider parking supply expansion.

7.1.1 Recommendations

The City is recommended to maintain the following service level standards in each of the Core Areas:

- Maximum system-wide peak parking utilization for municipal parking: 85%;
- Maximum system-wide peak parking utilization for private parking: 90%; and
- Maximum acceptable walking distance from parking location to destination: 400m.

7.2 Parking Signage and Wayfinding

Four fundamental parking sign types are known to enhance the experience of parking asset users:

Introduction: The first level of parking signage alerts drivers approaching parking areas. The signage should be distinct in both colour and size, and it can be characterized by unique logos. The signs should display the names of the lots and perhaps who the intended users are (e.g. permit holders, pay-as-you-use users, long vehicles etc.). These signs are located on the street, and are mounted on poles at standard heights.

Directional: Directional parking signage is distinct in colour, size, and image and directs drivers to the parking areas. The signs are mounted on poles at standard heights.

Identification: Identification signage is placed at the entry of each parking lot. The name of the parking area is identified and the type of parking available at the parking area is listed on the signage. The identification signage is distinctive in colour and size, and it is located on a pole at a relatively low height.

Pedestrian Wayfinding: These types of signs are placed at locations easily found and viewed by pedestrians, typically parking facility entry and exit points, and are intended to help pedestrians orient themselves in the Core Area.

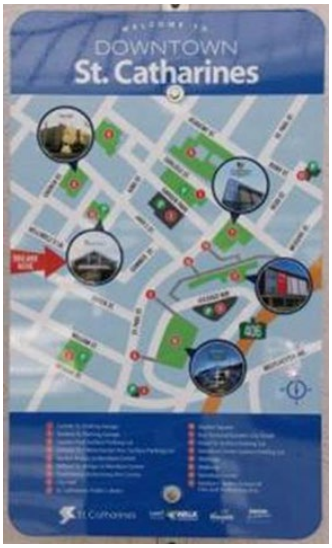
Exhibit 7-1 shows examples of each of the four sign types discussed above.

Exhibit 7-1: Examples of Sign Types

Introduction

Directional

Identification



Pedestrian Wayfinding

Among the qualities of good signage are the following:

- The appearance or theme of all signage is consistent;
- Use of common images, logos and colours;
- Placement at or near eye level if intended for pedestrians;
- Use of reflective and durable material;
- All four wayfinding sign types (introduction, directional, identification, and pedestrian) are integrated to guide motorist and pedestrian activity;
- All primary entrances to the Core Areas have introduction signage;
- All major routes through the Core Areas have directional signage;
- All parking areas have identification signage;
- All pedestrian routes to and from major parking areas have wayfinding signs;
- The identification signs located at parking areas need to convey parking prices, hours of operation, and maximum durations; and
- Exhibit lettering with a height of about 10 centimeters for urban streets (varies according to traffic speed).

While improved static signage to parking facilities helps reduce parking-related traffic congestion, more powerful tools are available through smart parking management systems, or dynamic wayfinding systems. These provide users with real-time parking occupancy data, enabling them to target parking assets

with excess capacity, and with directional information to assist in wayfinding. **Exhibit 7-2** shows a dynamic wayfinding sign that displays the number of spaces available per level within a parking garage.

Exhibit 7-2: Dynamic Wayfinding Sign

Dynamic wayfinding is an effective method by which to improve the parking experience for drivers searching for a space in a parking facility with multiple levels or among several adjacent lots. Drivers are able to see the real-time parking vacancies, and can go where the most parking is available to find a space. Dynamic wayfinding signs are ideally complemented with static directional signage at critical junctions to provide users with further guidance.

7.2.1 Online Parking Maps

Complementary to signage and wayfinding systems would be online maps showing all parking assets in the Core Areas. Municipal parking lot locations could also be added to Google Maps. These services would improve awareness and utilization of Core Area parking systems, which is likely to result in improved distribution of parking demand. The webpage for the maps could also encourage users (e.g. employees) requiring long-term parking to use off-street and peripheral parking assets, leaving highly-valuable on-street assets for short-term uses with higher turnover rates, which is desirable for both businesses and customers. The services of an online parking map could be augmented with a mobile parking application through which users can view parking facilities and their respective capacities.

7.2.2 Recommendations

A wayfinding and signage strategy should be completed with the following considerations in mind:

- 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; and
- Creation of online parking maps.

7.3 Parking Requirements in Zoning By-Laws

The parking requirements prescribed by the Lindsay, Fenelon Falls, and Bobcaygeon Zoning By-laws were compared to peer municipalities. The comparator municipalities are as follows:

- Township of King;
- Township of Uxbridge;
- Town of Georgina;
- Town of Orangeville;
- Municipality of Clarington;
- Town of Whitchurch-Stouffville;
- City of Woodstock;
- Town of Grimsby; and
- Town of Innisfil.

The residential, office, retail, and restaurant land use types were selected for the comparison as these land uses are considered most representative of land use in the City's Core Areas.

Exhibit 7-3 shows the comparison results. Based on the comparison, the City's parking requirements are generally consistent with those of the comparator municipalities on average.

Exhibit 7-3: Comparison of Municipal Parking By-Law Requirements for Downtown Areas

Municipality	Land Use			
	Apartment (Dwelling Units)	Office (GFA)	Retail (GFA)	Restaurant (GFA)
King City (Township of King)	1.5 per unit	3.7 per 100 m^2 of GFA	5.6 per 100 m^2 of GFA	11.1 per 100 m^2 of GFA
Uxbridge	1.5 per unit	5.0 per 100 m^2 of GFA	5.0 per 100 m^2 of GFA	1 per 4 person or 11.1 per 100 m^2 of GFA (whichever is greater)
Georgina	1.75 per unit	3.7 per 100 m^2 of GFA	3.7 per 100 m^2 of GFA	10.5 per 100 m^2 of GFA
Orangeville	1.5 per unit	5.0 per 100 m^2 of GFA	5.0 per 100 m^2 of GFA	11.1 per 100 m^2 of GFA (Washroom area and 50% of kitchen area excluded)
Bowmanville (Municipality of Clarington)	1 per 1 bd unit 1.25 per 2 bd unit 1.5 per 3+ bd unit 0.25 per unit - visitor	3.3 per 100 m^2 of GFA	3.3 per 100 m^2 of GFA	1 per 4 persons
Whitchurch-Stouffville	1.5 per unit	5.0 per 100 m^2 of GFA	3.0 per 100 m^2 of GFA (less than 1,200 m^2) 2.0 per 100 m^2 of GFA (more than 1,200 m^2)	1 per 4 person or 10 per 100 m^2 of GFA (whichever is greater)
Woodstock	1.1 per unit	2.0 per 100 m^2 of GFA	2.0 per 100 m^2 of GFA	2 per 100 m^2 of GFA
Grimsby	1.5 per unit	3.6 per 100 m^2 of GFA	3.6 per 100 m^2 GFA	22.2 per 100 m^2 of GFA
Innisfil	1.75 per unit	Ground floor: 3.6 per 100 m^2 of GFA Upper floor: 2.7 per 100 m^2 of GFA	5.3 per 100 m^2 of GFA	1 per 4 person or 12.5 per 100 m^2 of GFA (whichever is greater)
Lindsay (Kawartha Lakes)	1.55 per unit (incl. visitor)	4.0 per 100 m^2 of GFA	Ground floor: 4.0 per 100 m^2 of GFA Upper floor: 2.9 per 100 m^2 of GFA	9.1 per 100 m^2 of GFA
Fenelon Falls (Kawartha Lakes)	1.5 per unit	3.6 per 100 m^2 of GFA	3.6 per 100 m^2 of GFA	1 per 4 person or 10.8 per 100 m^2 of GFA (whichever is greater)
Bobcaygeon (Kawartha Lakes)	2 per unit	1 per business + 4.0 per 100 m^2 of GFA	3.3 per 100 m^2 of GFA	20.0 per 100 m^2 of GFA
Average*	1.56 per unit	3.6 per 100 m^2 of GFA	3.7 per 100 m^2 of GFA	11.9 per 100 m^2 of GFA or 1 per 4 persons

*Requirements with different formats were not included in the average.

May 17, 2021

7.3.1 Recommendations

- Consideration of site-specific applications to have parking requirements reduced for any particular development ought to have regard for the impact of such a reduction on the parking system of the relevant Core Area; and
- In cases of proposed developments for which provision of adequate on-site parking is economically infeasible, the City should consider permitting development proponents to mitigate anticipated parking deficiencies through agreements with owners of private parking lots located within a walkable distance to the proposed development. Such agreements should be made perpetual and robust through registration on title to all involved lands.

7.4 Cash-in-Lieu of Parking Policies

The provision of funds necessary to operate, maintain, upgrade and expand parking systems is a common challenge faced by municipalities. Cash-in-lieu of parking policies permit developers to pay cash to municipalities as an alternative to providing some or all of the minimum number of parking spaces required by the applicable zoning by-law. The funds thereby collected are typically placed in a reserve fund used for the improvement and expansion of municipal parking systems.

Cash-in-lieu of parking is used by many Canadian municipalities as a mechanism to mitigate private parking supply deficiencies associated with development by increasing municipal parking supply, given the substitutability between private and municipal parking. It is principally used to address the challenges that arise when provision of on-site parking by developers is either impractical or prohibitively costly, but is also known to be used to:

- Encourage shared or short-term parking arrangements, discourage vehicle use, and promote and potentially fund transit;
- Intensify and or revitalize downtown cores (especially former surface lots); and
- Assure property owners that sufficient parking opportunities will be available.

Cash-in-lieu of parking usually applies to a specific geographic area, often a downtown or another area targeted for intensification or redevelopment, in which there is an acute public interest in ensuring adequate parking supply. Cash-in-lieu of parking is most commonly applied to office developments, but in some municipalities it is also applied to retail and residential developments. Upgrade and expansion of municipal parking supply in tandem with development may encourage a desirable mix of land uses in downtown cores as well as support related economic development objectives. Some municipalities use a cash-in-

lieu rate that represents approximately 50% of the cost to provide a municipal parking space. Such an approach recognizes the spillover benefit of municipal parking to nearby properties.

Historically, the City has practiced cash-in lieu of parking in downtown Lindsay, but with no established or consistent rate of payment. In downtown Fenelon Falls, cash-in-lieu of parking is set at a rate of $4,000 per parking space. A cash-in-lieu of parking policy does not exist for downtown Bobcaygeon. Through consultation with peer municipalities, cash-in-lieu of parking rates were gathered, as shown in **Exhibit 7-4**. As indicated by **Exhibit 7-4**, approximately half of the consulted municipalities either do not have a cash-in-lieu of parking policy or levy a rate in accordance with a formula or the municipality's discretion. For the peer municipalities that have a cash-in-lieu of parking policy, the rates range from $562 to $6,056 per space, with the average rate being $2,855 per space.

Exhibit 7-4: Cash-in-lieu of Parking Rate Comparison

Municipality	Rate per Space	Notes
Peterborough	$6,056	-
King City	$3,300	-
Uxbridge	$100	-
Georgina	$970	-
Orangeville	-	No current cash-in-lieu policy.
Bowmanville	-	No current cash-in-lieu policy.
Whitchurch-Stouffville	$5,000	-
Woodstock	Variable	Based on required number of spaces, estimated land cost, estimated construction cost, and number of parking spaces missing.
Grimsby	Variable	Cost is at the discretion of the Town, depends on location and type of development.
Innisfil	$562.00	-
Tillsonburg	Variable	Based on required number of spaces, estimated land cost, estimated construction cost, and number of parking spaces missing.
Lindsay	-	Cost is at the discretion of the City.
Bobcaygeon	-	No current cash-in-lieu policy.
Fenelon Falls	$4,000	-
Average	**$2,855**	

Based on the review's results, Fenelon Falls' rate of cash-in-lieu of parking ($4,000 per space) is higher than the average observed in the peer municipalities. However, $4,000 is much lower than the cost to provide a space of surface parking (approximately $15,000 to $20,000 per space). If municipal parking funded by cash-in-lieu of parking tends to benefit more than contributing developments, an appropriate cash-in-lieu rate could be $7,500 to $10,000 per space, assuming surface parking is built and a spillover rate of 50%. With Fenelon Falls' downtown municipal parking system exhibiting substantial excess capacity, even to 2041, it does not require the support of a cash-in-lieu of parking policy. A similar conclusion holds for downtown Bobcaygeon, although that prescription should be re-examined before utilization reaches effective capacity toward 2041.

Based on public and stakeholder comments, there is some community interest in having the City emplace an above-ground parking garage in downtown Lindsay to accommodate future parking demand. At a capacity of 200-400 parking spaces, such a facility is estimated to cost upwards of $45,000 per space, or $9M to $18M in total depending on size. Even at a contribution rate of 50%, the cash-in-lieu of parking rate for such a facility would be upwards of $22,500 per space. However, actual rates of cash-in-lieu of parking levied in Lindsay have been a fraction of this and a fraction of even the amount needed to provide a surface parking space. For example, according to City of Kawartha Lakes Council Report PLAN2018-046, it was recommended that cash-in-lieu of 100 parking spaces be set at $76,362.64 (or $763.63 per parking space) for the proposed redevelopment of 171-183 Kent Street West, and Council supported that recommendation.

Eventually, the municipal parking system in downtown Lindsay will need to be expanded, even if demand management measures are implemented in the meantime. Regardless of the form (e.g. parking garage, surface parking etc.) it ultimately takes, that expansion will need to be funded somehow. As noted in **Section 3.2.1**, that funding could be raised through one or more of the following:

- Cash-in-lieu of parking;
- Community benefits charges (replaces development charges for parking services as per the More Homes, More Choice Act);
- LDBIA levy;
- Capital or local improvement charges;
- Paid parking, inclusive of reinstatement of paid on-street parking; or
- General tax levy.

As development in the City is not sufficiently dense to make community benefits charges viable, as per City of Kawartha Lakes Council Report CA2020-001, that option can be eliminated from further consideration. Based on commentary

made at the stakeholder and public consultations, the generally preferred option is an LDBIA levy, which aligns with the LDBIA having been the most vocal proponent for a parking garage and with the notion that expansion of the municipal parking system would chiefly benefit downtown businesses.

Recognizing this, the significant contributions of redevelopment to parking demand and the benefits conferred by municipal parking to the City as a whole, a case could be made to jointly fund municipal parking expansion with a combination of an LDBIA levy, cash-in-lieu of parking, paid parking and or general tax levy. Local capital or improvement charges could be used in place of an LDBIA levy or cash-in-lieu of parking. Determination of the optimal combination of financing instruments is, however, beyond the scope of this study. Until such a determination is made, it would be prudent to maintain some form of cash-in-lieu of parking policy in Lindsay.

7.4.1 Recommendations

- Abolish cash-in-lieu of parking for Fenelon Falls and do not introduce cash-in-lieu of parking for Bobcaygeon;
- Determine the optimal mix of funding instruments to support the expansion of the municipal parking system in the Lindsay Core Area. Until that determination is made, maintain for downtown Lindsay some form of cash-in-lieu of parking in a consistent manner, and ensure the proceeds thereby raised are deposited into a parking reserve fund to be used exclusively for the upgrade and expansion of municipal parking in downtown Lindsay; and
- Payment of cash-in-lieu of parking should remain at the discretion of City Council to ensure that excess parking demand generated by proposed developments can be met by the municipal parking system.

7.5 Parking Service Administration

This section examines the existing administrative structure for the City's parking service, reviews alternatives and modifications to that structure and develops recommendations accordingly.

7.5.1 Existing Administrative Structure

In many ways, the existing manner in which the City's parking service is administrated is a legacy of the amalgamation of the County of Victoria with its 16 constituent municipalities, which is the restructuring that formed the single-tier City of Kawartha Lakes in 2001. Prior to amalgamation, parking services in the Town of Lindsay were provided by the Lindsay Parking Authority, an agency acting on behalf of the Town, while parking services in Fenelon Falls and Bobcaygeon were provided directly by the local municipalities through a combination of staff and contracted resources.

After amalgamation, the City dissolved the Lindsay Parking Authority and assigned responsibility for parking services to the Municipal Law Enforcement Division, Roads Operations Division and Engineering Division. Generally speaking, these divisions, respectively, provide for the enforcement, maintenance and capital aspects of the parking service. Much of the enforcement function in downtown Lindsay was delegated to the LDBIA upon removal of paid parking in late 2015 at the request of the LDBIA. Moreover, various property owners in downtown Lindsay were empowered by the Town of Lindsay to issue fines etc. to enforce parking by-laws applicable to their private lots, a practice continued by the City today.

Through discussions with City staff and consideration of industry best practices, IBI Group has identified opportunities for improvement to the City's parking service. In large part, the intended outcomes of the improvements would be increased efficiency and or effectiveness. To inform recommendations made in that context, the following sections examine alternative service models that could point to potential improvements to the City's parking service.

7.5.2 Parking Division

A parking division is a distinct part of the municipal administration led by a manger and dedicated exclusively to providing all aspects of a municipality's parking service. The division would therefore be responsible for all capital and operating functions of the parking service, inclusive of policymaking and enforcement. Such a division is appropriate when the scale and complexity of the parking service exceed that manageable by a multifunctional division but not that which would warrant a parking authority. Determination of a parking service's scale and complexity should account for seasonality, especially in municipalities who routinely experience large influxes of seasonal residents and tourists.

7.5.3 Parking Authority

A parking authority is a municipally-owned agency or corporation accountable to a governance board and dedicated exclusively to providing all aspects of a municipality's parking service. An example is the Toronto Parking Authority, which manages on behalf of the City of Toronto approximately 59,000 parking spaces comprised of 19,000 on-street spaces, 22,000 off-street spaces, and 18,000 spaces owned by third parties such as the Toronto Transit Commission, Exhibition Place, and Toronto's Parks, Forestry, and Recreation Divisions. The Toronto Parking Authority also manages Bike Share Toronto which consists of approximately 2,750 publicly available bicycles.

A municipality's parking authority is governed by a board of directors, where directors are appointed by and accountable to the municipal council. Such a governance structure confers considerably more autonomy than is afforded to a parking division. A parking authority service model is appropriate when the scale and complexity of the parking service are sufficient to warrant autonomous administration and specialized expertise.

7.5.4 Public-Private Partnership

A public-private partnership (P3) is an arrangement, based on an agreement between a government and private-sector entity, for the purpose of financing, constructing and or operating public infrastructure and services. For municipal parking services, a typical P3 involves having the private sector partner emplace or upgrade parking facilities at its own expense, granting the private sector partner the right to operate and earn income from the facilities for a specified period and having the municipality resume operations once that period expires. Obviously, such an arrangement would require instatement of paid parking.

7.5.4.1 Benefits of P3s

The potential benefits of partnering with a private entity are evident throughout the P3 agreement's lifecycle. Overall, if everything goes as planned and the agreement is structured correctly, efficient and effective parking operations are achieved whereby the public is provided with a high-quality parking experience at a reasonable cost. Benefits associated with P3s include:

1. **Access to Funding**: Capital improvements to parking, such as new technologies and infrastructure upgrades, can be very expensive. Private entities may have access to forms and levels of capital financing to which municipalities do not.
2. **Expertise**: Private parking entities often have experience and expertise not possessed by government; their knowledge of how to provide high-quality parking cost-effectively can be leveraged.

3. **Industry Networks**: The private entity has likely worked in the industry long enough to have established relationships that can be leveraged. These relationships help mitigate risk and manage costs.
4. **Harnessing of Profit Motive**: The private entity's motive to earn profit can be harnessed to bring about efficiency and effectiveness in the provision of parking services.
5. **Risk Management**: There are a number of risks associated with constructing and operating a parking facility. A risk-averse municipality can transfer some or all of these risks to the private entity.

7.5.4.2 Drawbacks of P3s

Although P3s present a number of benefits, there are also a number of drawbacks that must be considered:

1. **Insufficient Return on Investment**: Based on the level of risk associated with the P3, the private entity will have a minimum acceptable rate of return on investment in mind. If the market for parking services or the municipality's political climate is such that that rate of return is difficult to meet (e.g. aversion to paid parking), a typical P3 may not even be feasible.
2. **High Risk Premium**: The transferring of risk from the municipality to the private entity will come at a premium on the private entity's required rate of return on investment. If that premium is sufficiently high, the municipality may be better off without a P3.
3. **Costly Legal Fees**: Depending on its term, scale and complexity, a P3 can entail significant legal costs for the municipality, not only to establish the agreement but also to manage any disputes arising under it.
4. **High Borrowing Costs**: Financial institutions typically charge higher interest costs to private entities than to governments, given the taxing power of the latter group.
5. **Long-Term and Inflexible Agreement**: The term of a P3 agreement typically ranges from 15 to 40 years, but it could be longer. Turnover in political leadership could result in the municipality seeking to move in directions contrary to the agreement. Moreover, in order for the P3 to work, the municipality must to some degree relinquish control of the subject parking facility. The degree of relinquishment is governed by the agreement, and is typically inversely related to the degrees of risk and responsibility transferred to the private entity.

7.5.5 Discussion

The existing administrative structure of the City's parking service is known to create inefficiencies and inconsistencies. Examples of such problems include

excessive costs of removing snow in parking lots, insufficient attention to conditions (e.g. pavement markings, encroachments etc.) in parking lots, inadequate resources to enforce parking in Fenelon Falls and Bobcaygeon during peak demand in summer, and excessively divided attention across parking and non-parking by-law enforcement. Perhaps the principal challenge is that, while all Municipal Law Enforcement officers are able to enforce parking, the existing administrative structure and level of resources allow for only a reactive approach to enforcement. However, a proactive approach is needed, especially during seasons of heavy demand for parking.

Given the scale and complexity of the City's parking service, and the general aversion to paid parking, neither a parking authority nor a typical P3 service model would be appropriate. While at this time even a parking division would not be warranted, the existing administrative structure would do well to move somewhat in that direction. Specifically, a supervisory human resource should be added to the Municipal Law Enforcement Division, who would, among other things, manage the day-to-day enforcement and related operational needs of the City's parking service. Such an addition would provide for a more proactive, consistent and focused approach to parking enforcement and operations, as well as a more coordinated approach to the various beneficial nuances to service delivery such as those relating to delegated and private enforcement.

7.5.6 Recommendations

- 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 responsibility for parking-related maintenance (e.g. repair, painting, sweeping, signage replacement, inspection etc.) and capital work (e.g. resurfacing, reconfiguration, drainage improvements, lighting improvements etc.) in the Roads Operations Division and Engineering Division, respectively;
- 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;
- In lieu of paying the LDBIA directly for parking enforcement services, the City should permit the LDBIA to retain parking fine revenues it generates. Should parking fine revenue be insufficient to offset the cost of the service, the LDBIA has recourse to its own tax levy to make up the shortfall. This change will promote accountability and proactive parking enforcement in downtown Lindsay, given the LDBIA asked to be delegated responsibility for the service;

- 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;
- Adopt handheld license plate recognition (LPR) software to improve on-street parking enforcement in Lindsay. LPR-based enforcement can be adopted in Bobcaygeon and Fenelon Falls in the future as parking demand grows;
- Provide snow removal with internal resources or by adding the service to an existing cost-effective outsourcing arrangement, such as that managed by Roads Operations Division or the Department of Community Services; and
- Undertake another Downtown Parking Strategy in 2029.

8 Recommendations

Through **Exhibit 8-1**, **Exhibit 8-2**, **Exhibit 8-3**, and **Exhibit 8-4**, this section summarizes the recommendations made in Sections 6 and 7 and outlines recommendations developed based on the findings of Section 5. The recommendations are organized by Core Area and those applicable City-wide, as well as by theme. Each recommendation is associated with a suggested timeline for implementation: short-term (1-2 years), medium term (3-5 years), long-term (beyond 5 years) and ongoing. To guide and qualify implementation of the recommendations, the City should conduct annual parking utilization surveys and continue to monitor development activity and population growth. In particular, the City should be careful to track parking supply changes and deficiencies arising from development activity in the Core Areas.

While some users of the Core Area parking systems may perceive a shortage of parking at certain times, this study shows that, based on industry best practices and utilization data, the existing parking supply is adequate to meet existing demand. Rather than a shortage of supply, existing parking challenges have been found to stem principally from (i) uneven distribution of parking activity, (ii) deficient wayfinding and awareness of the availability of parking and (iii) restrictive notions of an acceptable walking distance. Many of the recommendations made herein are designed to address such issues or take advantage of low-cost expansions to parking supply wherever possible. Through to 2041, only the Lindsay Core Area is anticipated to require expansion to parking supply. Fortunately, half of that expansion entails no or minimal added capital cost, primarily because it coincides with capital works expected to occur anyhow.

Exhibit 8-1: Lindsay Core Area Parking Recommendations

Theme	Recommendation	Implementation Timeline
Improvements to Parking Lots	Lot M1 • Repaint the pavement markings. • Add signage to better identify the accessible parking spaces. Lot M2 • Repaint the pavement markings. • Add signage to better identify the accessible parking spaces. Lot M3 • Repaint the pavement markings. • Add signage to better identify the accessible parking spaces. Lot M4 • Repave the lot and paint new pavement markings. • There are currently no accessible parking spaces in this lot. Delineate one accessible parking space through the use of pavement markings and signage. Lot M5 • The garbage bins at the northeast corner of the parking are impeding parking supply. Relocate the bins to a location in the parking lot that will not impede parking supply. • Paint new pavement markings so as to reconfigure the area and thereby gain approximately 10 spaces. • Add a colour scheme or signage to distinguish Lot M5 from Lot P3 so that users are aware of the boundary between the lots. Lot M6 • Add signage to better identify the accessible parking spaces.	Short Term / Medium Term

Theme	Recommendation	Implementation Timeline
	Lot M7 • Repave the lot and paint new pavement markings. • There are currently no accessible parking spaces in this lot. Delineate one accessible parking space through the use of pavement markings and signage. Lot M8 • Repave the lot and paint new pavement markings. • Add signage for the 6 newly leased spaces in Lot M8 for Dr. Sun Dentistry to identify them as reserved spaces. • Combine the remaining 2 unreserved spaces from Lot M8 with Lot M7. Lot M9 • Repaint the pavement markings. • Add a colour scheme or signage to distinguish Lot M9 from Lots P4 and P5 so that users are aware of the boundary between the lots. Lot M10 • Add signage to better identify the accessible parking spaces.	

Theme	Recommendation	Implementation Timeline
Parking Supply Expansion	• Upon relocation of the administrative offices for the Paramedic Service from 4 Victoria Ave. N., convert into public municipal parking (10 regular spaces and 1 accessible space) the 11 spaces in Lot M2 currently reserved for Paramedic Service vehicles and staff. • Reconfigure Lot M5 to increase parking supply by approximately 10 spaces. • Upon reconstruction or resurfacing of Victoria Ave. from Kent St. to Peel St., widen the street, close the entrance to Lot M2 and convert the parallel parking into angle parking to increase parking supply by approximately 34 spaces (from 20 to 54 spaces). • Upon reconstruction or resurfacing of Kent St. from Victoria Ave. to Sussex St., widen the street and extend angle parking from Victoria Ave. to Sussex St., making allowance for turning lanes as needed, to increase parking supply by approximately 40 spaces. • Upon reconstruction or resurfacing of Peel St. from Victoria Ave. to Sussex St., close the entrance to Lot M1, widen the street to the south, maintain prohibited parking on the north side and convert the parallel parking on the south side into angle parking to increase parking supply by approximately 12 spaces (from 12 to 24 spaces). • Through a public-private partnership or other appropriate means, facilitate the consolidation and reconfiguration of the vacant / underutilized lands comprising and adjacent to Lot P9 (northeast corner of Victoria Ave. / Russell St.) to increase parking supply by approximately 114 spaces (from 106 to 220 spaces).	Medium Term / Long Term
Parking Demand Management and Enforcement	• Introduce dynamic permit pricing to municipal parking lots. Increase pricing for the core lots (M2, M3, M4, and the forthcoming lot at 7 William St. S.), maintain pricing for the intermediate lots (M5, M9, and M10), and reduce pricing for the peripheral lots (M6 and M7). • 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 the LPR technology. • 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.	Short Term / Medium Term

Exhibit 8-2: Fenelon Falls Core Area Parking Recommendations

Theme	Recommendation	Implementation Timeline
Improvements to Parking Lots	Lot M1 • Repave the lot and paint new pavement markings so as to reconfigure the lot and thereby gain approximately 35 spaces. • There are currently no accessible parking spaces in this lot. Delineate one accessible parking space through the use of pavement markings and signage. Lot M2 • Repaint the pavement markings. Lot M3 • Clear out all junk and unauthorized vehicles. Issue encroachment notices and warnings to all adjacent property owners. Issue fines for dumping, overnight parking etc. and practice proactive enforcement to keep the lot clean and operational. • Add lighting to the parking lot to enhance visibility and public safety. Lot M4 • Repaint the pavement markings. Lot M6 • There are currently no accessible parking spaces in this lot. Delineate one accessible parking space through the use of pavement markings and signage. Lot M7 • There are currently no accessible parking spaces in this lot. Delineate one accessible parking space through the use of pavement markings and signage. Lot M8 • Repaint the pavement markings. • Add signage to better identify the accessible parking spaces.	Short Term
Improvements to On-Street Parking	• Delineate parking along Oak Street, from May Street to the western limit, by adding pavement markings to the north side of the street and signage restricting parking on the other side (the street is too narrow to accommodate parking on both sides). • 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, to the west, by adding pavement markings.	Short Term

Theme	Recommendation	Implementation Timeline
Parking Supply Expansion	• Upon reconstruction or resurfacing of Lot M1, reconfigure it to increase parking supply by approximately 35 spaces. • 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.	Medium Term
Parking Demand Management and Enforcement	• Introduce a 3-hour parking duration limit to prime parking assets (e.g. Colborne St., Water St., Lot M2 etc.) for the busy summer months (roughly Victoria Day to Labour Day), 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 LPR technology to Colborne Street residents who have no access to private parking (i.e. those presently reliant on on-street parking) 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. • Create a long vehicle route as follows: Launch boats at the western limit of Water Street, take May Street to Francis Street to John Street and park in the new lot. Signage should be installed at all intersections along this route to direct drivers with trailers to the new lot after launching their boats.	Short Term / Medium Term

Exhibit 8-3: Bobcaygeon Core Area Parking Recommendations

Theme	Recommendation	Implementation Timeline
Improvements to Parking Lots	Lot M1 • Repaint the pavement markings. Lot M2 • Delineate accessible parking spaces with pavement markings and signage. Lot M3 • There are currently no accessible parking spaces in this lot. Delineate one accessible parking space through the use of pavement markings and signage. Lot M4 • There are currently no accessible parking spaces in this lot. Delineate one accessible parking space through the use of pavement markings and signage. • Add a colour scheme or signage to distinguish Lot M4 from Lot P4 so that users are aware of the boundary between the lots. Lot M5 • There are currently no accessible parking spaces in this lot. Delineate one accessible parking space through the use of pavement markings and signage. Lot M6 • Add signage to better identify the accessible parking spaces.	Short Term
Parking Supply Expansion	• Revise pavement markings on Bolton St. and other streets, as may be applicable, to eliminate unnecessary “no parking” zones and optimize configuration, thereby increasing on-street parking supply modestly. • 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. • Expedite the paving of the Bobcaygeon Arena parking lot, which is a project approved through the City’s 2020 Tax-Supported Capital Budget.	

Theme	Recommendation	Implementation Timeline
Parking Demand Management and Enforcement	• Introduce a 2-hour parking duration limit to prime parking assets (e.g. Bolton St., Canal St., Lot M6 etc.) for the busy summer months (roughly Victoria Day to Labour Day), actively enforced by Municipal Law Enforcement Division or the Bobcaygeon Chamber of Commerce. Adjust the duration limit based on utilization and turnover. If parking demand is not better distributed or managed, consider instating paid on-street parking. • Introduce proactive enforcement. • Relocate the Farmers Market from the Bobcaygeon Arena to Bobcaygeon Beach Park and, through a wayfinding system, direct long-vehicle and long-term parking to Bobcaygeon Beach Park and, during the summer months, the Bobcaygeon Arena. • 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.	Short Term / Medium Term

Exhibit 8-4: General Parking Recommendations

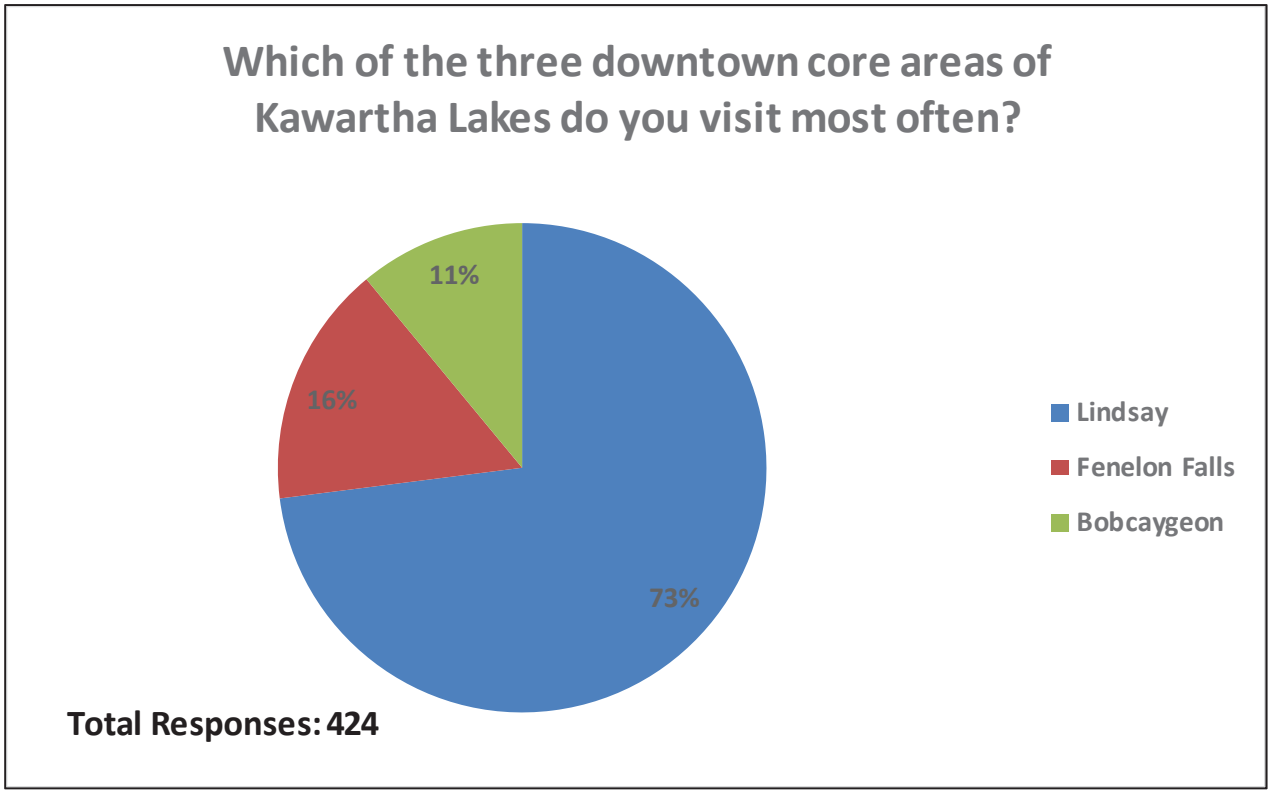
Theme	Recommendation	Implementation Timeline
Service Level Standards	• Maximum system-wide peak parking utilization for municipal parking: 85%; • Maximum system-wide peak parking utilization for private parking: 90%; and • Maximum acceptable walking distance from parking location to destination: 400m.	Ongoing
Wayfinding Improvements	A wayfinding and signage strategy should be completed with the following considerations in mind: • 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.	Short Term
Parking Requirements	• Consideration of site-specific applications to have parking requirements reduced for any particular development ought to have	Short Term / Ongoing

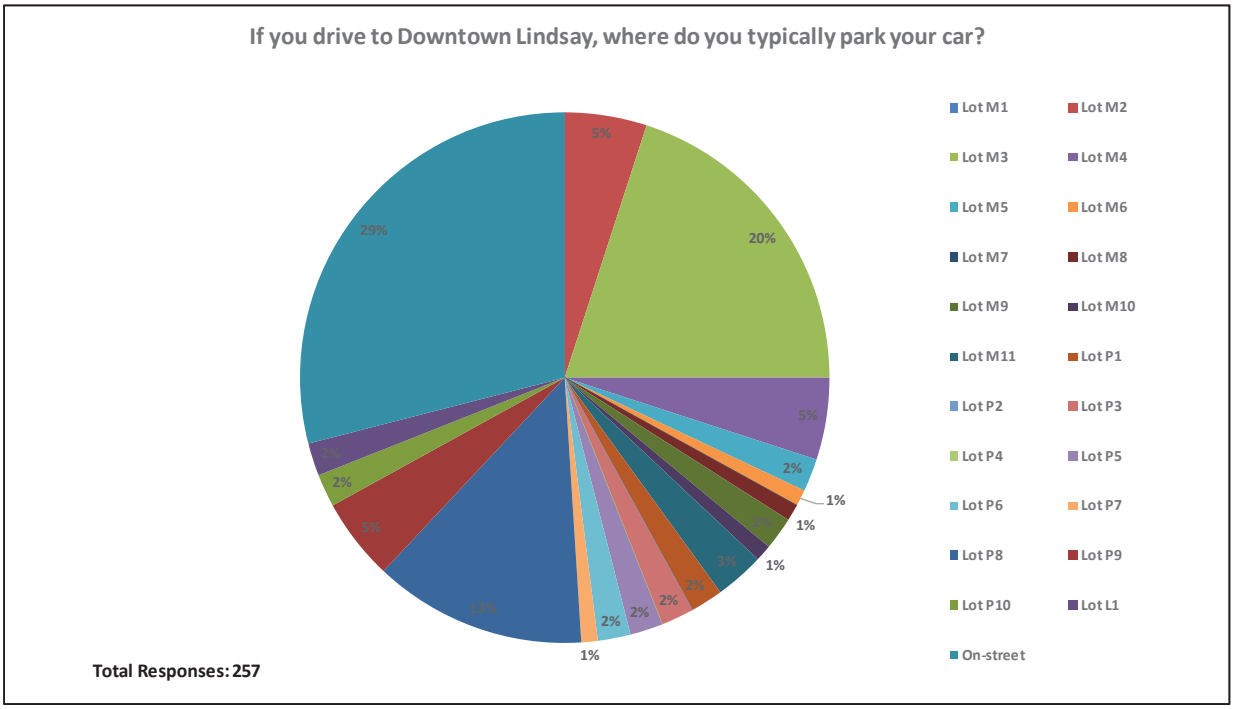
Theme	Recommendation	Implementation Timeline
in Zoning By-Laws	regard for the impact of such a reduction on the parking system of the relevant Core Area. • In cases of proposed developments for which provision of adequate on-site parking is economically infeasible, the City should consider requiring development proponents to mitigate anticipated parking deficiencies through agreements with owners of private parking lots located within a walkable distance to the proposed development. Such agreements should be made perpetual and robust through registration on title to all involved lands.	
Cash-in-Lieu of Parking Policies	• Abolish cash-in-lieu of parking for Fenelon Falls and do not introduce cash-in-lieu of parking for Bobcaygeon. • Determine the optimal mix of funding instruments to support the expansion of the municipal parking system in the Lindsay Core Area. Until that determination is made, maintain for downtown Lindsay some form of cash-in-lieu of parking in a consistent manner, and ensure the proceeds thereby raised are deposited into a parking reserve fund to be used exclusively for the upgrade and expansion of municipal parking in downtown Lindsay. • Payment of cash-in-lieu of parking should remain at the discretion of City Council to ensure that excess parking demand generated by proposed developments can be met by the municipal parking system.	Short Term

Theme	Recommendation	Implementation Timeline
Parking Service Administration	• 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 responsibility for parking-related maintenance (e.g. repair, painting, sweeping, signage replacement, inspection etc.) and capital work (e.g. resurfacing, reconfiguration, drainage improvements, lighting improvements etc.) in the Roads Operations Division and Engineering Division, respectively. • 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. • In lieu of paying the LDBIA directly for parking enforcement services, the City should permit the LDBIA to retain parking fine revenues it generates. Should parking fine revenue be insufficient to offset the cost of the service, the LDBIA has recourse to its own tax levy to make up the shortfall. This change will promote accountability and proactive parking enforcement in downtown Lindsay, given the LDBIA asked to be delegated responsibility for the service. • 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. • Adopt handheld license plate recognition (LPR) software to improve on-street parking enforcement in Lindsay. LPR-based enforcement can be adopted in Bobcaygeon and Fenelon Falls in the future as parking demand grows. • Provide snow removal with internal resources or by adding the service to an existing cost-effective outsourcing arrangement, such as that managed by Roads Operations Division or the Department of Community Services. • Undertake another Downtown Parking Strategy in 2029.	Short Term / Medium Term / Long Term / Ongoing

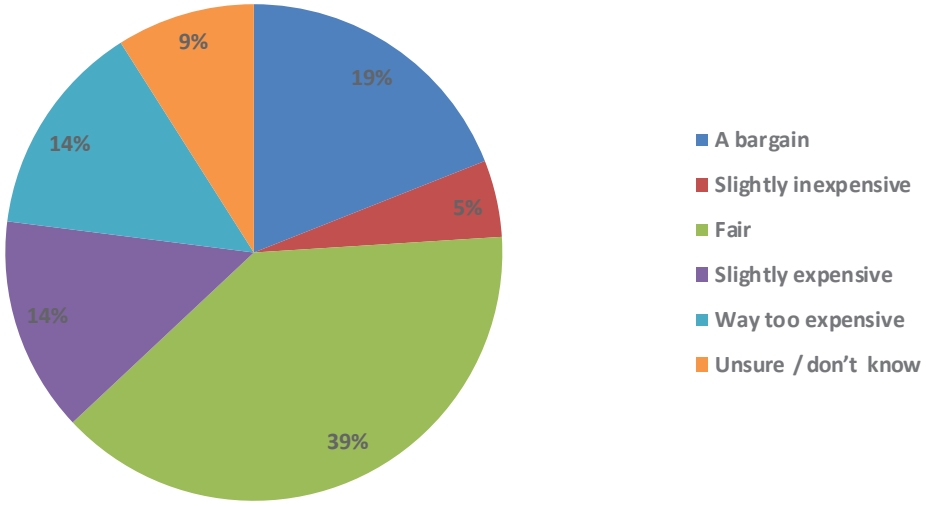
Appendix A

Online Survey and Crowd Sourcing Map Results


Which of the three downtown core areas of Kawartha Lakes do you visit most often?
11%
16%
73%
Lindsay
Fenelon Falls
Bobcaygeon
Total Responses: 424

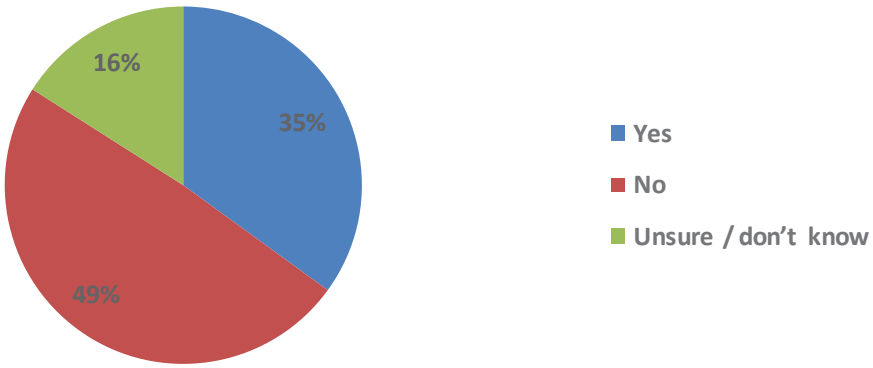

If you drive to Downtown Lindsay, where do you typically park your car?
5%
20%
5%
2%
1%
1%
1%
3%
2%
2%
2%
2%
1%
13%
5%
2%
2%
29%
Lot M1
Lot M2
Lot M3
Lot M4
Lot M5
Lot M6
Lot M7
Lot M8
Lot M9
Lot M10
Lot M11
Lot P1
Lot P2
Lot P3
Lot P4
Lot P5
Lot P6
Lot P7
Lot P8
Lot P9
Lot P10
Lot L1
On-street
Total Responses: 257

In Downtown Lindsay, parking prices for municipal parking lots (when parking for longer than 4 hours) are:



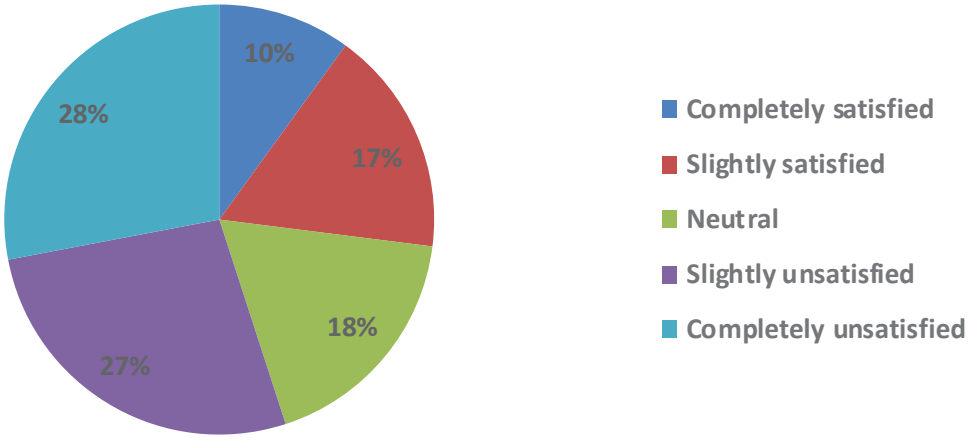
Total Responses: 258

In Downtown Lindsay, would you support an increase in parking prices to facilitate improved parking operations?

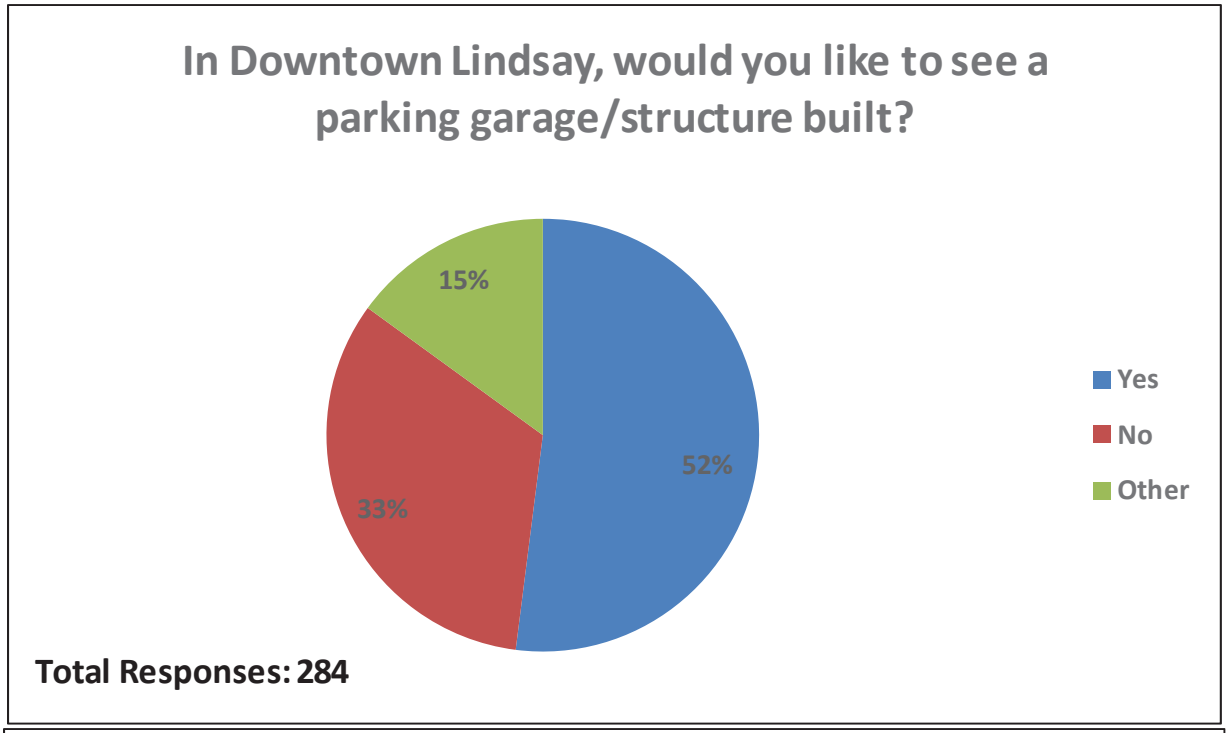


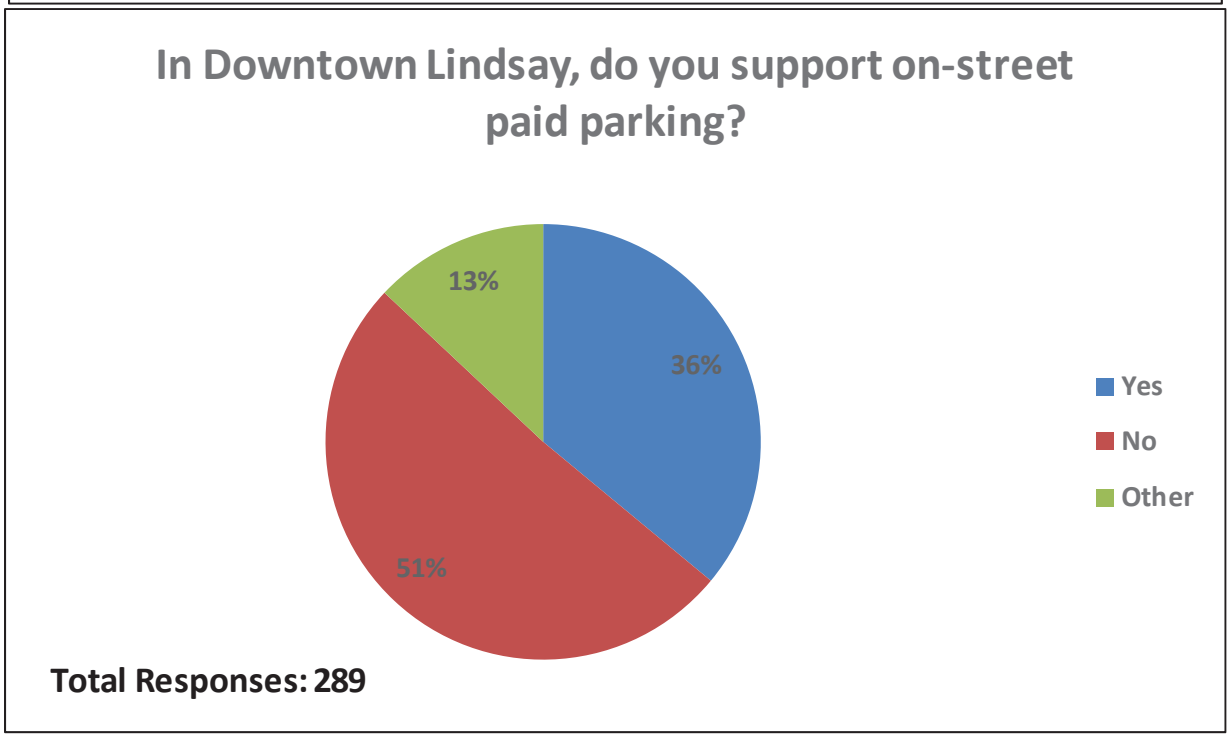
Total Responses: 257

When visiting Downtown Lindsay, how satisfied are you with your overall parking experience?

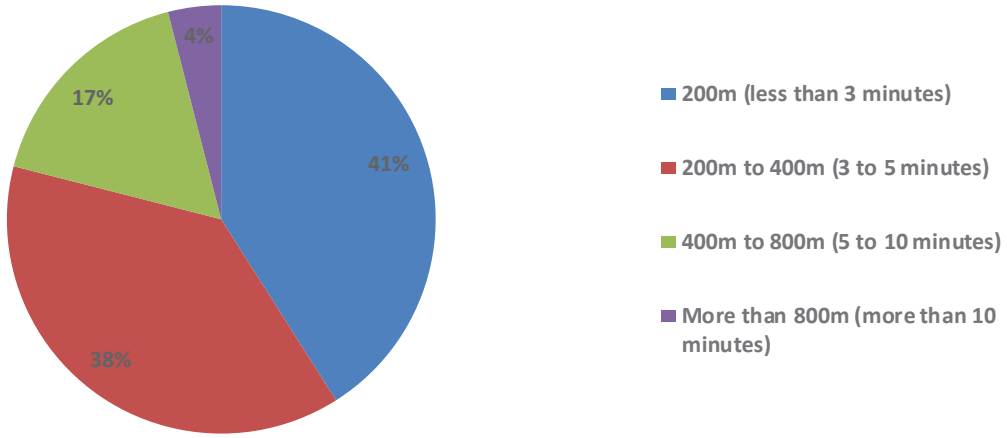


Total Responses: 256


In Downtown Lindsay, would you like to see a parking garage/structure built?
15%
52%
33%
Yes
No
Other
Total Responses: 284

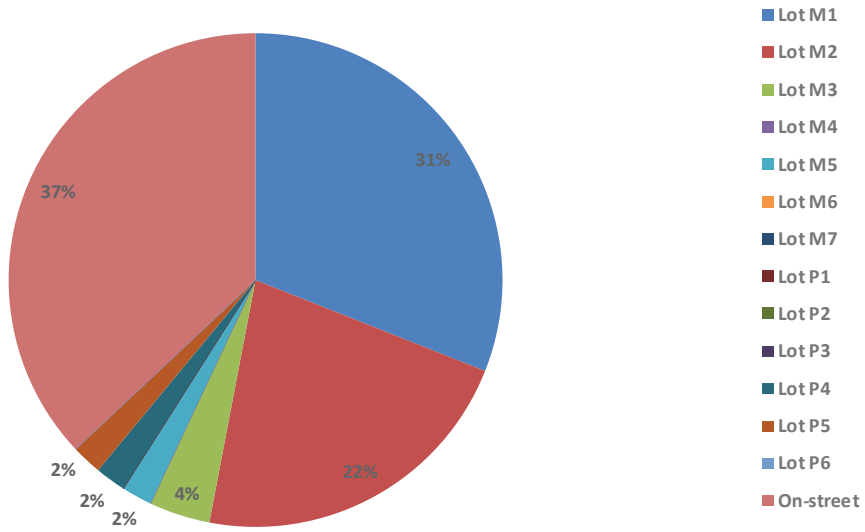

In Downtown Lindsay, do you support on-street paid parking?
13%
36%
51%
Yes
No
Other
Total Responses: 289

In Downtown Lindsay, what is the maximum distance you are willing to walk from a parking spot to your destination?



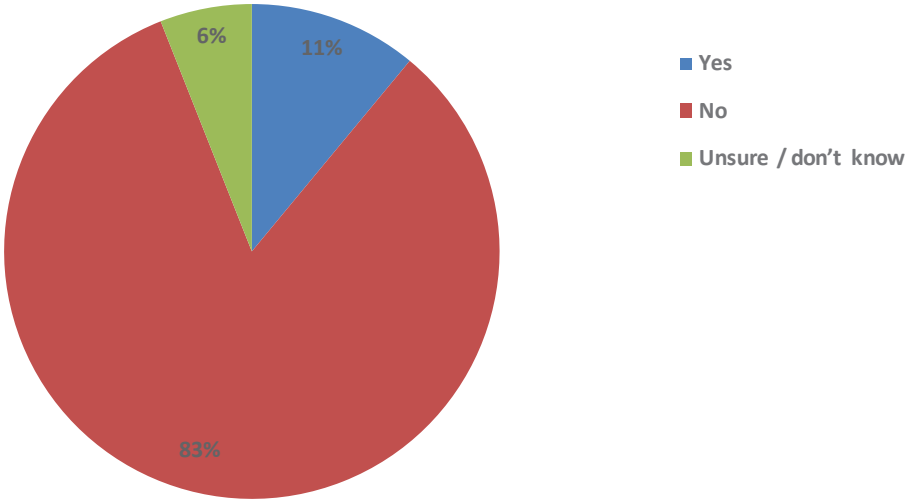
Total Responses: 255

If you drive to Downtown Fenelon Falls where do you typically park your car?



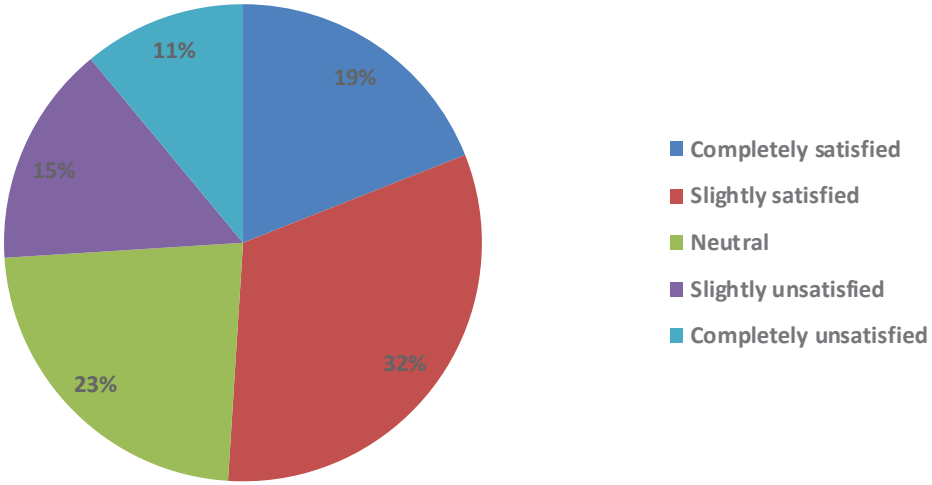
Total Responses: 54

In Downtown Fenelon Falls, would you support a similar parking fee structure as in Downtown Lindsay?

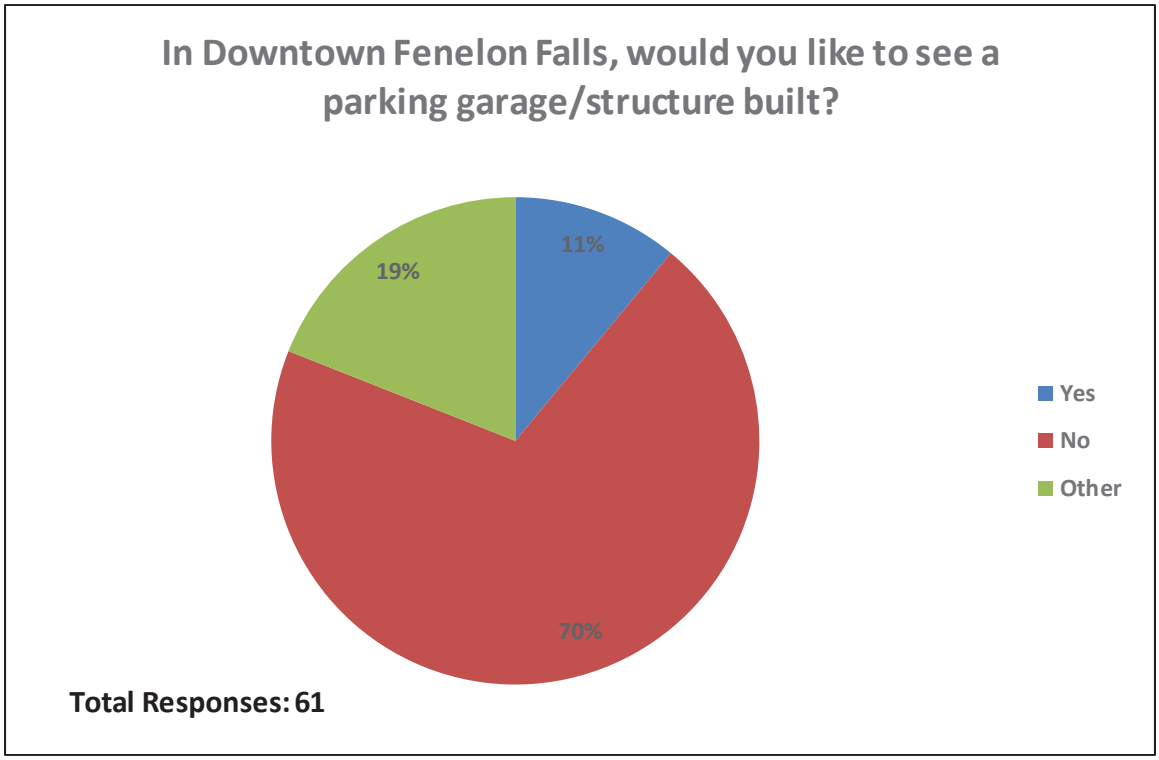


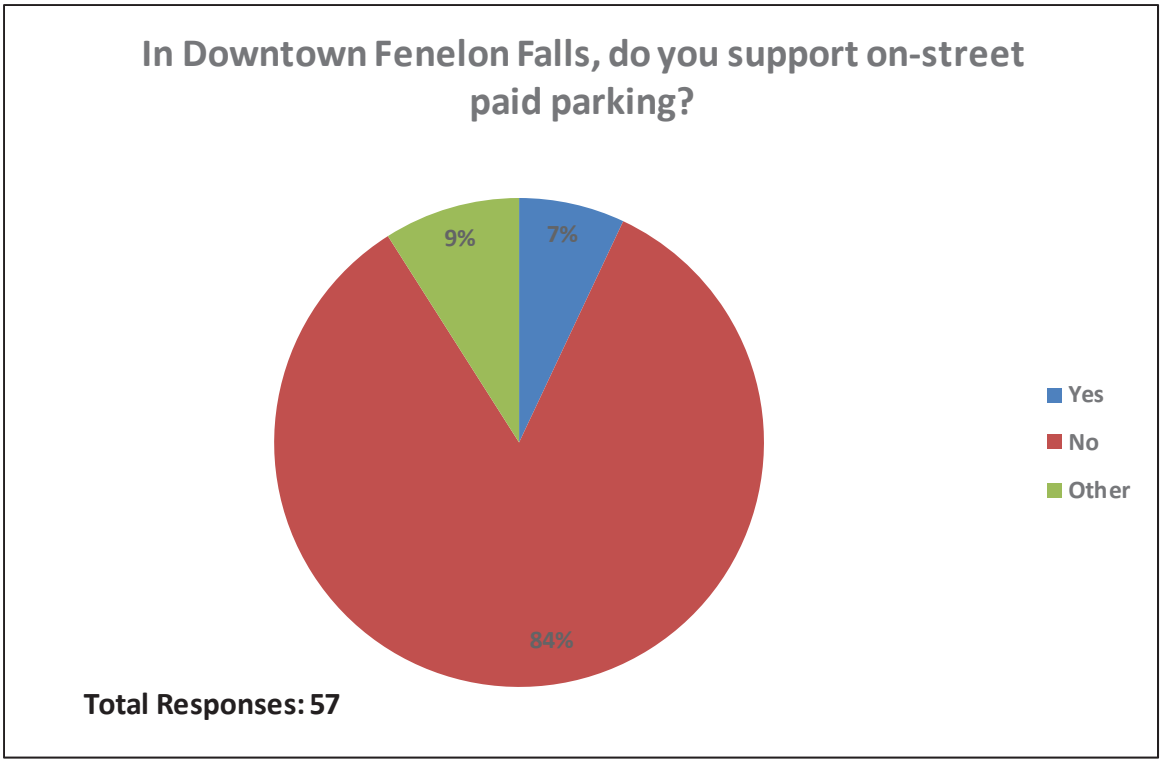
Total Responses: 54

When visiting Downtown Fenelon Falls, how satisfied are you with your overall parking experience?

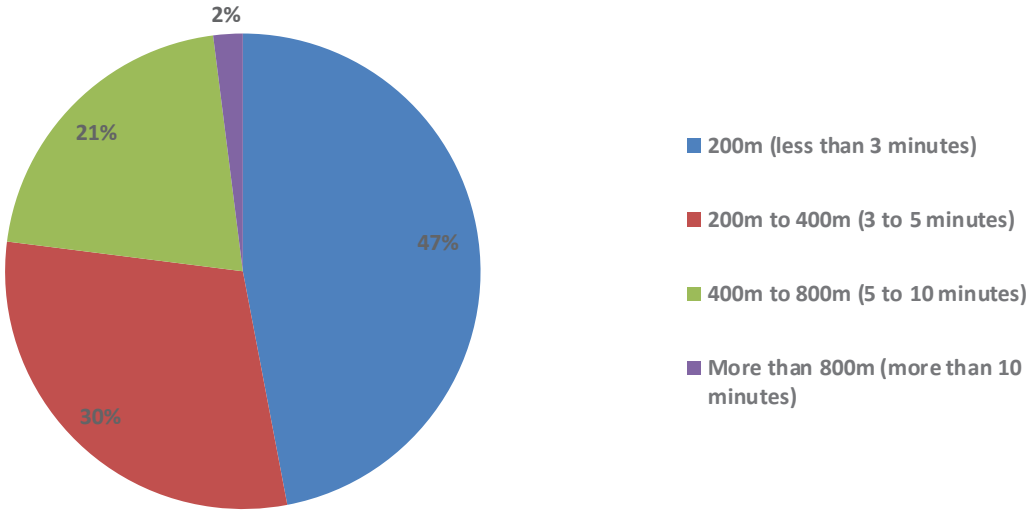


Total Responses: 53


In Downtown Fenelon Falls, would you like to see a parking garage/structure built?
11%
19%
70%
Yes
No
Other
Total Responses: 61

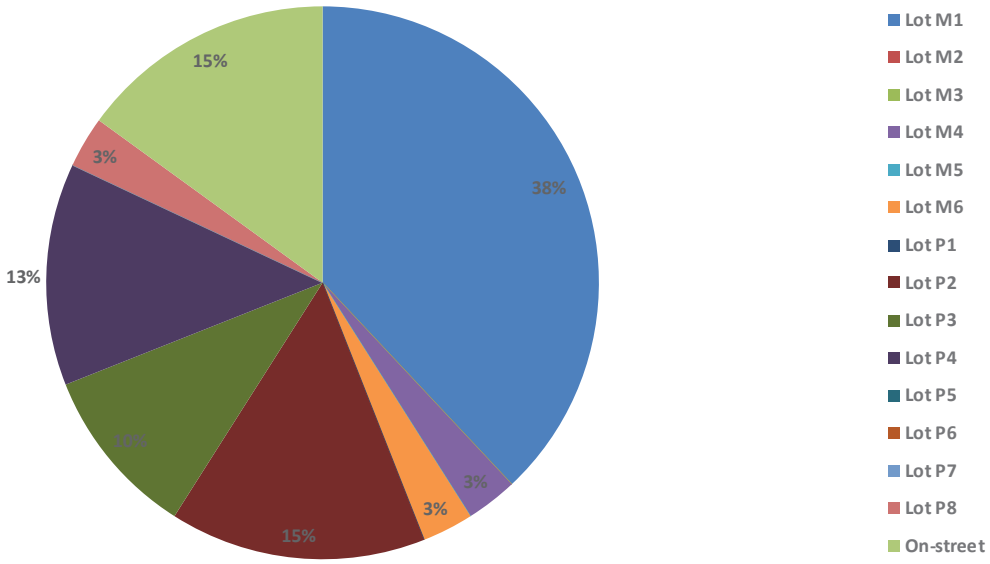

In Downtown Fenelon Falls, do you support on-street paid parking?
7%
9%
84%
Yes
No
Other
Total Responses: 57

In Downtown Fenelon Falls, what is the maximum distance you are willing to walk from a parking spot to your destination?

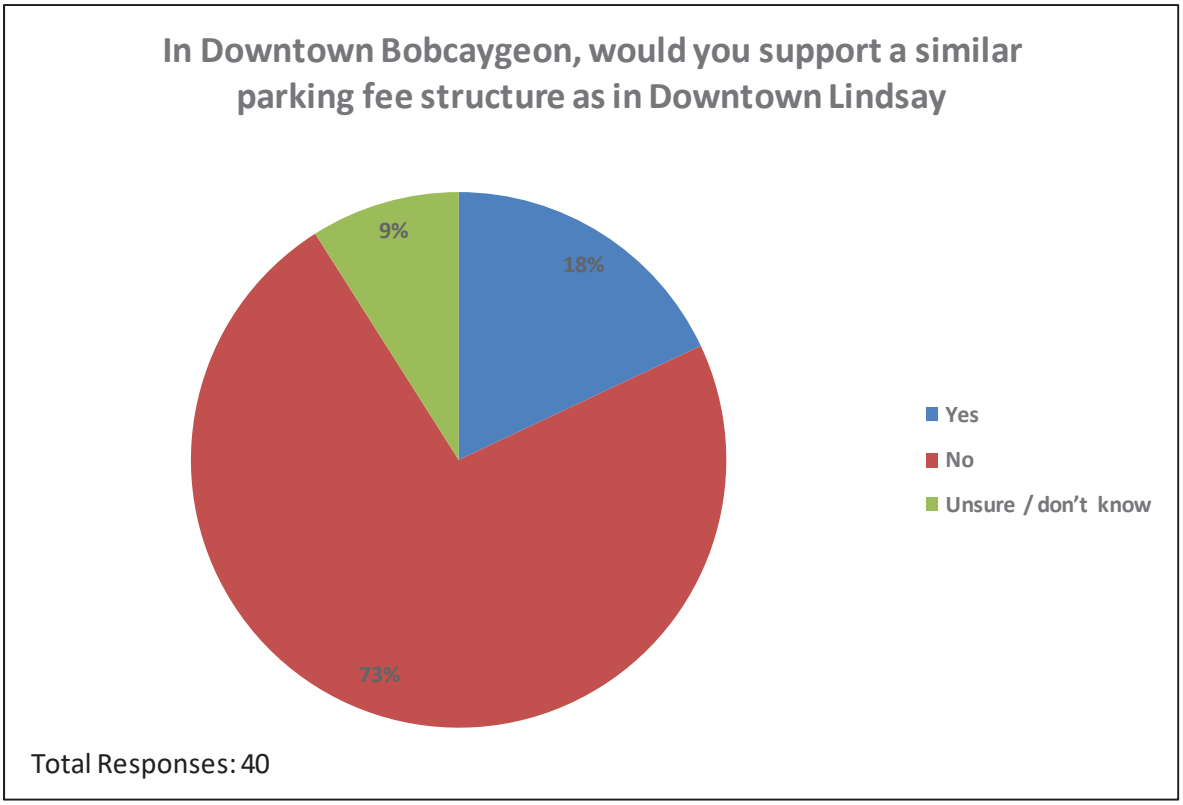


Total Responses: 53

If you drive to Downtown Bobcaygeon, where do you typically park your car?

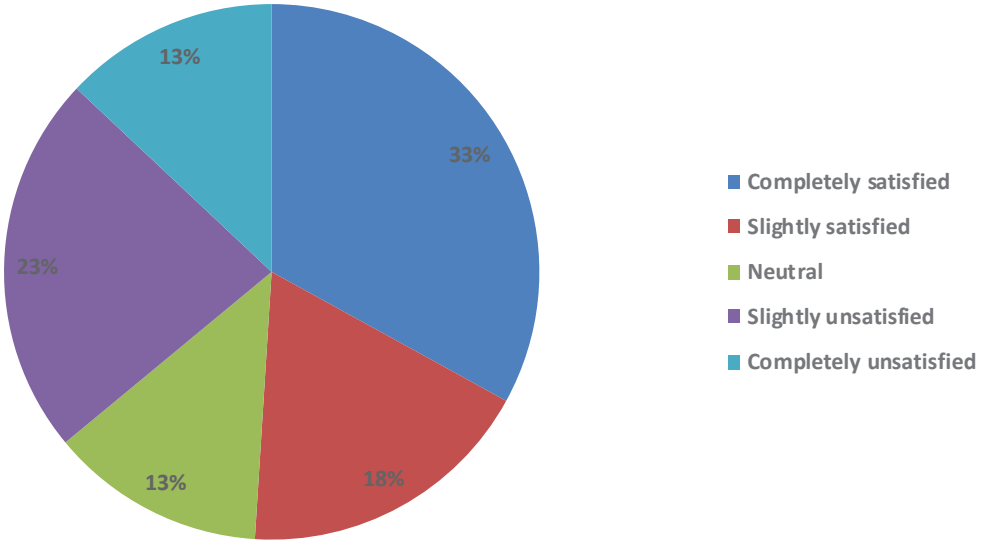


Total Responses: 40



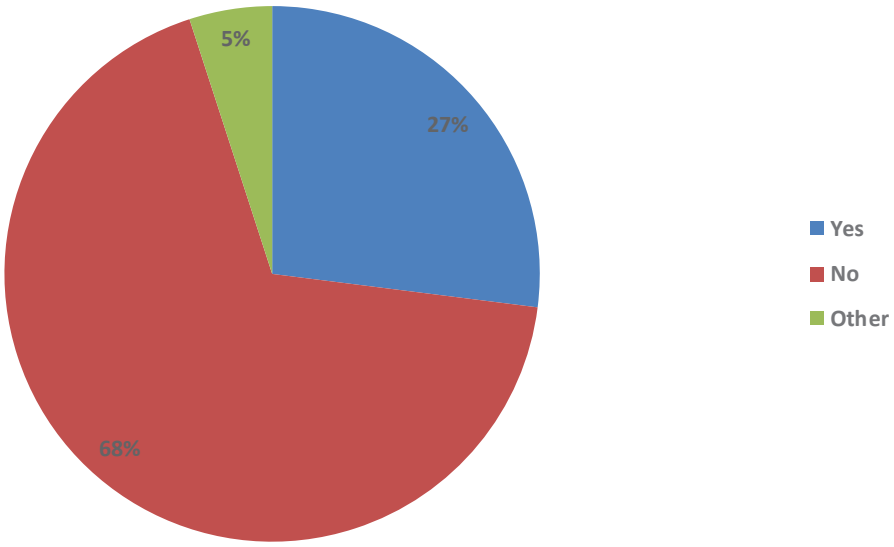
Total Responses: 40

When visiting Downtown Bobcaygeon, how satisfied are you with your overall parking experience?

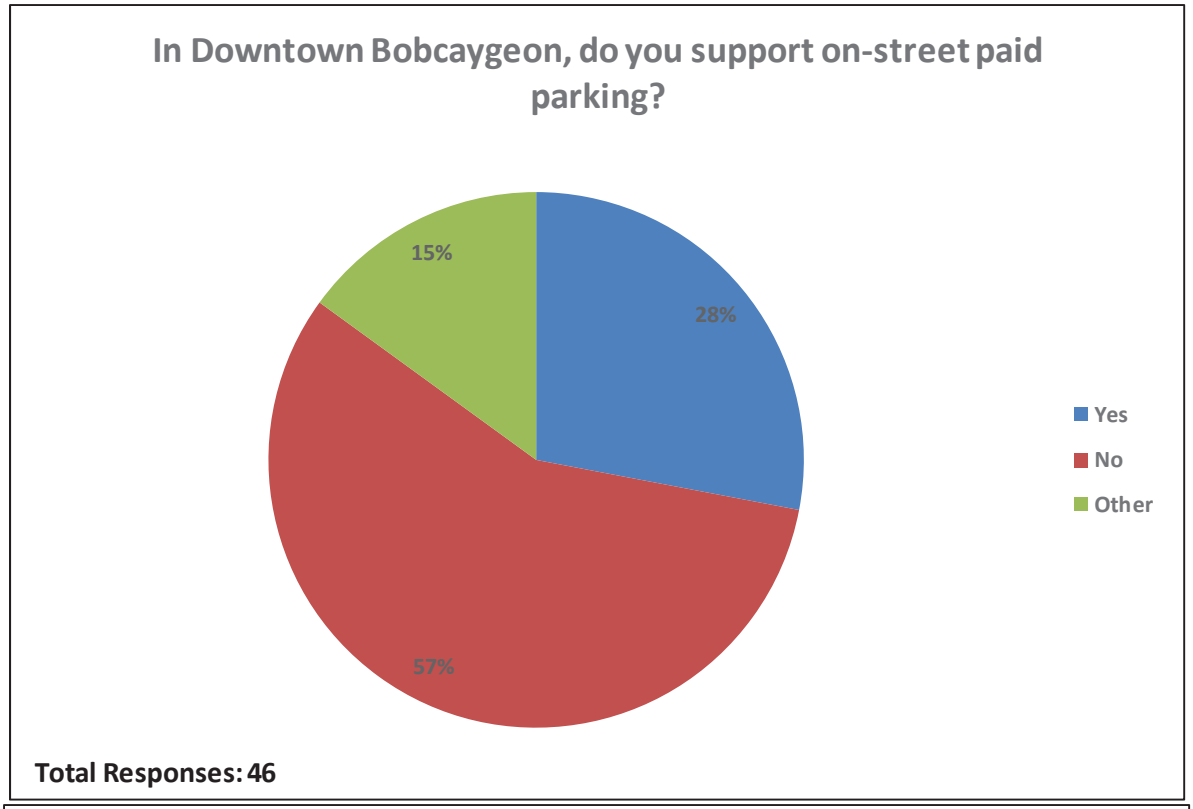


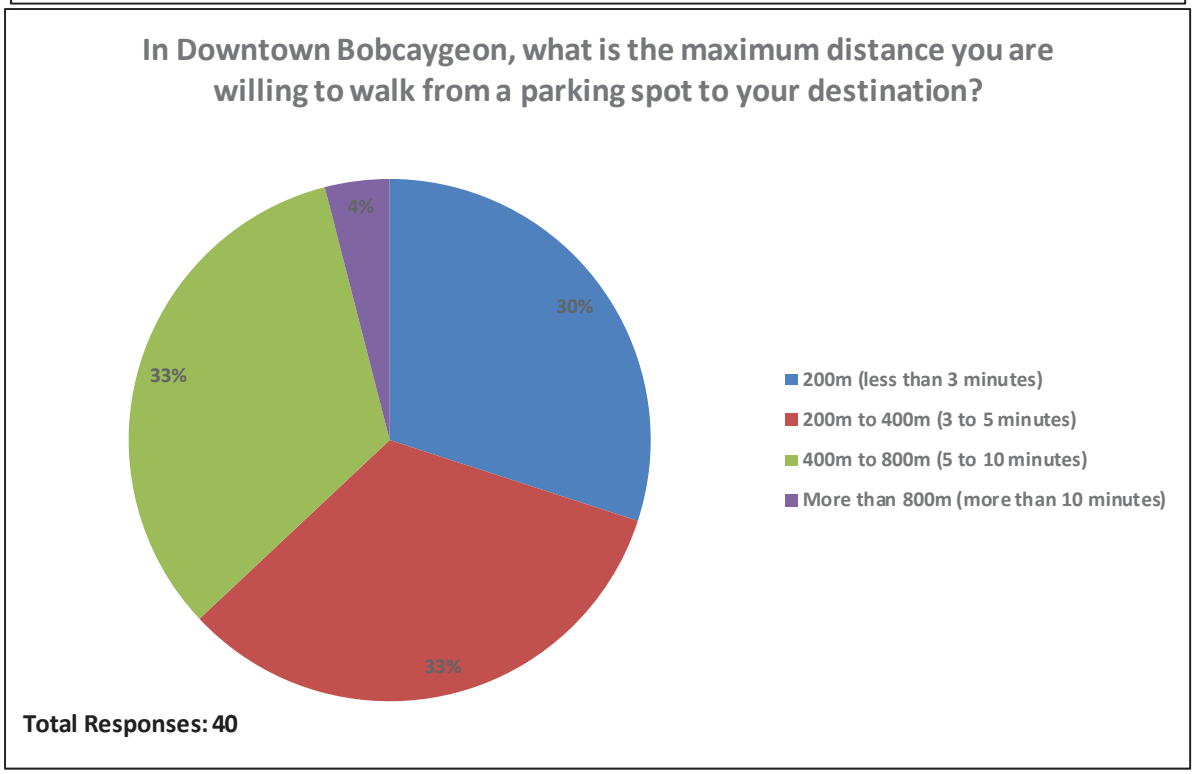
Total Responses: 40

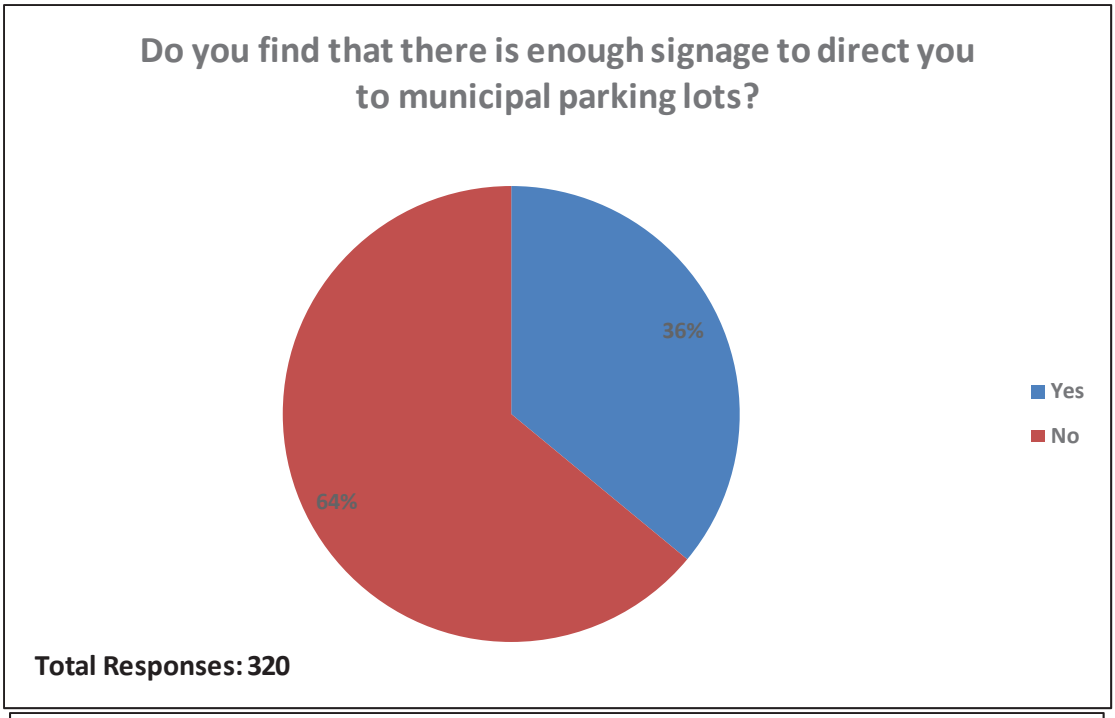
In Downtown Bobcaygeon, would you like to see a parking garage/structure built?

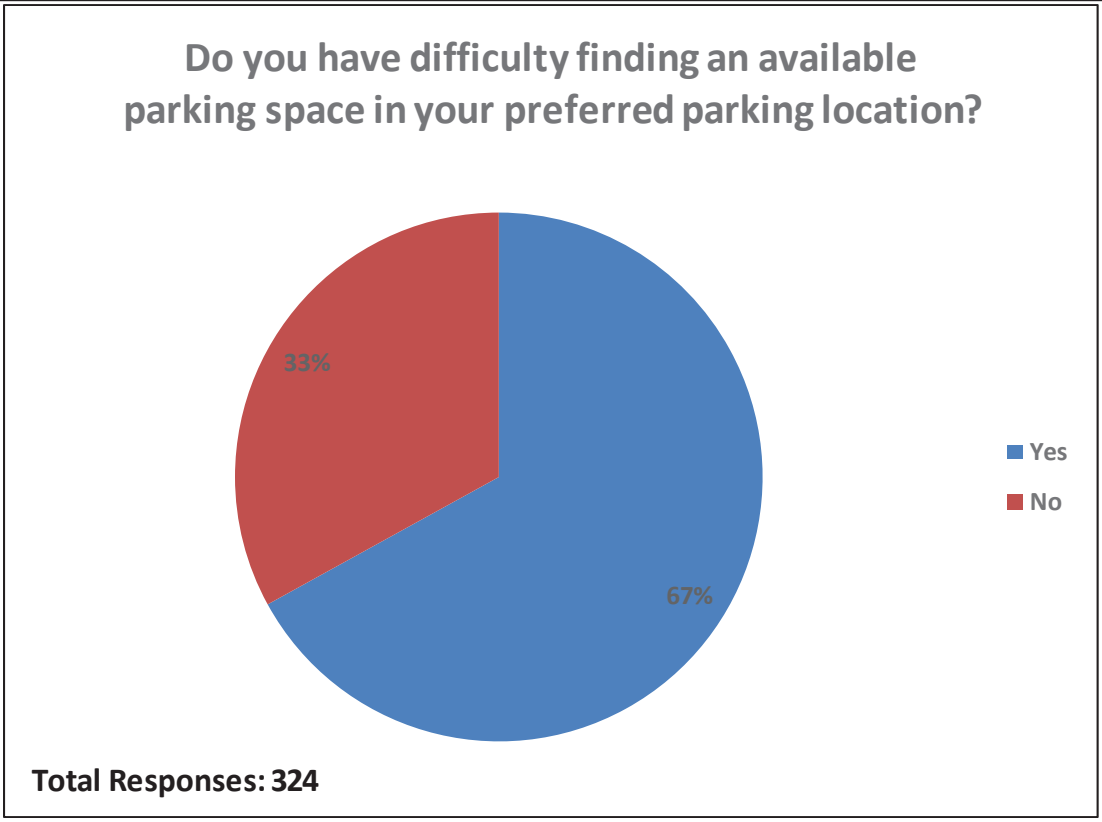


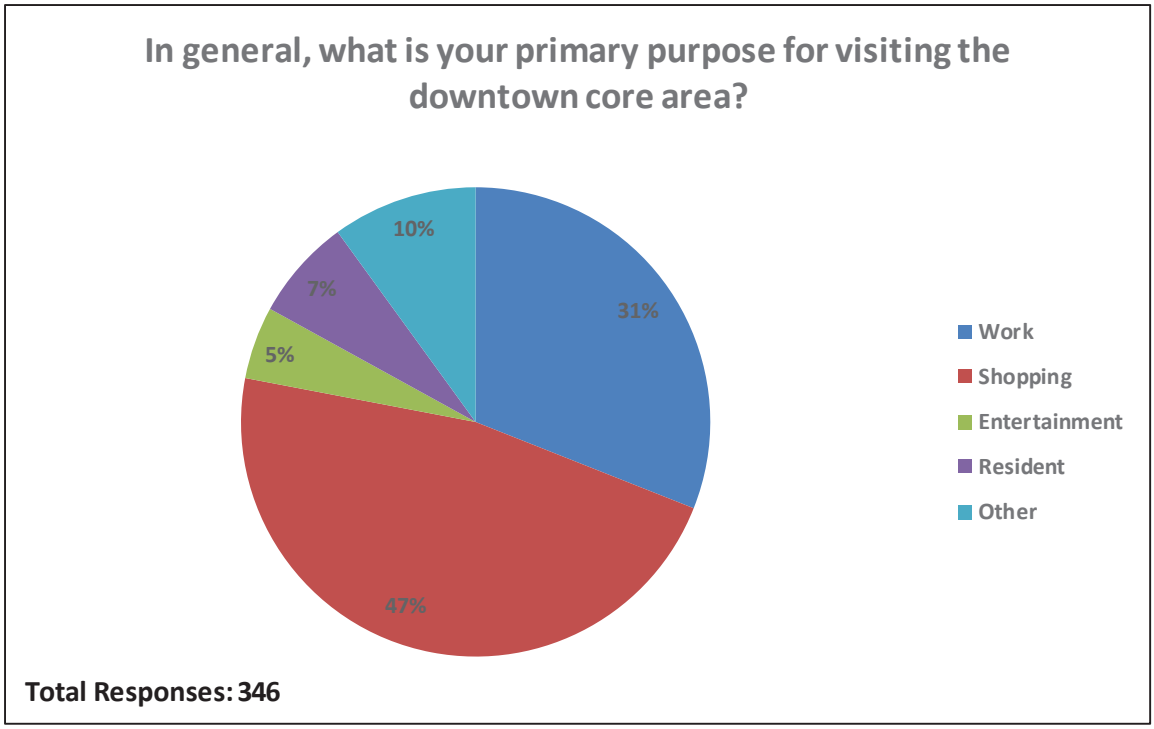
Total Responses: 41


In Downtown Bobcaygeon, do you support on-street paid parking?
15%
28%
57%
Yes
No
Other
Total Responses: 46

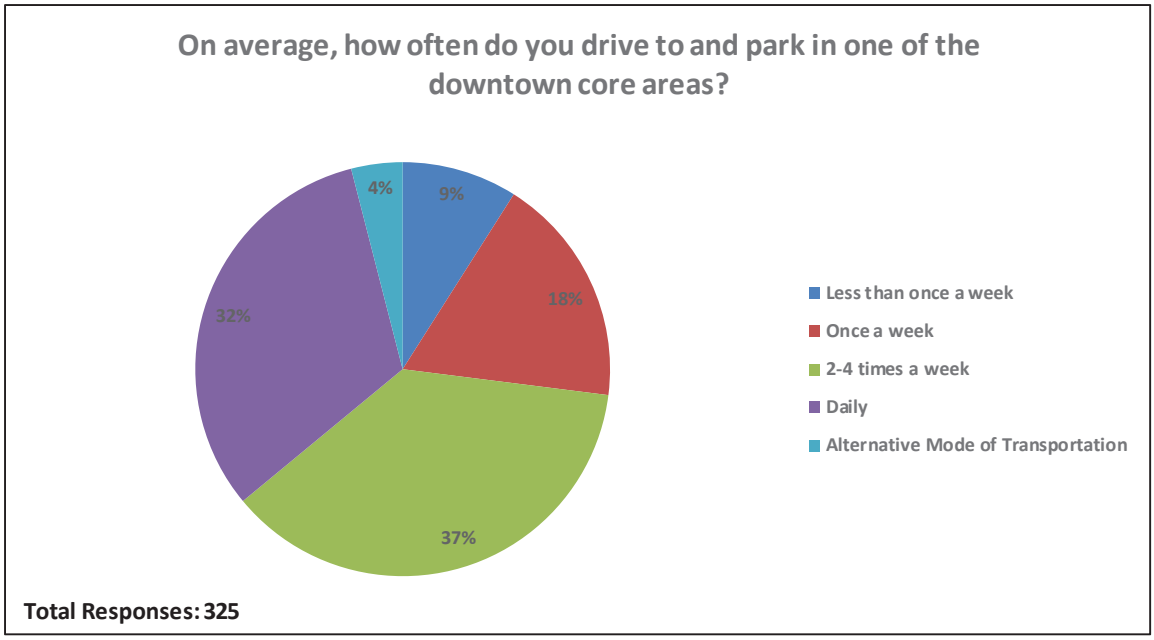

In Downtown Bobcaygeon, what is the maximum distance you are willing to walk from a parking spot to your destination?
4%
30%
33%
33%
200m (less than 3 minutes)
200m to 400m (3 to 5 minutes)
400m to 800m (5 to 10 minutes)
More than 800m (more than 10 minutes)
Total Responses: 40

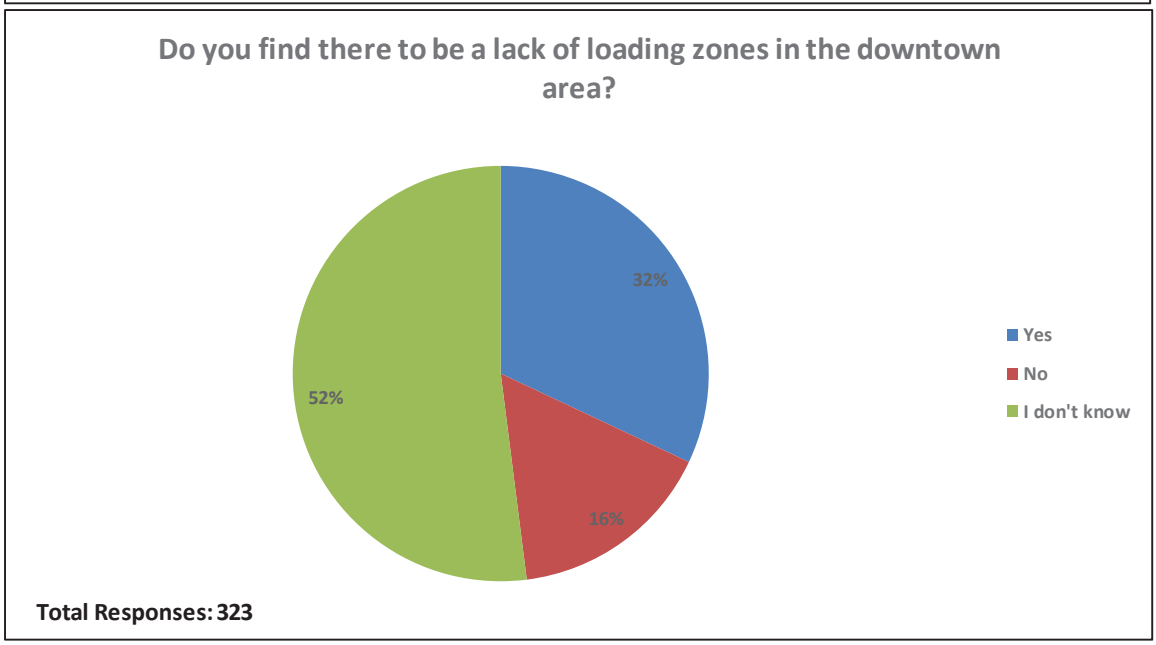

Do you find that there is enough signage to direct you to municipal parking lots?
36%
64%
Yes
No
Total Responses: 320

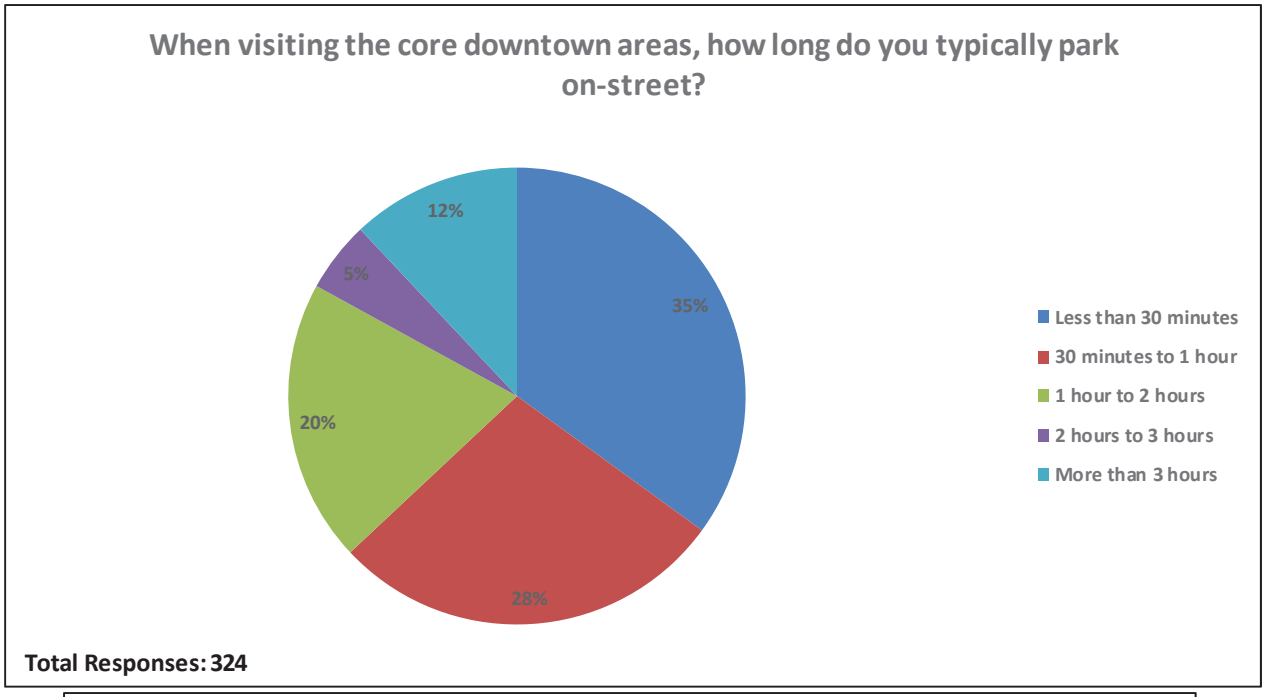

Do you have difficulty finding an available parking space in your preferred parking location?
33%
67%
Yes
No
Total Responses: 324

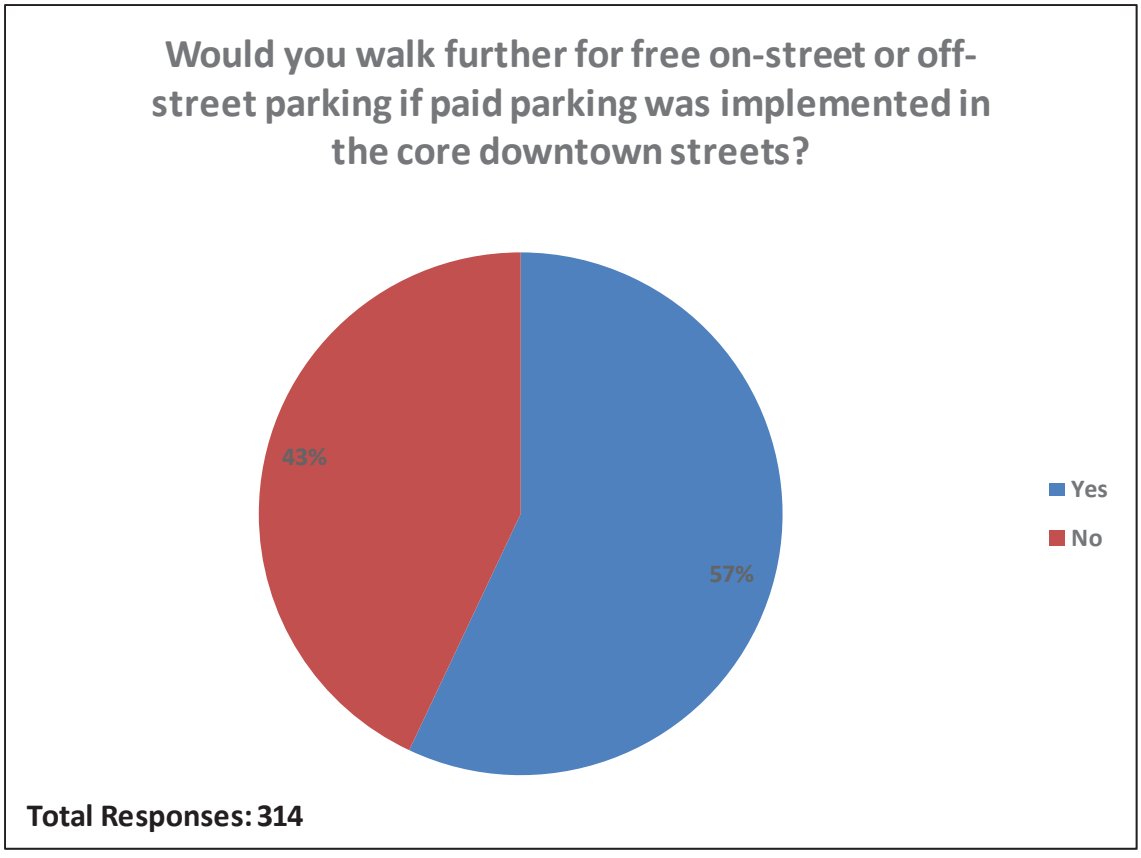


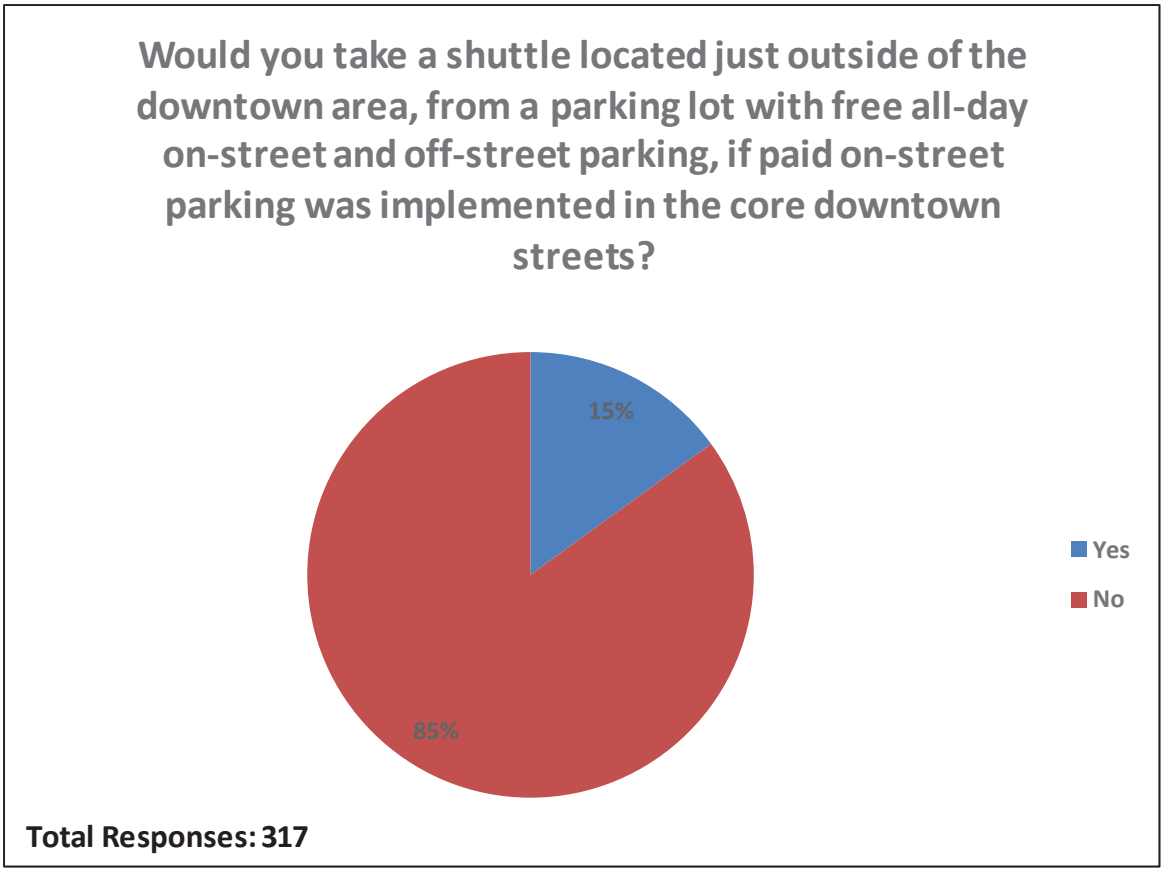
Total Responses: 346

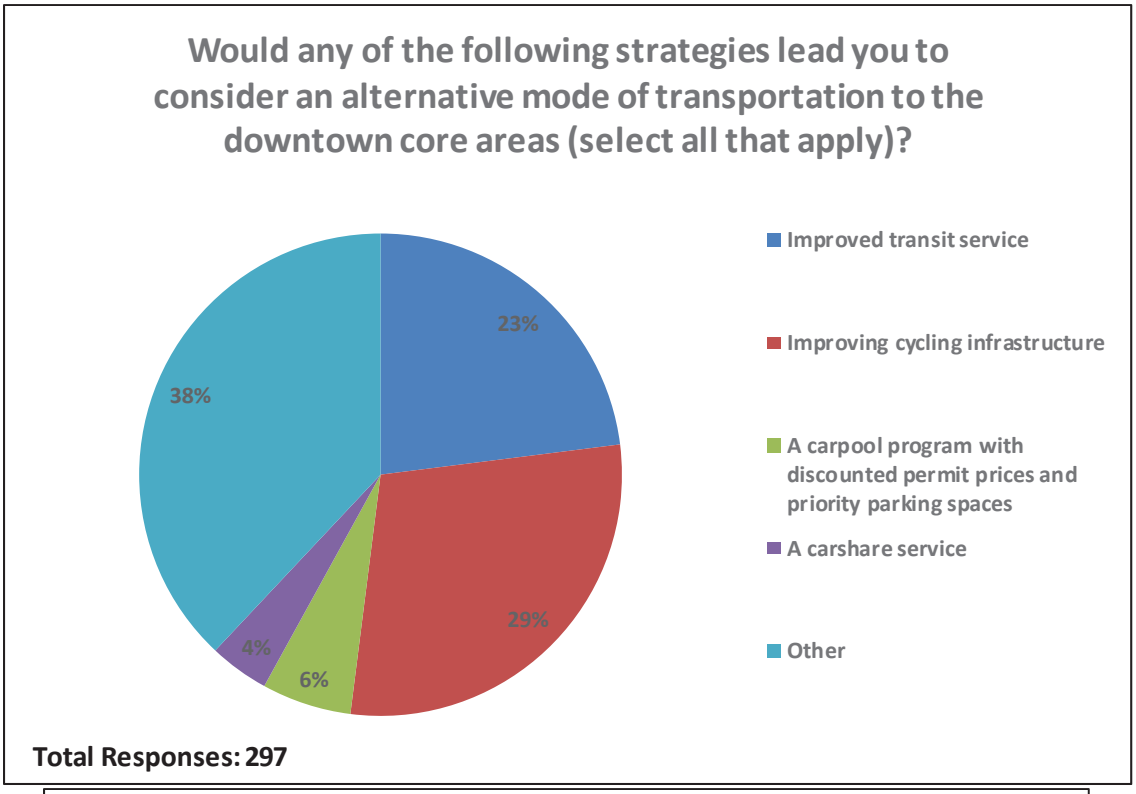

On average, how often do you drive to and park in one of the downtown core areas?
4%
9%
18%
32%
37%
Less than once a week
Once a week
2-4 times a week
Daily
Alternative Mode of Transportation
Total Responses: 325

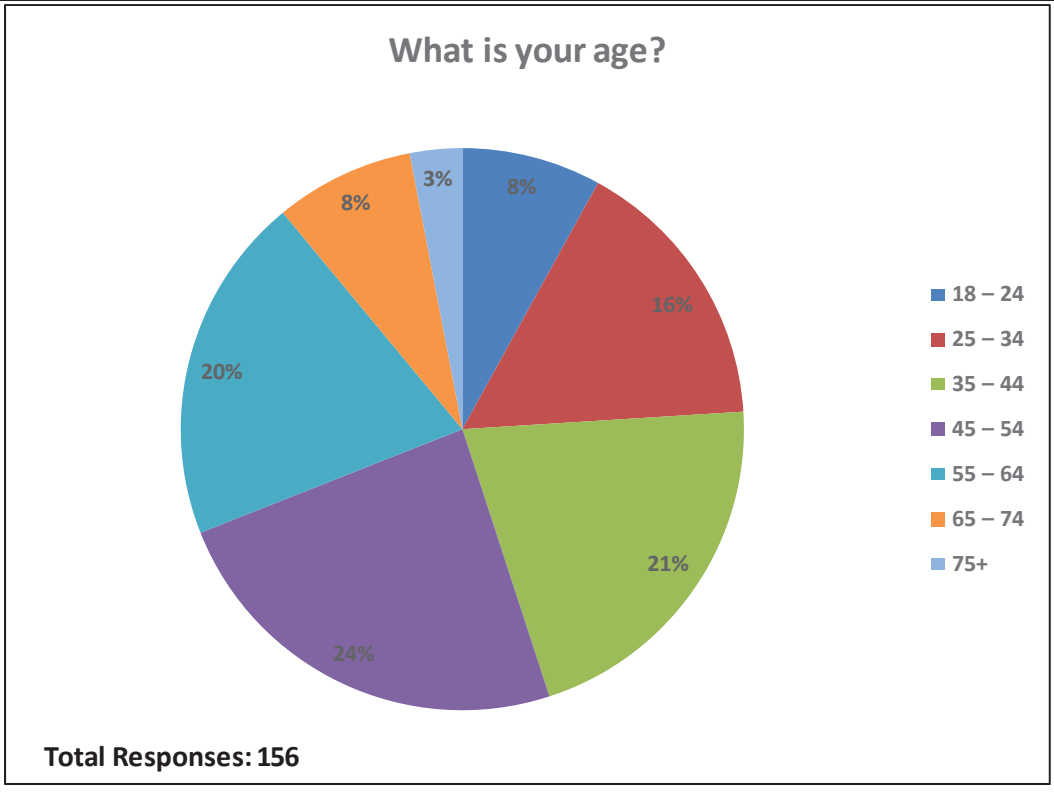

Do you find there to be a lack of loading zones in the downtown area?
32%
52%
16%
Yes
No
I don't know
Total Responses: 323


When visiting the core downtown areas, how long do you typically park on-street?
12%
5%
35%
20%
28%
Less than 30 minutes
30 minutes to 1 hour
1 hour to 2 hours
2 hours to 3 hours
More than 3 hours
Total Responses: 324

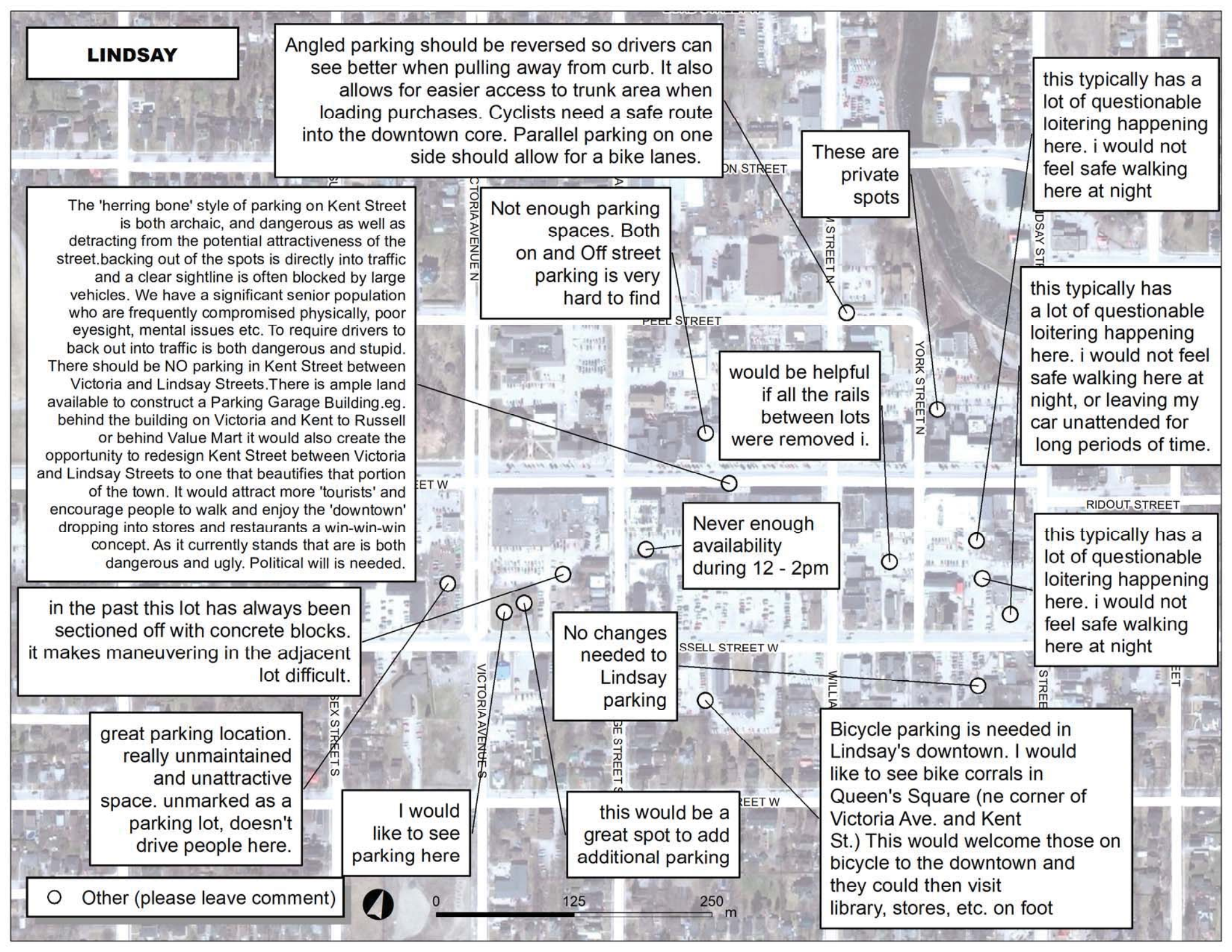

Would you walk further for free on-street or off-street parking if paid parking was implemented in the core downtown streets?
43%
57%
Yes
No
Total Responses: 314


Would you take a shuttle located just outside of the downtown area, from a parking lot with free all-day on-street and off-street parking, if paid on-street parking was implemented in the core downtown streets?
15%
85%
Yes
No
Total Responses: 317


Would any of the following strategies lead you to consider an alternative mode of transportation to the downtown core areas (select all that apply)?
23%
29%
6%
4%
38%
Improved transit service
Improving cycling infrastructure
A carpool program with discounted permit prices and priority parking spaces
A carshare service
Other
Total Responses: 297


What is your age?
8%
16%
21%
24%
20%
8%
3%
18 – 24
25 – 34
35 – 44
45 – 54
55 – 64
65 – 74
75+
Total Responses: 156

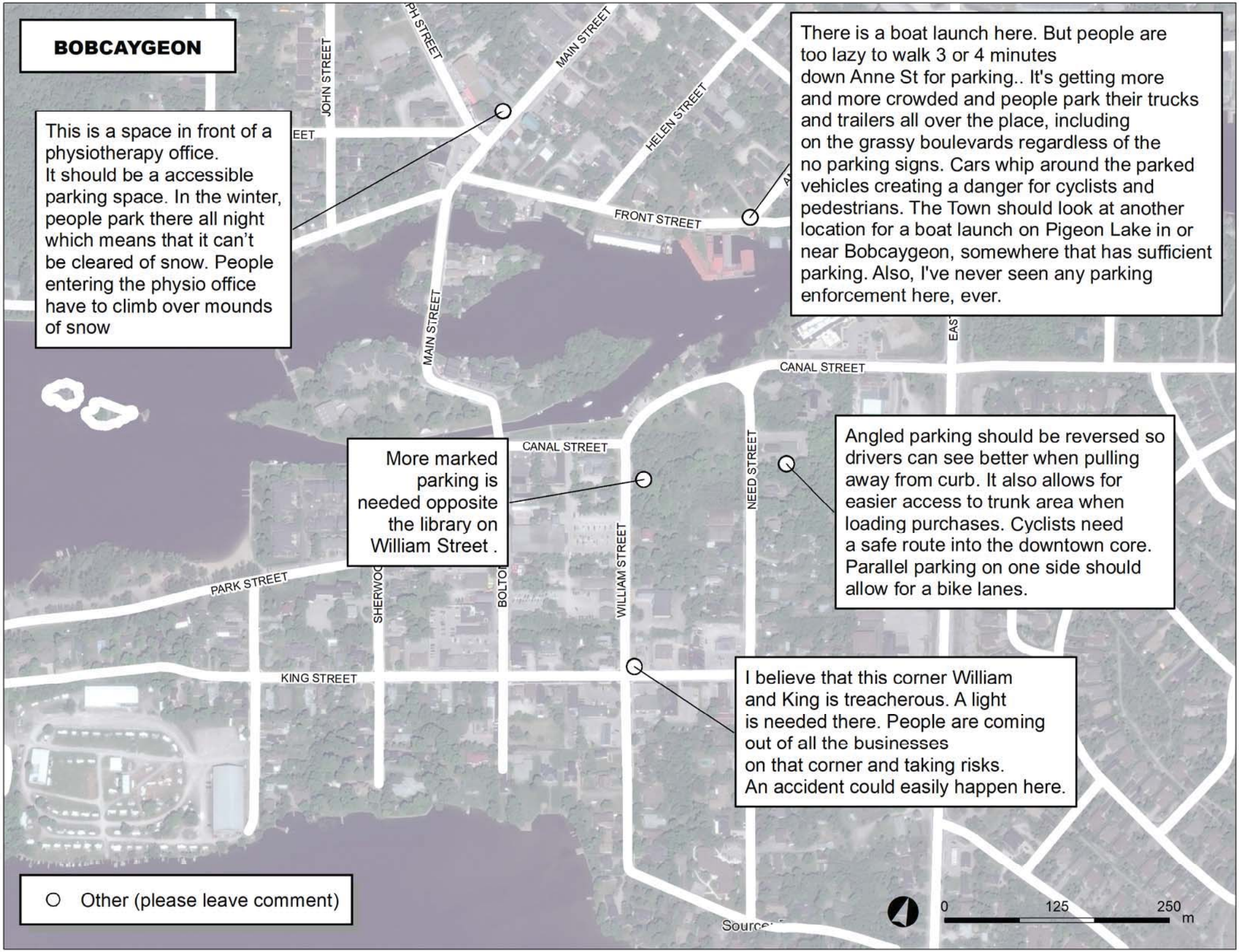

LINDSAY
WELLINGTON STREET
QUEEN STREET
KING STREET
KENT STREET E
RIDOUT STREET
MILL STREET
SUSSEX STREET N
VICTORIA AVENUE N
CAMBRIDGE STREET N
WILLIAM STREET N
LINDSAY STREET N
YORK STREET N
PEEL STREET
KENT STREET W
RUSSELL STREET W
CAMBRIDGE STREET S
WILLIAM STREET S
LINDSAY STREET S
GLENELG STREET W
My overall parking experience is usually positive here
Off-street parking space typically hard to find here
On-street parking space typically hard to find here
Accessible parking space typically hard to find here
Bicycle parking would be helpful here
Parking spaces too small/narrow here
Long vehicles (e.g., vehicles with boat trailers) should park here
Not enough lighting or unsafe to walk here after parking my car
Other (please leave comment)
0
125
250
m


LINDSAY
Angled parking should be reversed so drivers can see better when pulling away from curb. It also allows for easier access to trunk area when loading purchases. Cyclists need a safe route into the downtown core. Parallel parking on one side should allow for a bike lanes.
these are private spots
this typically has a lot of questionable loitering happening here. i would not feel safe walking here at night
The 'herring bone' style of parking on Kent Street is both archaic, and dangerous as well as detracting from the potential attractiveness of the street.backing out of the spots is directly into traffic and a clear sightline is often blocked by large vehicles. We have a significant senior population who are frequently compromised physically, poor eyesight, mental issues etc. To require drivers to back out into traffic is both dangerous and stupid. There should be NO parking in Kent Street between Victoria and Lindsay Streets.There is ample land available to construct a Parking Garage Building.eg. behind the building on Victoria and Kent to Russell or behind Value Mart it would also create the opportunity to redesign Kent Street between Victoria and Lindsay Streets to one that beautifies that portion of the town. It would attract more 'tourists' and encourage people to walk and enjoy the 'downtown' dropping into stores and restaurants a win-win-win concept. As it currently stands that are is both dangerous and ugly. Political will is needed.
Not enough parking spaces. Both on and Off street parking is very hard to find
this typically has a lot of questionable loitering happening here. i would not feel safe walking here at night, or leaving my car unattended for long periods of time.
would be helpful if all the rails between lots were removed i.
Never enough availability during 12 - 2pm
this typically has a lot of questionable loitering happening here. i would not feel safe walking here at night
in the past this lot has always been sectioned off with concrete blocks. it makes maneuvering in the adjacent lot difficult.
No changes needed to Lindsay parking
great parking location. really unmaintained and unattractive space. unmarked as a parking lot, doesn't drive people here.
I would like to see parking here
this would be a great spot to add additional parking
Bicycle parking is needed in Lindsay's downtown. I would like to see bike corrals in Queen's Square (ne corner of Victoria Ave. and Kent St.) This would welcome those on bicycle to the downtown and they could then visit library, stores, etc. on foot
Other (please leave comment)
0
125
250
m
PEEL STREET
RIDOUT STREET
YORK STREET N
VICTORIA AVENUE S
VICTORIA AVENUE N
KENT STREET W
RUSSELL STREET W


FENELON FALLS
JOHN STREET
QUEEN STREET
LOUISA STREET
FRANCIS STREET W
MARKET STREET
BOND STREET W
OAK STREET
MAY STREET
COLBORNE STREET
WATER STREET
BOND STREET E
FRANCIS STREET E
LINDSAY STREET
On-street parking space typically hard to find here
Bicycle parking would be helpful here
Other (please leave comment)
0
125
250
m


FENELON FALLS
JOHN STREET
QUEEN STREET
LOUISA STREET
FRANCIS STREET W
MARKET STREET
BOND STREET W
OAK STREET
MAY STREET
COLBORNE STREET
WATER STREET
BOND STREET E
FRANCIS STREET E
LINDSAY STREET
HELEN STREET
Getting cars off the Main Street allows for more relaxed enjoyment of downtown core. Sitting in a downtown restaurant without looking our at vehicles would be a big enhancement.
Other (please leave comment)
0
125
250
m


BOBCAYGEON
JOHN STREET
MAIN STREET
QUEEN STREET
HELEN STREET
ANNE STREET
HEAD STREET
FRONT STREET
MAIN STREET
EAST STREET N
CANAL STREET
CANAL STREET
NEED STREET
SHERWOOD STREET
BOLTON STREET
WILLIAM STREET
PARK STREET
KING STREET
On-street parking space typically hard to find here
Accessible parking space typically hard to find here
Bicycle parking would be helpful here
Other (please leave comment)
0
125
250
m

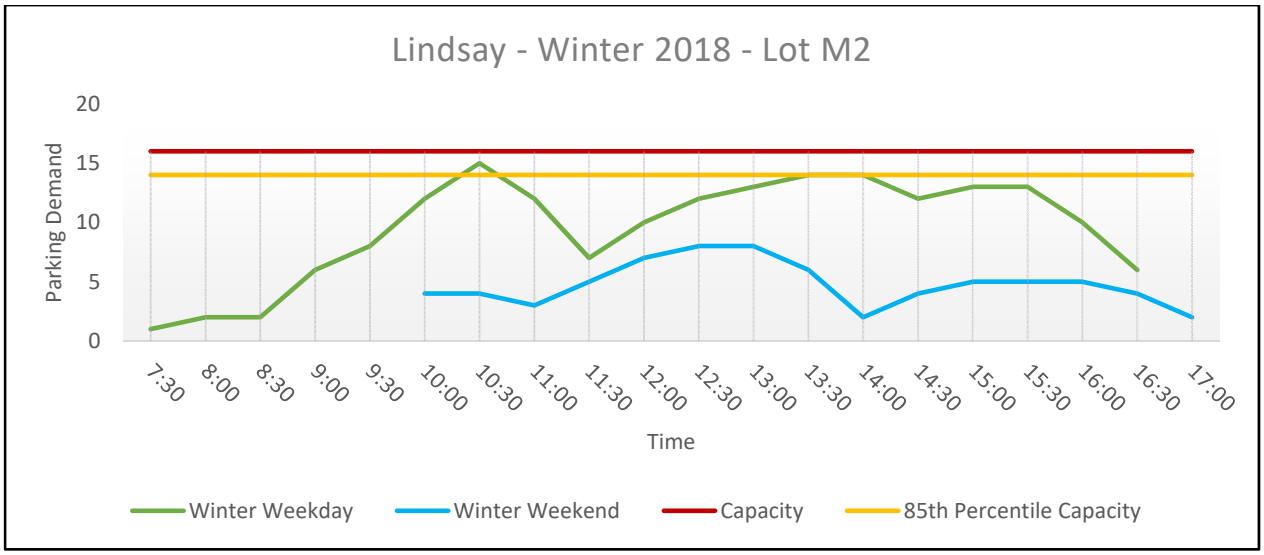

BOBCAYGEON
This is a space in front of a physiotherapy office.
It should be a accessible parking space. In the winter, people park there all night which means that it can't be cleared of snow. People entering the physio office have to climb over mounds of snow
There is a boat launch here. But people are too lazy to walk 3 or 4 minutes down Anne St for parking.. It's getting more and more crowded and people park their trucks and trailers all over the place, including on the grassy boulevards regardless of the no parking signs. Cars whip around the parked vehicles creating a danger for cyclists and pedestrians. The Town should look at another location for a boat launch on Pigeon Lake in or near Bobcaygeon, somewhere that has sufficient parking. Also, I've never seen any parking enforcement here, ever.
More marked parking is needed opposite the library on William Street .
Angled parking should be reversed so drivers can see better when pulling away from curb. It also allows for easier access to trunk area when loading purchases. Cyclists need a safe route into the downtown core. Parallel parking on one side should allow for a bike lanes.
I believe that this corner William and King is treacherous. A light is needed there. People are coming out of all the businesses on that corner and taking risks. An accident could easily happen here.
JOHN STREET
MAIN STREET
HELEN STREET
FRONT STREET
MAIN STREET
CANAL STREET
CANAL STREET
NEED STREET
WILLIAM STREET
PARK STREET
KING STREET
Other (please leave comment)
0
125
250
m

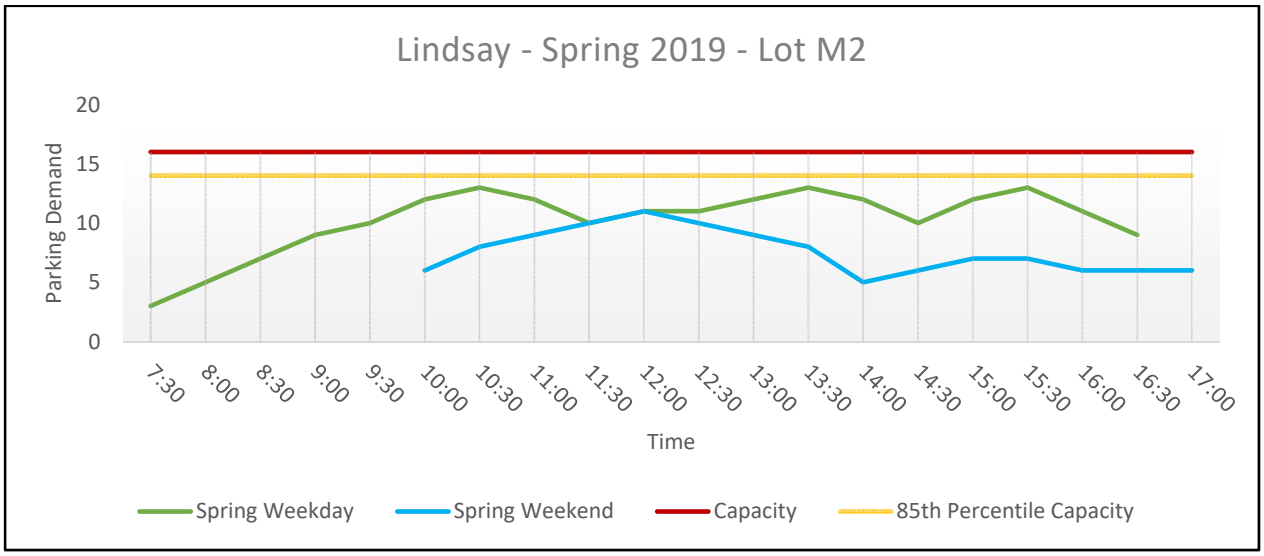
Appendix B

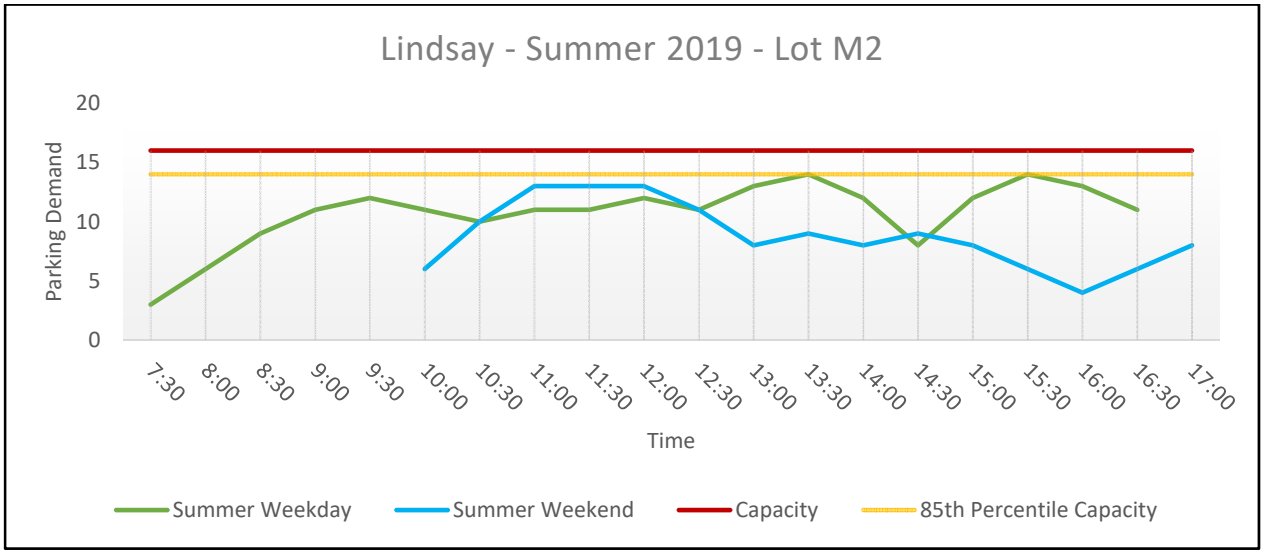
Parking Utilization Survey Results

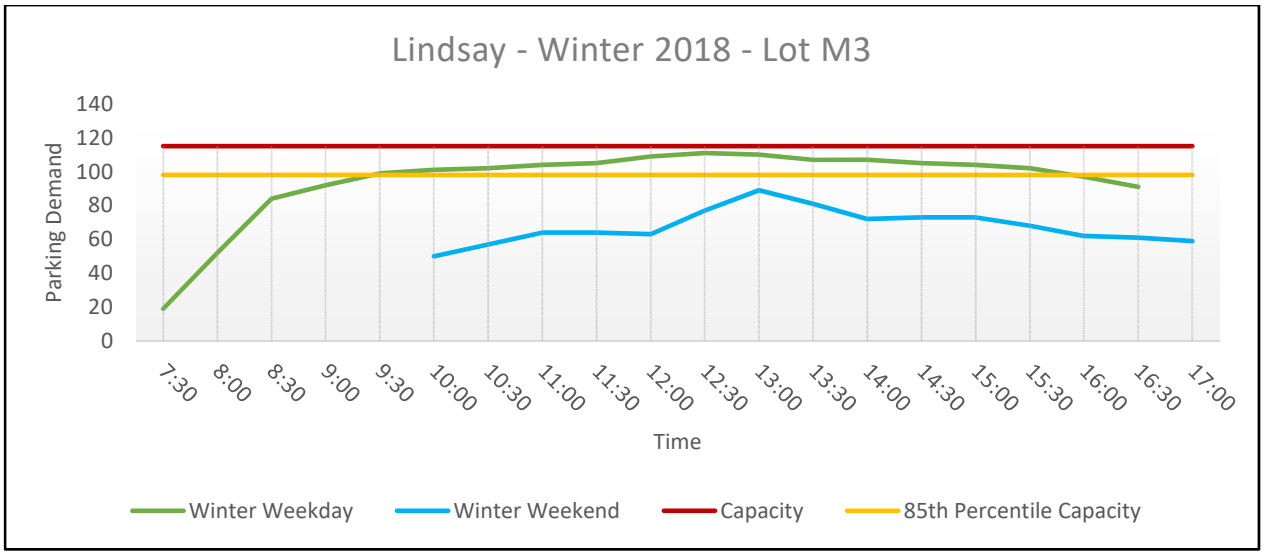
Lindsay Core Area

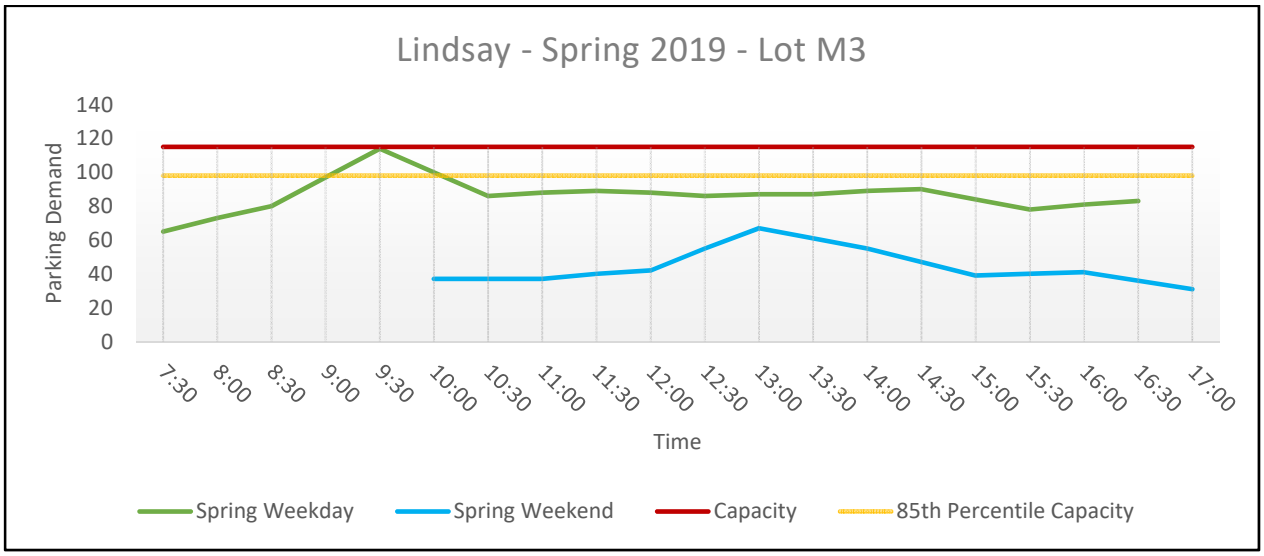
Municipal Off-Street Lots

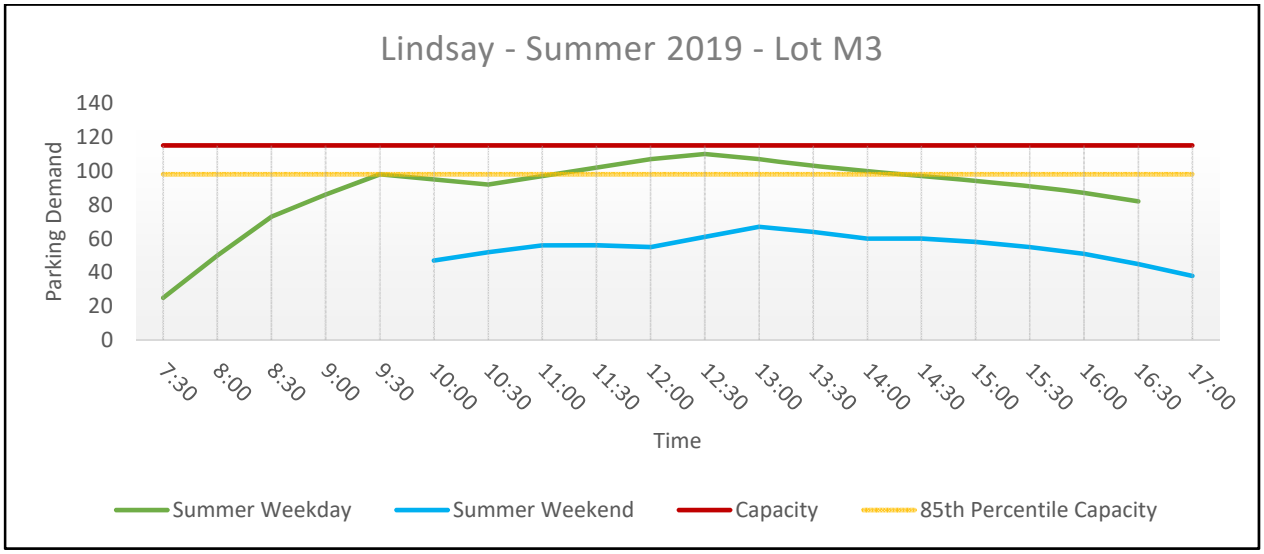

Lindsay - Winter 2018 - Lot M2
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

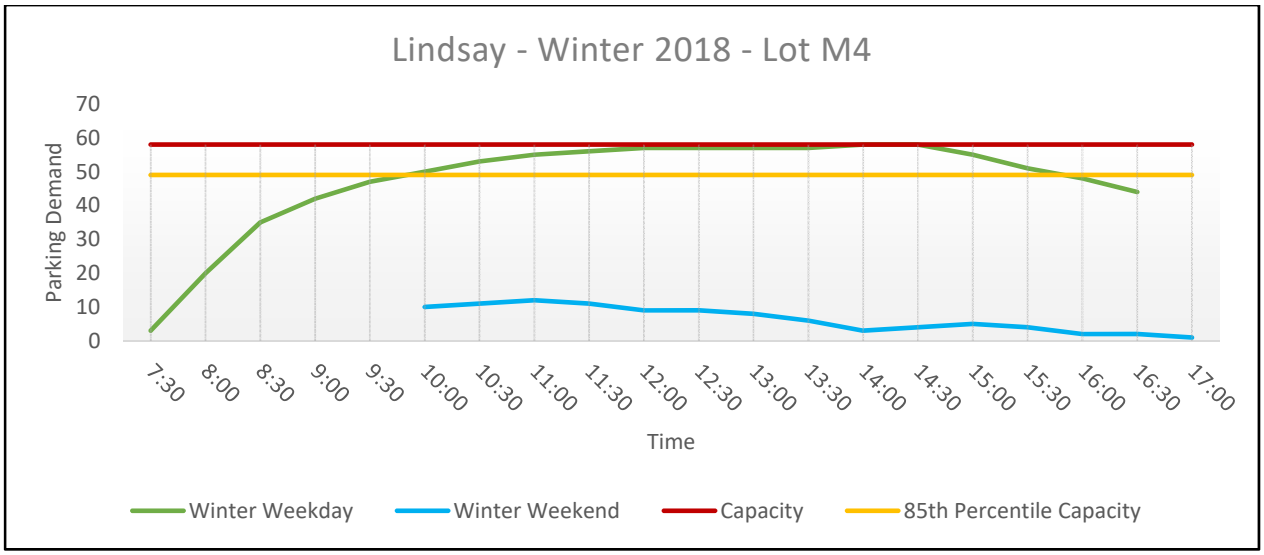

Lindsay - Spring 2019 - Lot M2
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

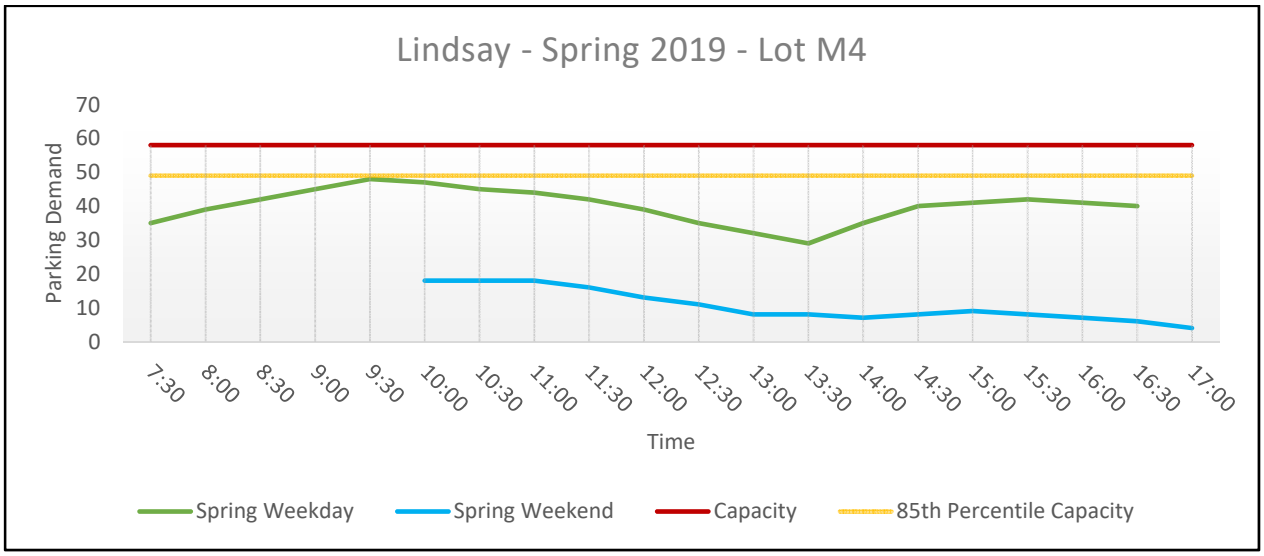

Lindsay - Summer 2019 - Lot M2
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

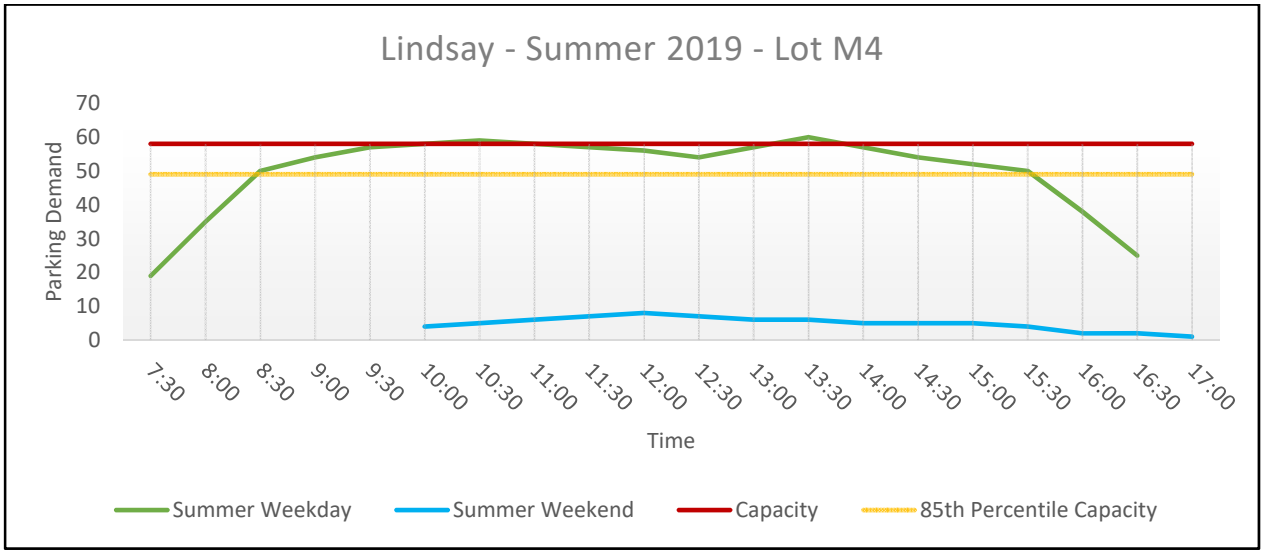

Lindsay - Winter 2018 - Lot M3
Parking Demand
140
120
100
80
60
40
20
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

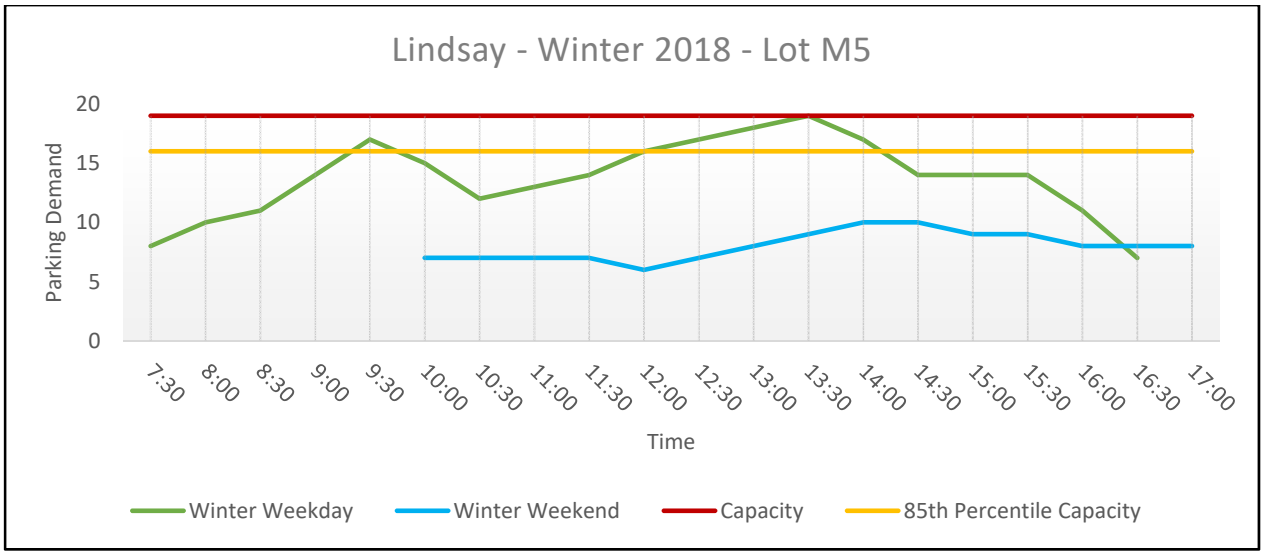

Lindsay - Spring 2019 - Lot M3
Parking Demand
140
120
100
80
60
40
20
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

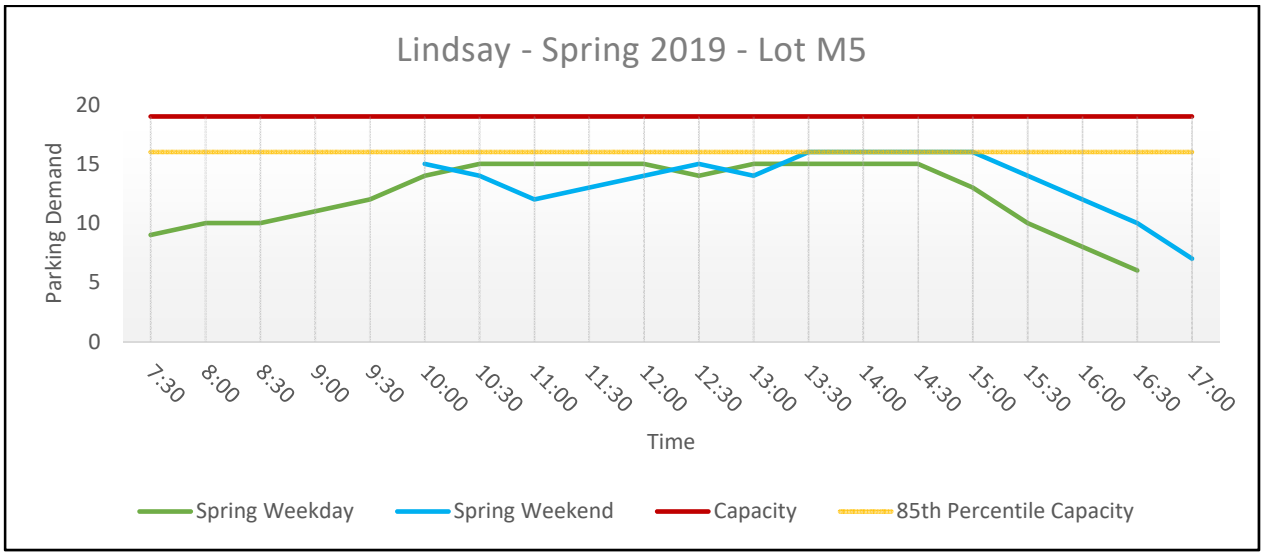

Lindsay - Summer 2019 - Lot M3
Parking Demand
140
120
100
80
60
40
20
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

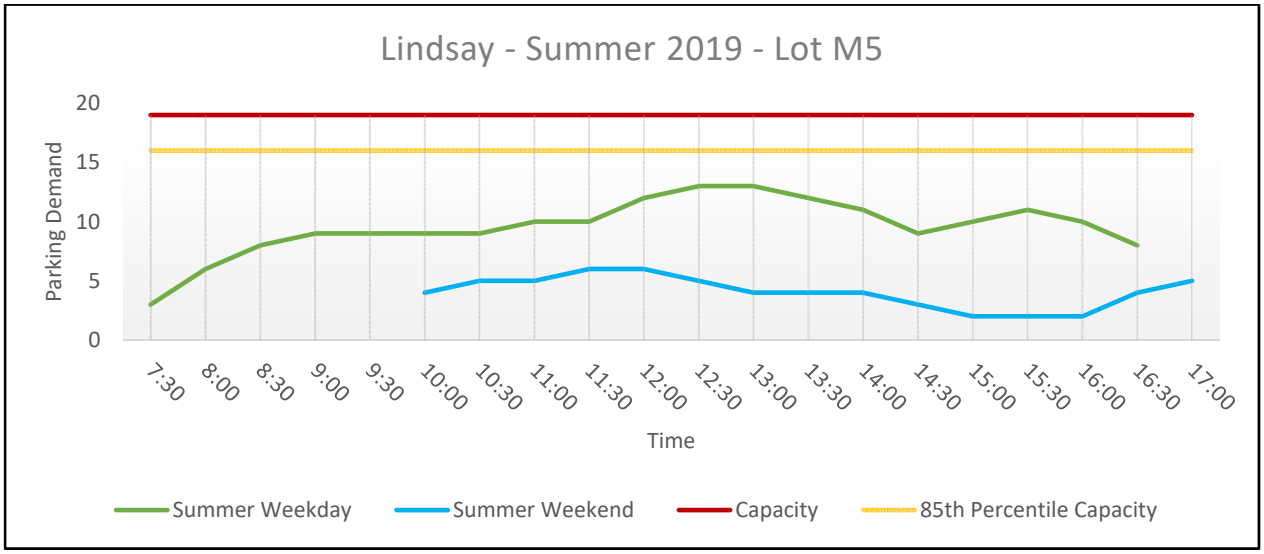

Lindsay - Winter 2018 - Lot M4
Parking Demand
70
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

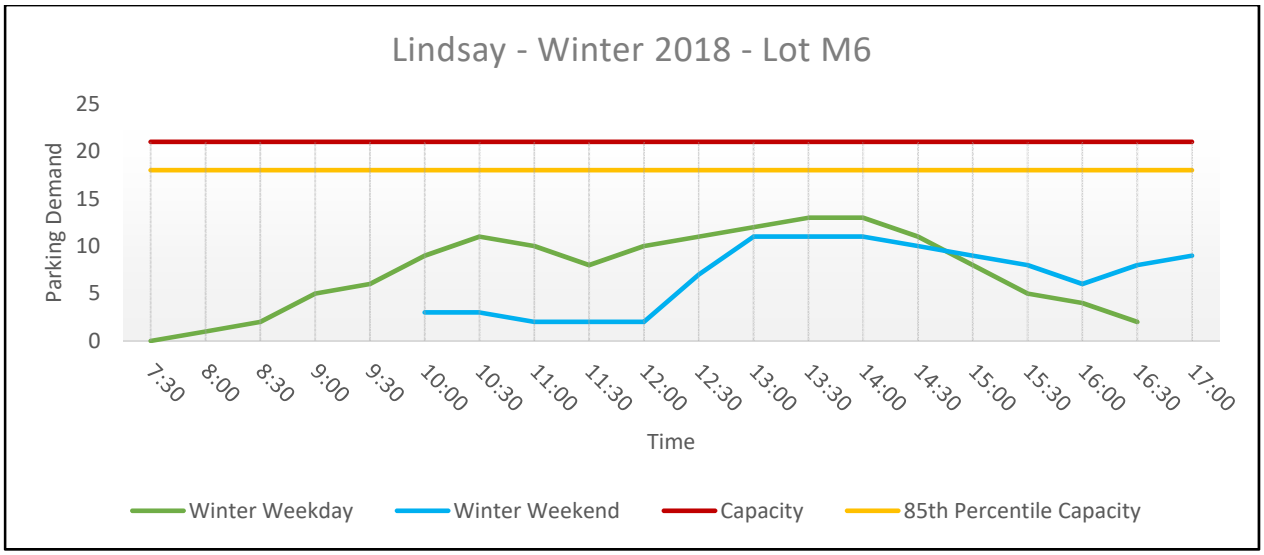

Lindsay - Spring 2019 - Lot M4
Parking Demand
70
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

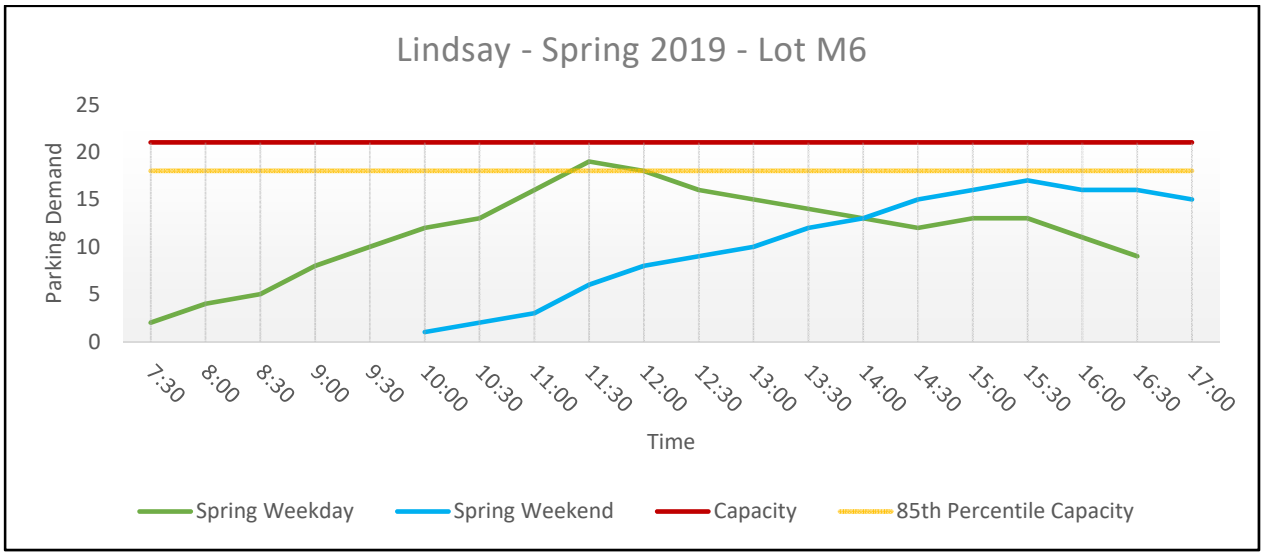

Lindsay - Summer 2019 - Lot M4
Parking Demand
70
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

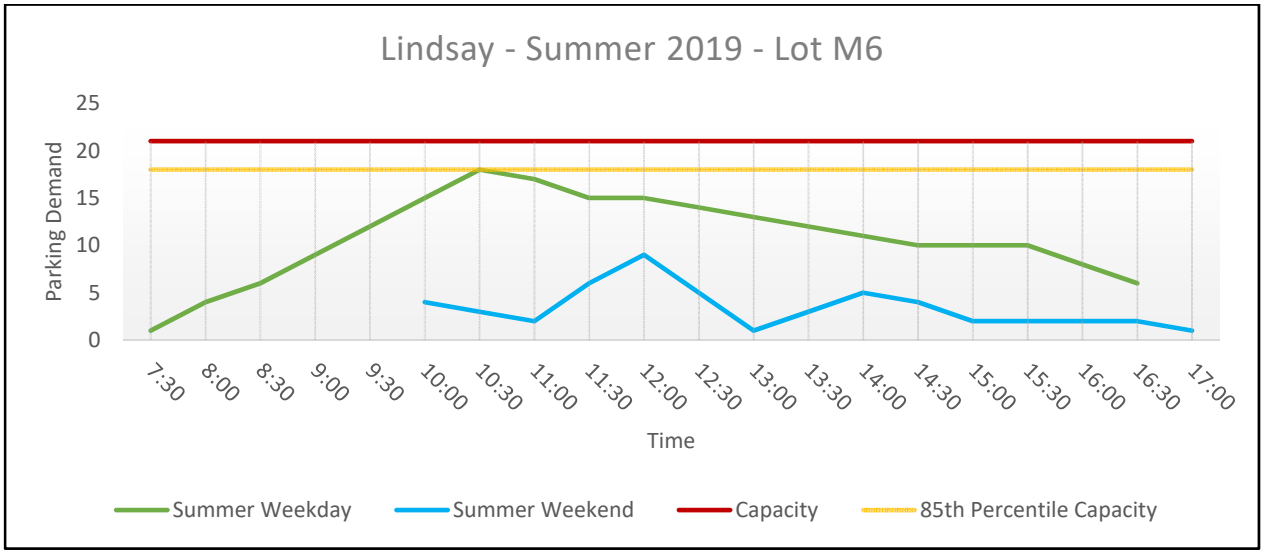

Lindsay - Winter 2018 - Lot M5
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

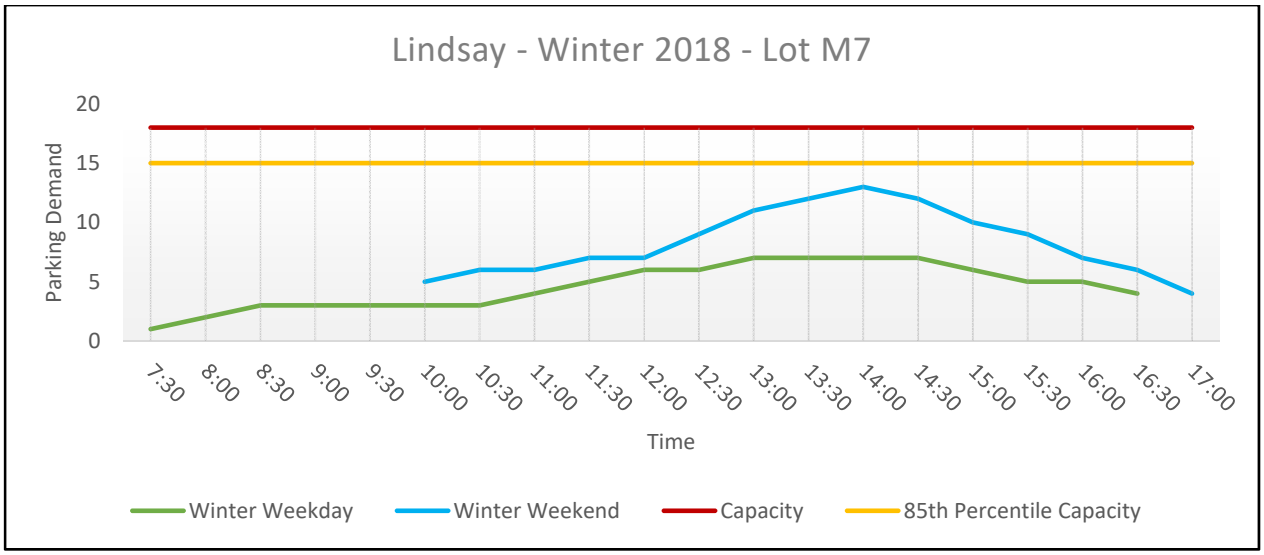

Lindsay - Spring 2019 - Lot M5
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

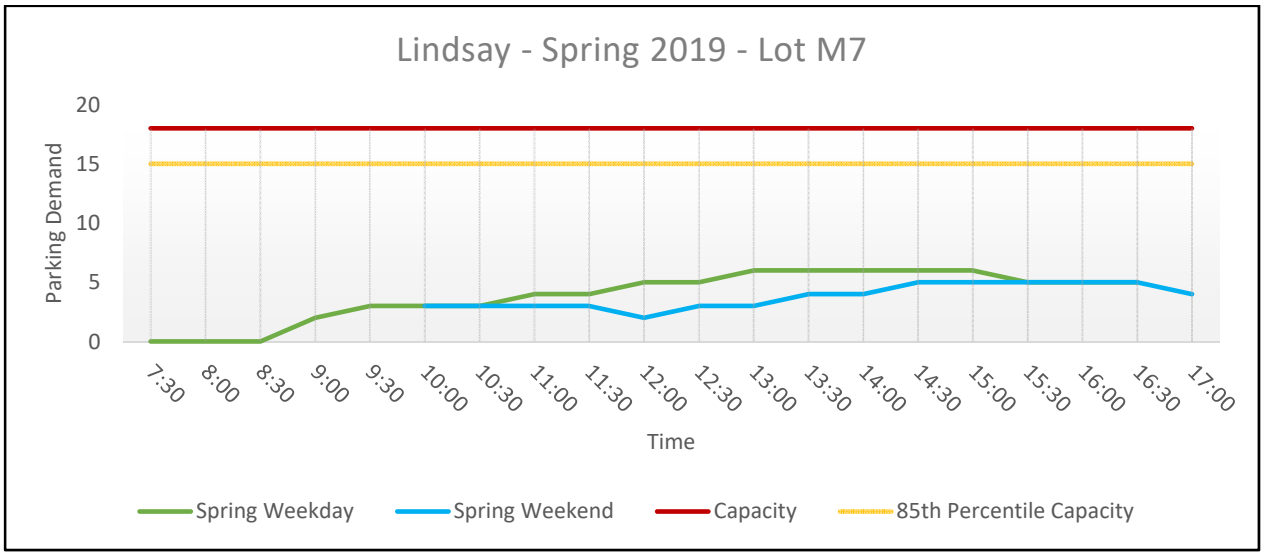

Lindsay - Summer 2019 - Lot M5
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

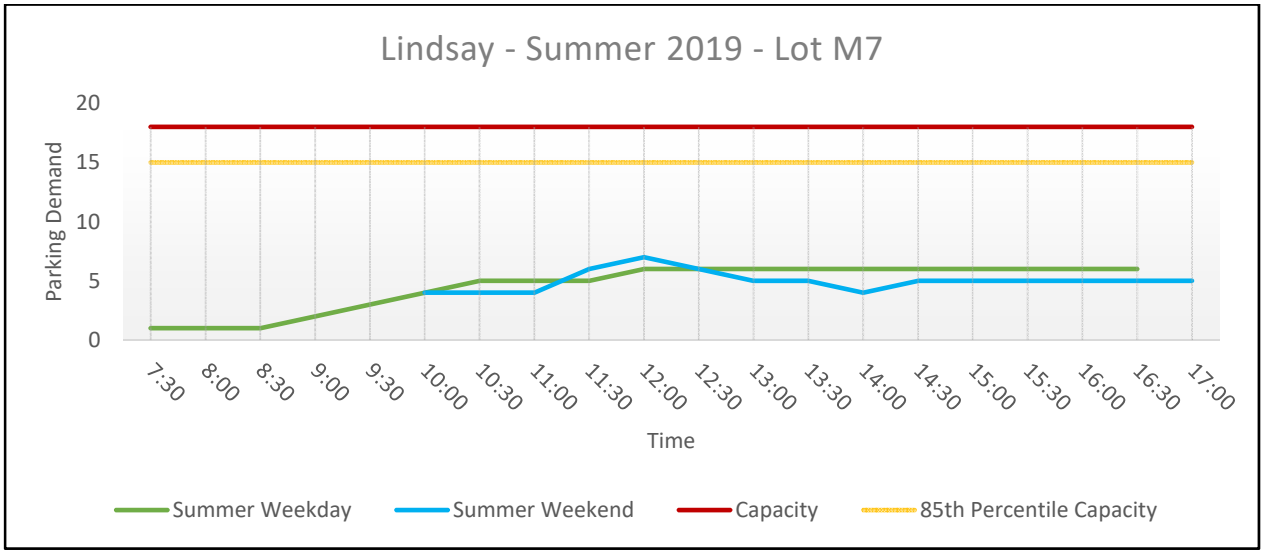

Lindsay - Winter 2018 - Lot M6
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

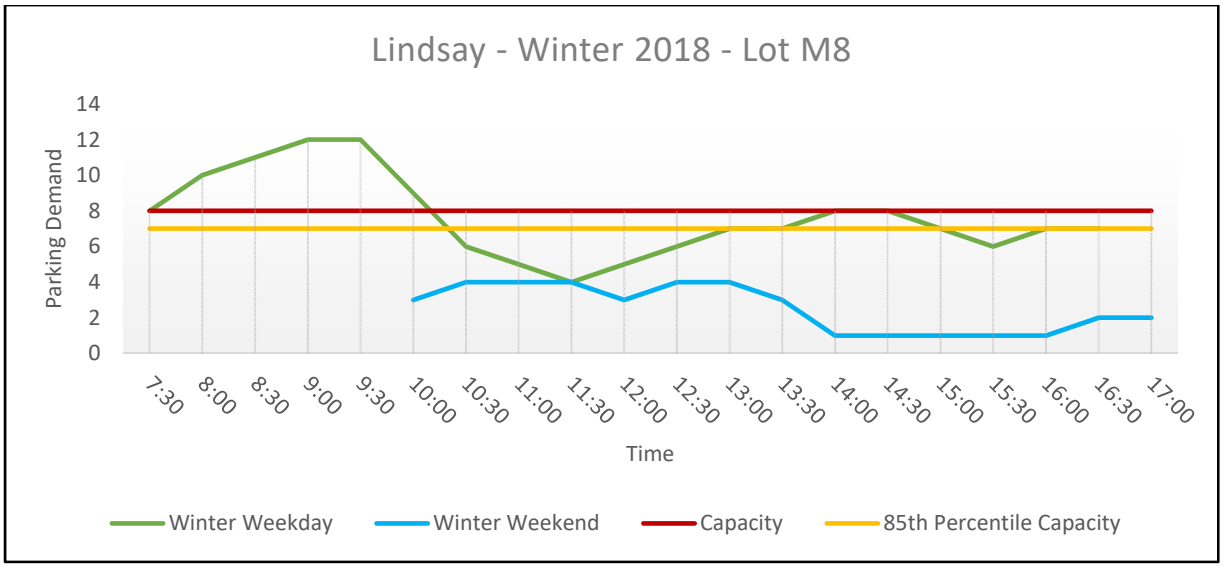

Lindsay - Spring 2019 - Lot M6
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

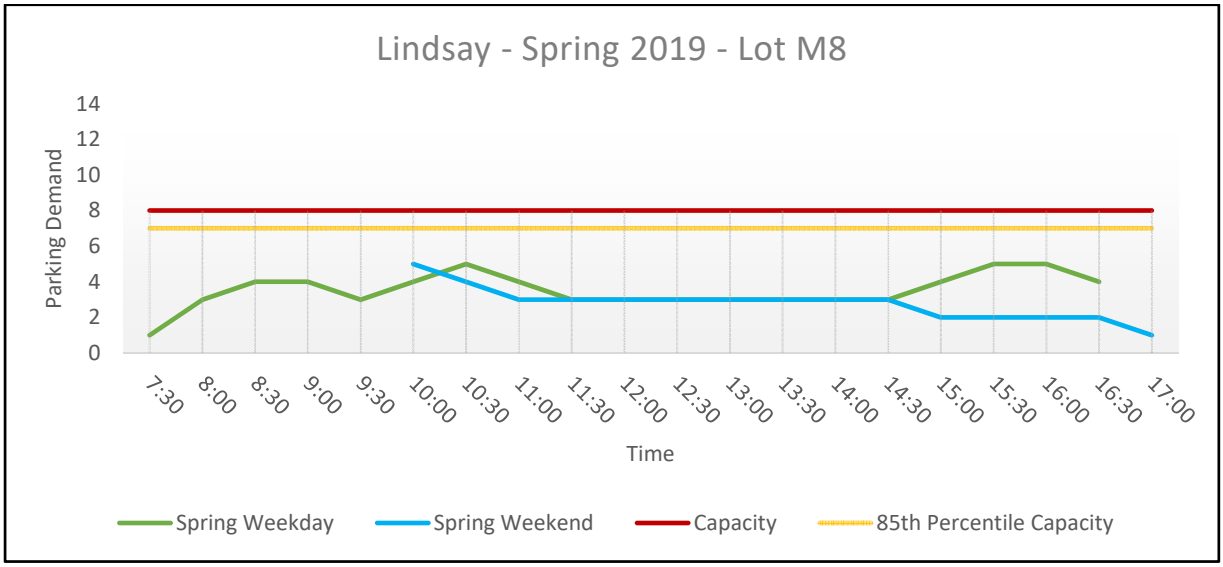

Lindsay - Summer 2019 - Lot M6
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

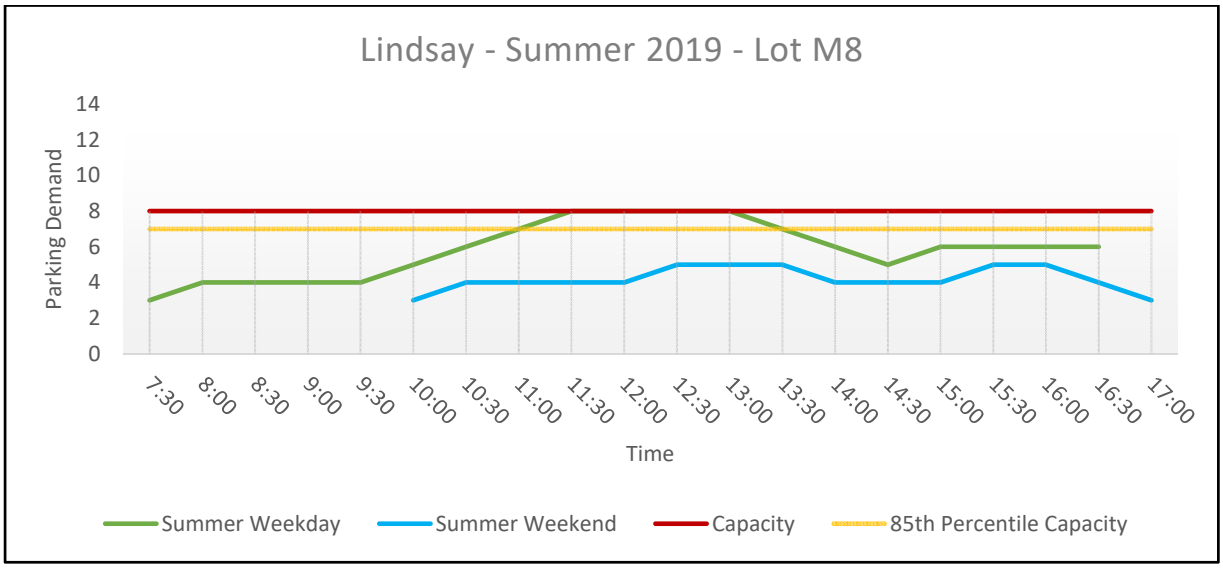

Lindsay - Winter 2018 - Lot M7
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

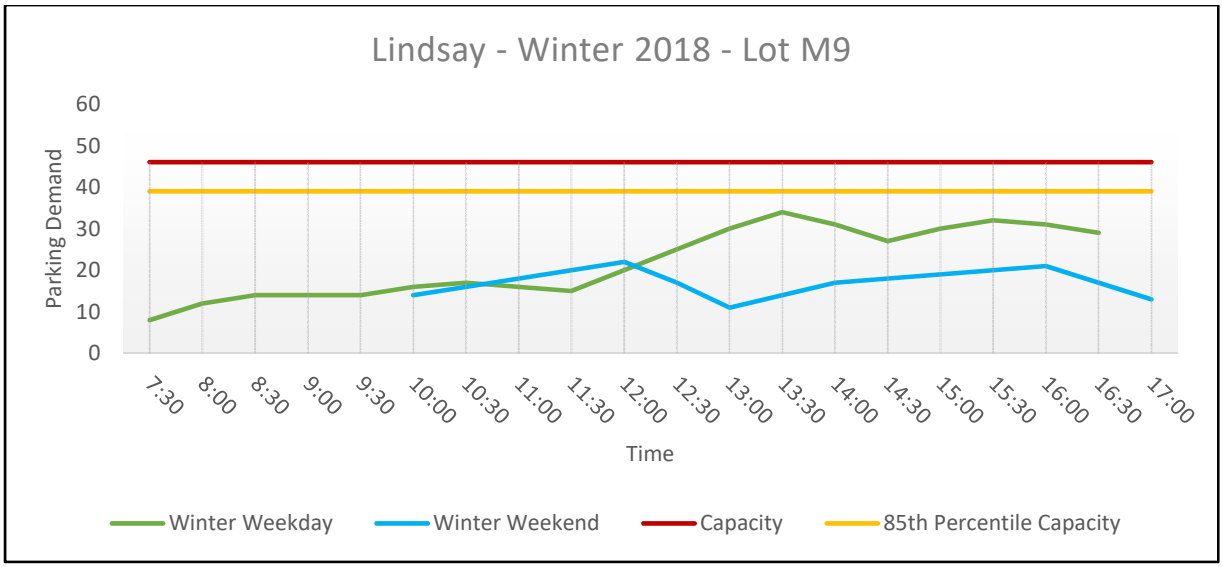

Lindsay - Spring 2019 - Lot M7
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

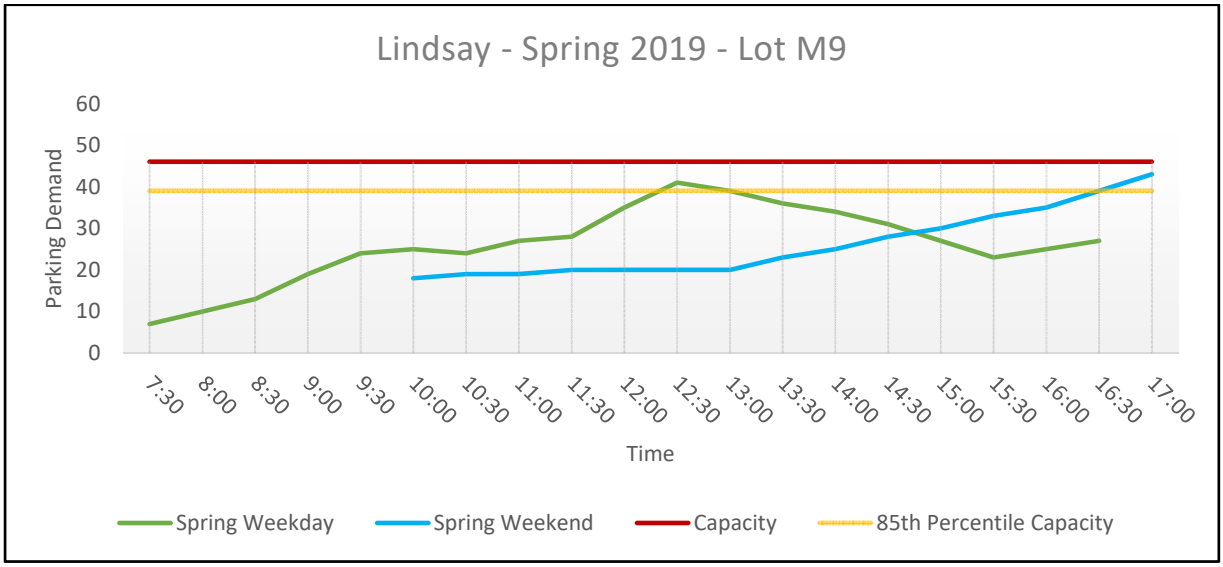

Lindsay - Summer 2019 - Lot M7
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

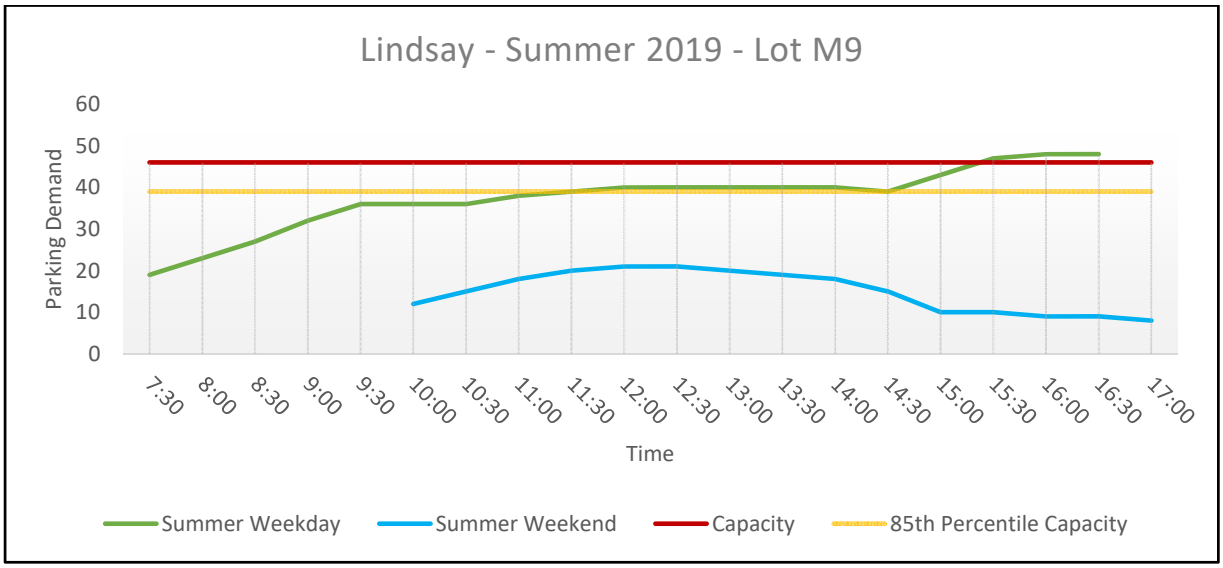

Lindsay - Winter 2018 - Lot M8
Parking Demand
0
2
4
6
8
10
12
14
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

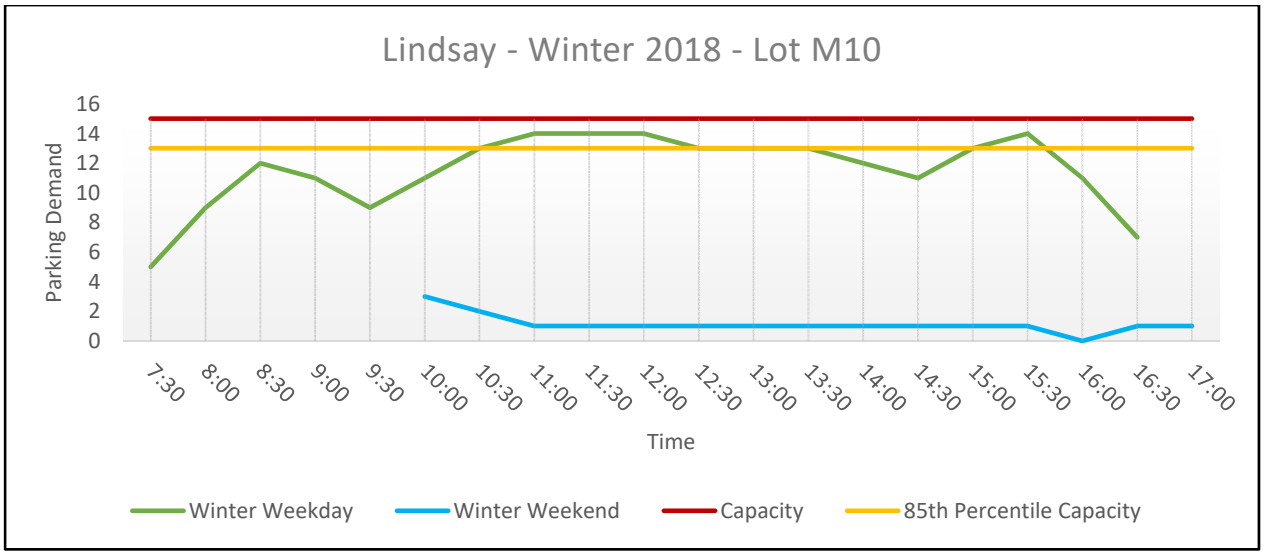

Lindsay - Spring 2019 - Lot M8
Parking Demand
0
2
4
6
8
10
12
14
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

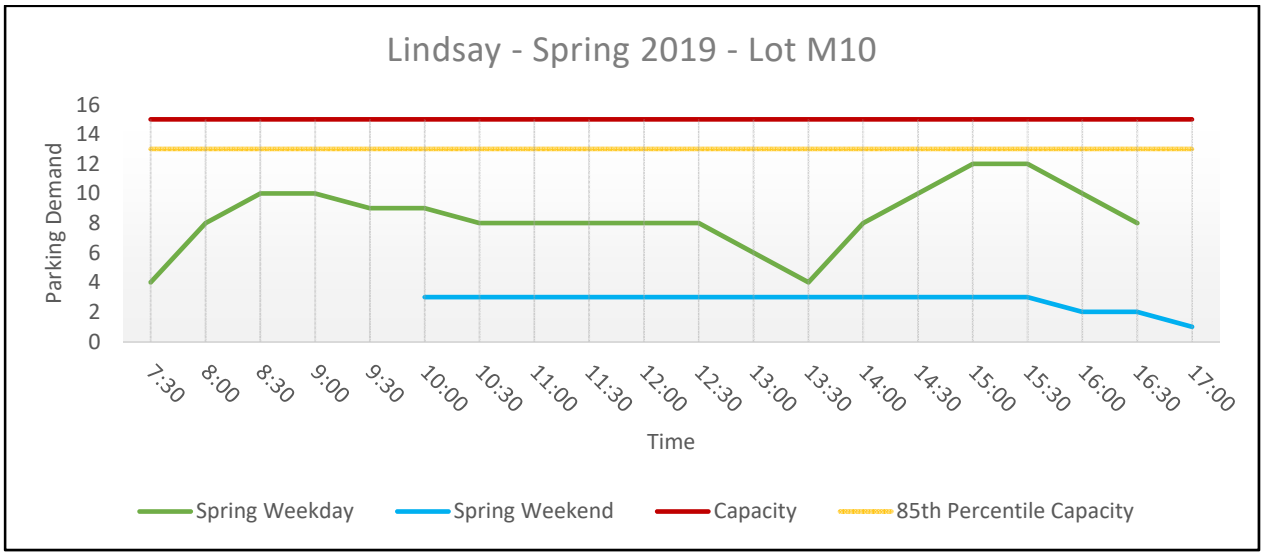

Lindsay - Summer 2019 - Lot M8
Parking Demand
0
2
4
6
8
10
12
14
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

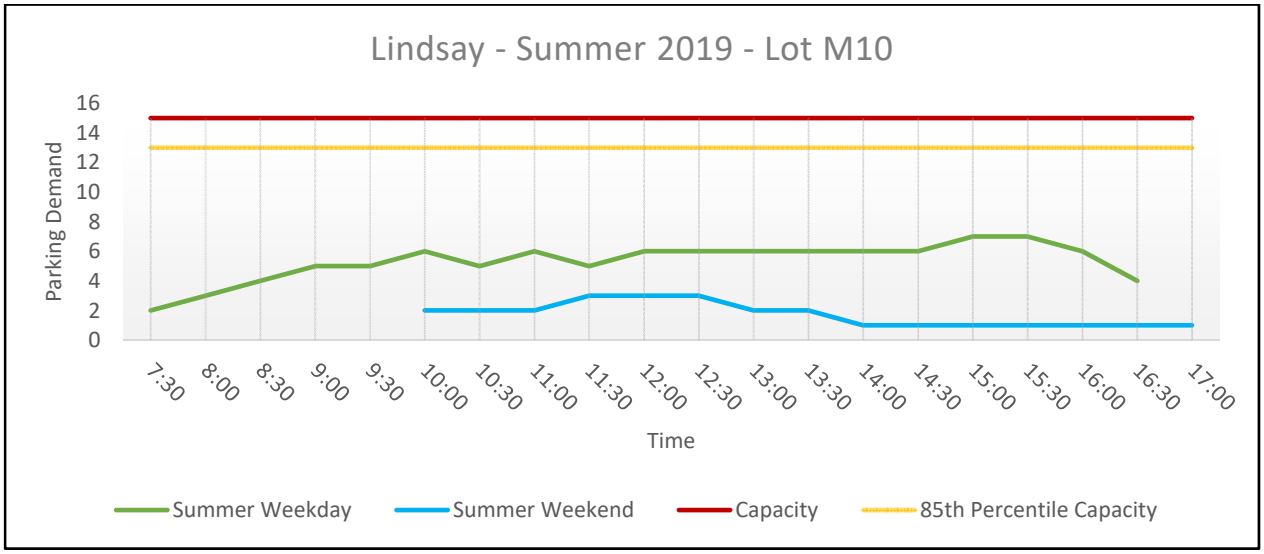

Lindsay - Winter 2018 - Lot M9
Parking Demand
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity


Lindsay - Spring 2019 - Lot M9
Parking Demand
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity


Lindsay - Summer 2019 - Lot M9
Parking Demand
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

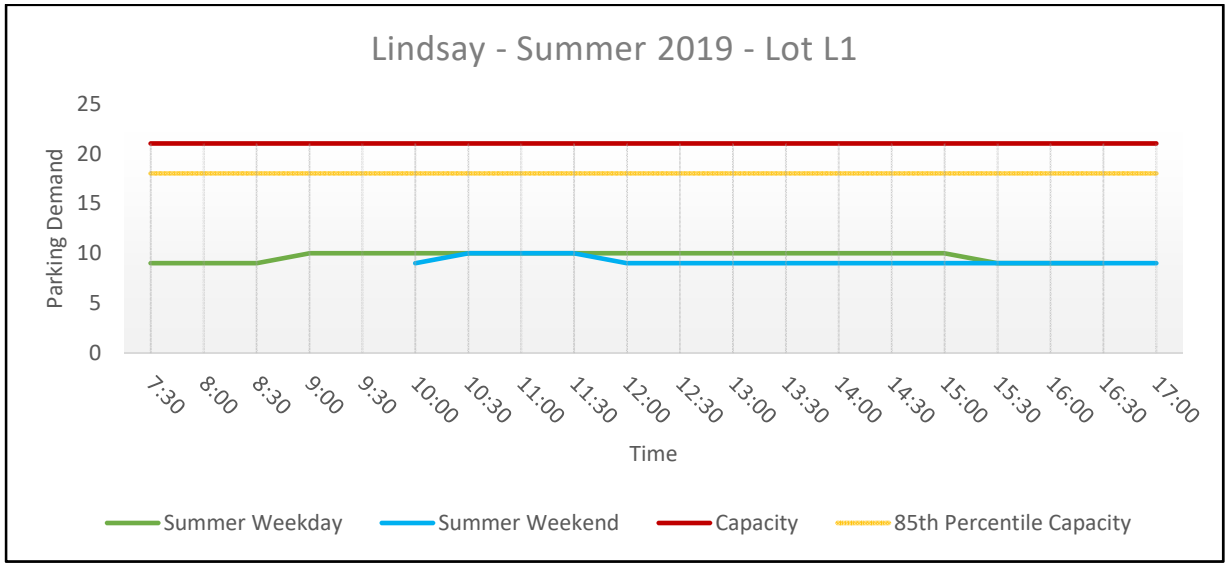

Lindsay - Winter 2018 - Lot M10
Parking Demand
16
14
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

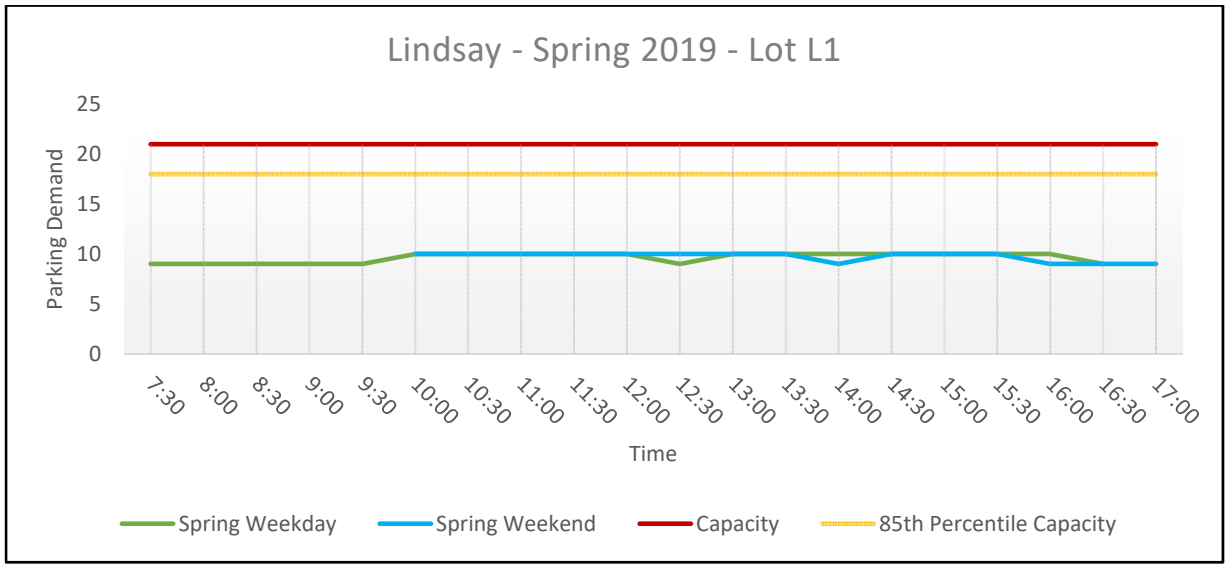

Lindsay - Spring 2019 - Lot M10
Parking Demand
16
14
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

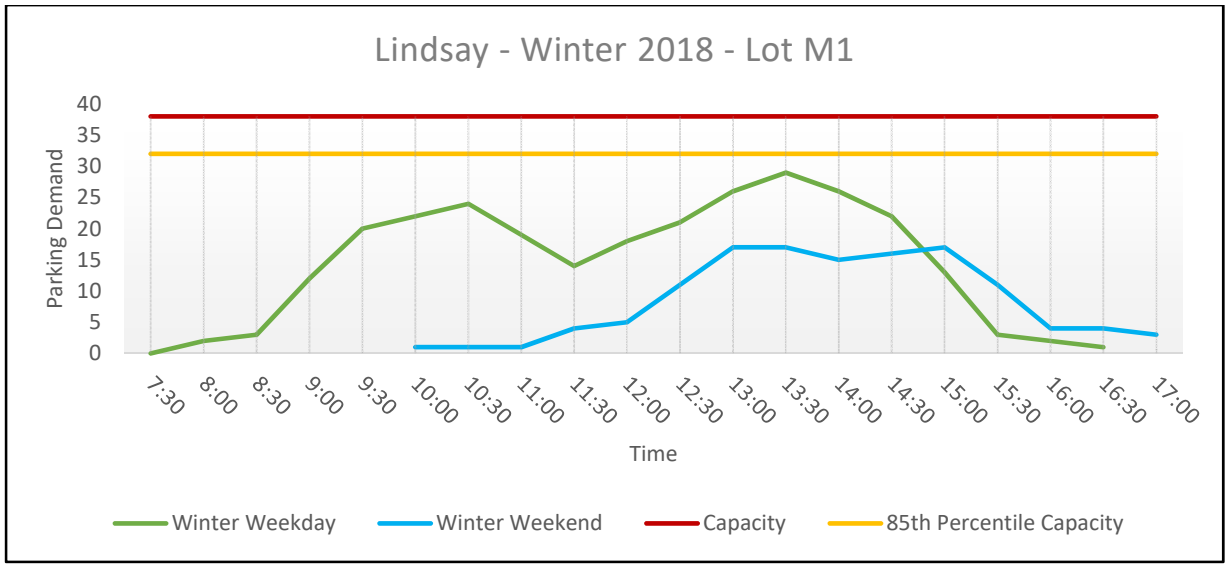

Lindsay - Summer 2019 - Lot M10
Parking Demand
16
14
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

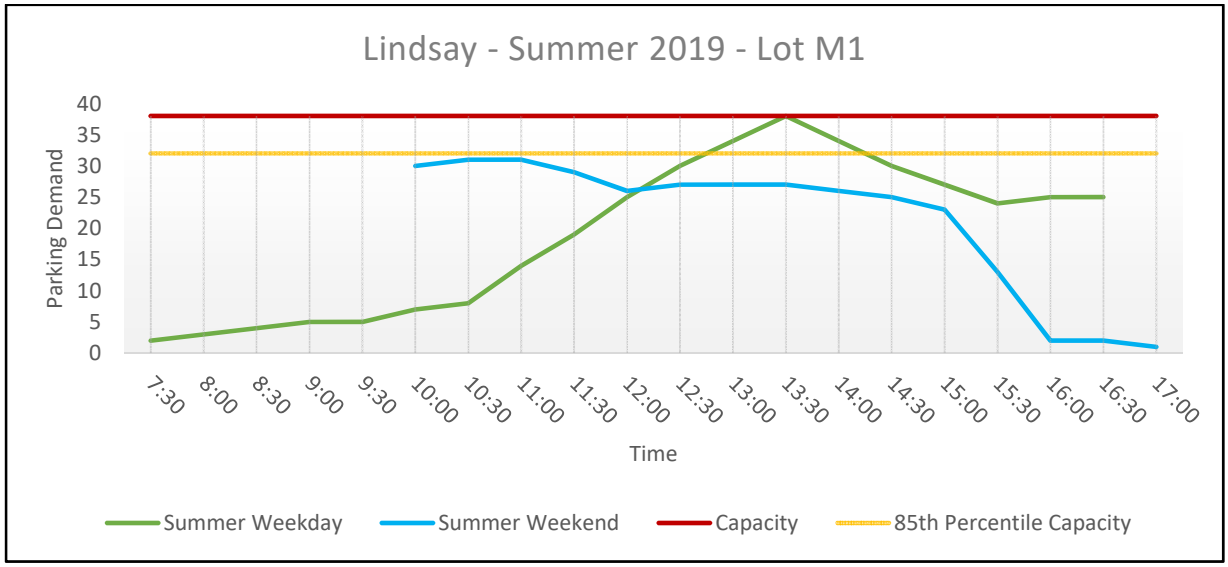
Lindsay Core Area

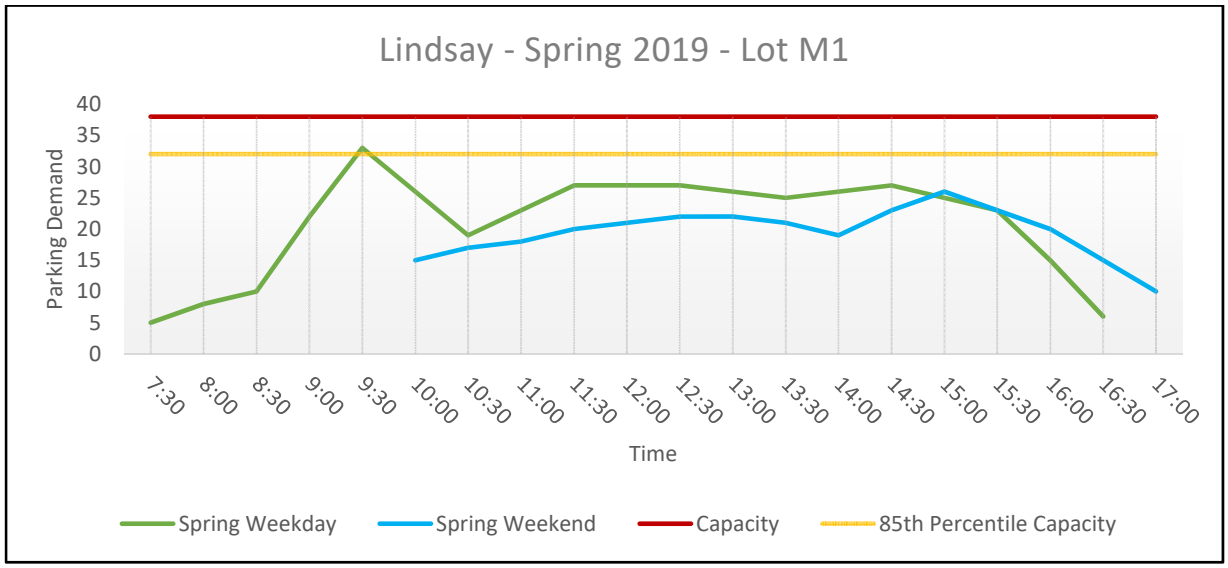
Private Off-Street Lots

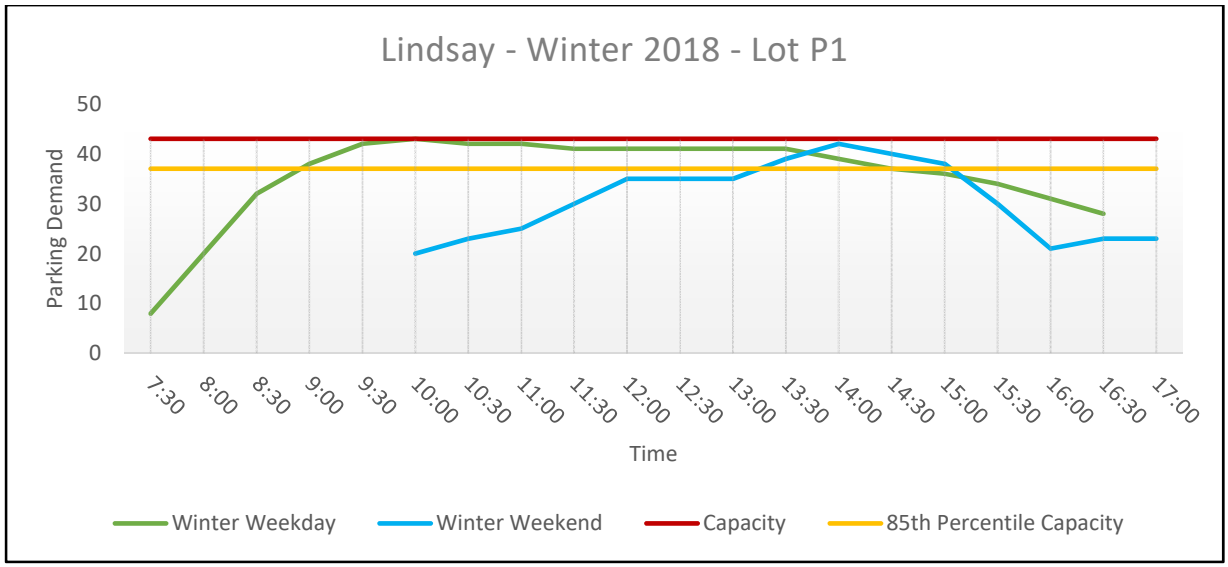

Lindsay - Summer 2019 - Lot L1
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

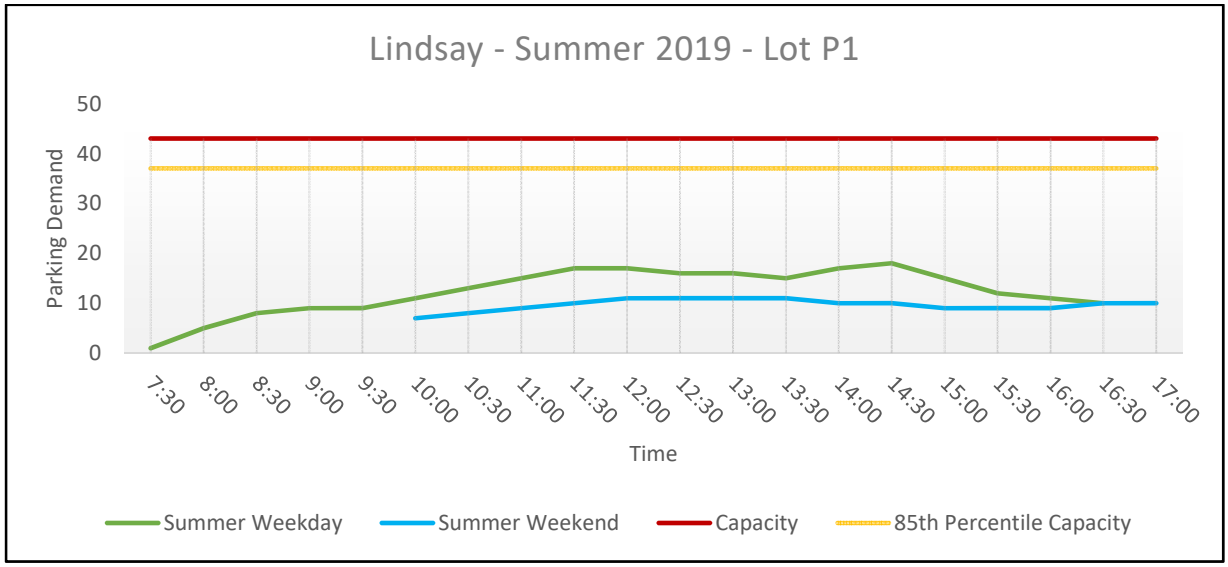

Lindsay - Spring 2019 - Lot L1
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

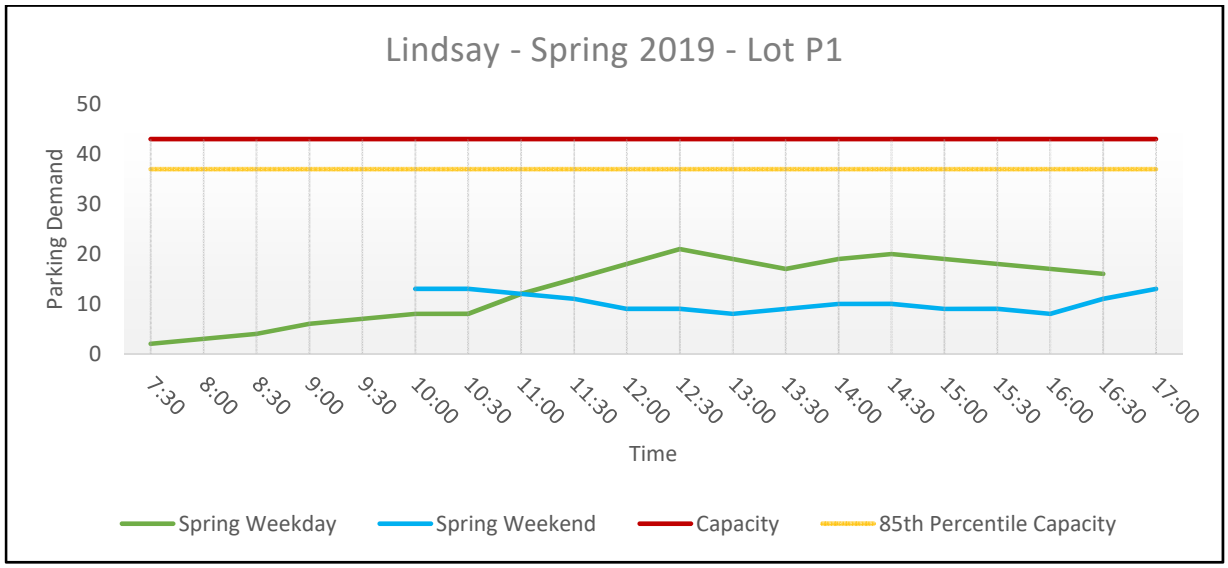

Lindsay - Winter 2018 - Lot M1
Parking Demand
40
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

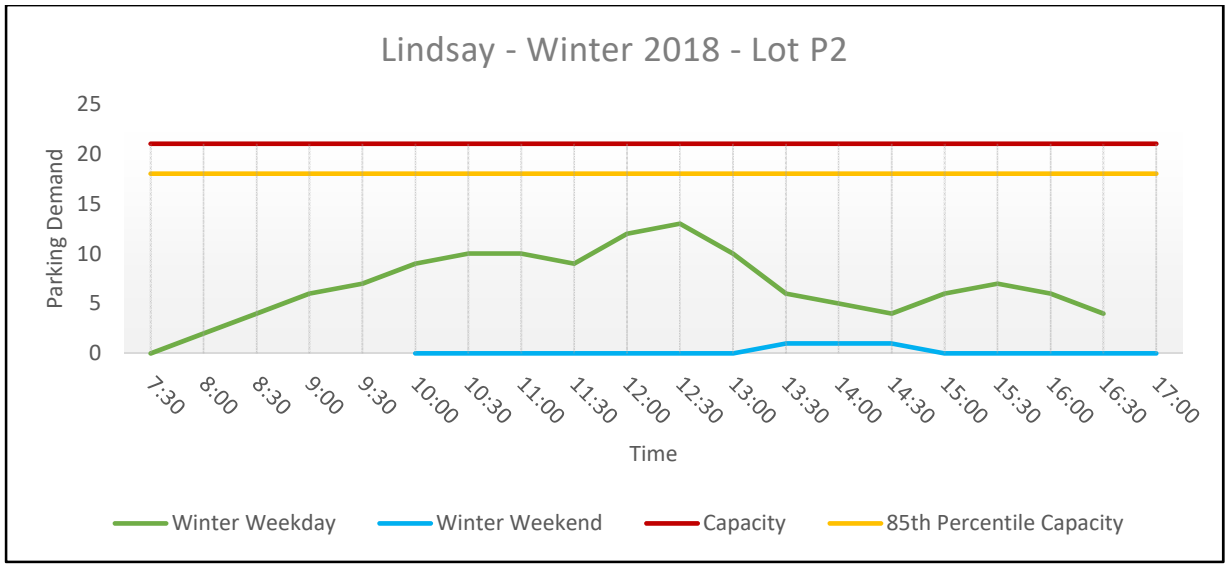

Lindsay - Summer 2019 - Lot M1
Parking Demand
40
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

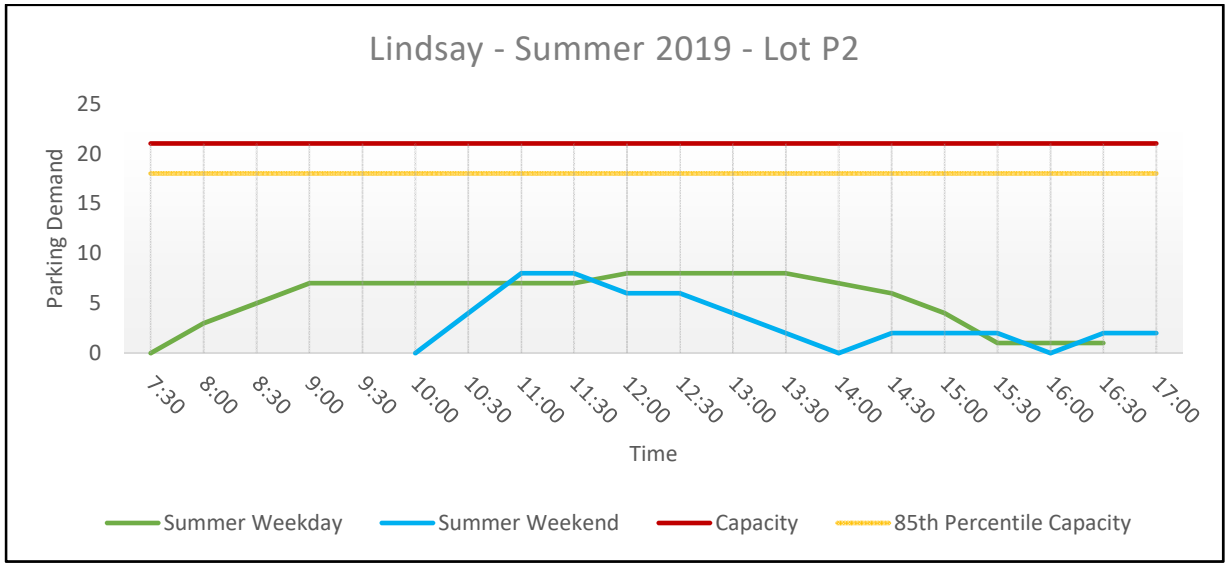

Lindsay - Spring 2019 - Lot M1
Parking Demand
40
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

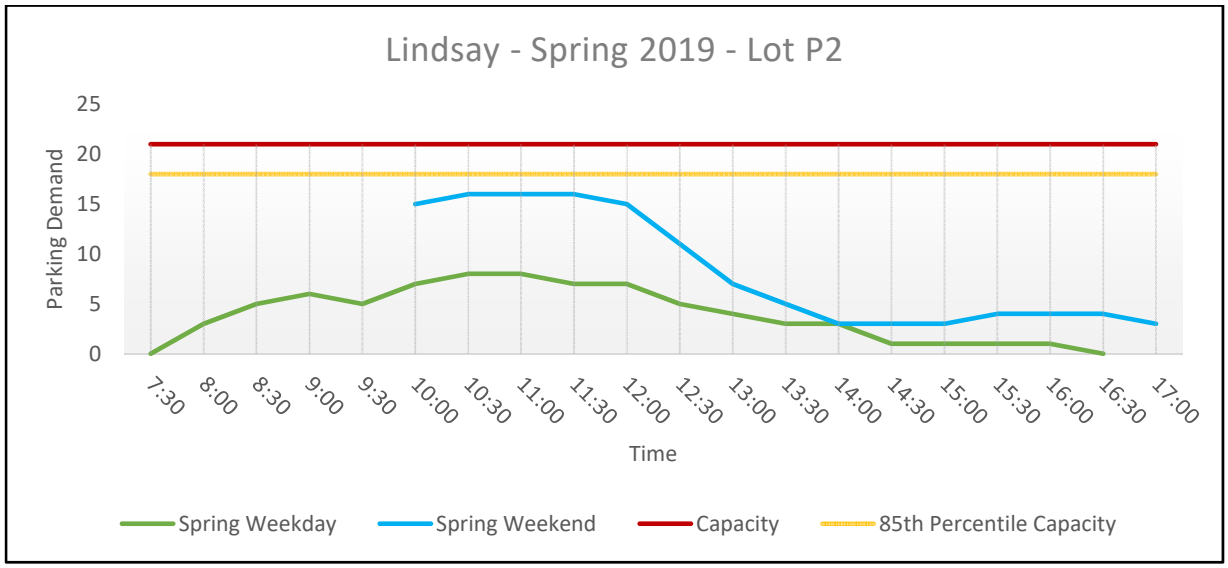

Lindsay - Winter 2018 - Lot P1
Parking Demand
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

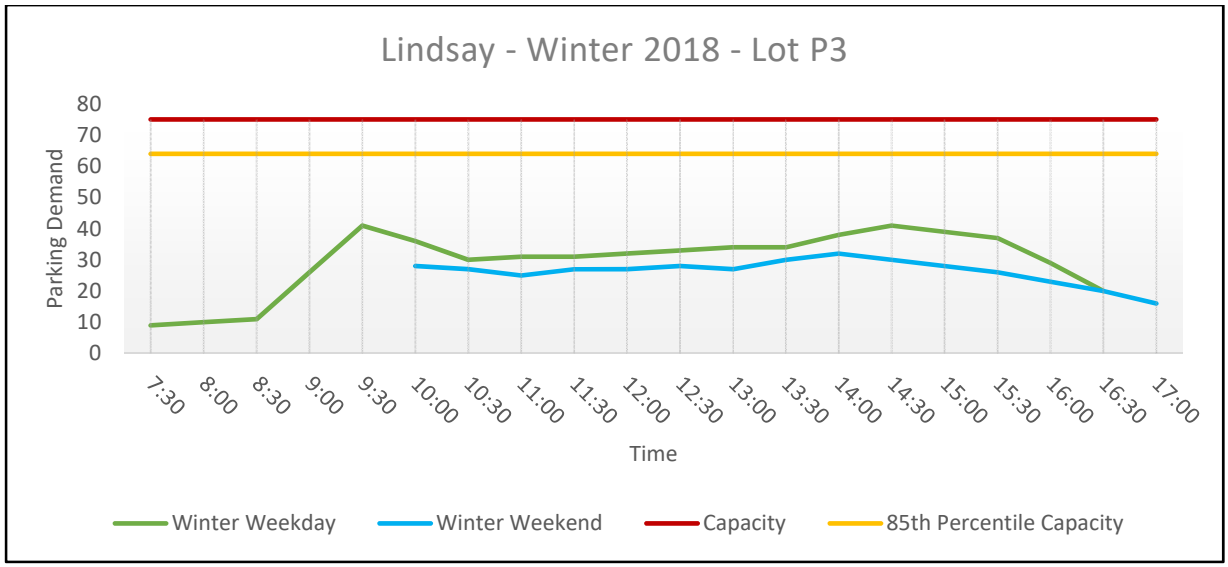

Lindsay - Summer 2019 - Lot P1
Parking Demand
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

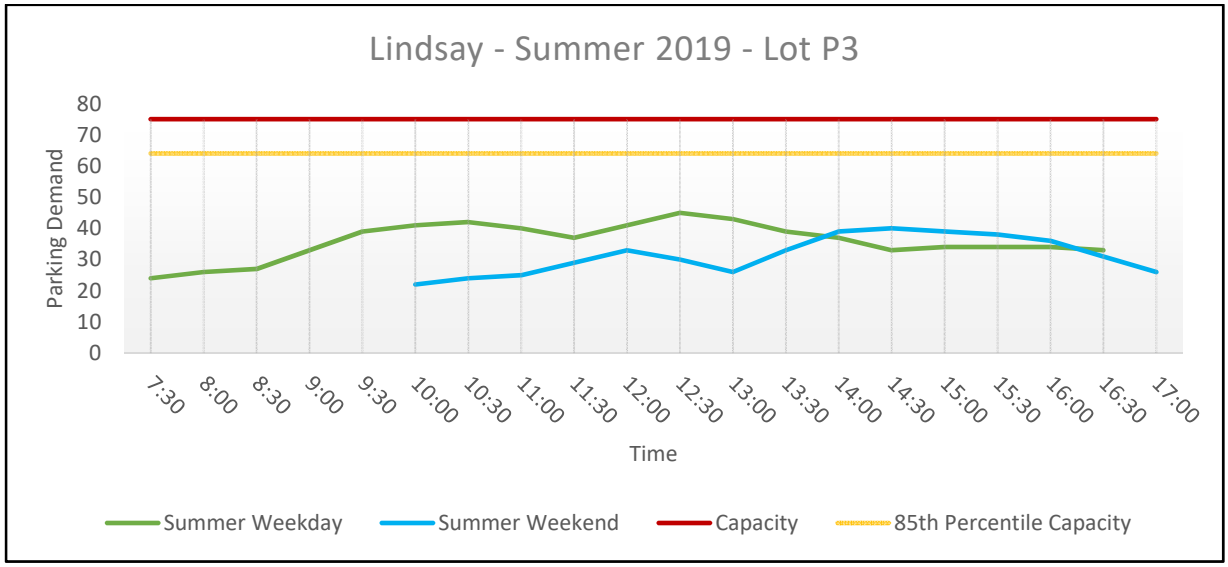

Lindsay - Spring 2019 - Lot P1
Parking Demand
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

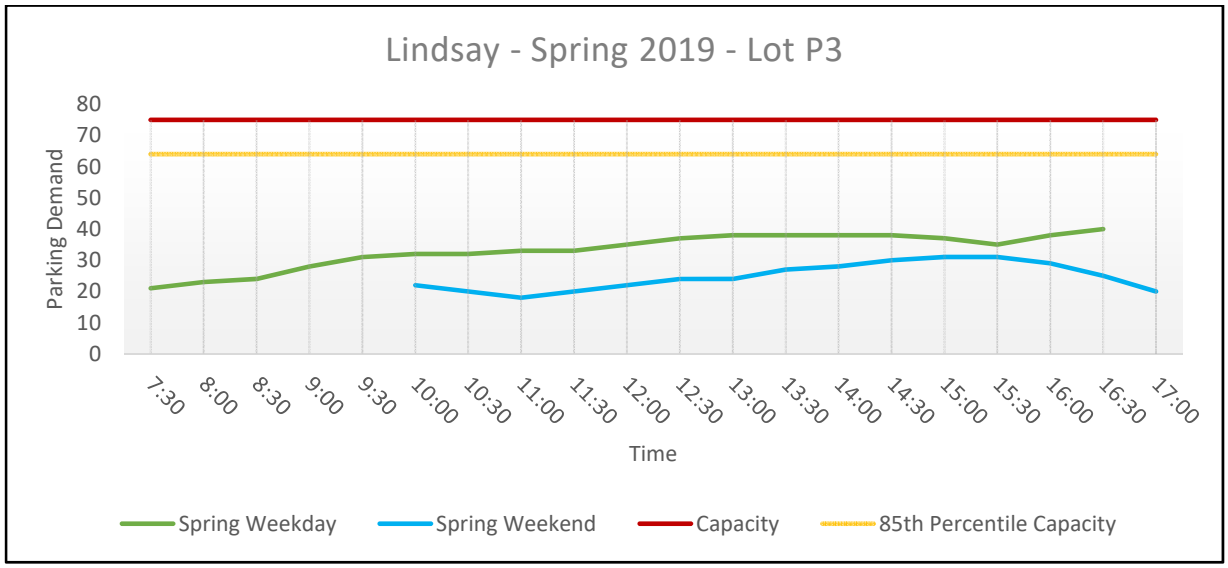

Lindsay - Winter 2018 - Lot P2
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

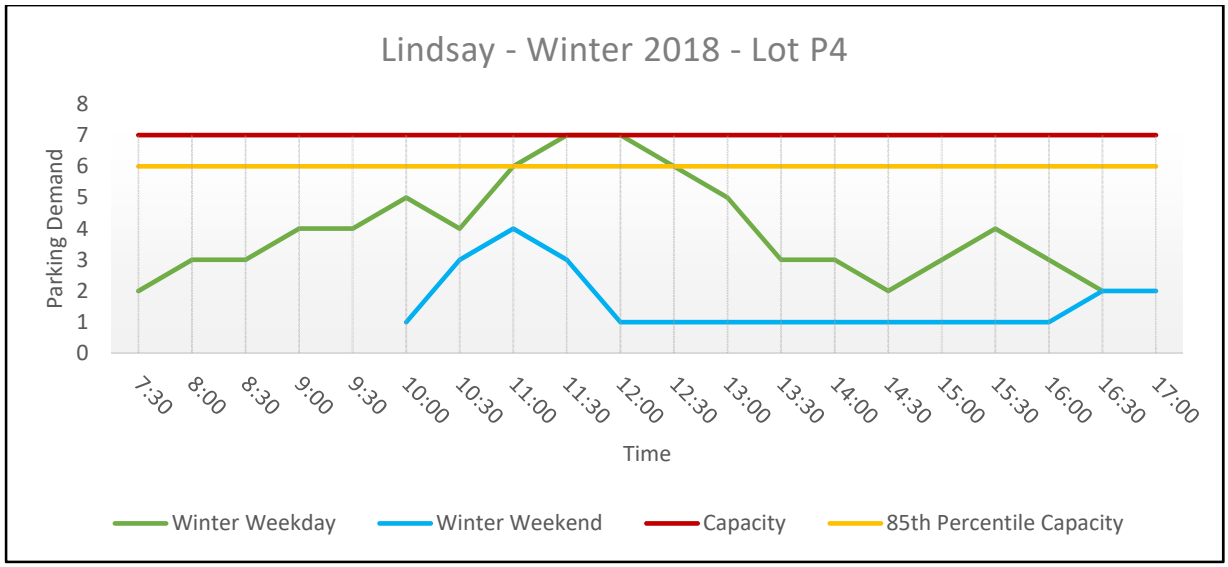

Lindsay - Summer 2019 - Lot P2
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

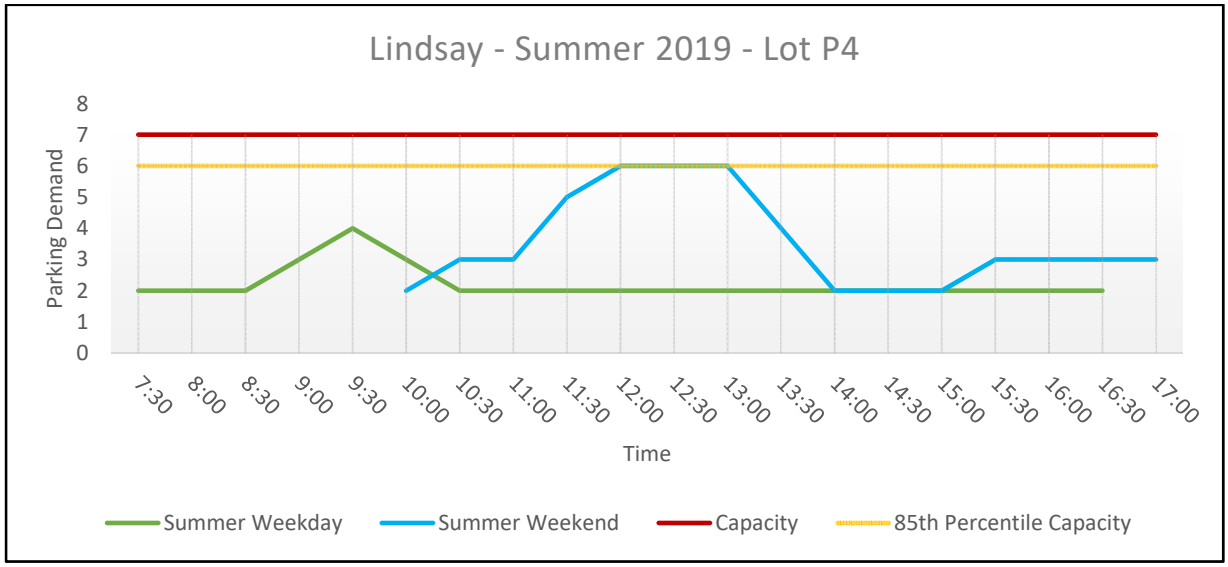

Lindsay - Spring 2019 - Lot P2
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

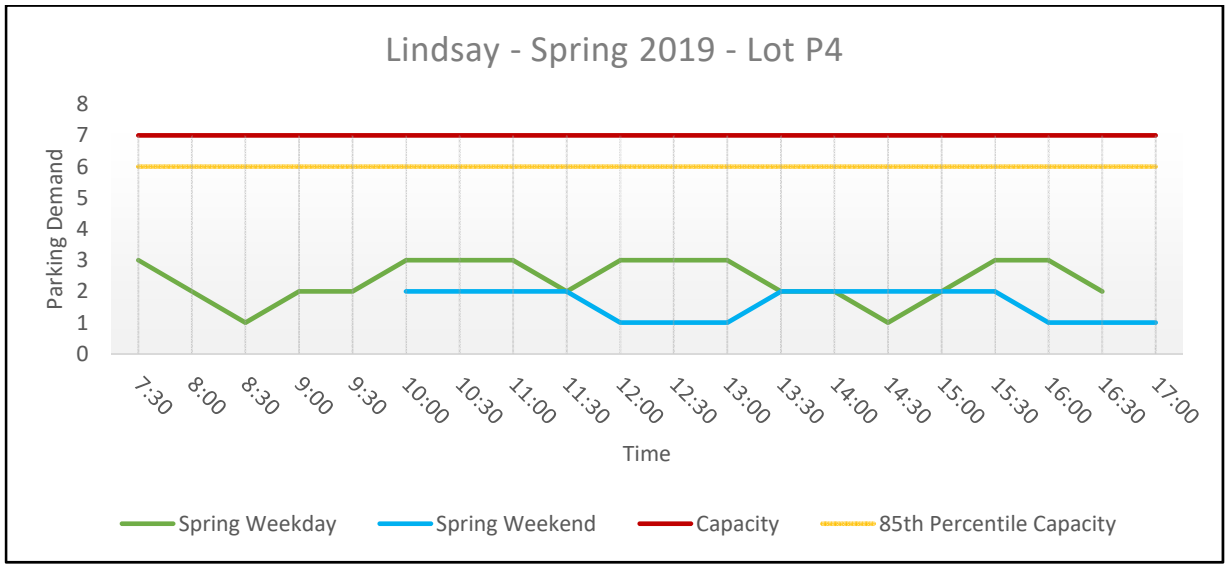

Lindsay - Winter 2018 - Lot P3
Parking Demand
80
70
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

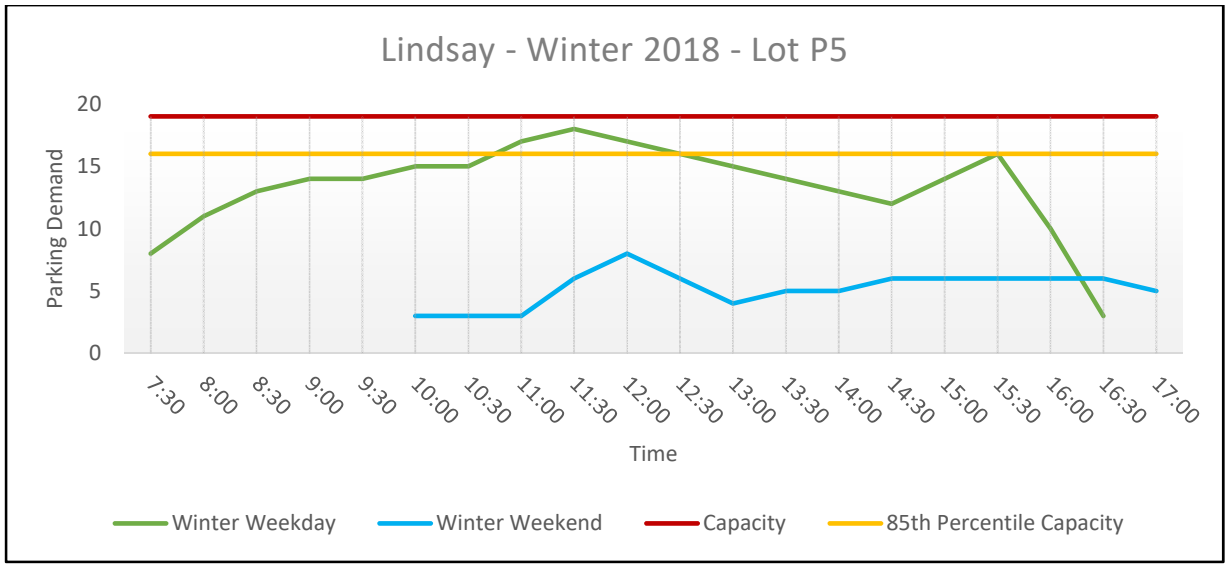

Lindsay - Summer 2019 - Lot P3
Parking Demand
80
70
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

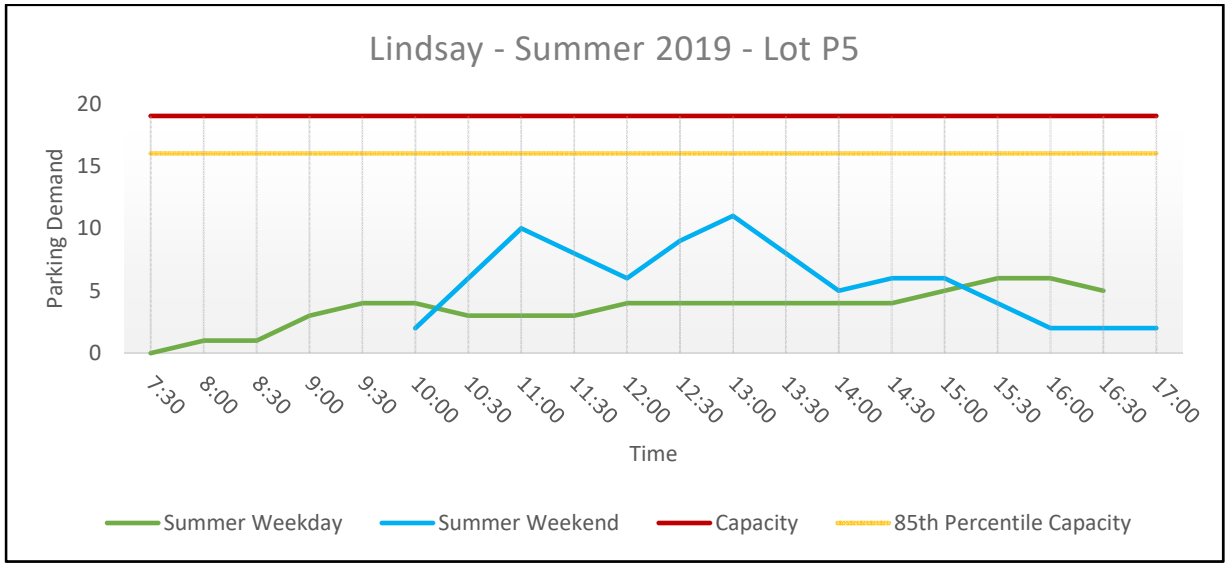

Lindsay - Spring 2019 - Lot P3
Parking Demand
80
70
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

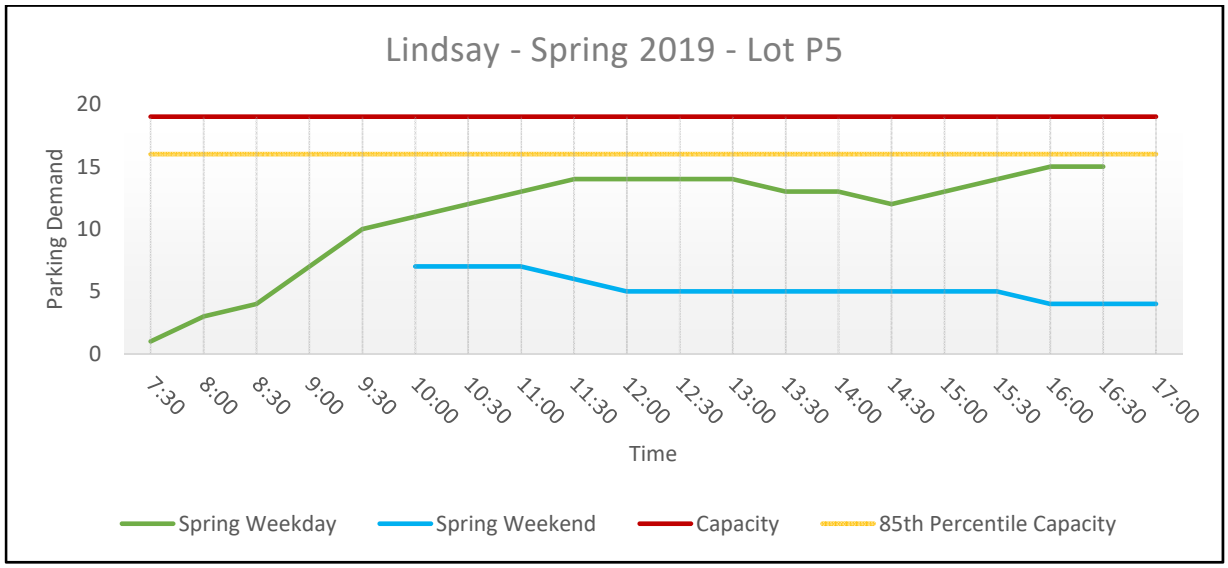

Lindsay - Winter 2018 - Lot P4
Parking Demand
0
1
2
3
4
5
6
7
8
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

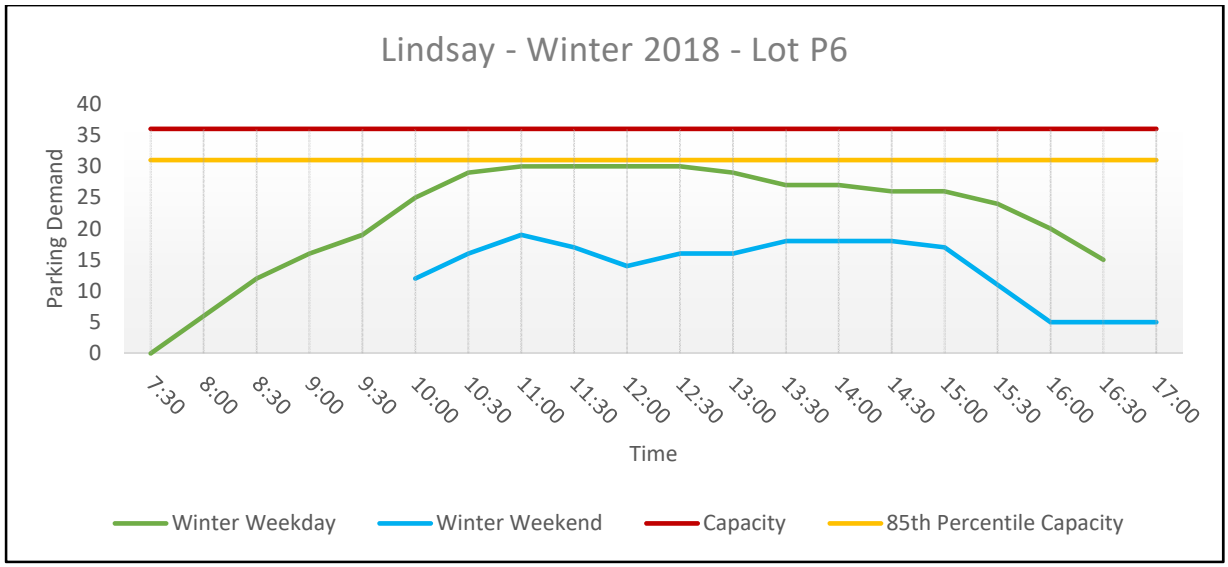

Lindsay - Summer 2019 - Lot P4
Parking Demand
0
1
2
3
4
5
6
7
8
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

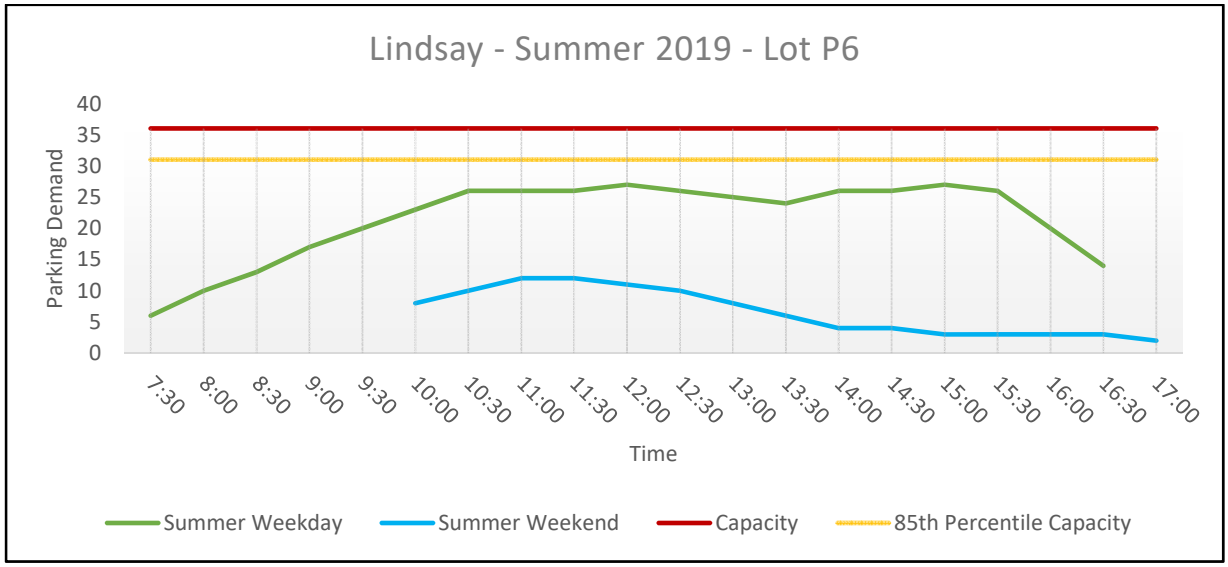

Lindsay - Spring 2019 - Lot P4
Parking Demand
0
1
2
3
4
5
6
7
8
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

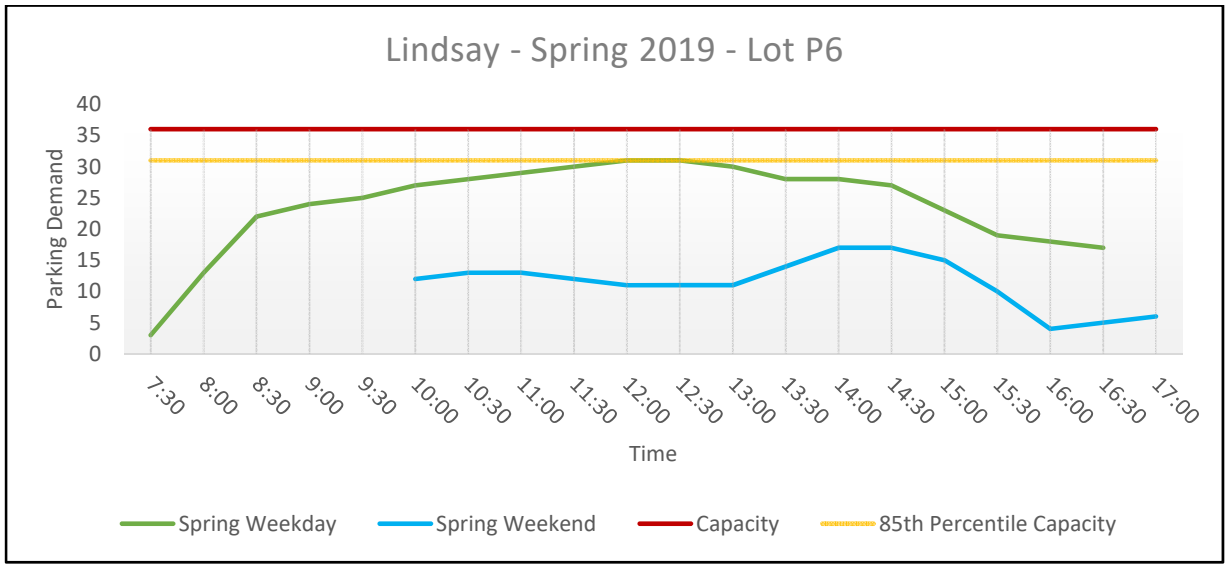

Lindsay - Winter 2018 - Lot P5
Parking Demand
0
5
10
15
20
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

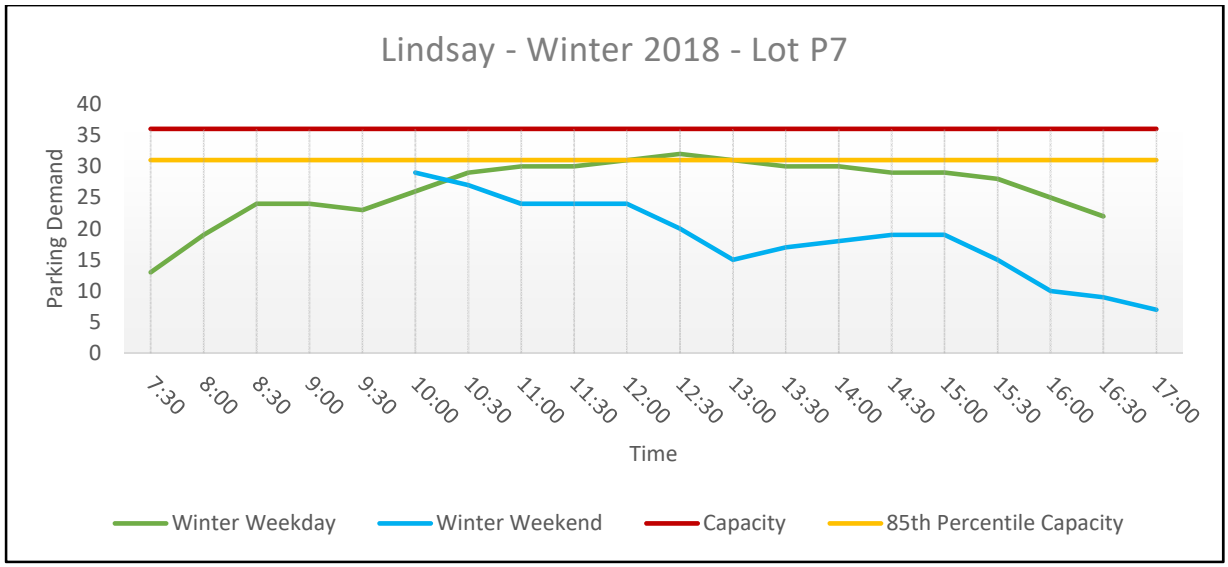

Lindsay - Summer 2019 - Lot P5
Parking Demand
0
5
10
15
20
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

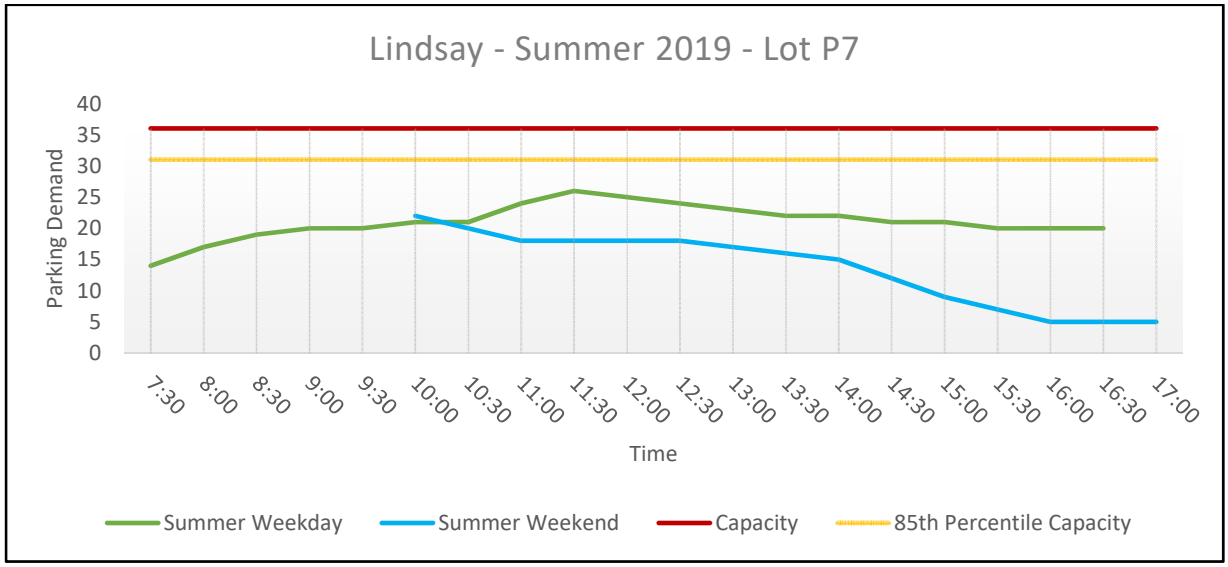

Lindsay - Spring 2019 - Lot P5
Parking Demand
0
5
10
15
20
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

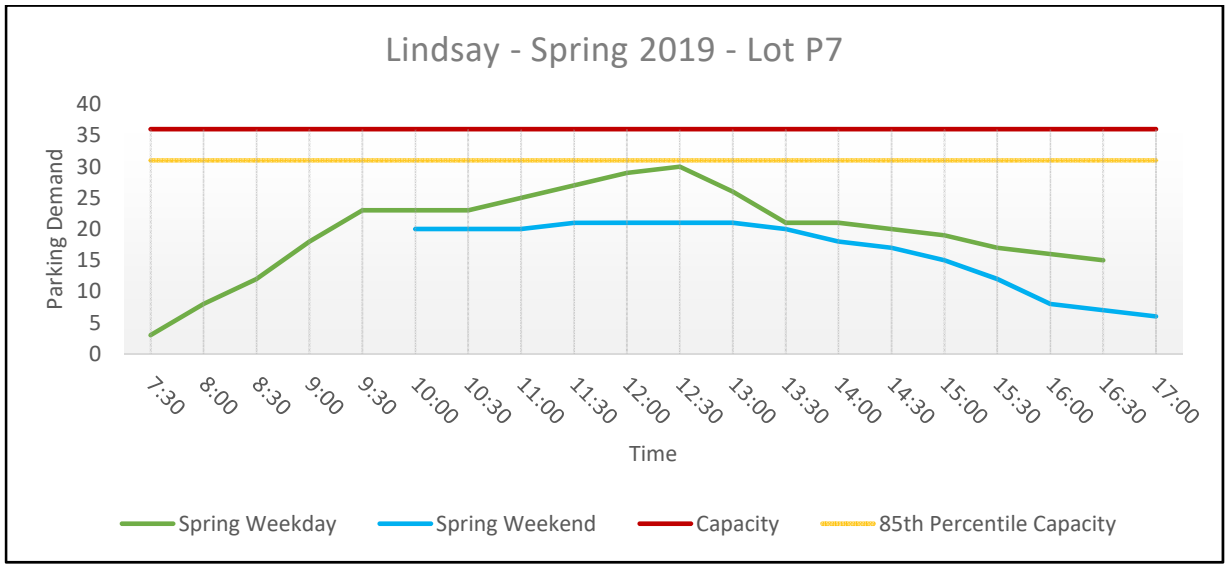

Lindsay - Winter 2018 - Lot P6
Parking Demand
40
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

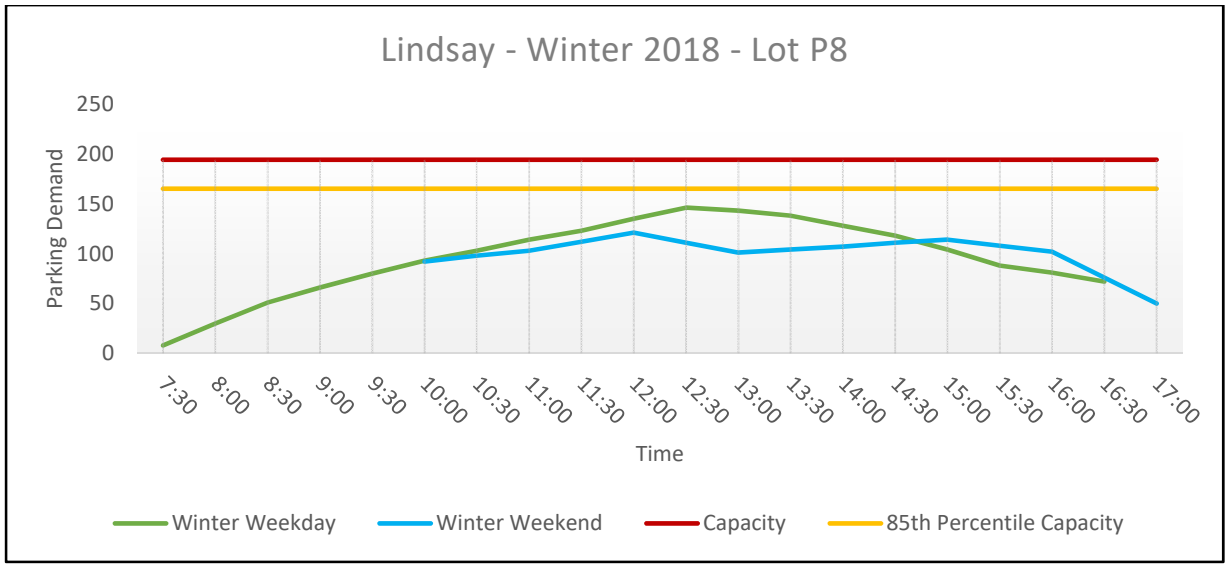

Lindsay - Summer 2019 - Lot P6
Parking Demand
40
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

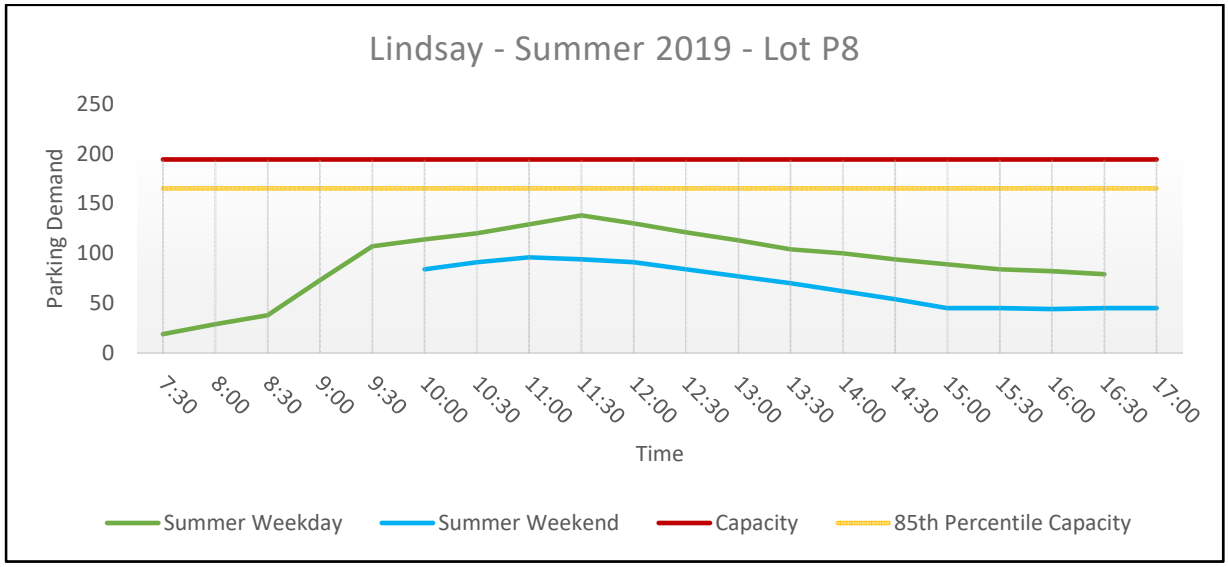

Lindsay - Spring 2019 - Lot P6
Parking Demand
40
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

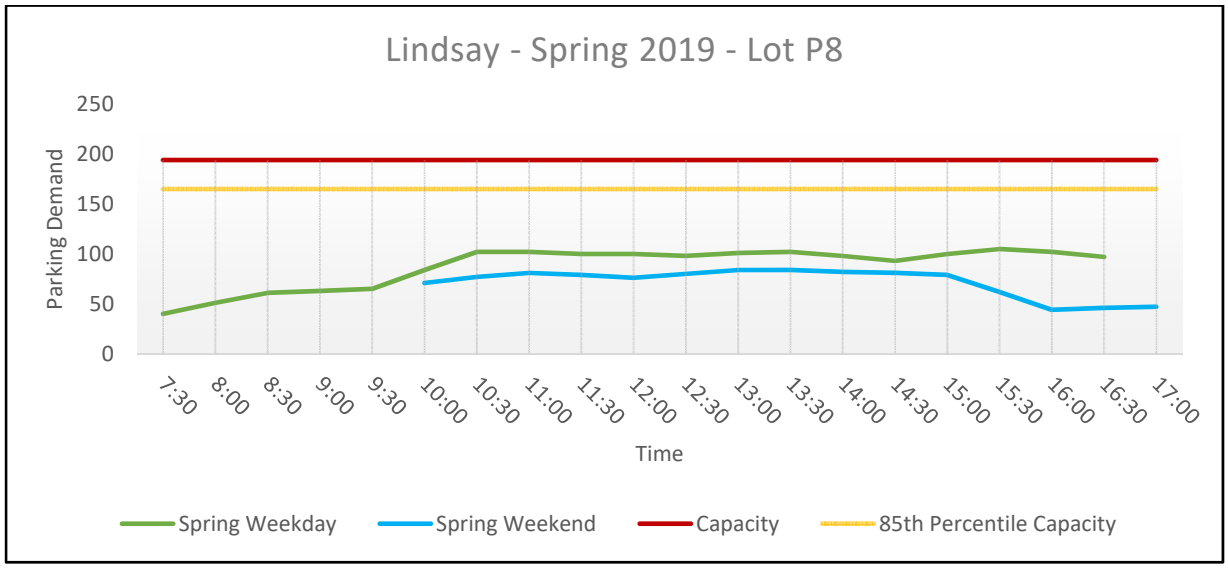

Lindsay - Winter 2018 - Lot P7
Parking Demand
0
5
10
15
20
25
30
35
40
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

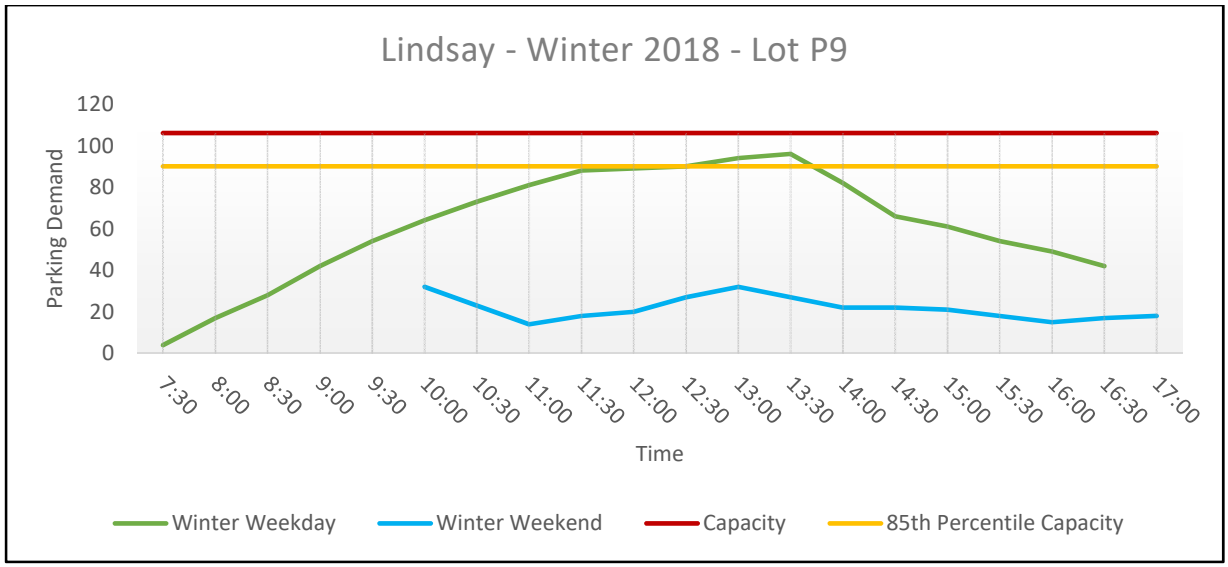

Lindsay - Summer 2019 - Lot P7
Parking Demand
0
5
10
15
20
25
30
35
40
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

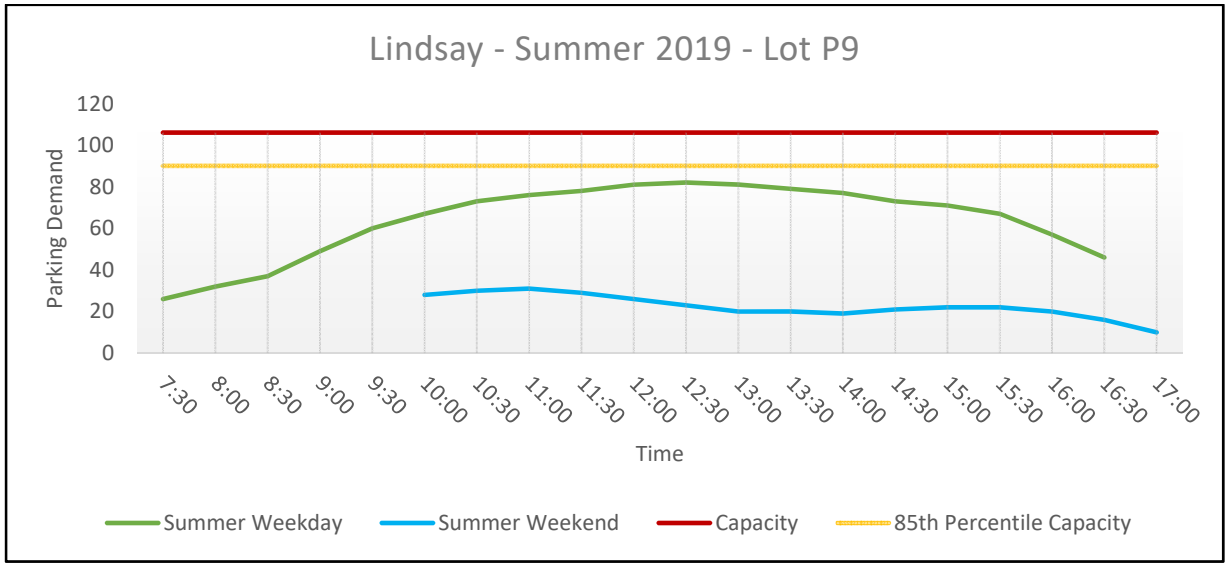

Lindsay - Spring 2019 - Lot P7
Parking Demand
0
5
10
15
20
25
30
35
40
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

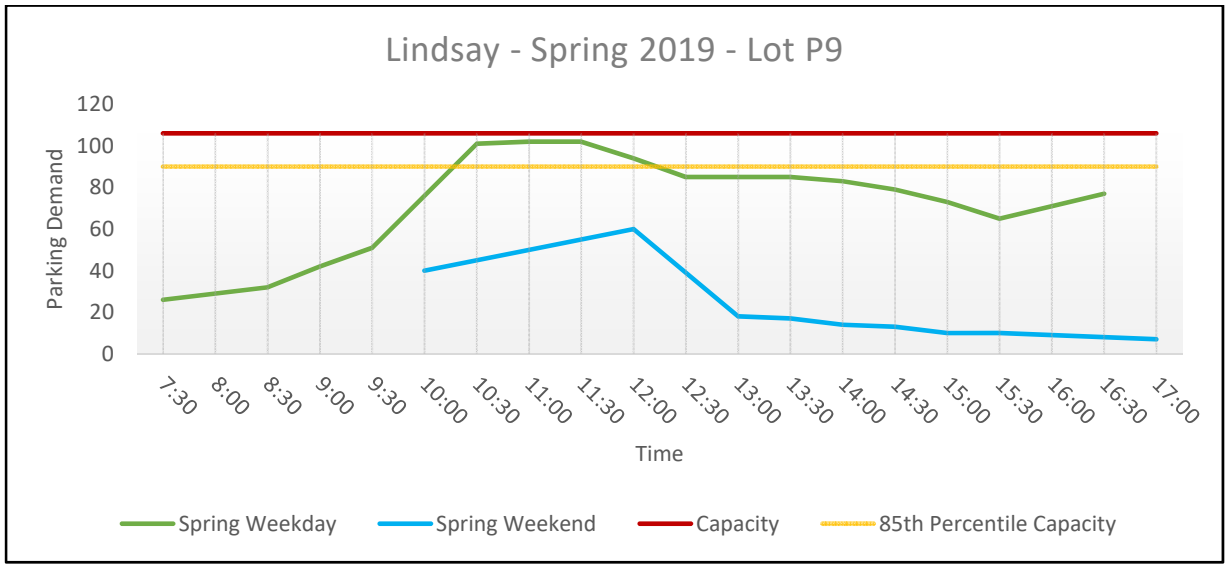

Lindsay - Winter 2018 - Lot P8
Parking Demand
250
200
150
100
50
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

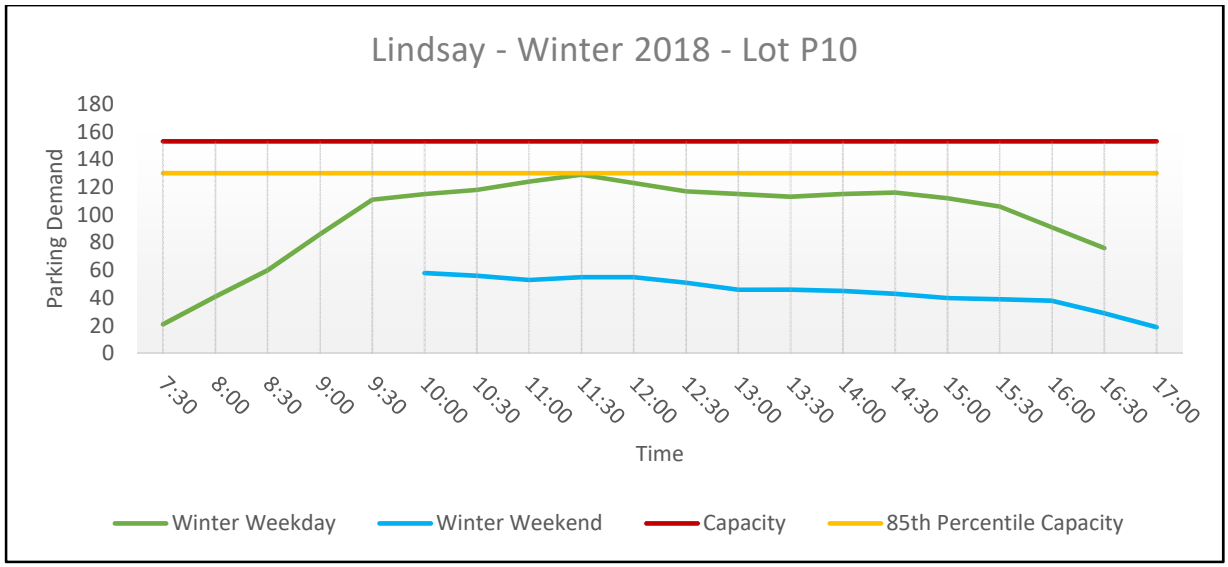

Lindsay - Summer 2019 - Lot P8
Parking Demand
250
200
150
100
50
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

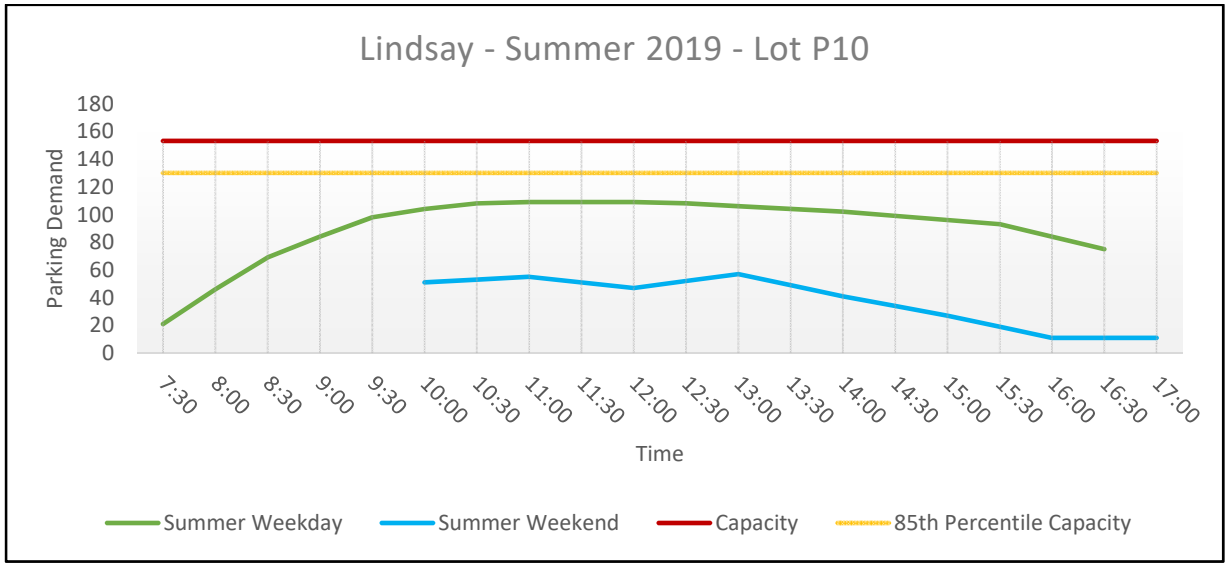

Lindsay - Spring 2019 - Lot P8
Parking Demand
250
200
150
100
50
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

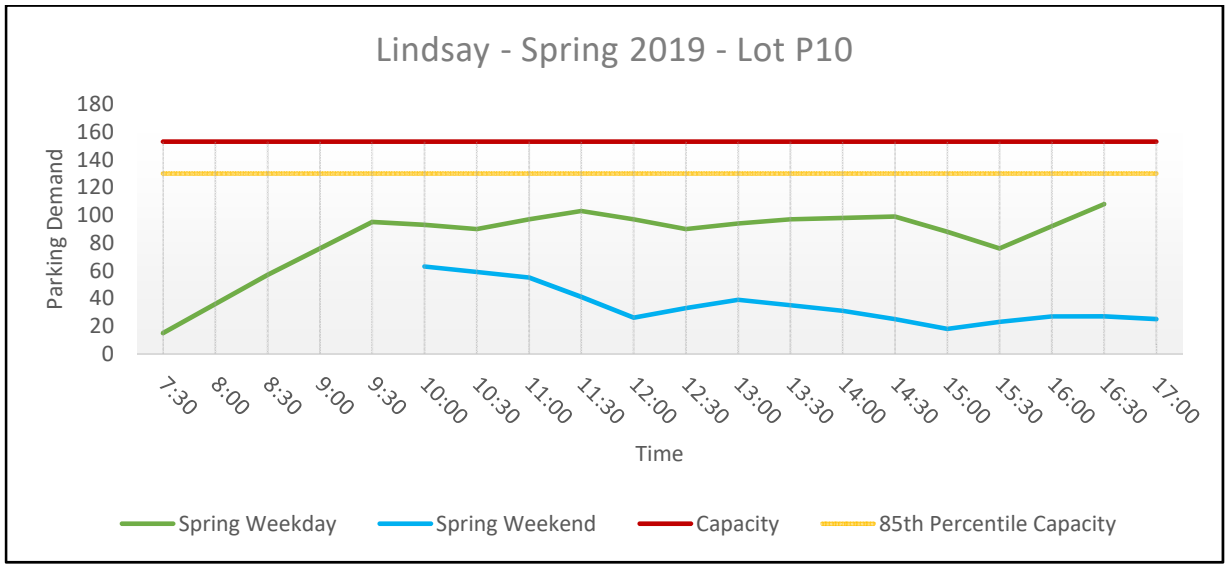

Lindsay - Winter 2018 - Lot P9
Parking Demand
120
100
80
60
40
20
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity


Lindsay - Summer 2019 - Lot P9
Parking Demand
120
100
80
60
40
20
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity


Lindsay - Spring 2019 - Lot P9
Parking Demand
120
100
80
60
40
20
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

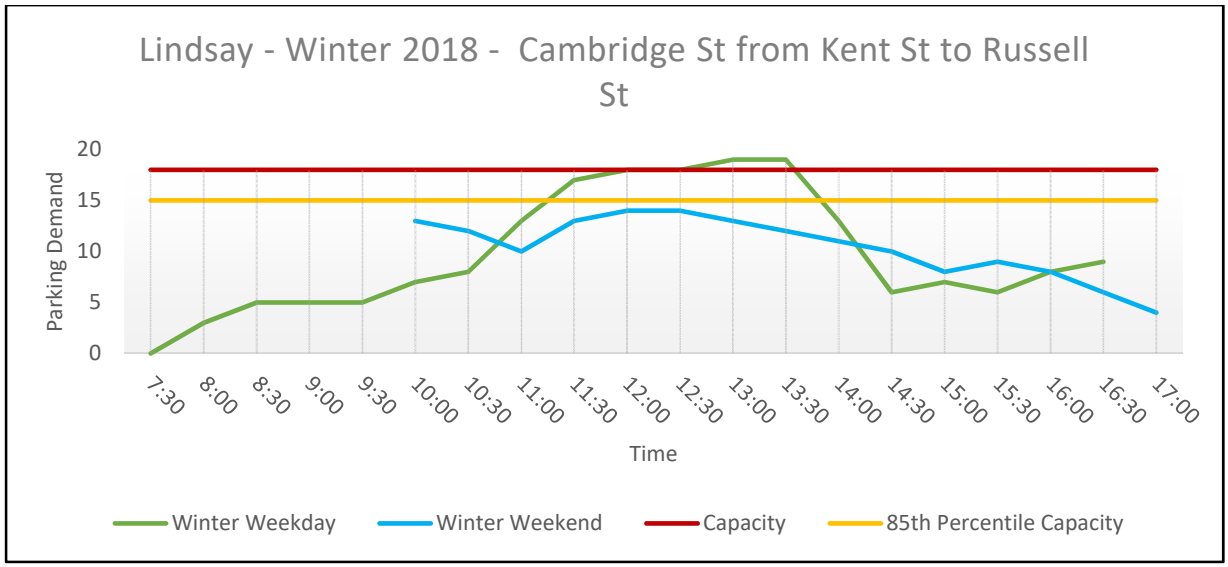

Lindsay - Winter 2018 - Lot P10
Parking Demand
180
160
140
120
100
80
60
40
20
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

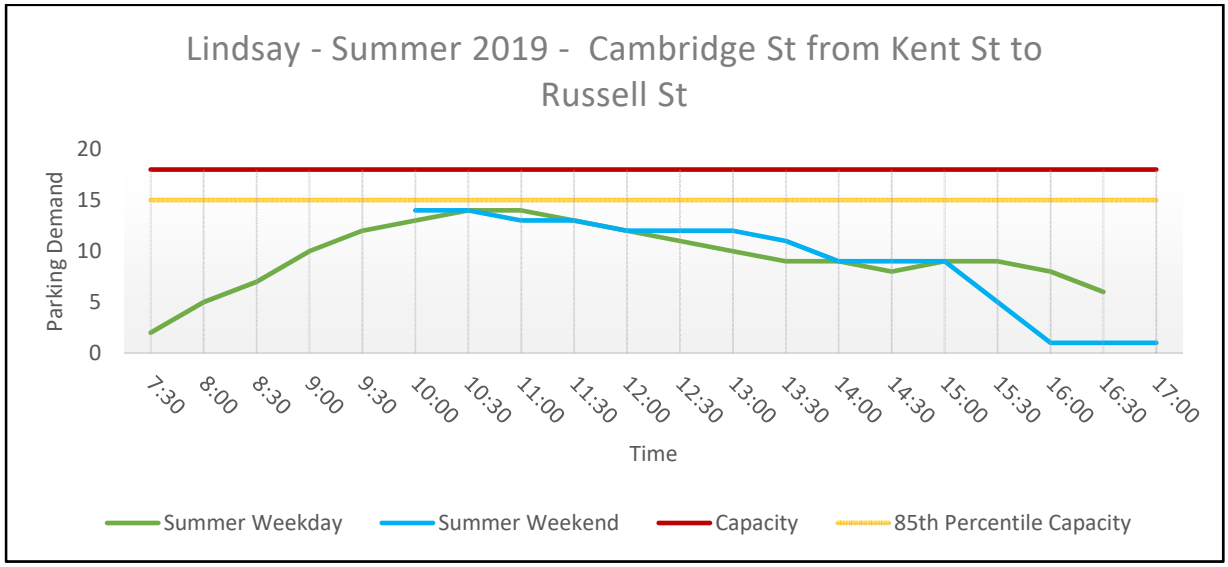

Lindsay - Summer 2019 - Lot P10
Parking Demand
180
160
140
120
100
80
60
40
20
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

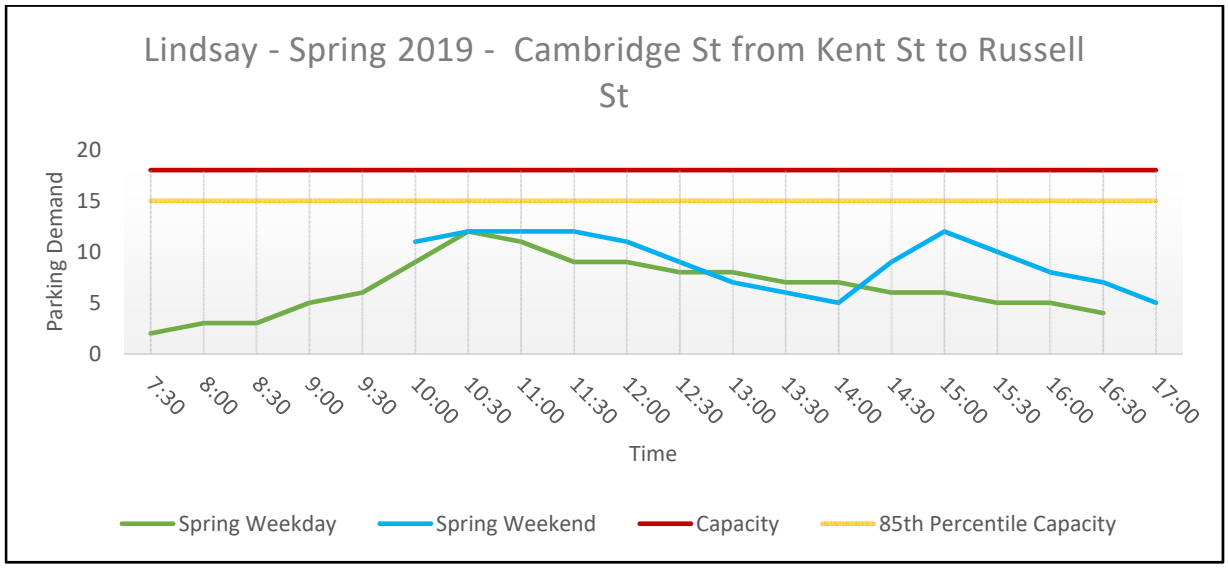

Lindsay - Spring 2019 - Lot P10
Parking Demand
180
160
140
120
100
80
60
40
20
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

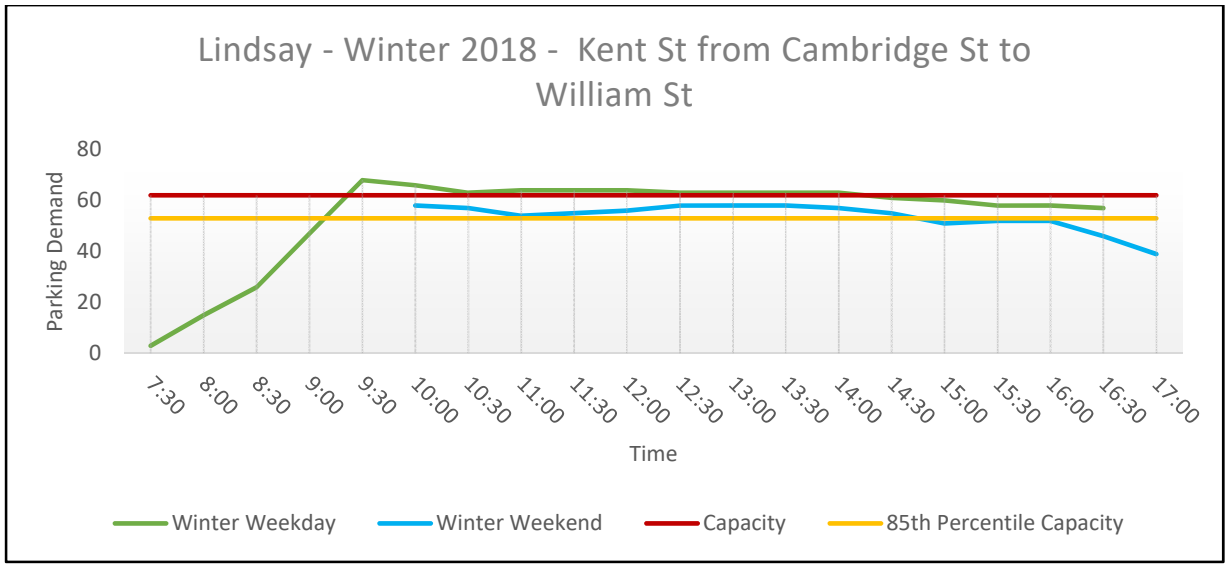
Lindsay Core Area

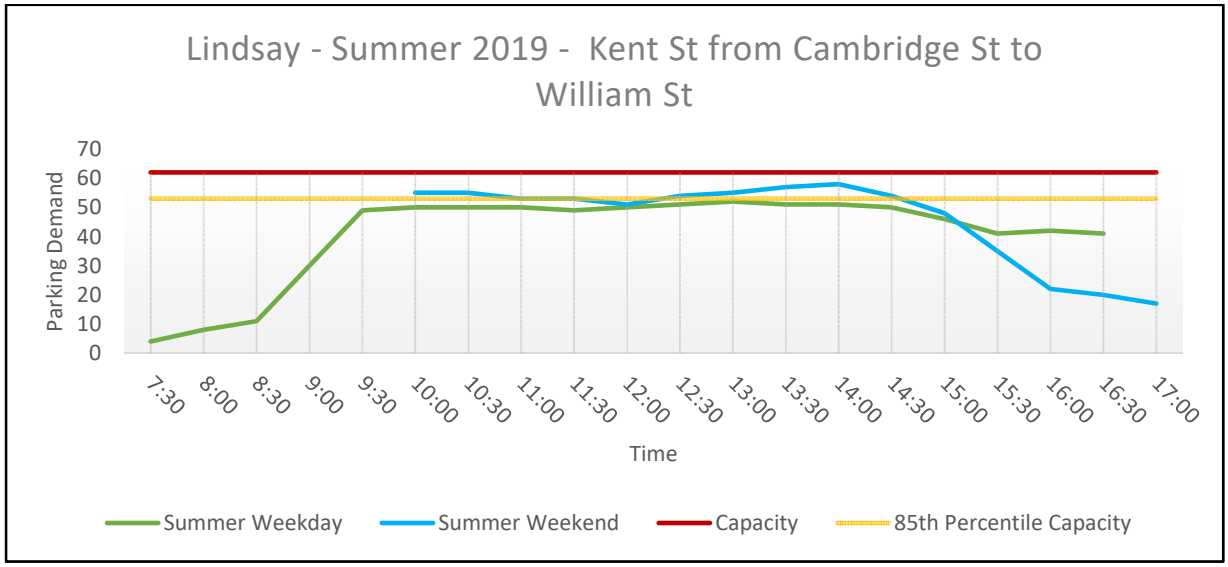
On-Street Segments

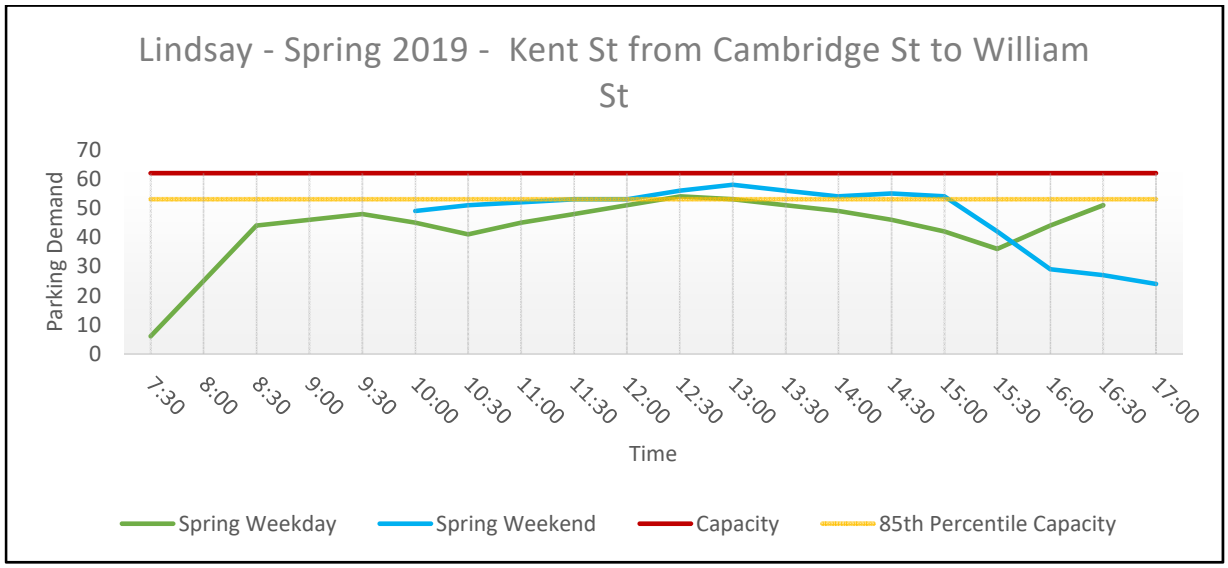

Lindsay - Winter 2018 - Cambridge St from Kent St to Russell St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

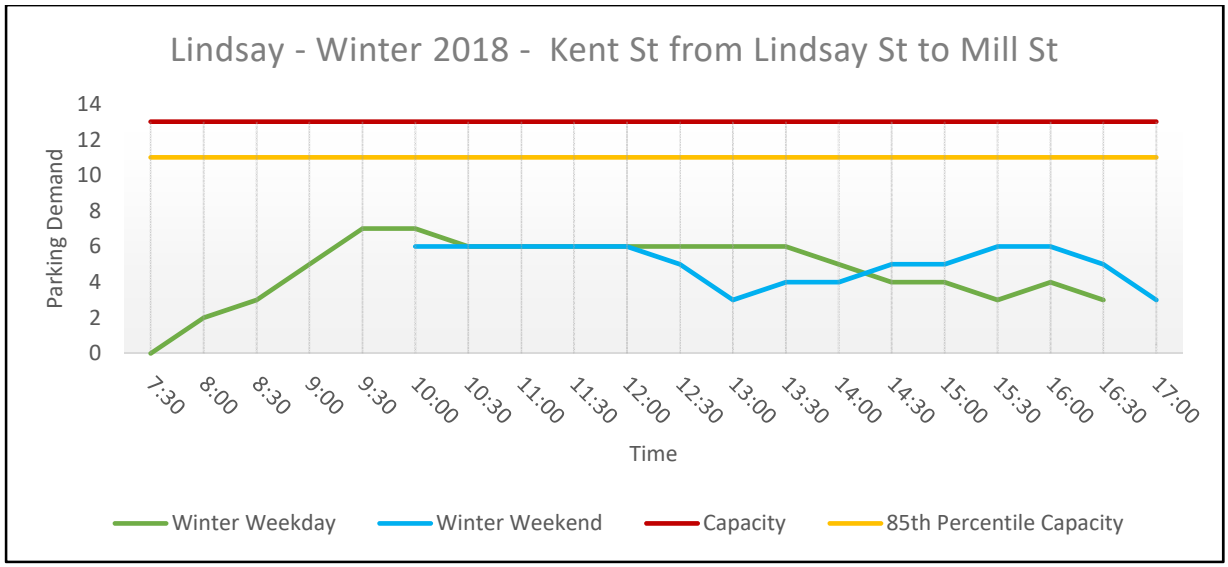

Lindsay - Summer 2019 - Cambridge St from Kent St to Russell St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

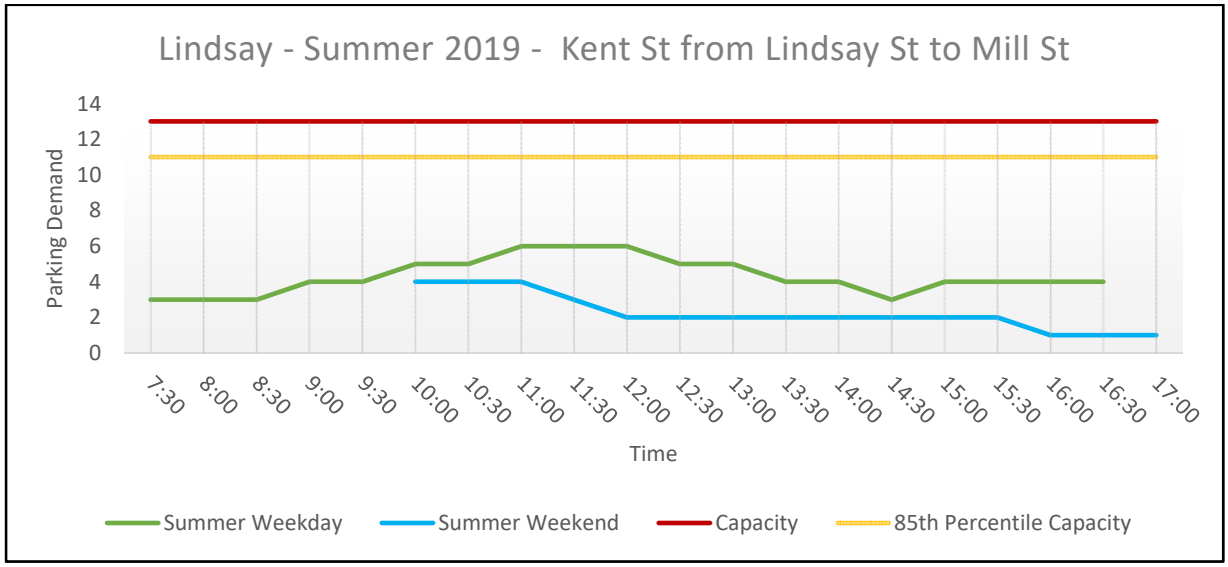

Lindsay - Spring 2019 - Cambridge St from Kent St to Russell St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

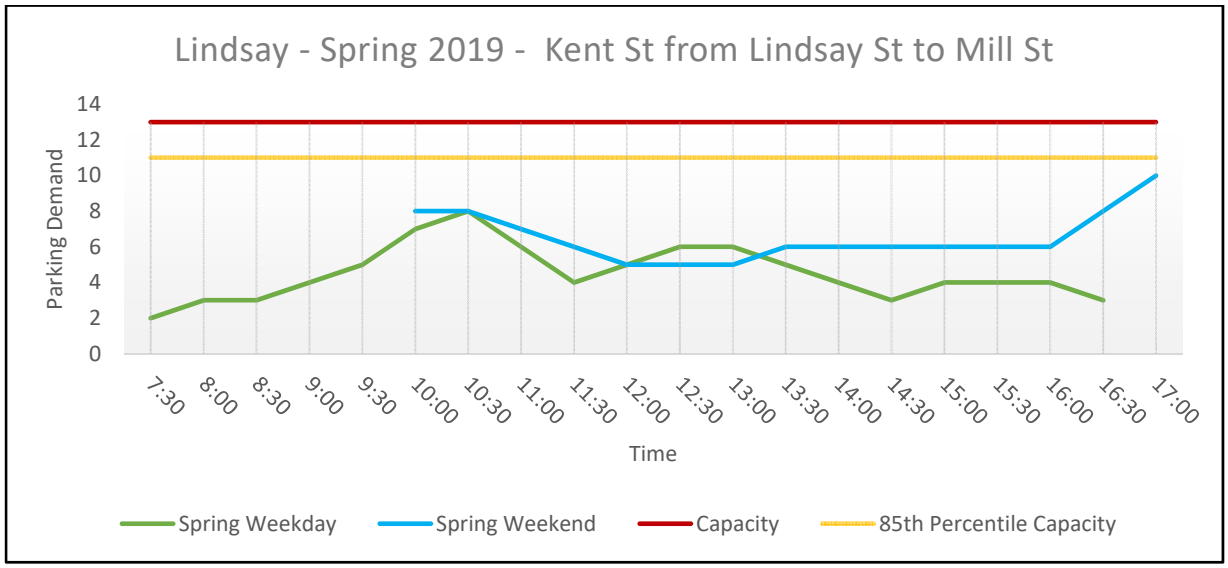

Lindsay - Winter 2018 - Kent St from Cambridge St to William St
Parking Demand
80
60
40
20
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

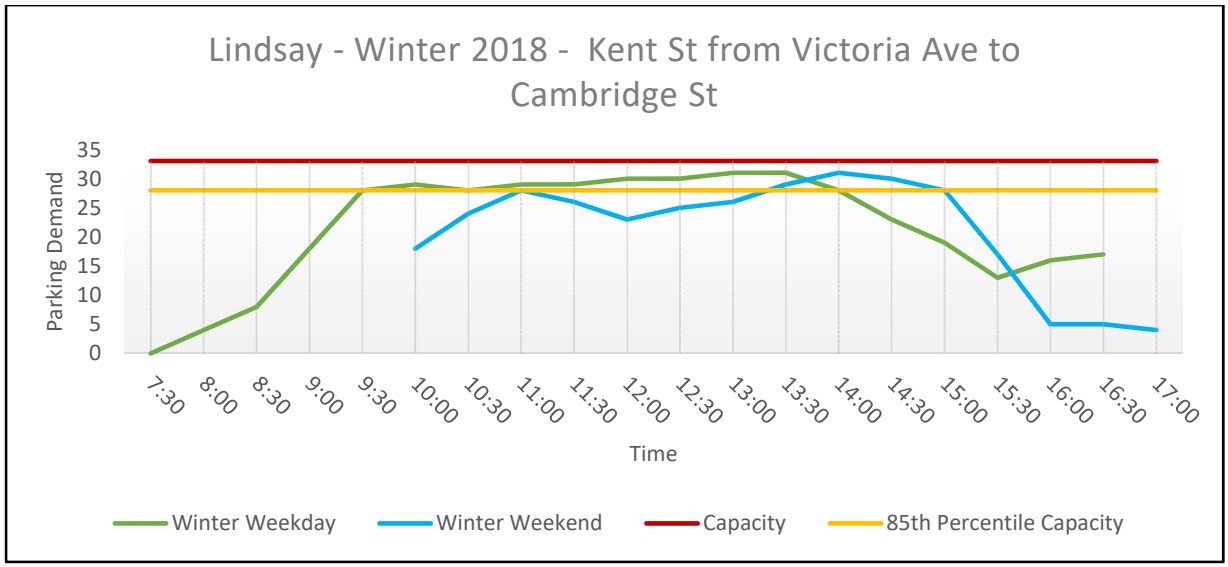

Lindsay - Summer 2019 - Kent St from Cambridge St to William St
Parking Demand
70
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

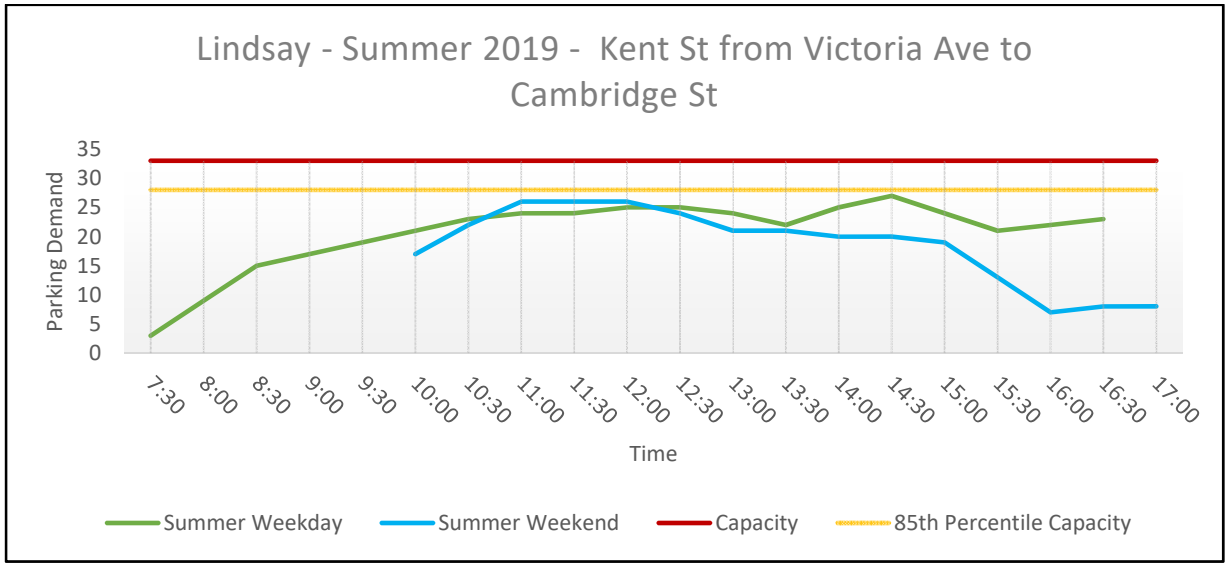

Lindsay - Spring 2019 - Kent St from Cambridge St to William St
Parking Demand
70
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

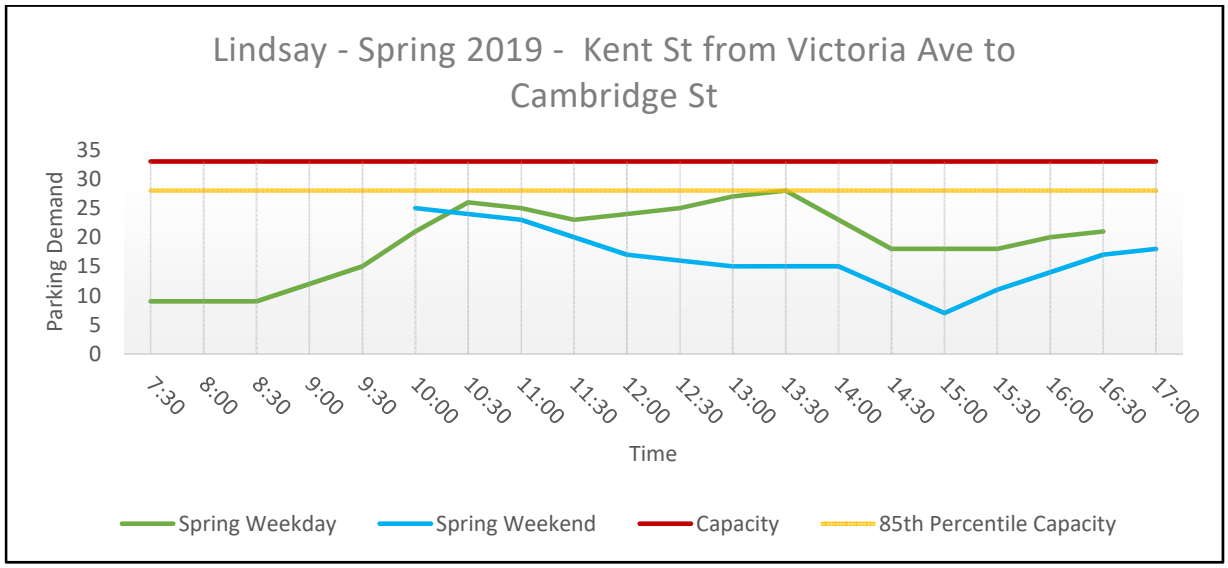

Lindsay - Winter 2018 - Kent St from Lindsay St to Mill St
Parking Demand
0
2
4
6
8
10
12
14
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

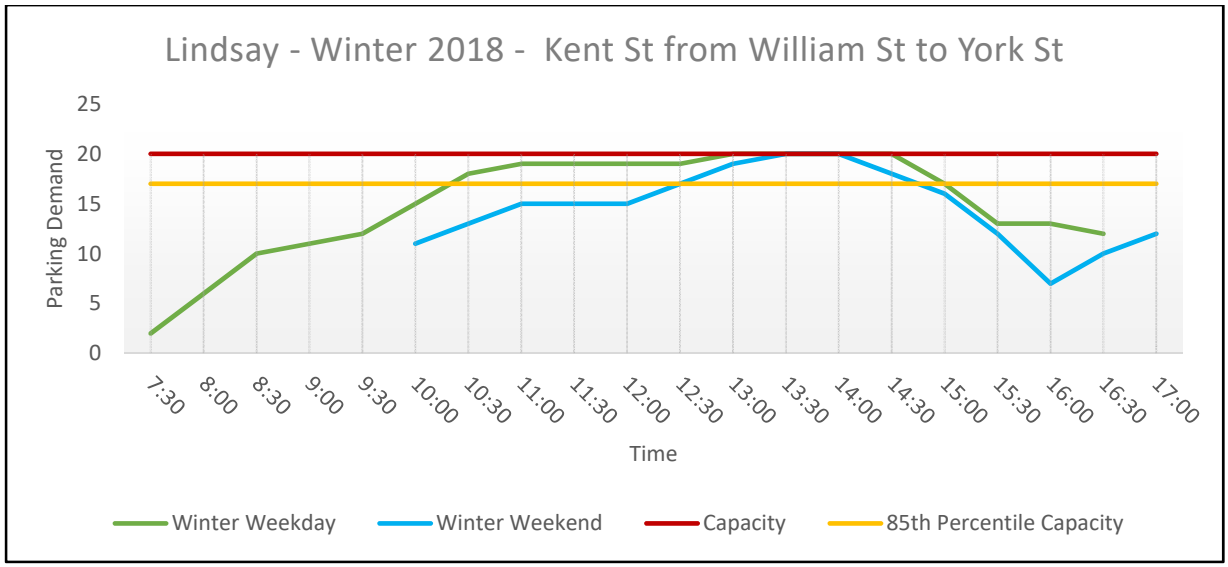

Lindsay - Summer 2019 - Kent St from Lindsay St to Mill St
Parking Demand
0
2
4
6
8
10
12
14
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

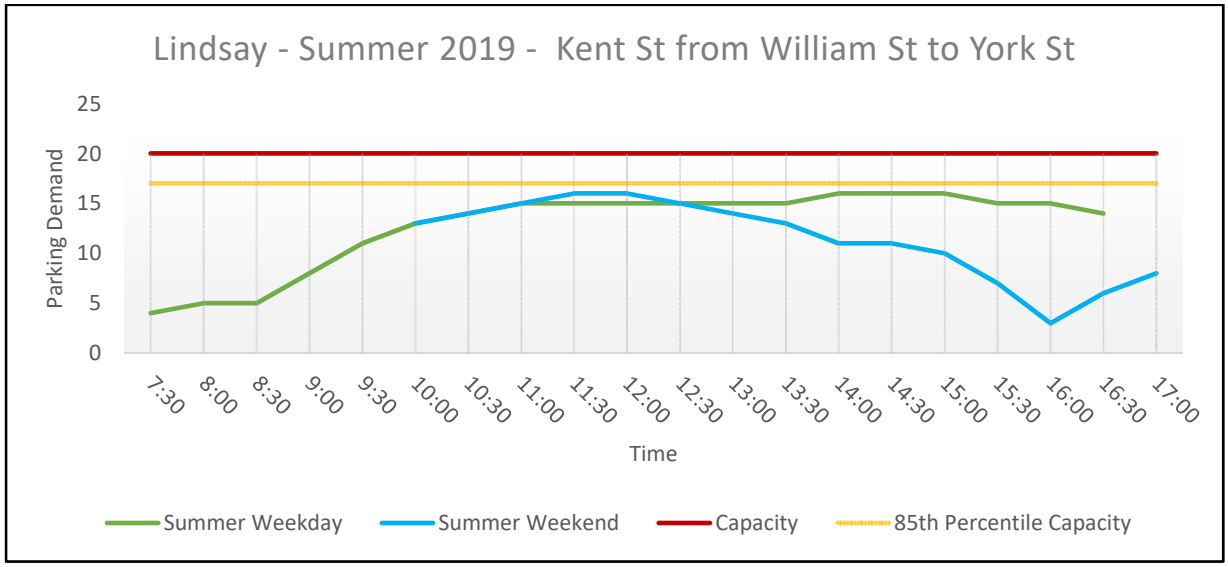

Lindsay - Spring 2019 - Kent St from Lindsay St to Mill St
Parking Demand
0
2
4
6
8
10
12
14
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

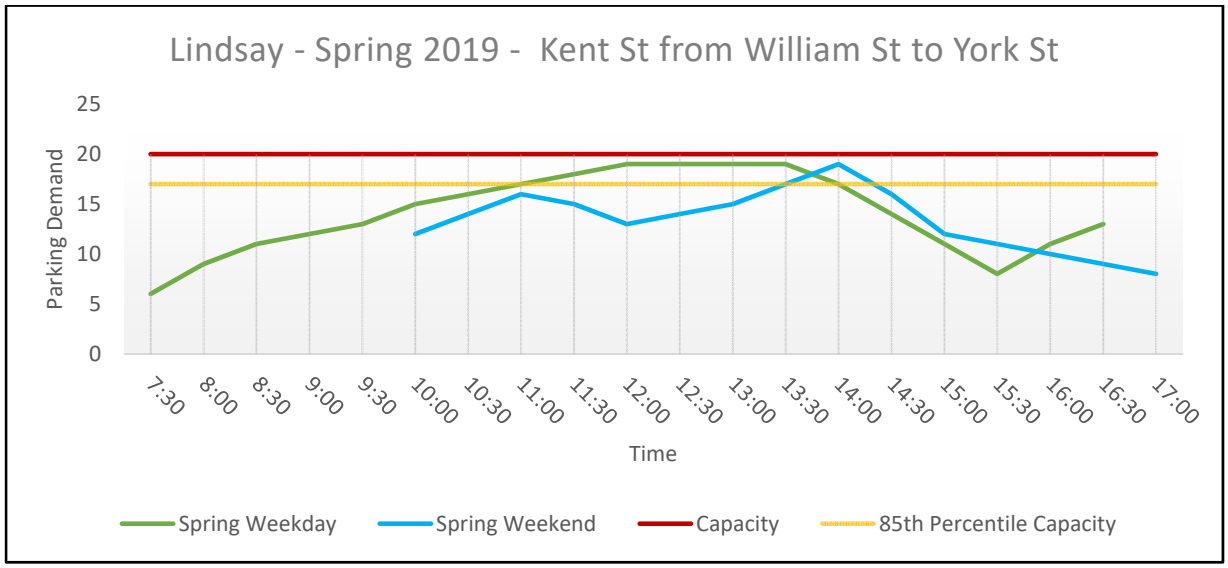

Lindsay - Winter 2018 - Kent St from Victoria Ave to Cambridge St
Parking Demand
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

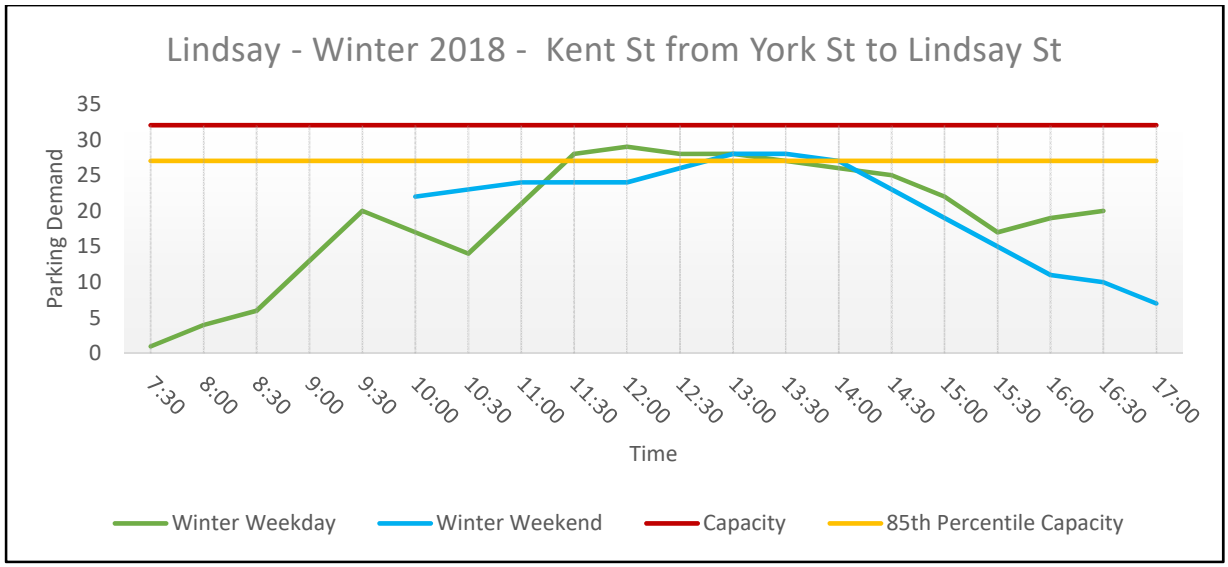

Lindsay - Summer 2019 - Kent St from Victoria Ave to Cambridge St
Parking Demand
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

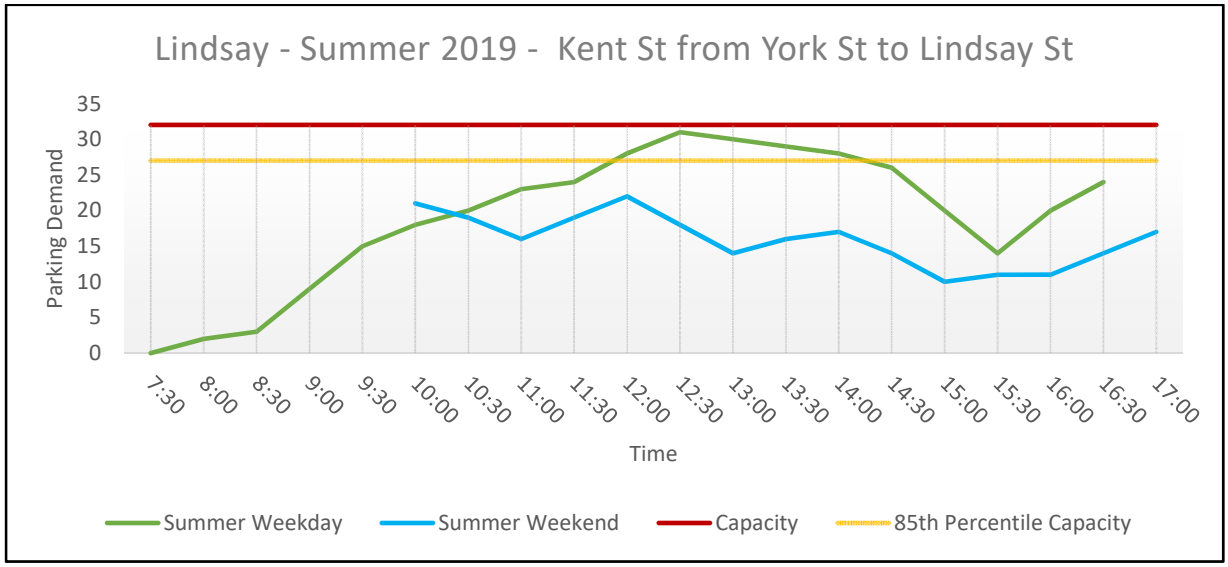

Lindsay - Spring 2019 - Kent St from Victoria Ave to Cambridge St
Parking Demand
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

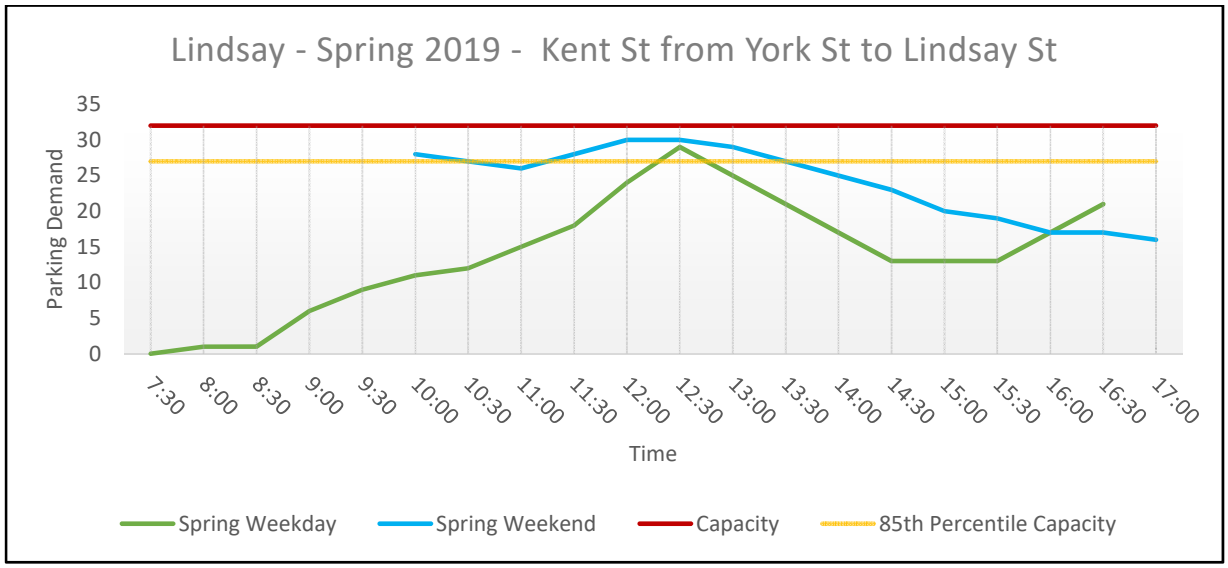

Lindsay - Winter 2018 - Kent St from William St to York St
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

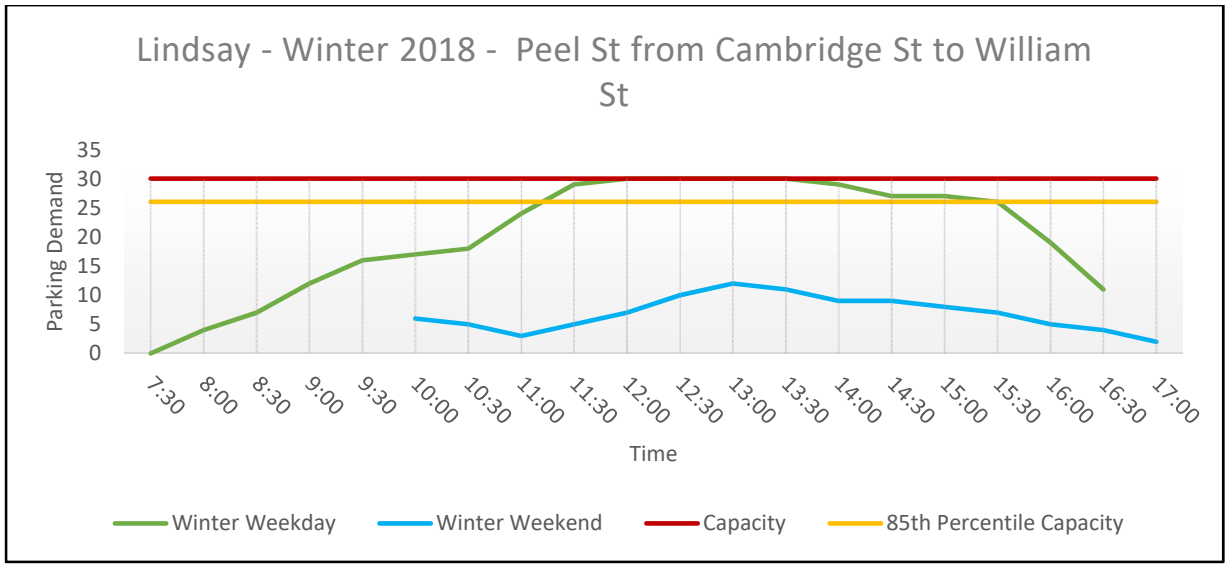

Lindsay - Summer 2019 - Kent St from William St to York St
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

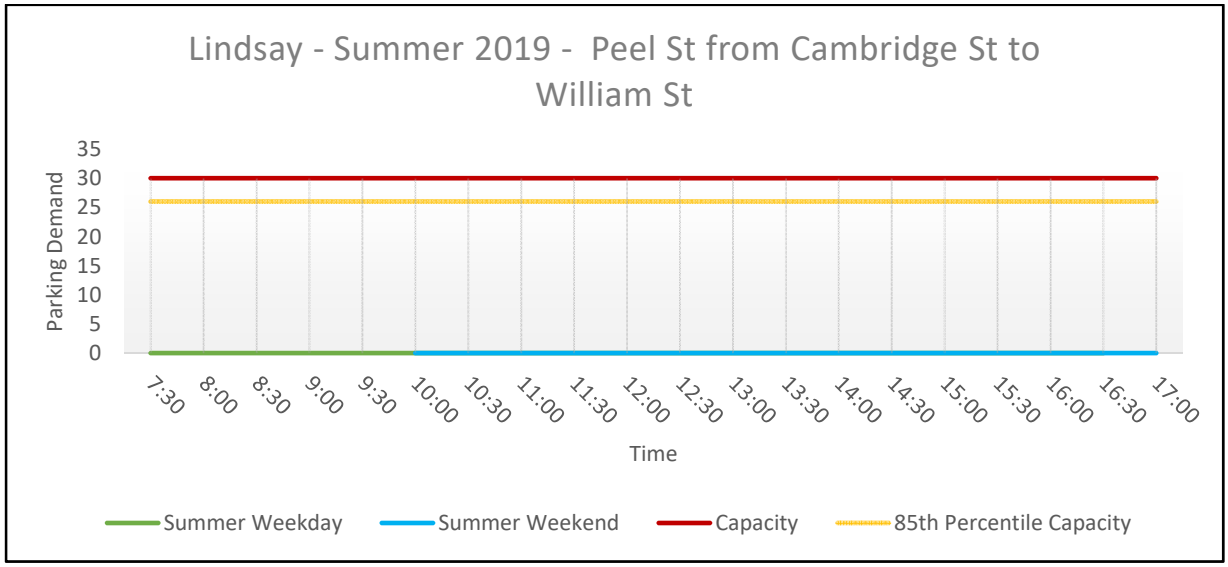

Lindsay - Spring 2019 - Kent St from William St to York St
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

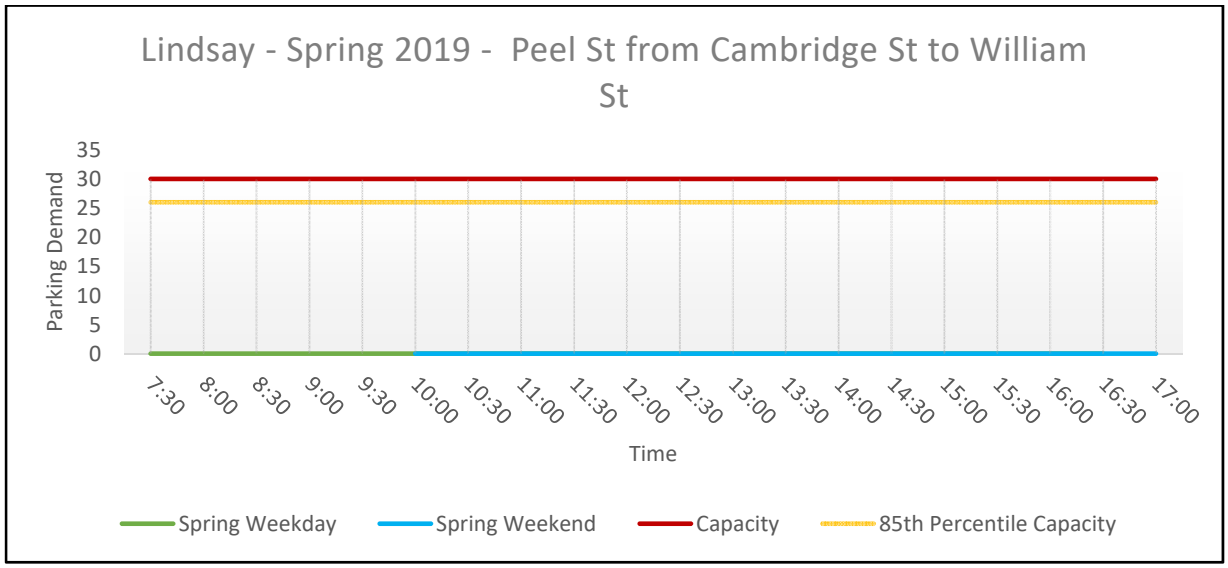

Lindsay - Winter 2018 - Kent St from York St to Lindsay St
Parking Demand
0
5
10
15
20
25
30
35
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

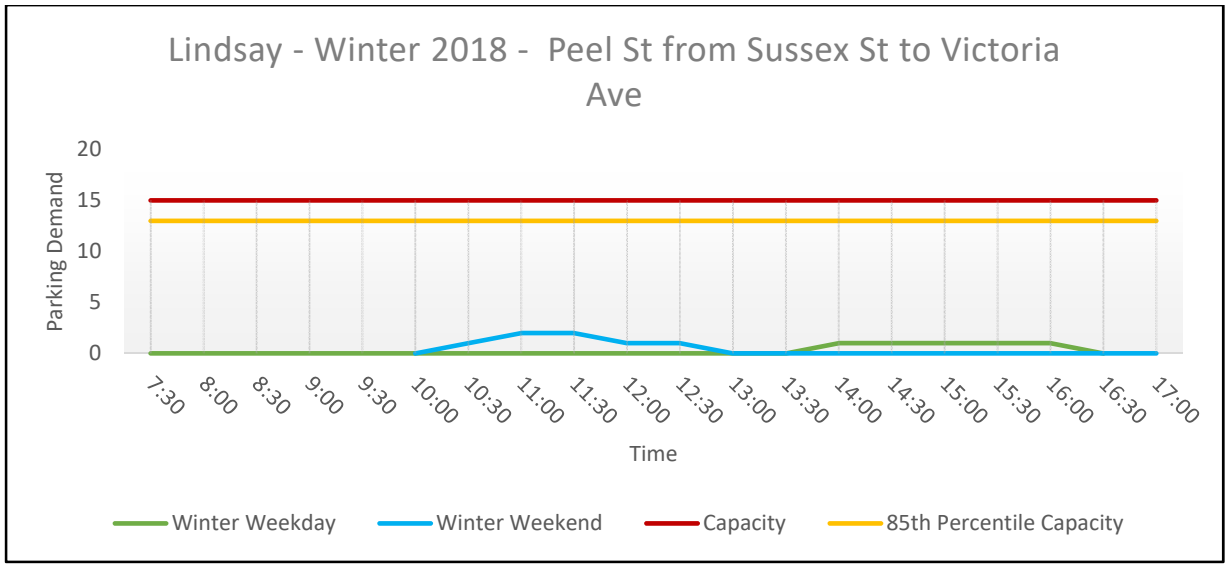

Lindsay - Summer 2019 - Kent St from York St to Lindsay St
Parking Demand
0
5
10
15
20
25
30
35
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

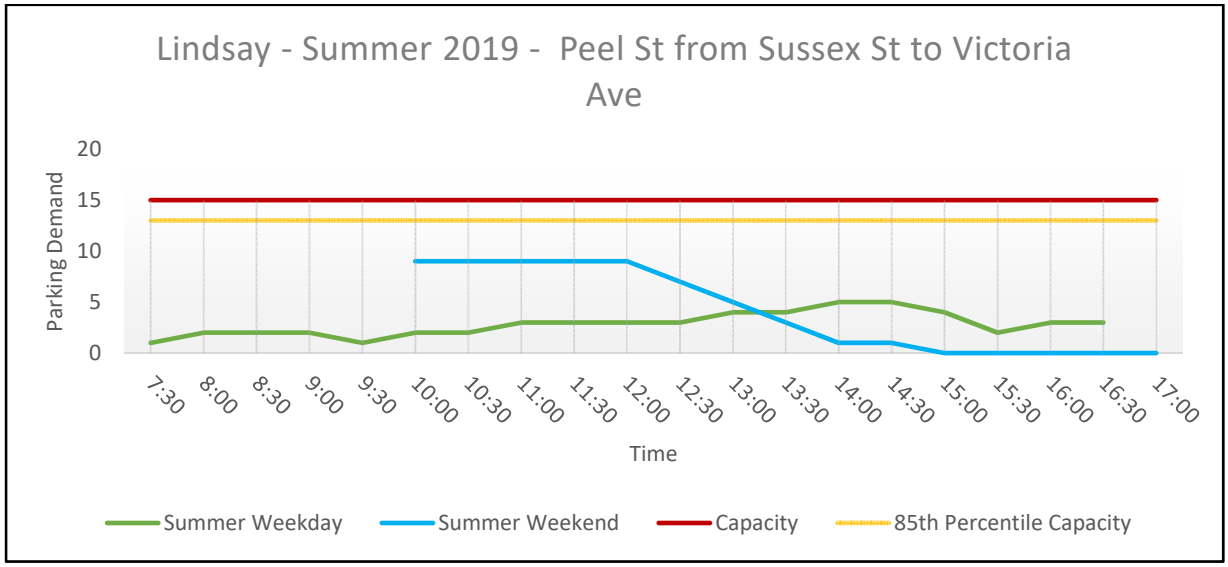

Lindsay - Spring 2019 - Kent St from York St to Lindsay St
Parking Demand
0
5
10
15
20
25
30
35
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

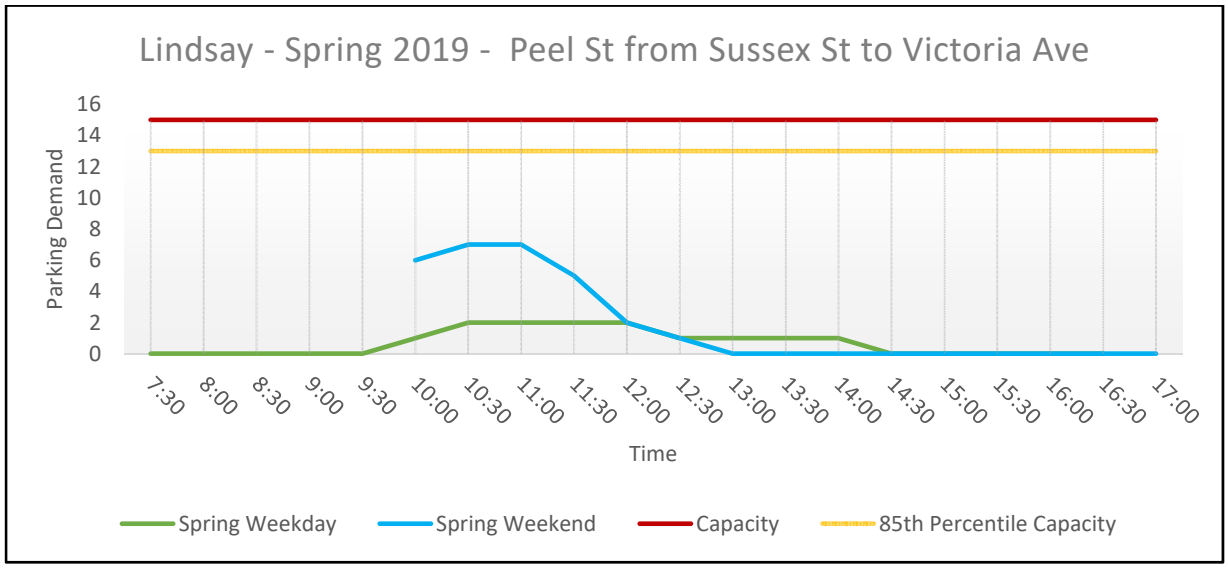

Lindsay - Winter 2018 - Peel St from Cambridge St to William St
Parking Demand
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

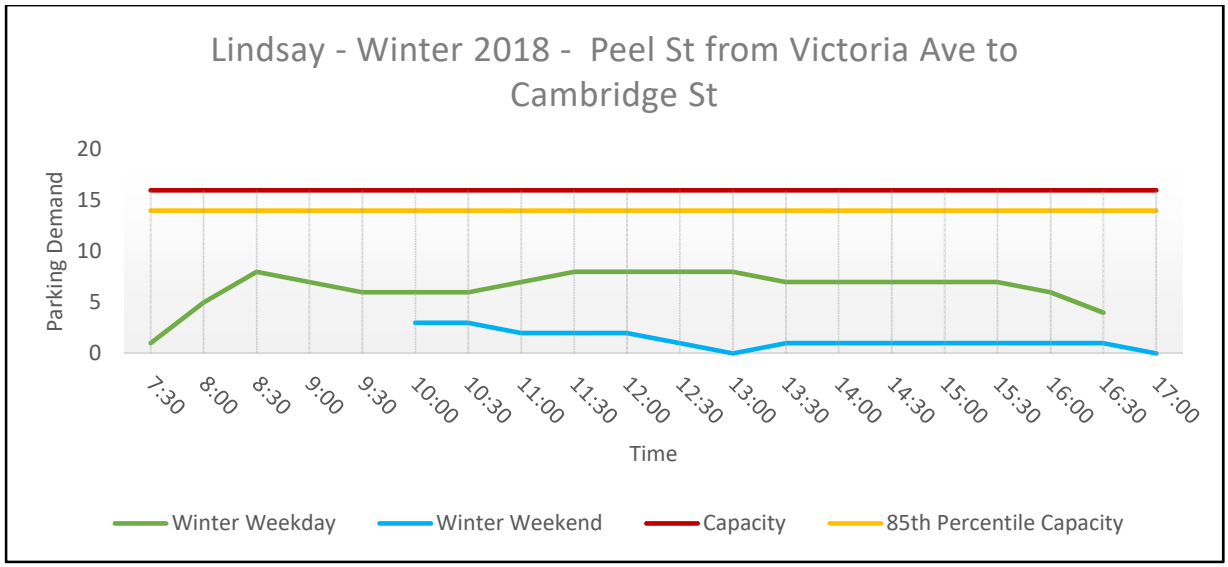

Lindsay - Summer 2019 - Peel St from Cambridge St to William St
Parking Demand
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

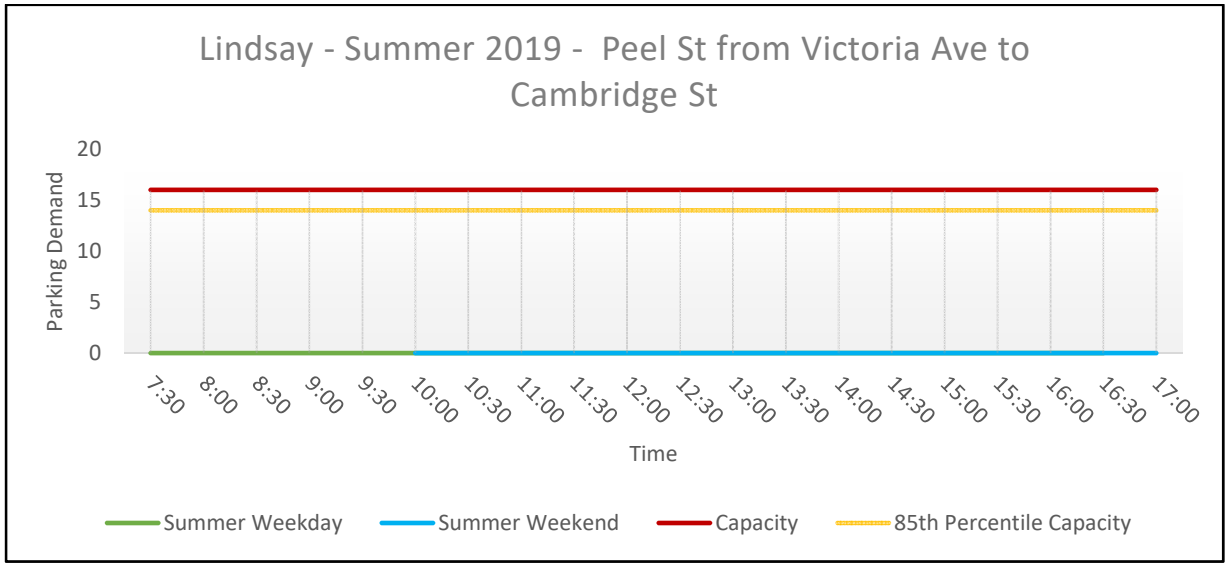

Lindsay - Spring 2019 - Peel St from Cambridge St to William St
Parking Demand
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

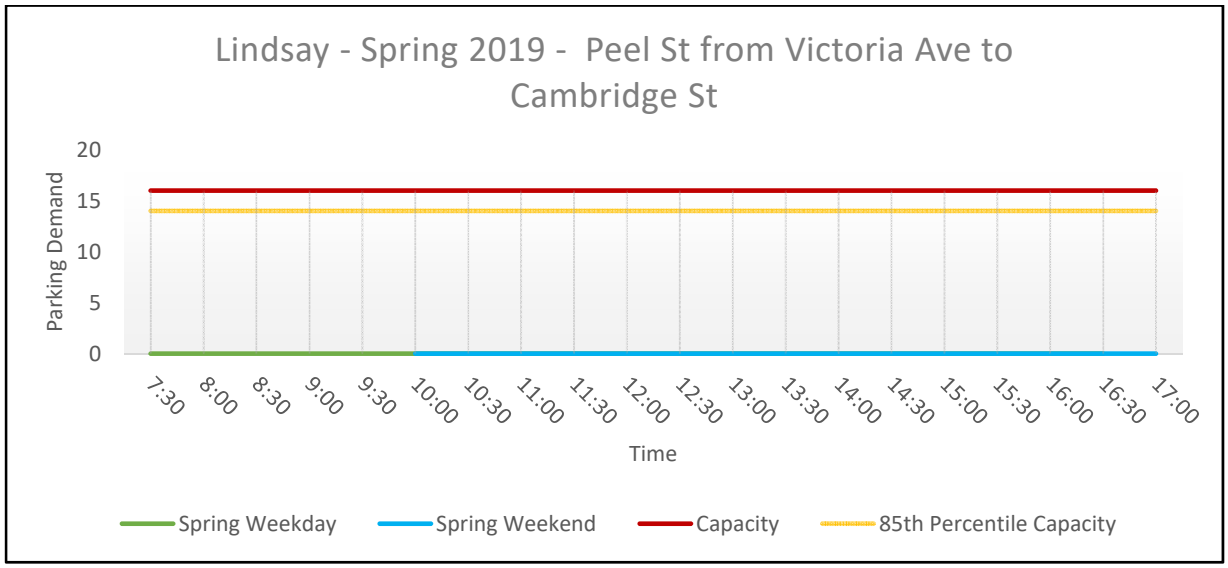

Lindsay - Winter 2018 - Peel St from Sussex St to Victoria Ave
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

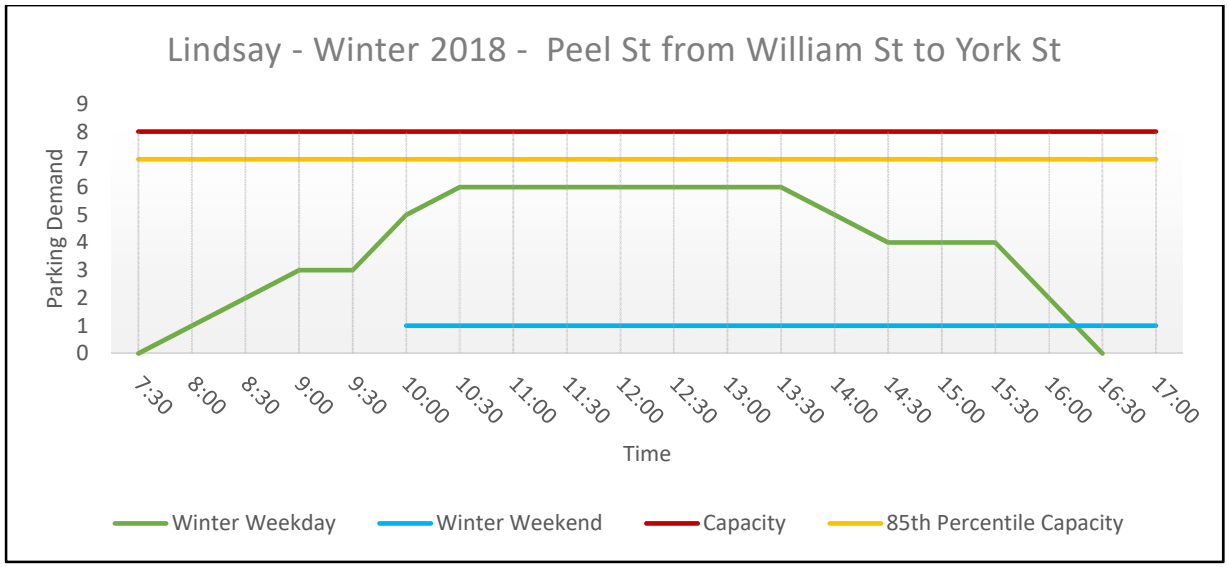

Lindsay - Summer 2019 - Peel St from Sussex St to Victoria Ave
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

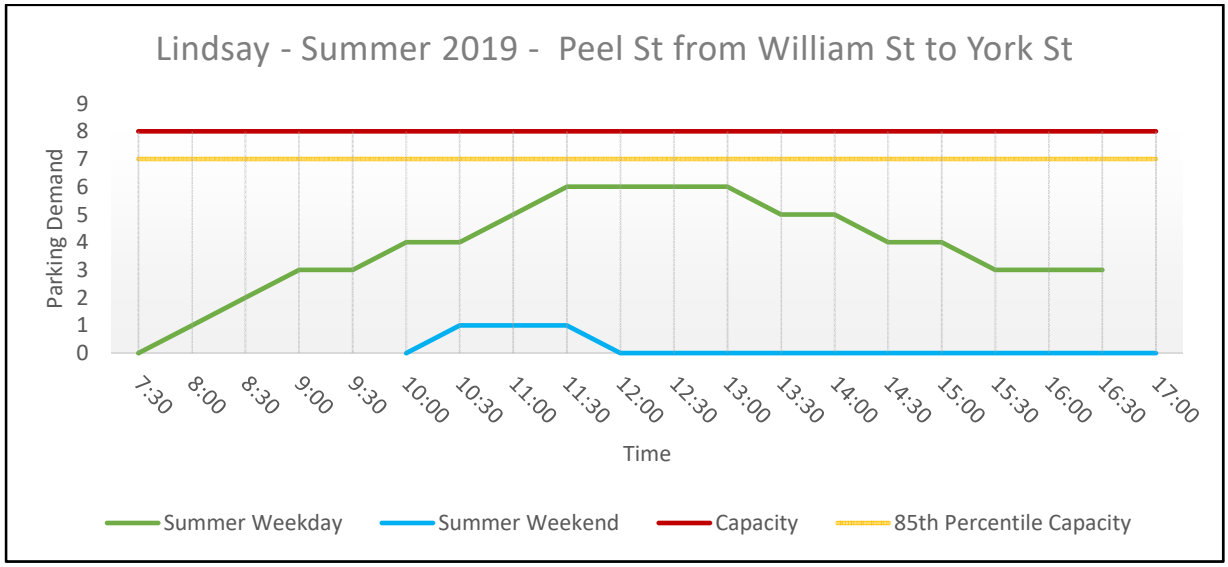

Lindsay - Spring 2019 - Peel St from Sussex St to Victoria Ave
Parking Demand
16
14
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

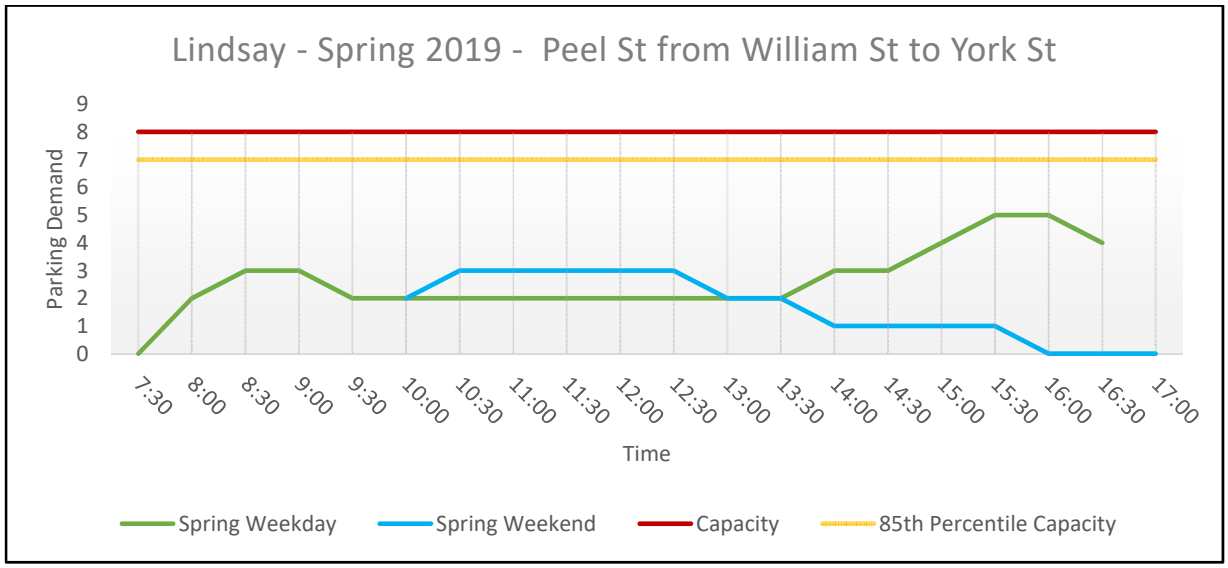

Lindsay - Winter 2018 - Peel St from Victoria Ave to Cambridge St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

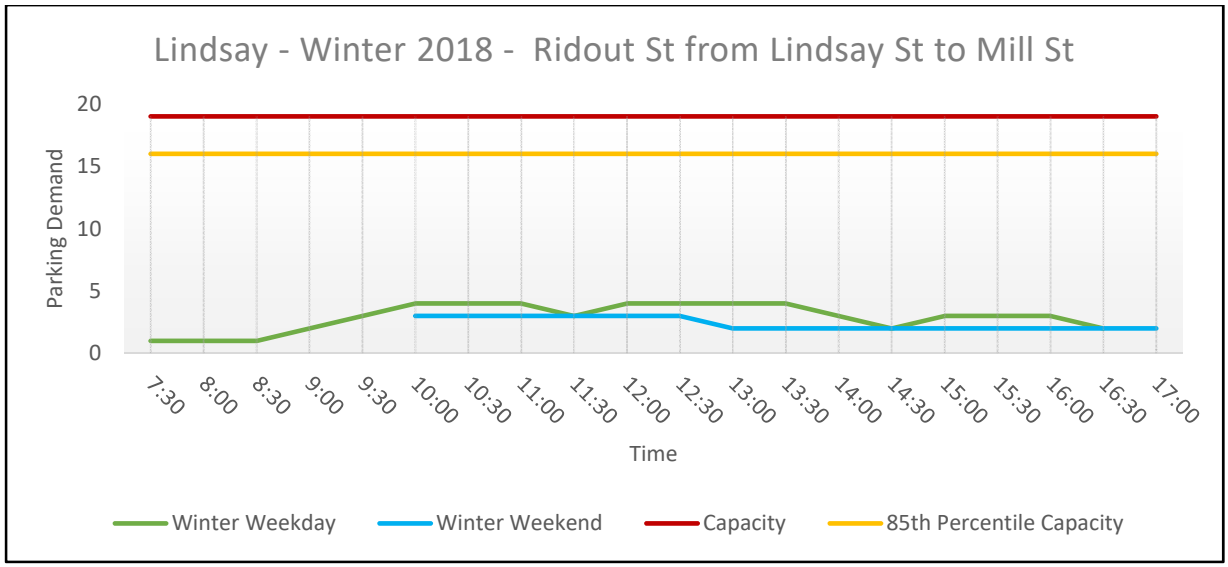

Lindsay - Summer 2019 - Peel St from Victoria Ave to Cambridge St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

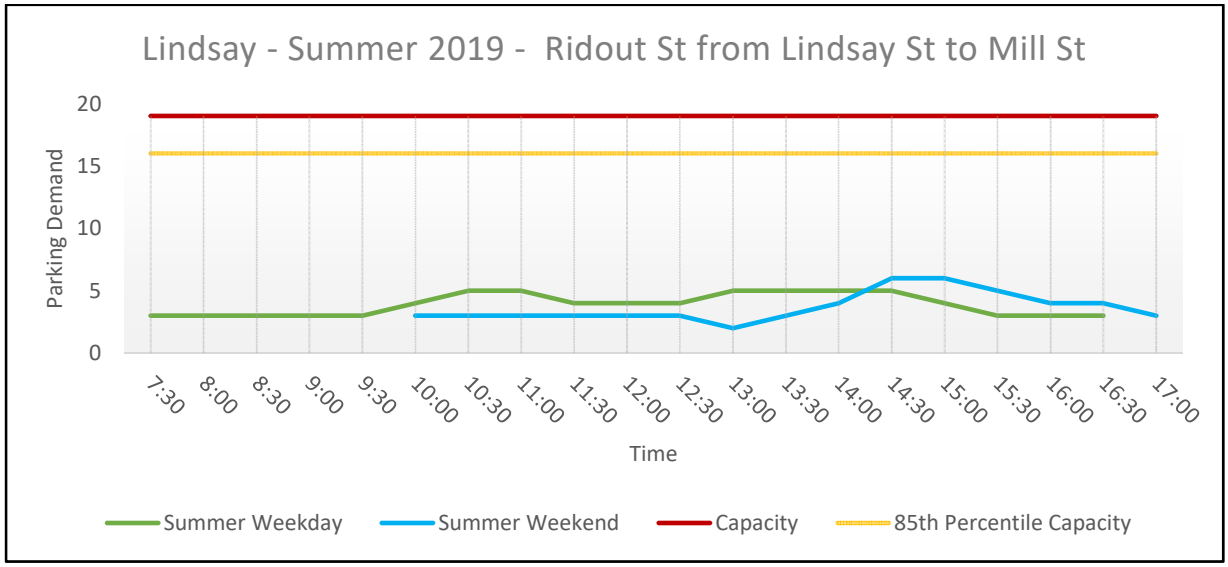

Lindsay - Spring 2019 - Peel St from Victoria Ave to Cambridge St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

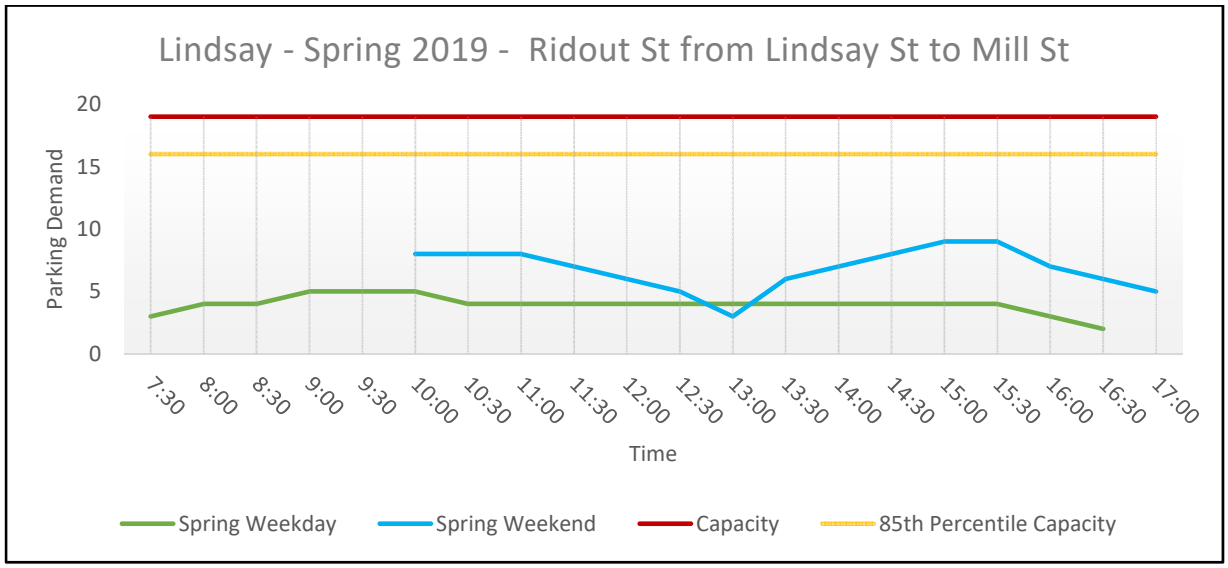

Lindsay - Winter 2018 - Peel St from William St to York St
Parking Demand
0
1
2
3
4
5
6
7
8
9
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

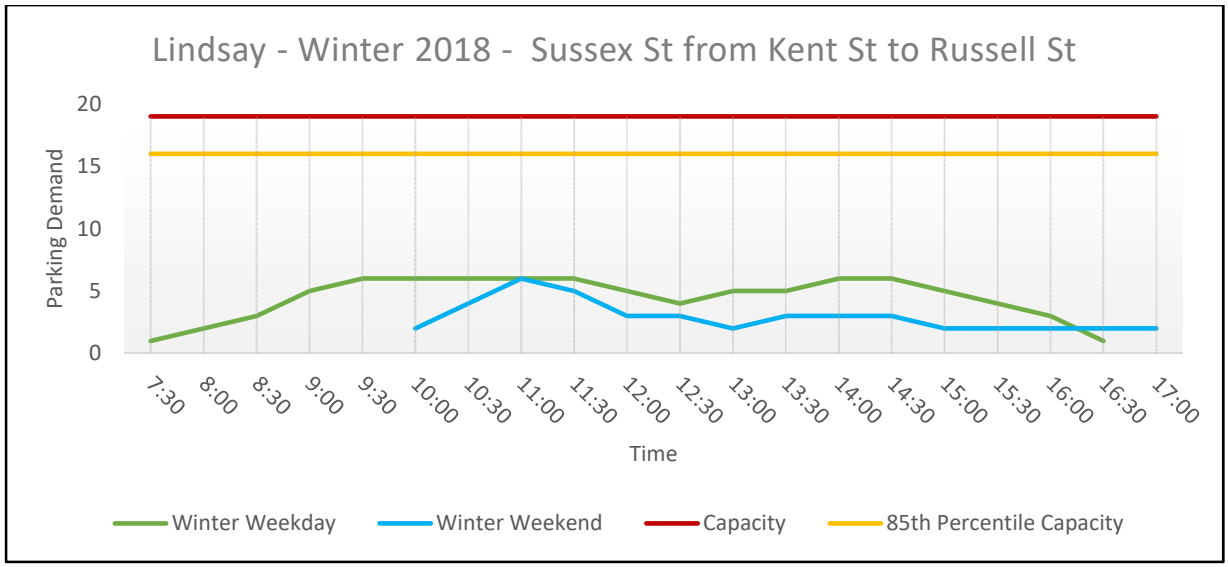

Lindsay - Summer 2019 - Peel St from William St to York St
Parking Demand
0
1
2
3
4
5
6
7
8
9
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

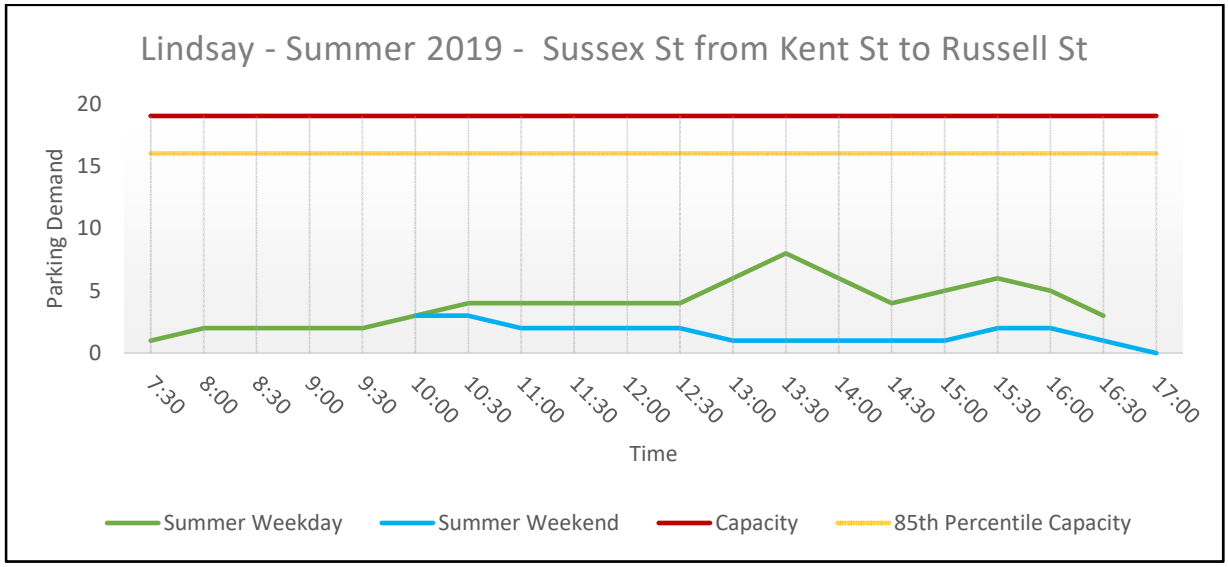

Lindsay - Spring 2019 - Peel St from William St to York St
Parking Demand
0
1
2
3
4
5
6
7
8
9
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

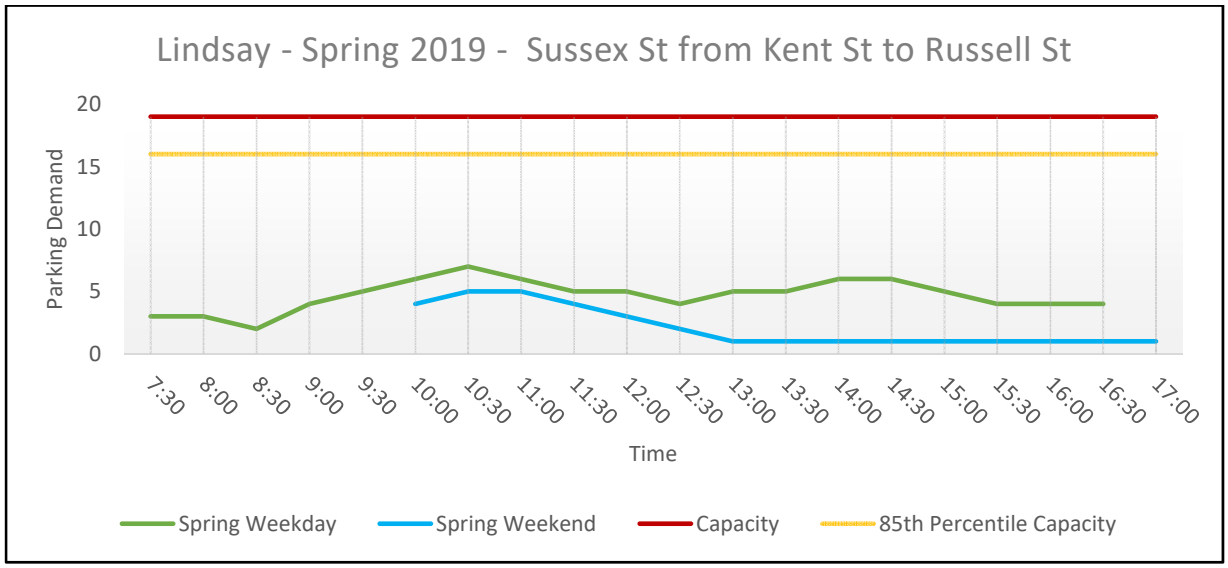

Lindsay - Winter 2018 - Ridout St from Lindsay St to Mill St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

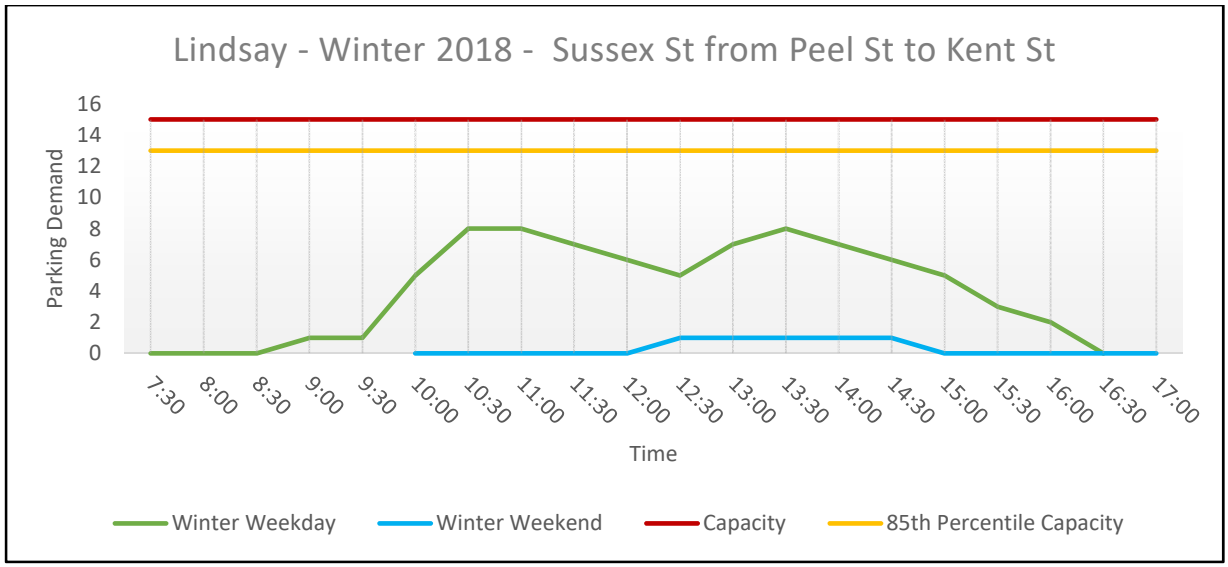

Lindsay - Summer 2019 - Ridout St from Lindsay St to Mill St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

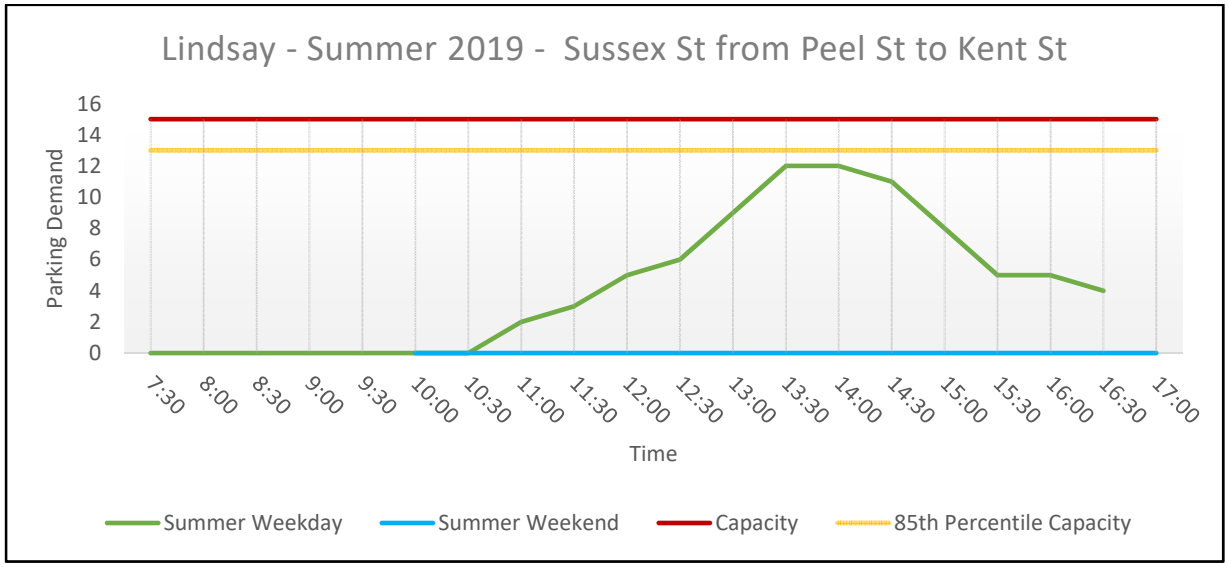

Lindsay - Spring 2019 - Ridout St from Lindsay St to Mill St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

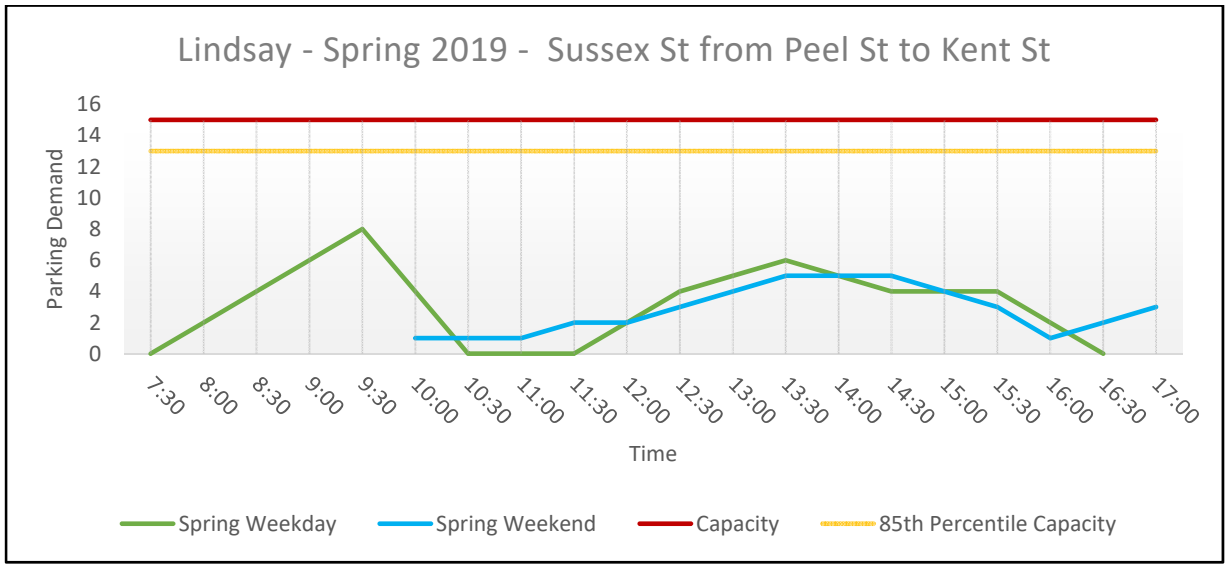

Lindsay - Winter 2018 - Sussex St from Kent St to Russell St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

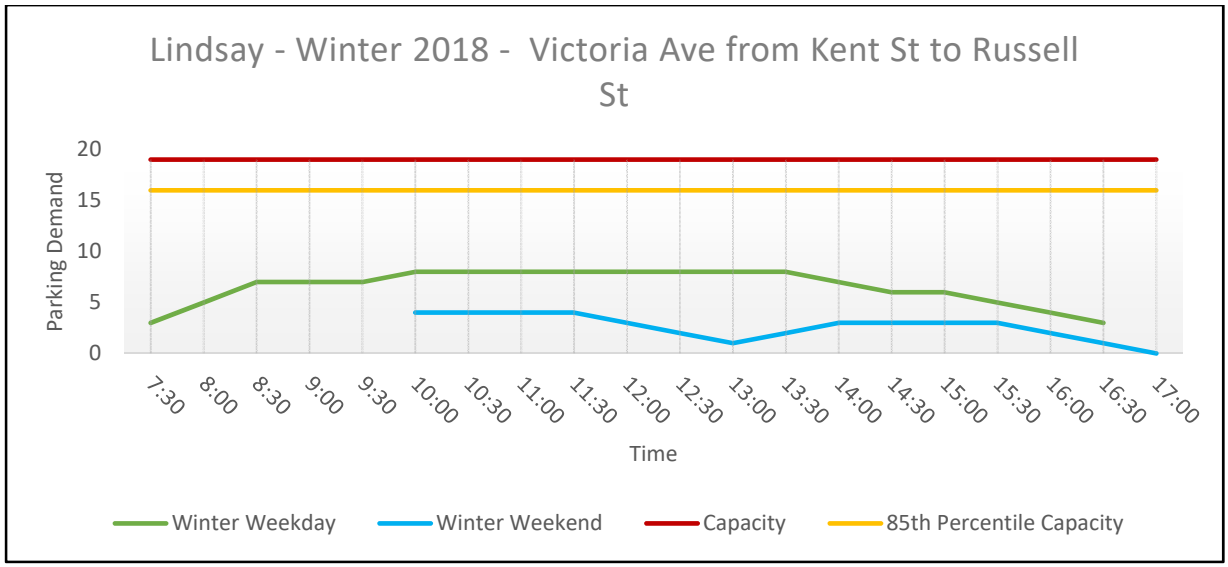

Lindsay - Summer 2019 - Sussex St from Kent St to Russell St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

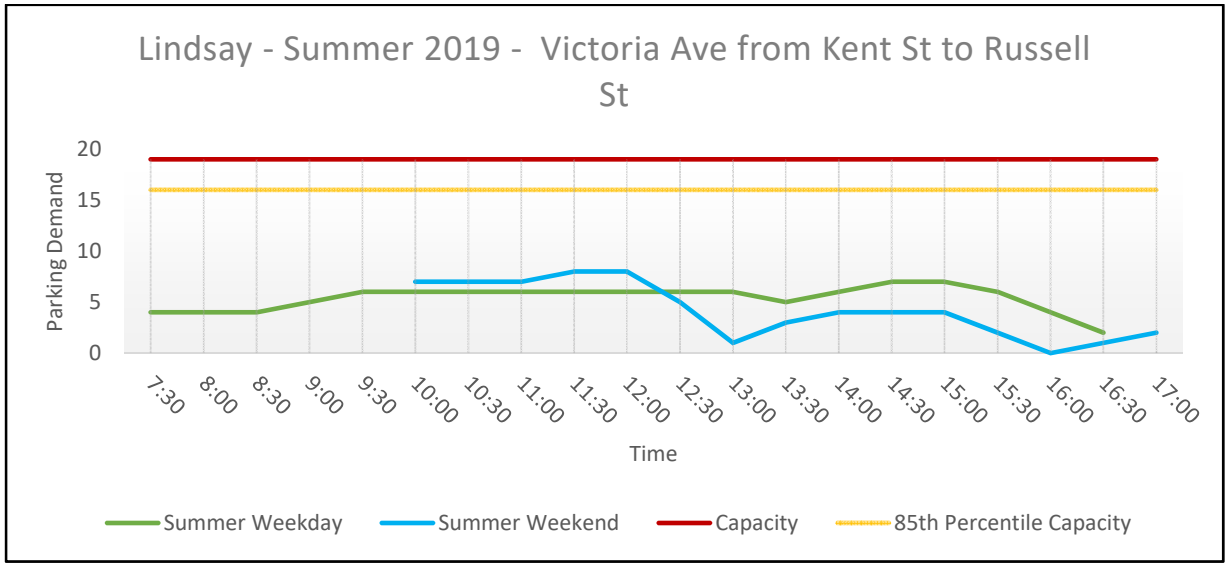

Lindsay - Spring 2019 - Sussex St from Kent St to Russell St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

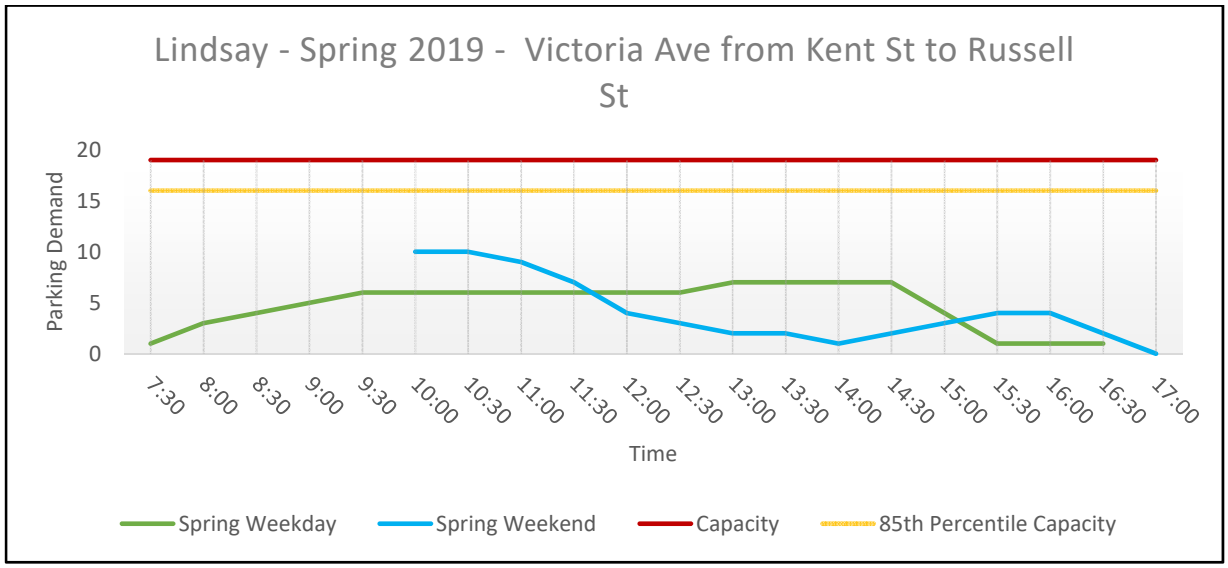

Lindsay - Winter 2018 - Sussex St from Peel St to Kent St
Parking Demand
16
14
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

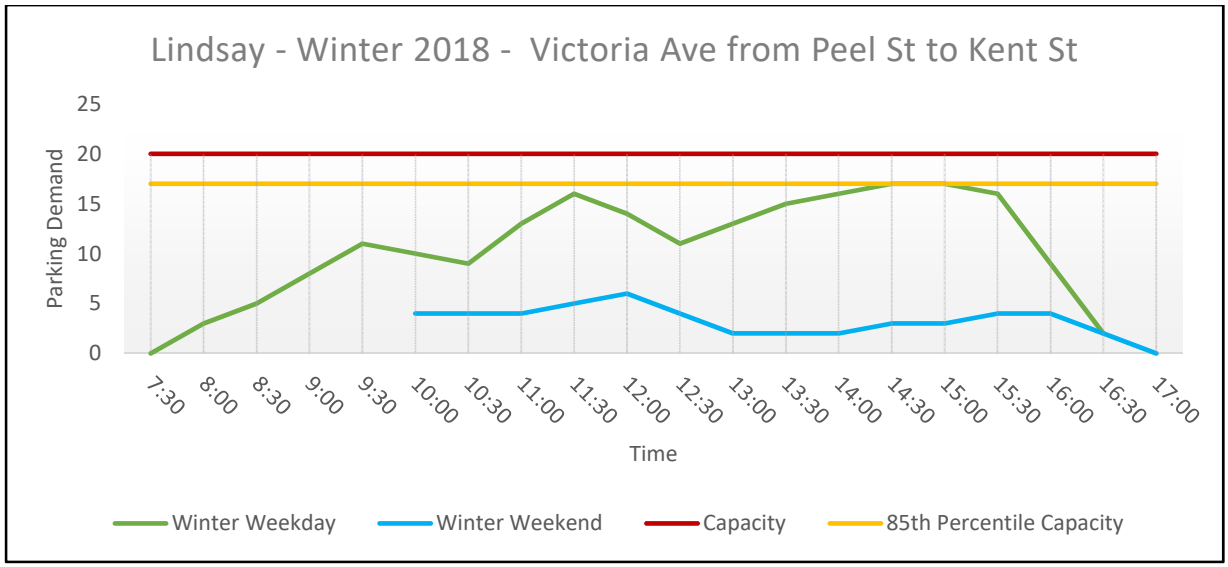

Lindsay - Summer 2019 - Sussex St from Peel St to Kent St
Parking Demand
16
14
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

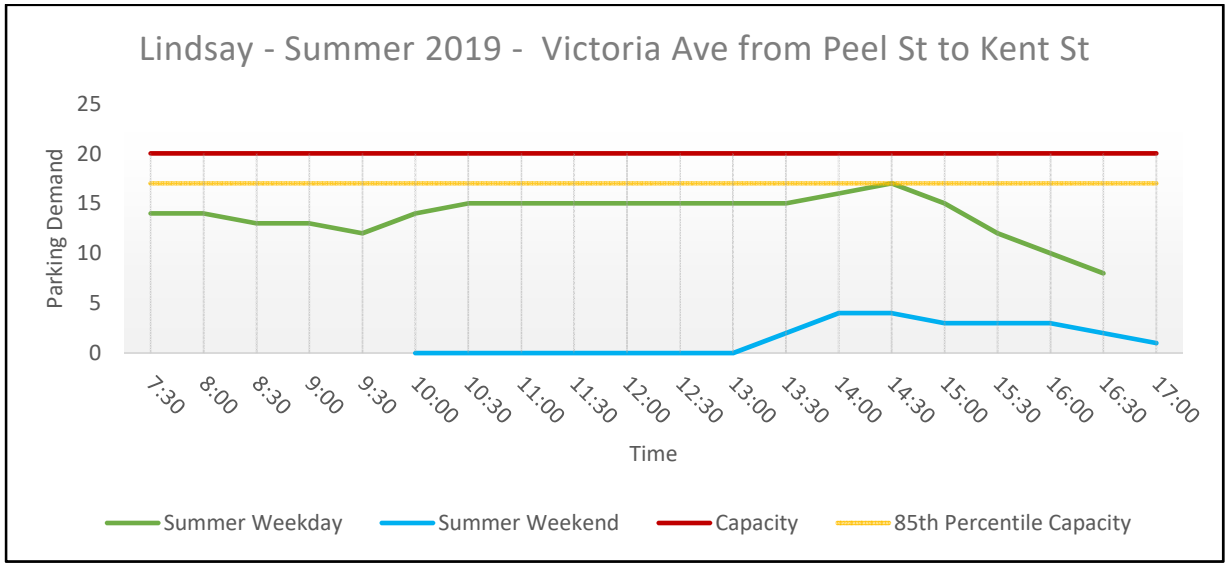

Lindsay - Spring 2019 - Sussex St from Peel St to Kent St
Parking Demand
16
14
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

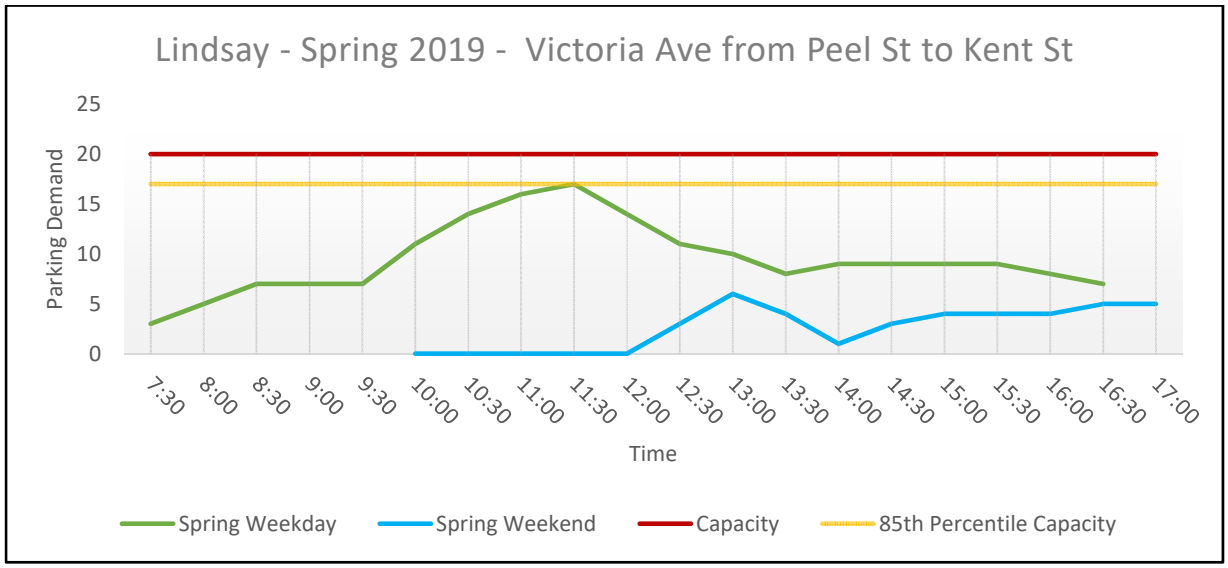

Lindsay - Winter 2018 - Victoria Ave from Kent St to Russell St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

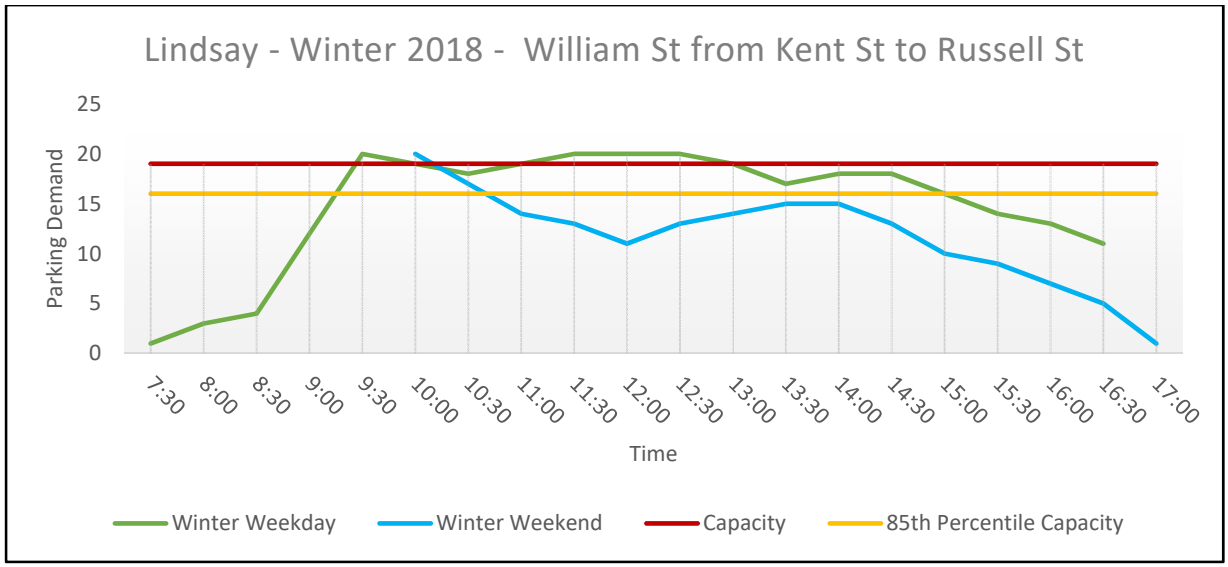

Lindsay - Summer 2019 - Victoria Ave from Kent St to Russell St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

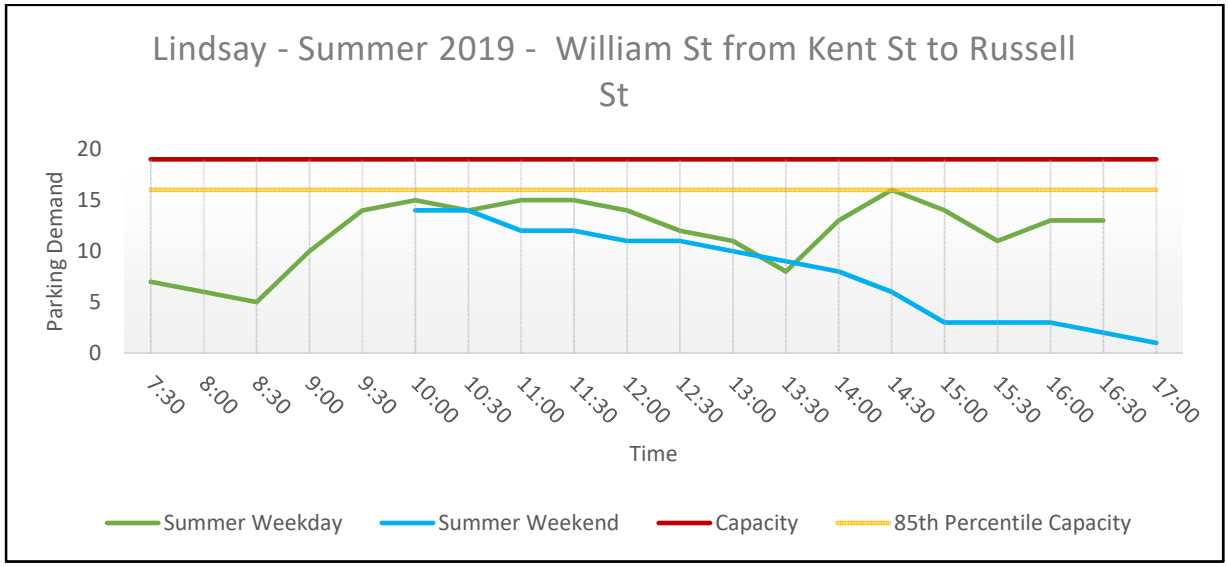

Lindsay - Spring 2019 - Victoria Ave from Kent St to Russell St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

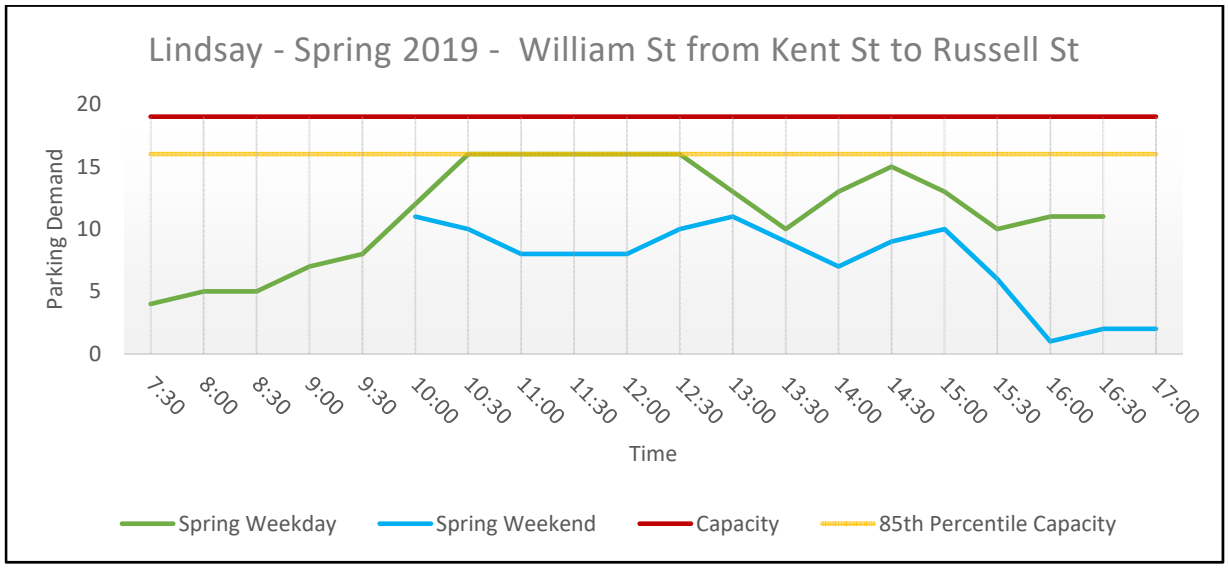

Lindsay - Winter 2018 - Victoria Ave from Peel St to Kent St
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

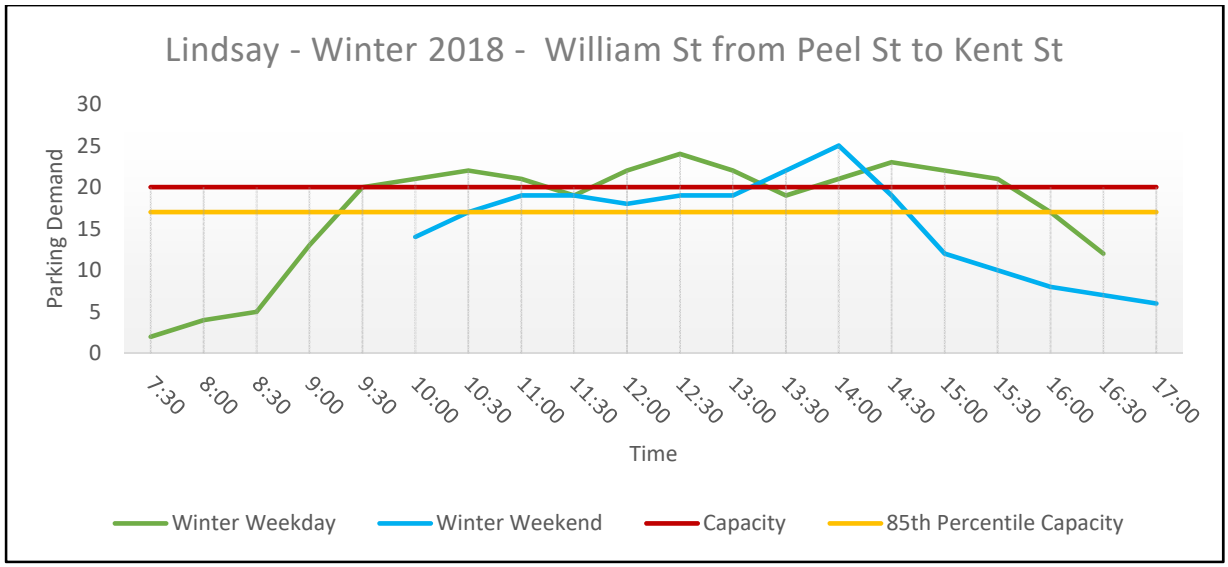

Lindsay - Summer 2019 - Victoria Ave from Peel St to Kent St
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

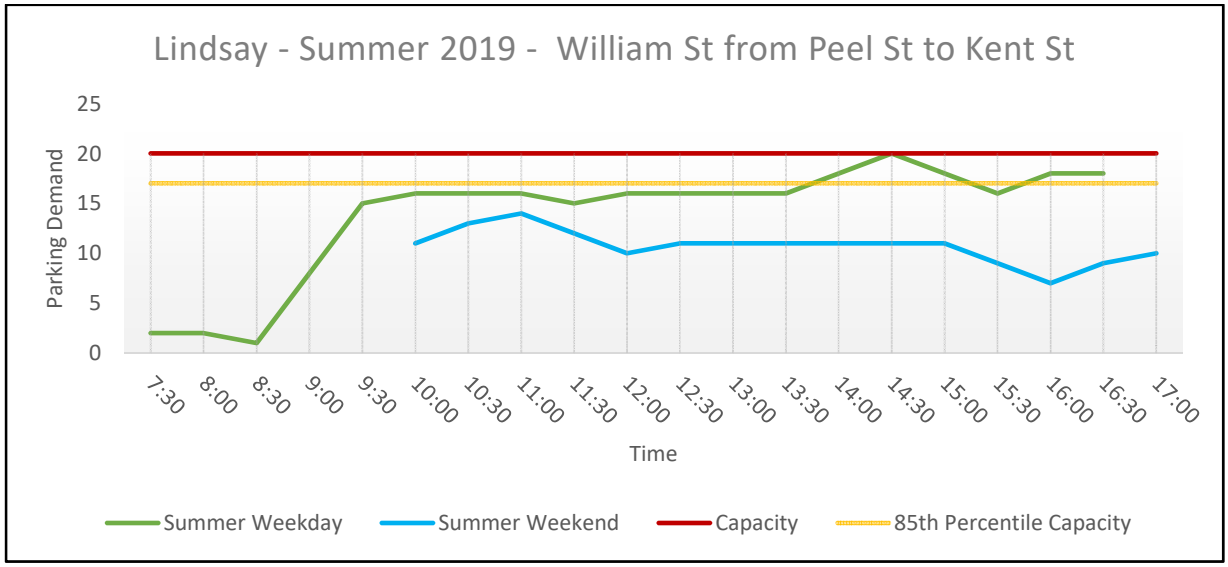

Lindsay - Spring 2019 - Victoria Ave from Peel St to Kent St
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

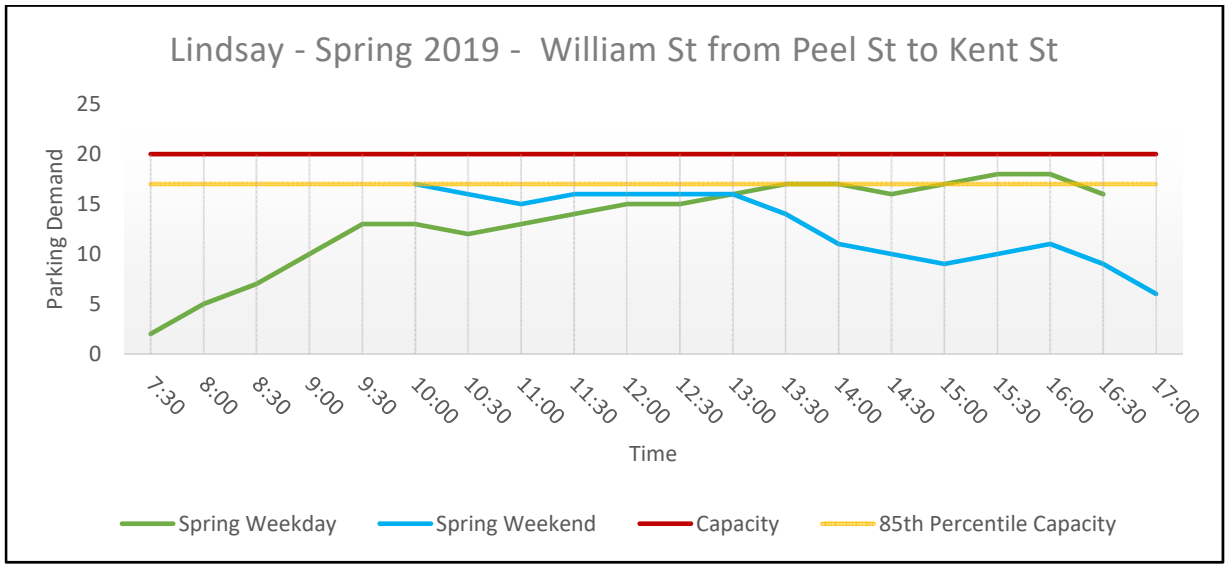

Lindsay - Winter 2018 - William St from Kent St to Russell St
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

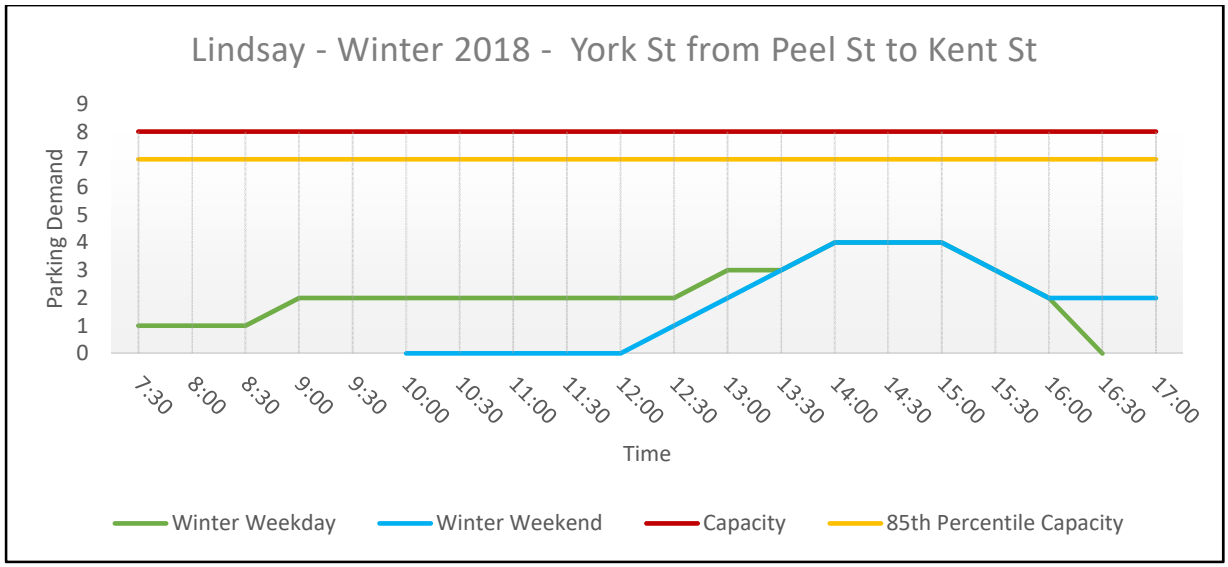

Lindsay - Summer 2019 - William St from Kent St to Russell St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

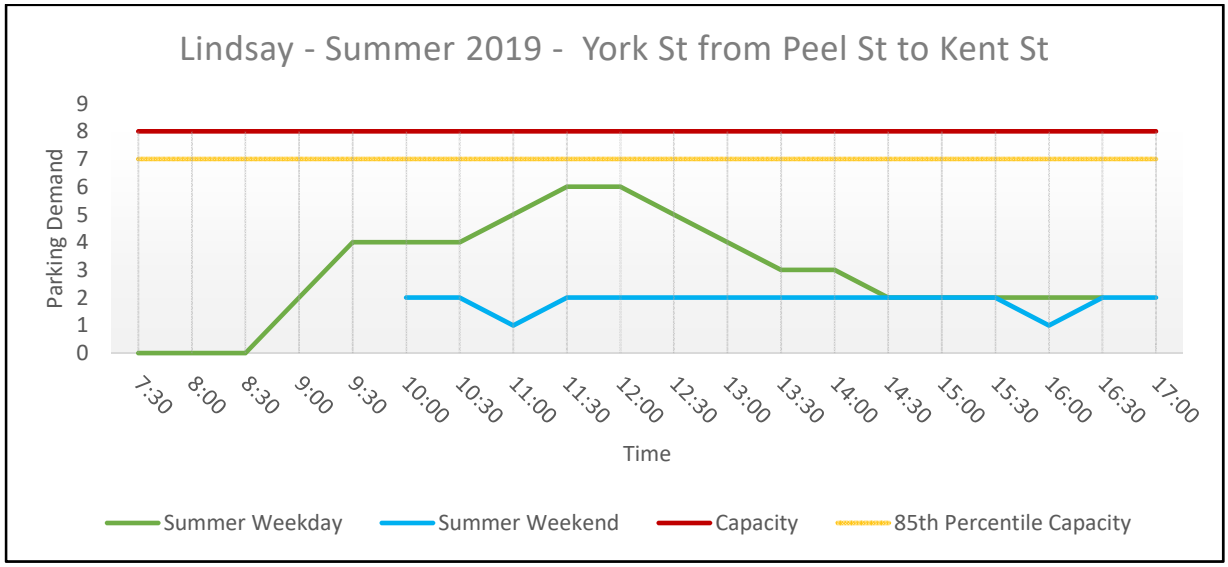

Lindsay - Spring 2019 - William St from Kent St to Russell St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

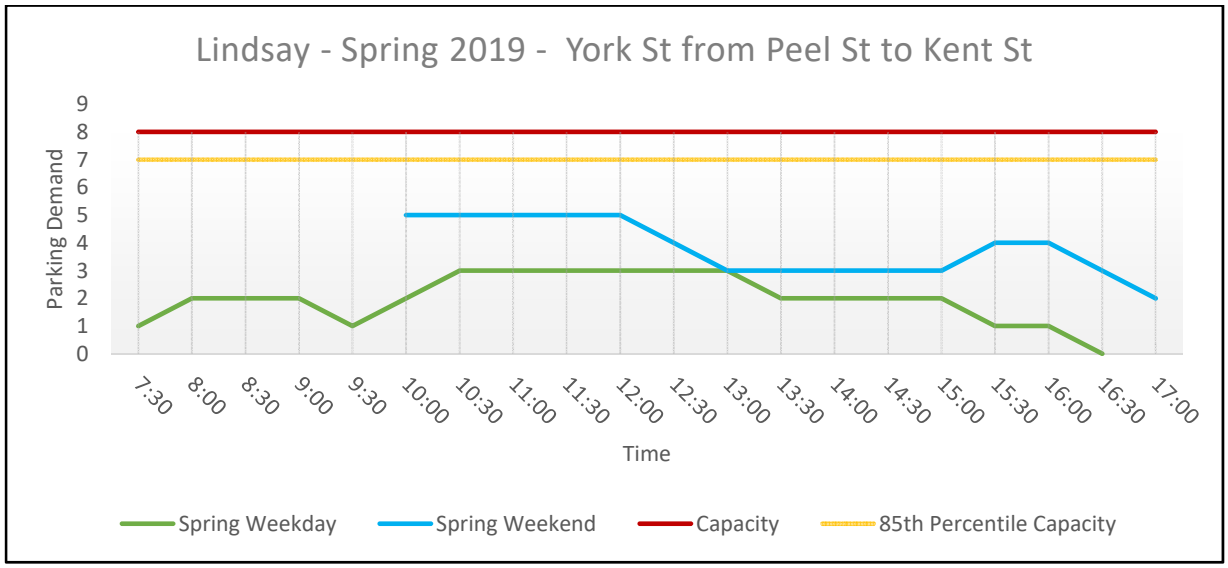

Lindsay - Winter 2018 - William St from Peel St to Kent St
Parking Demand
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity


Lindsay - Summer 2019 - William St from Peel St to Kent St
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity


Lindsay - Spring 2019 - William St from Peel St to Kent St
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

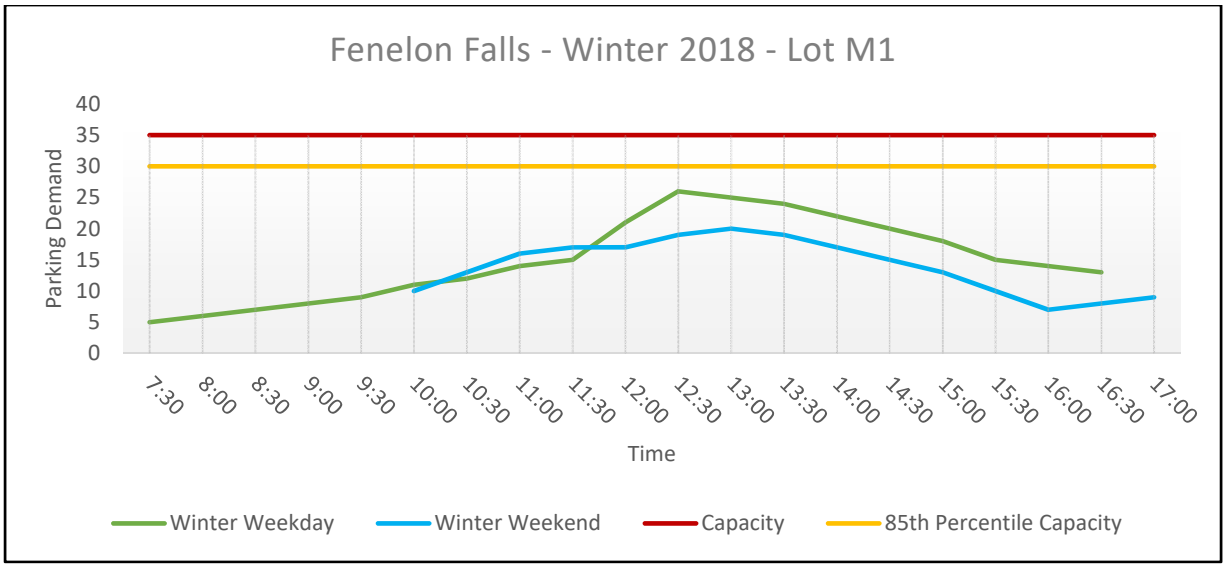

Lindsay - Winter 2018 - York St from Peel St to Kent St
Parking Demand
0
1
2
3
4
5
6
7
8
9
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

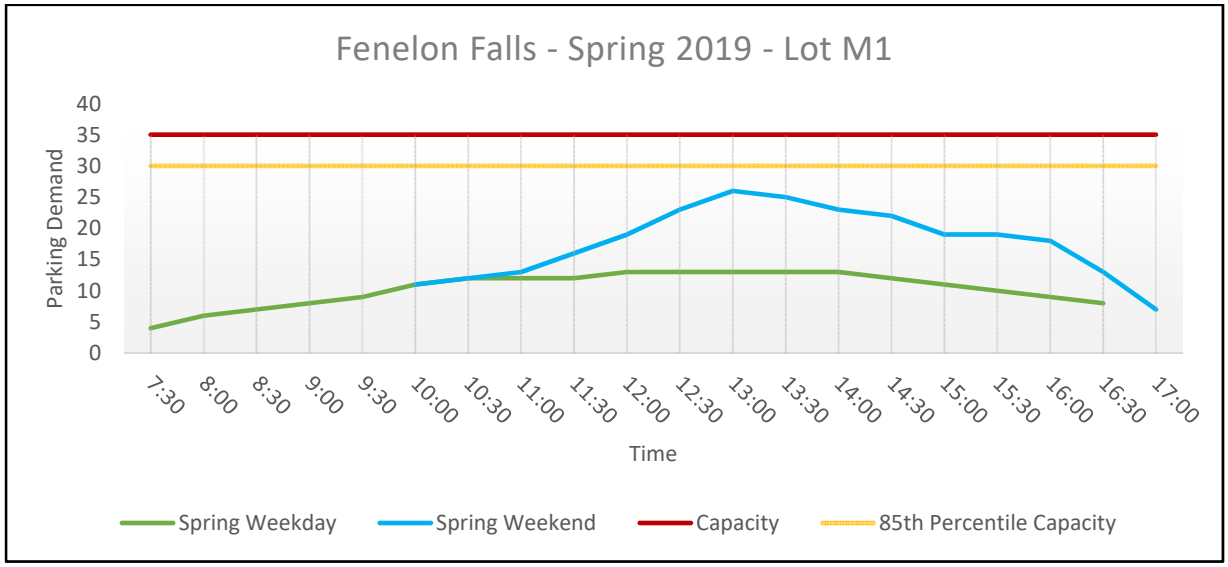

Lindsay - Summer 2019 - York St from Peel St to Kent St
Parking Demand
0
1
2
3
4
5
6
7
8
9
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

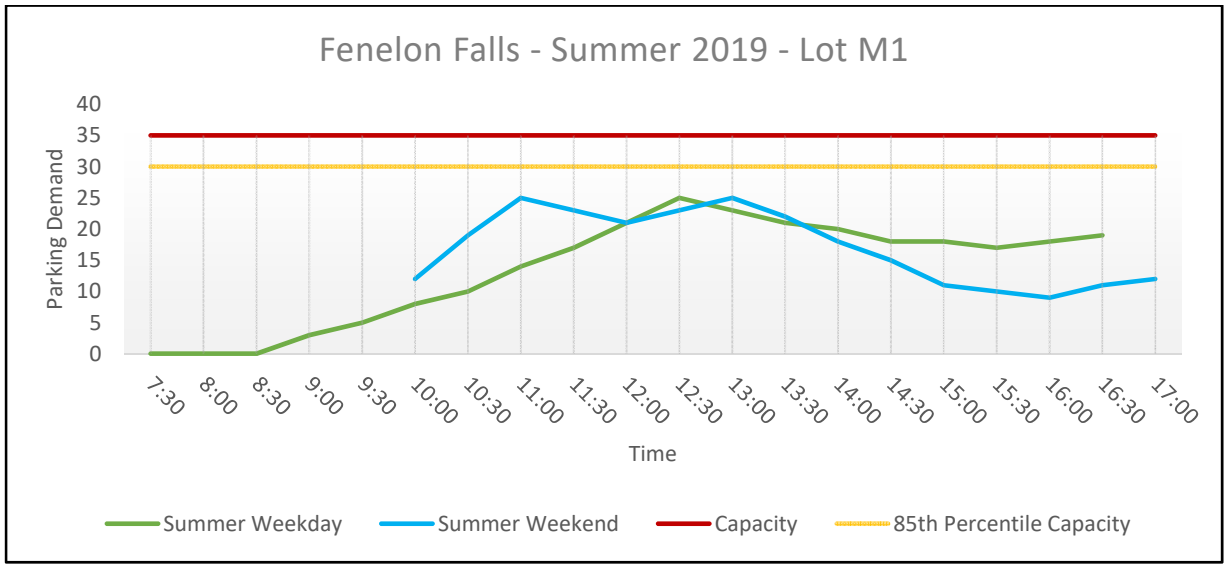

Lindsay - Spring 2019 - York St from Peel St to Kent St
Parking Demand
0
1
2
3
4
5
6
7
8
9
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

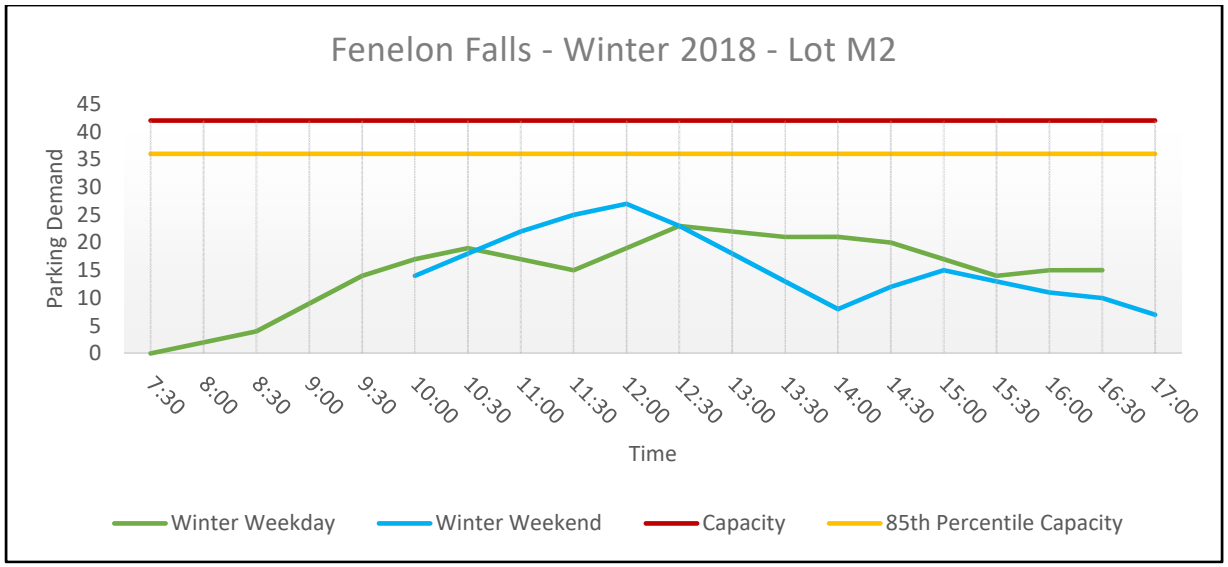
Fenelon Falls Core Area

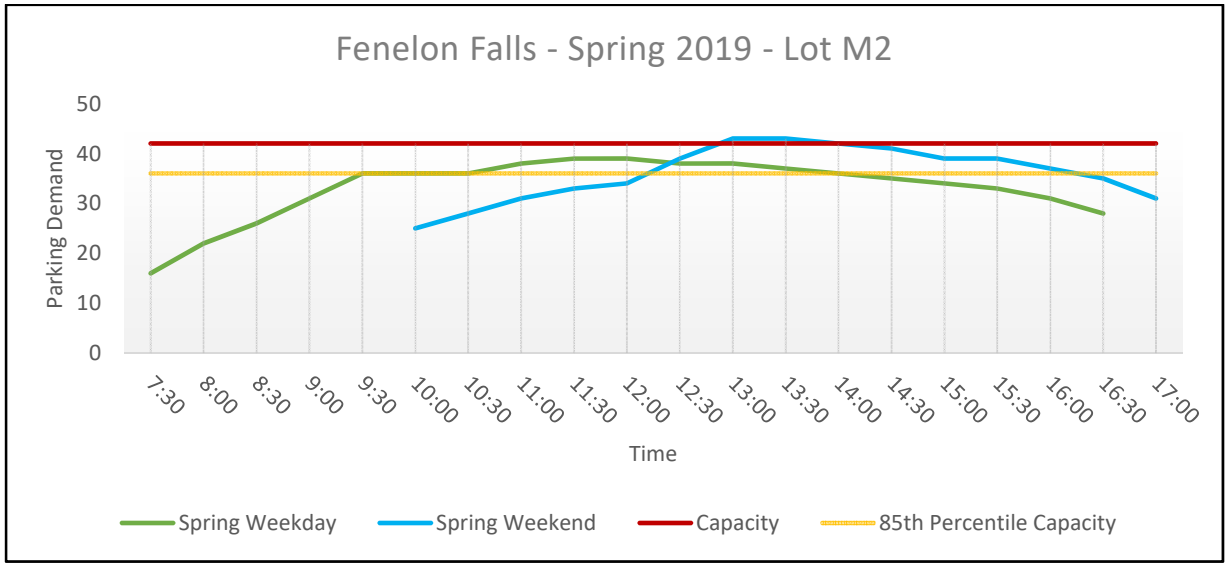
Municipal Off-Street Lots

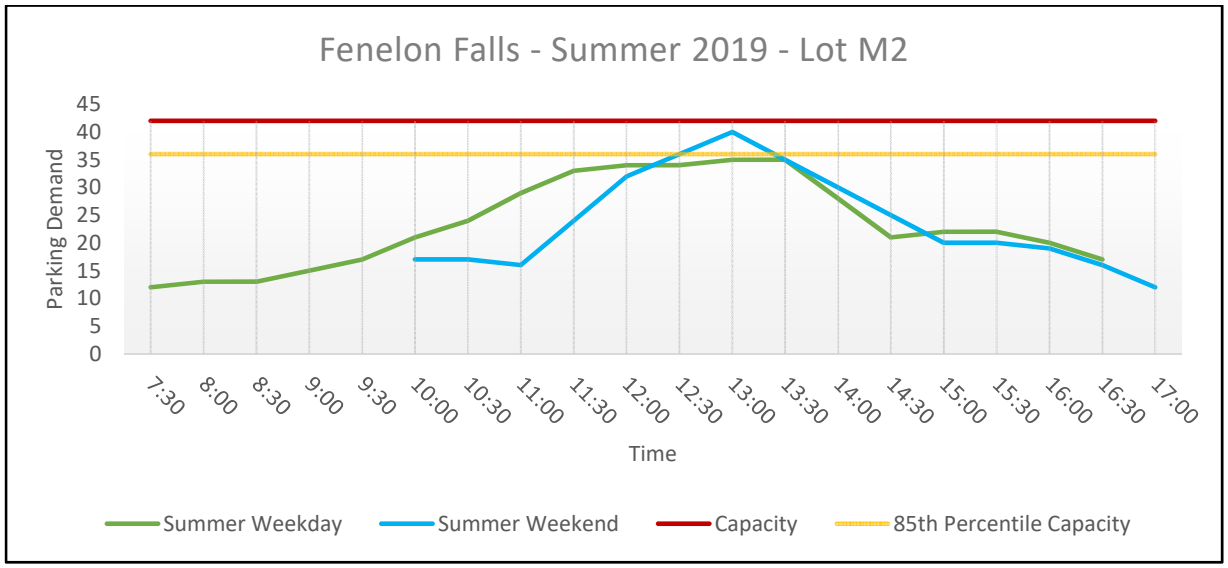

Fenelon Falls - Winter 2018 - Lot M1
Parking Demand
40
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

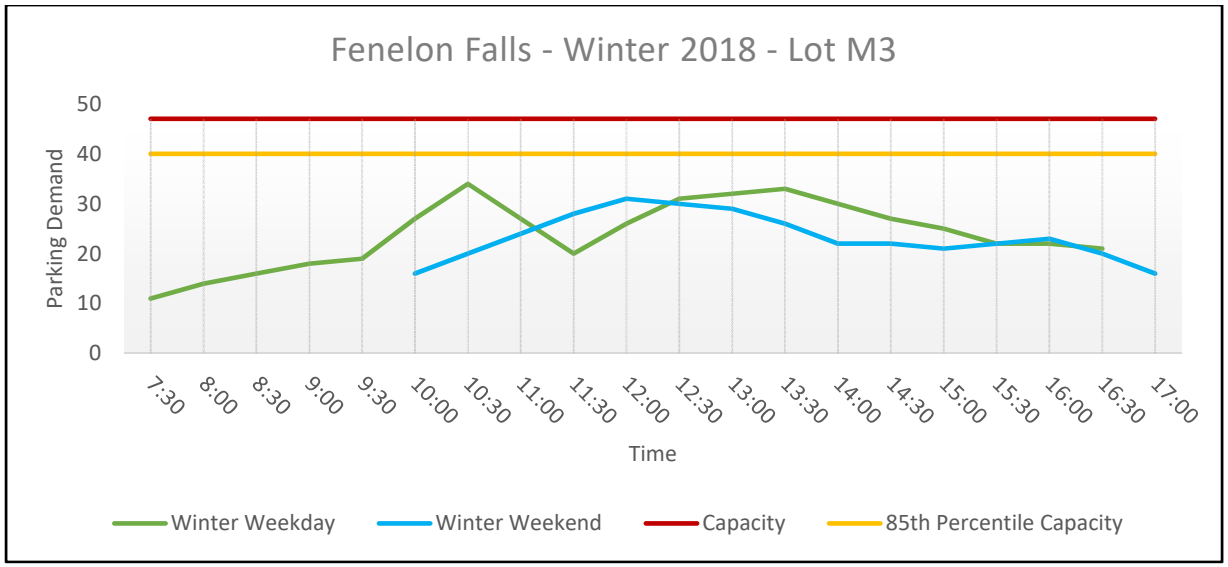

Fenelon Falls - Spring 2019 - Lot M1
Parking Demand
40
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

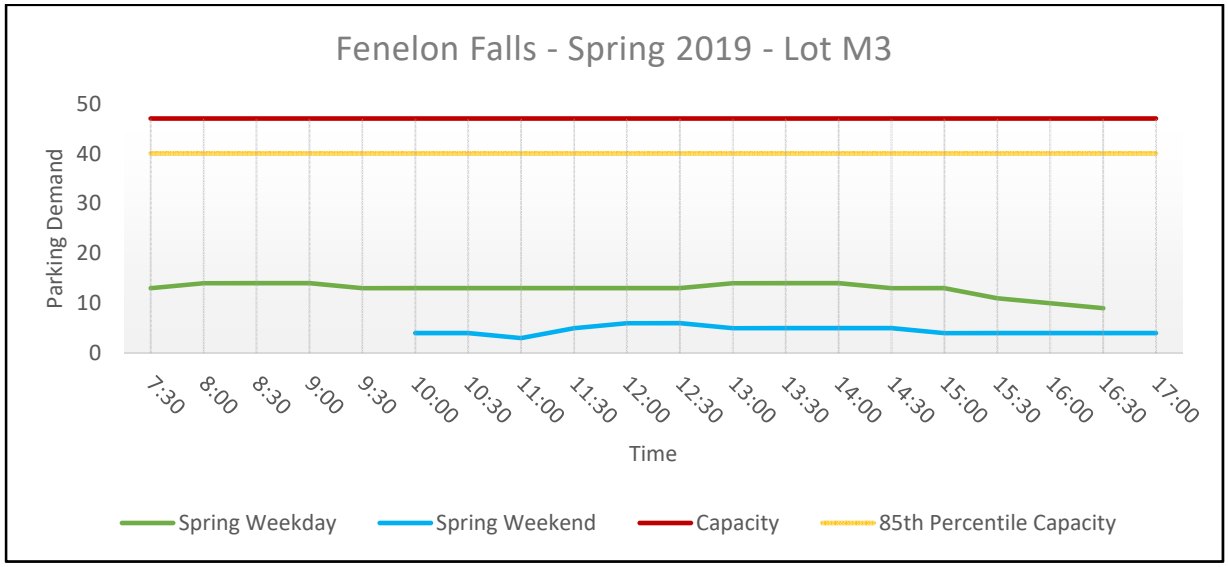

Fenelon Falls - Summer 2019 - Lot M1
Parking Demand
40
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

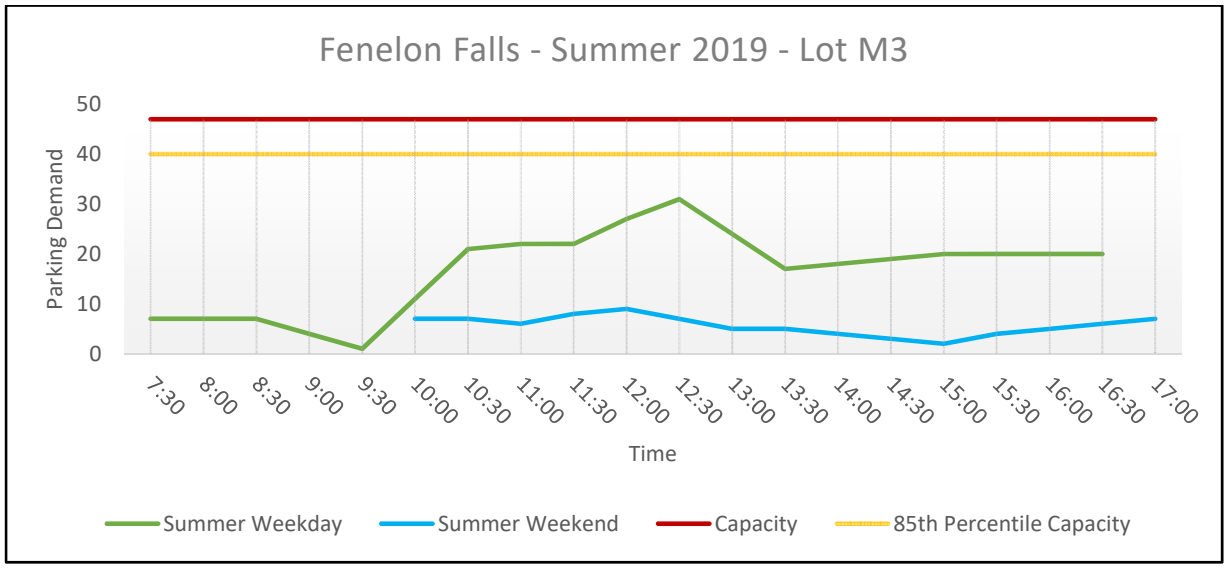

Fenelon Falls - Winter 2018 - Lot M2
Parking Demand
45
40
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

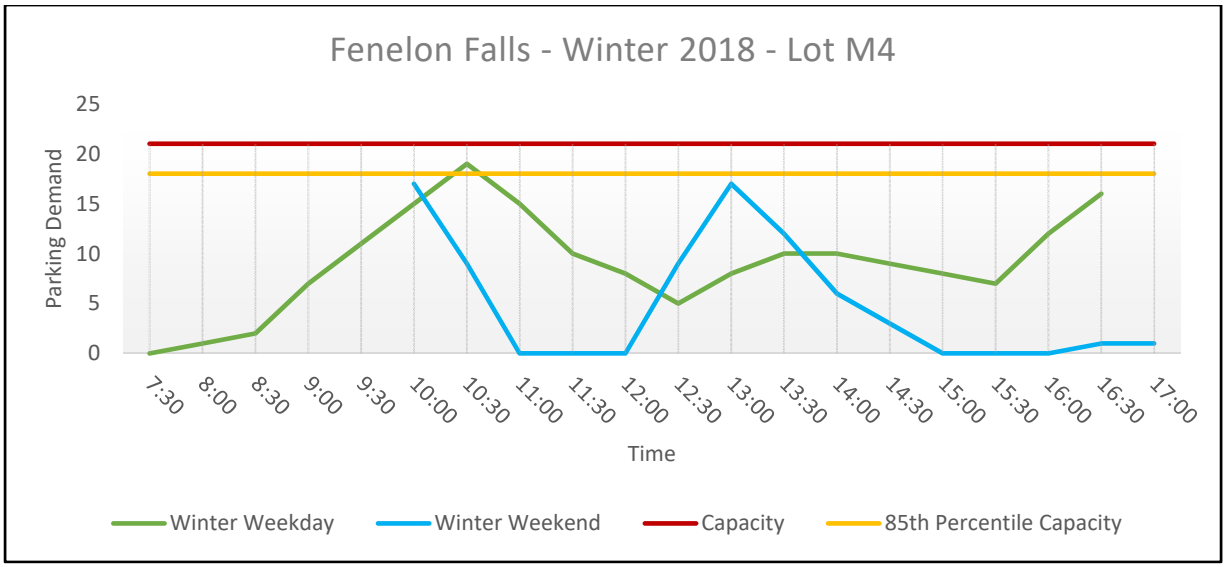

Fenelon Falls - Spring 2019 - Lot M2
Parking Demand
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

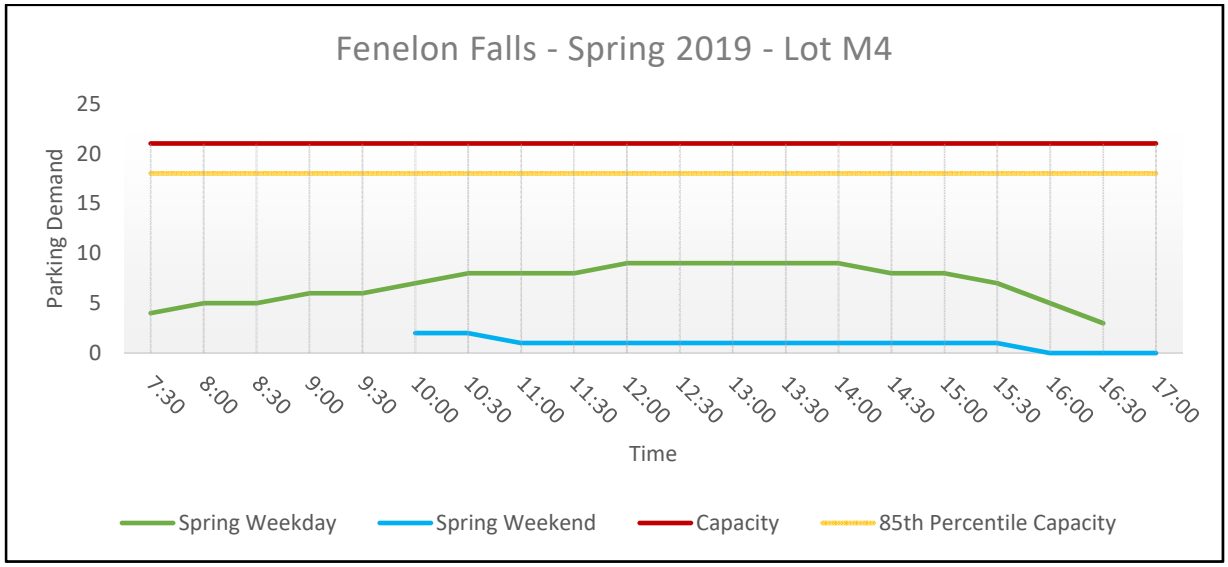

Fenelon Falls - Summer 2019 - Lot M2
Parking Demand
45
40
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

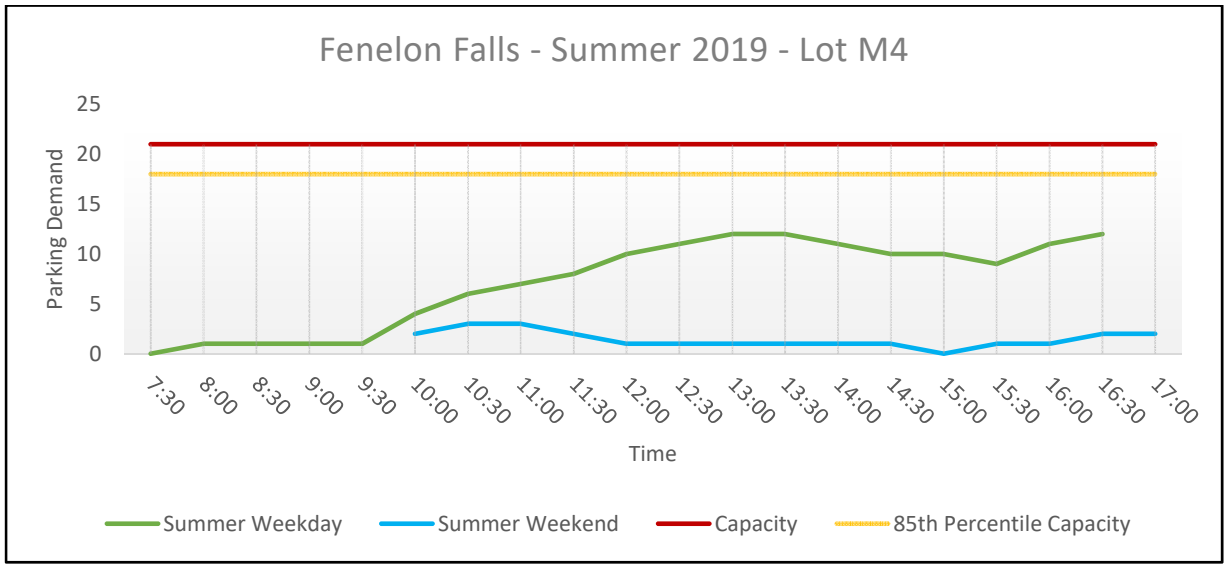

Fenelon Falls - Winter 2018 - Lot M3
Parking Demand
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

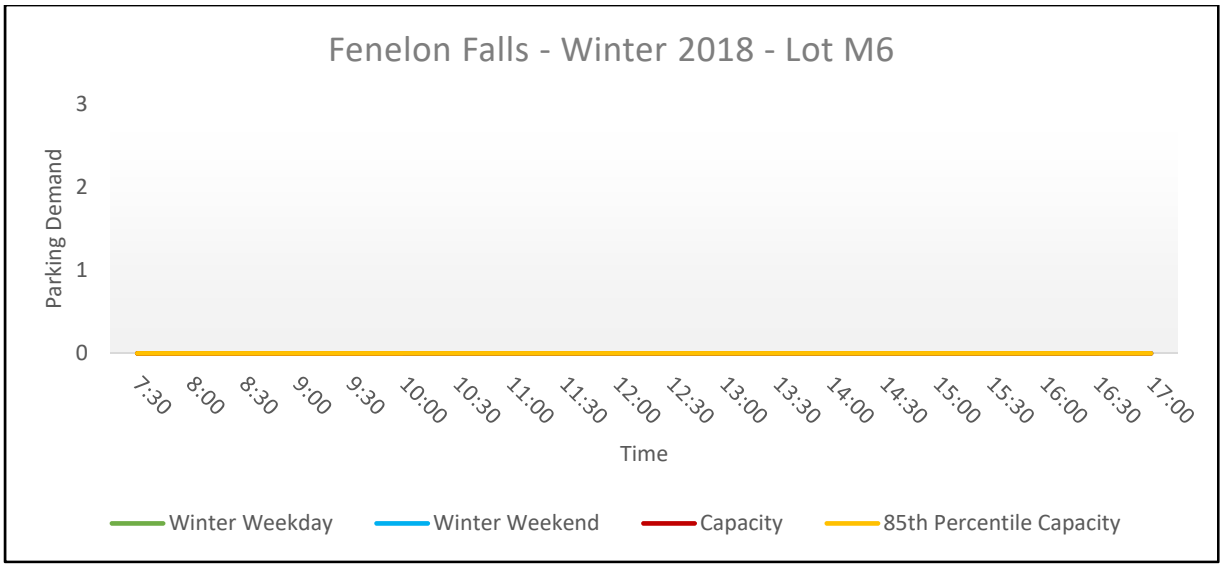

Fenelon Falls - Spring 2019 - Lot M3
Parking Demand
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

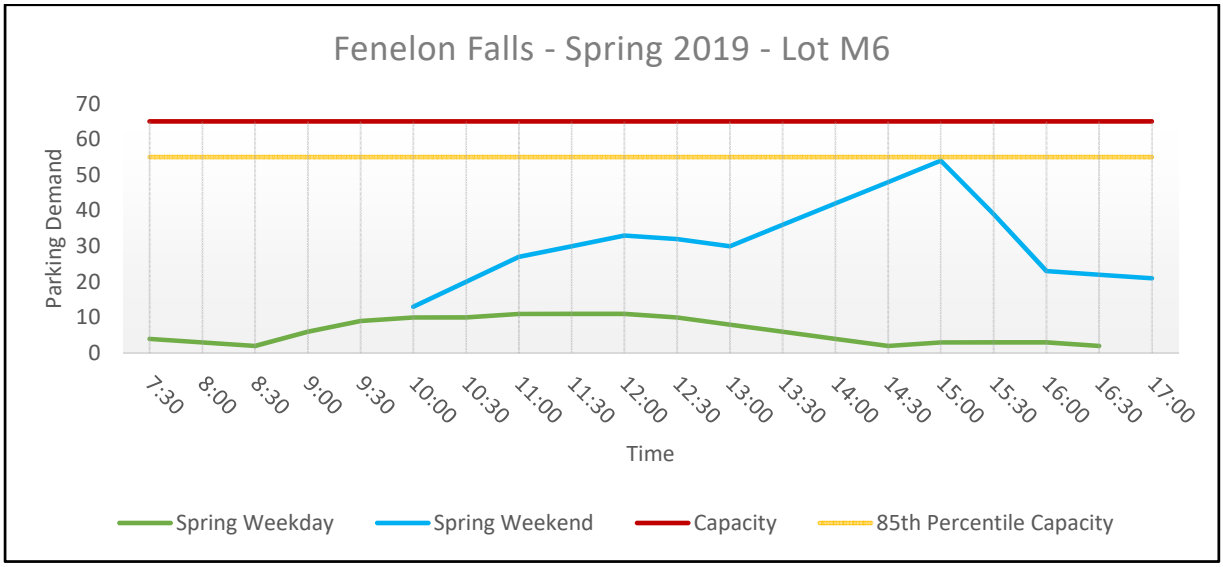

Fenelon Falls - Summer 2019 - Lot M3
Parking Demand
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

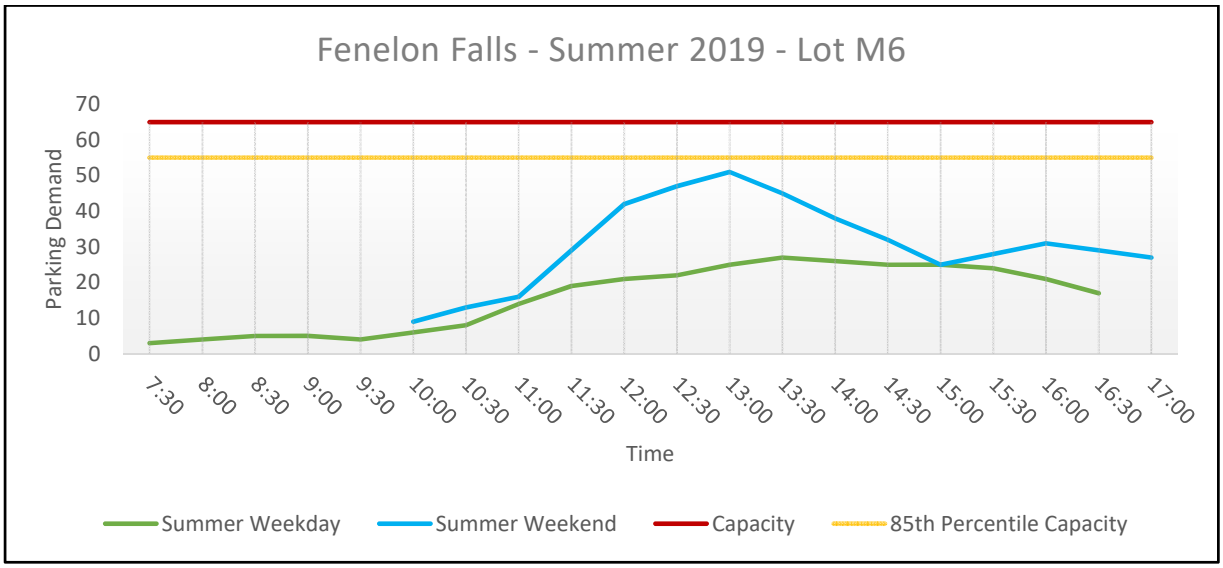

Fenelon Falls - Winter 2018 - Lot M4
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

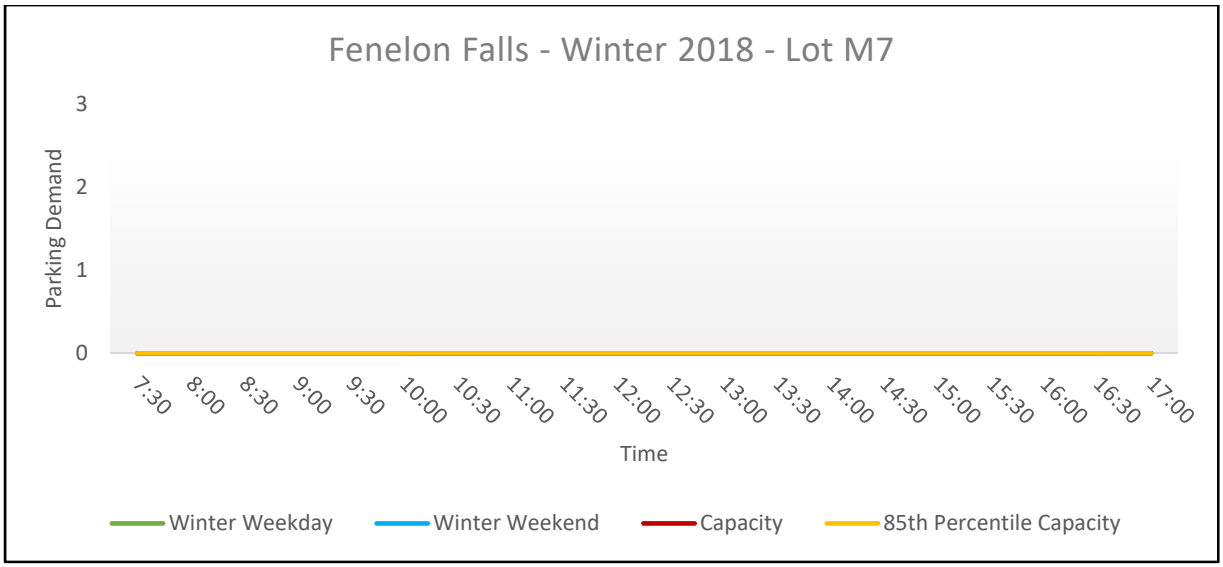

Fenelon Falls - Spring 2019 - Lot M4
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

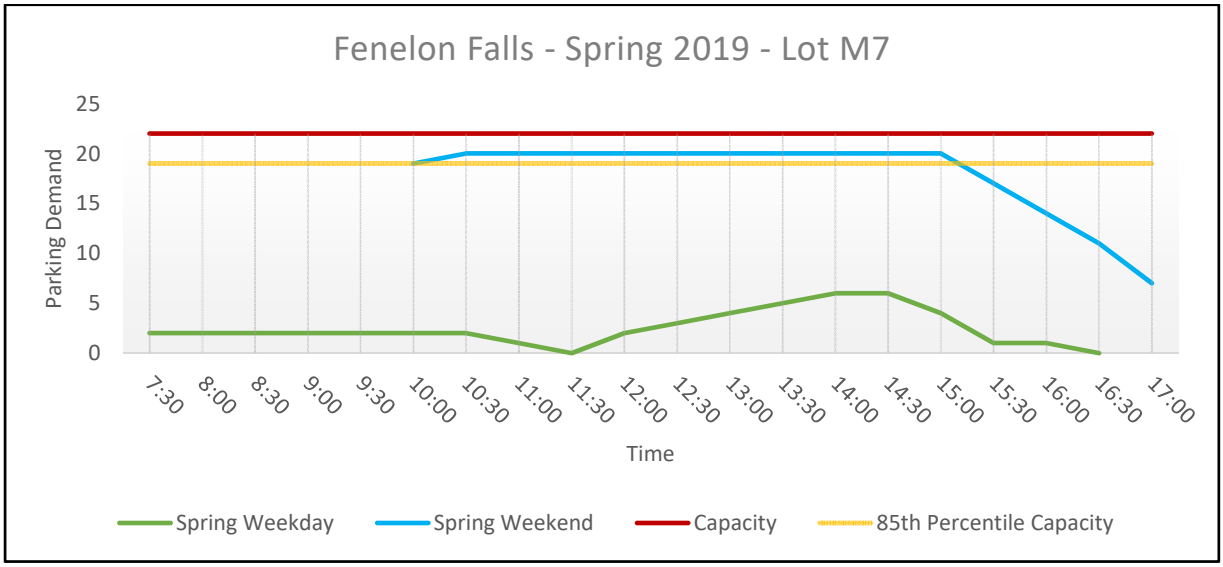

Fenelon Falls - Summer 2019 - Lot M4
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

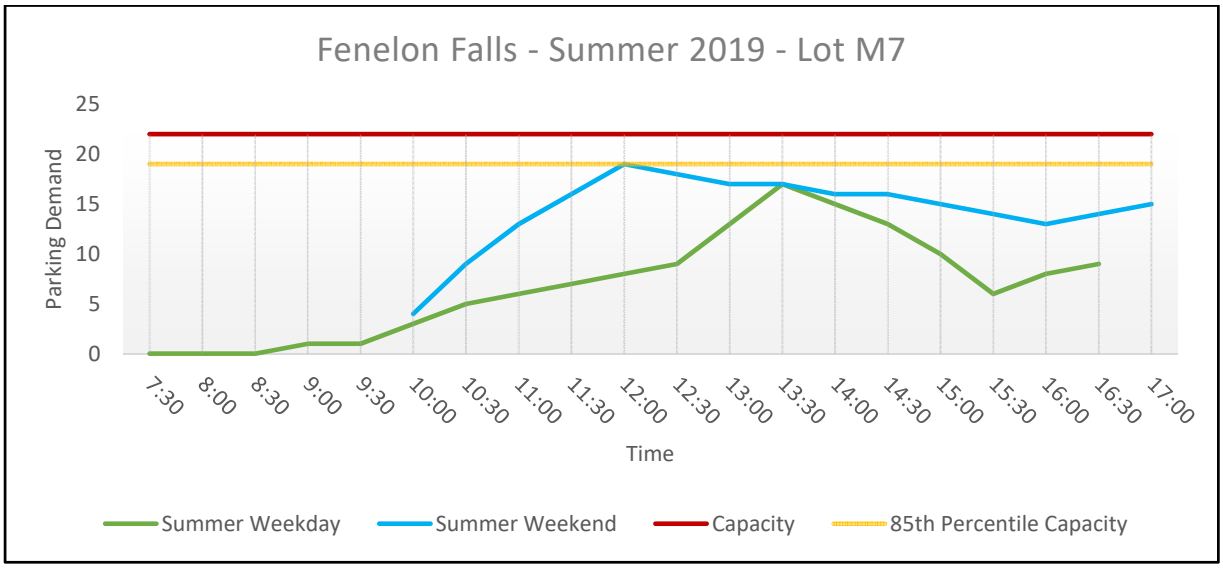

Fenelon Falls - Winter 2018 - Lot M6
Parking Demand
0
1
2
3
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

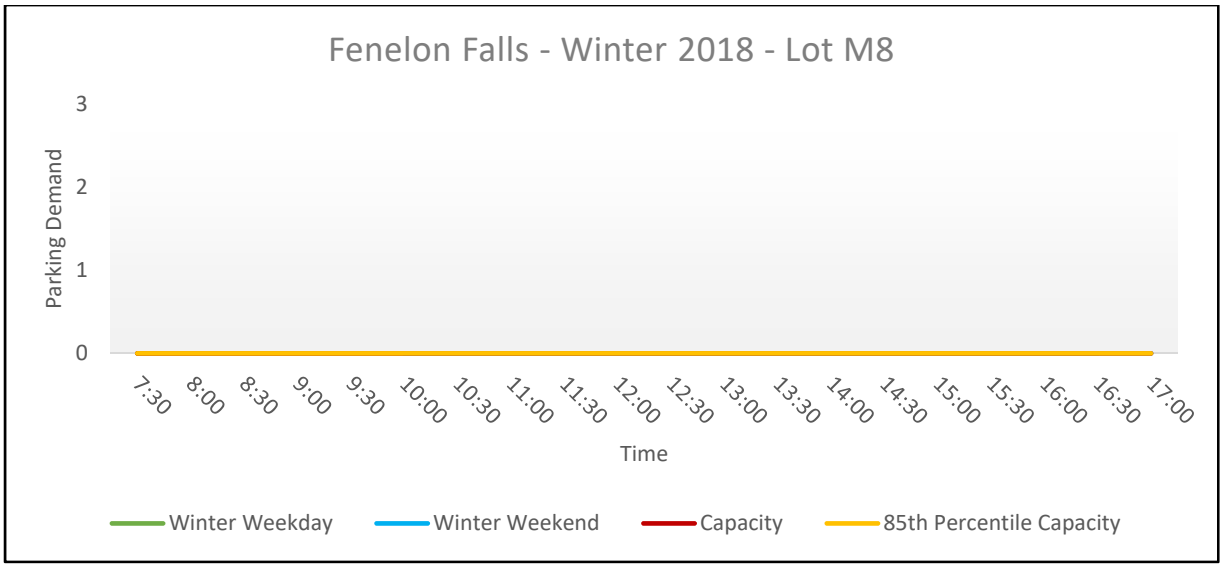

Fenelon Falls - Spring 2019 - Lot M6
Parking Demand
0
10
20
30
40
50
60
70
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

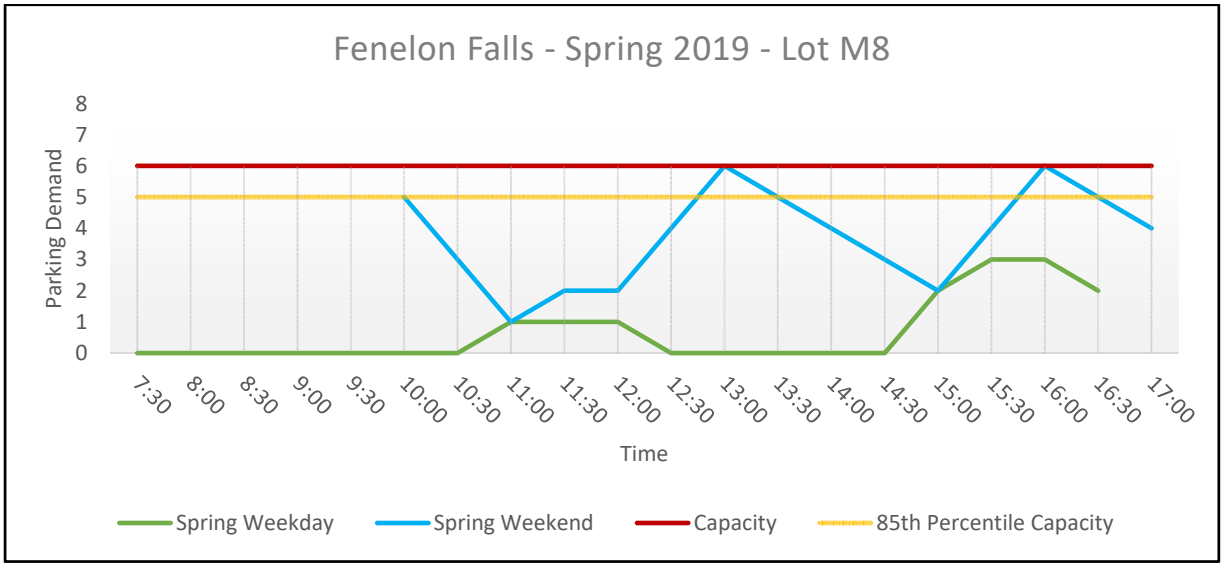

Fenelon Falls - Summer 2019 - Lot M6
Parking Demand
0
10
20
30
40
50
60
70
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

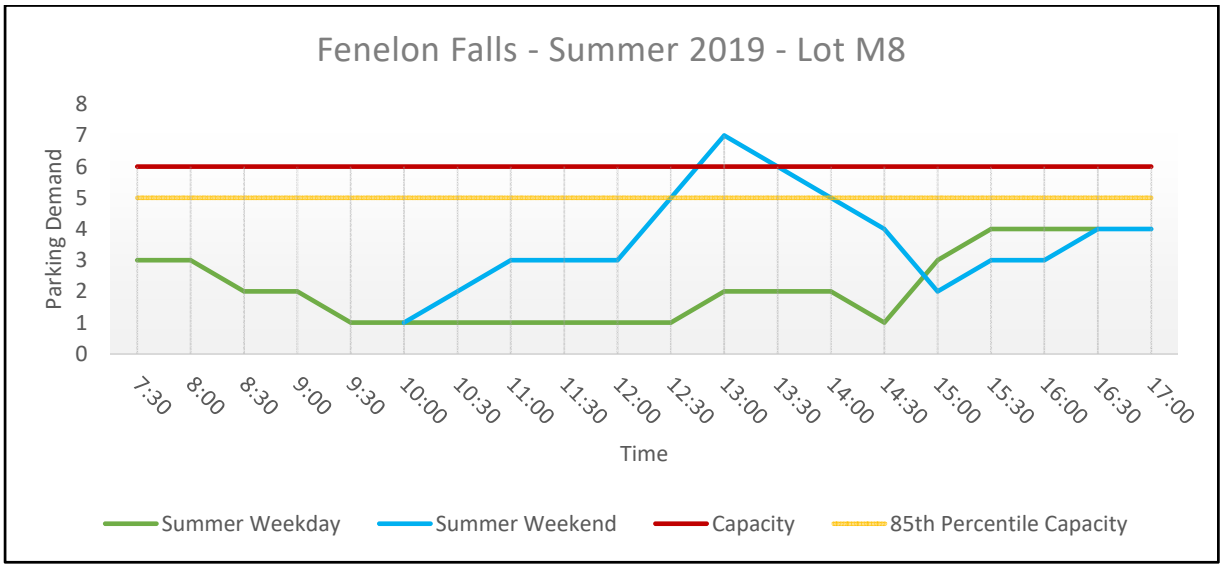

Fenelon Falls - Winter 2018 - Lot M7
Parking Demand
0
1
2
3
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity


Fenelon Falls - Spring 2019 - Lot M7
Parking Demand
0
5
10
15
20
25
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity


Fenelon Falls - Summer 2019 - Lot M7
Parking Demand
0
5
10
15
20
25
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

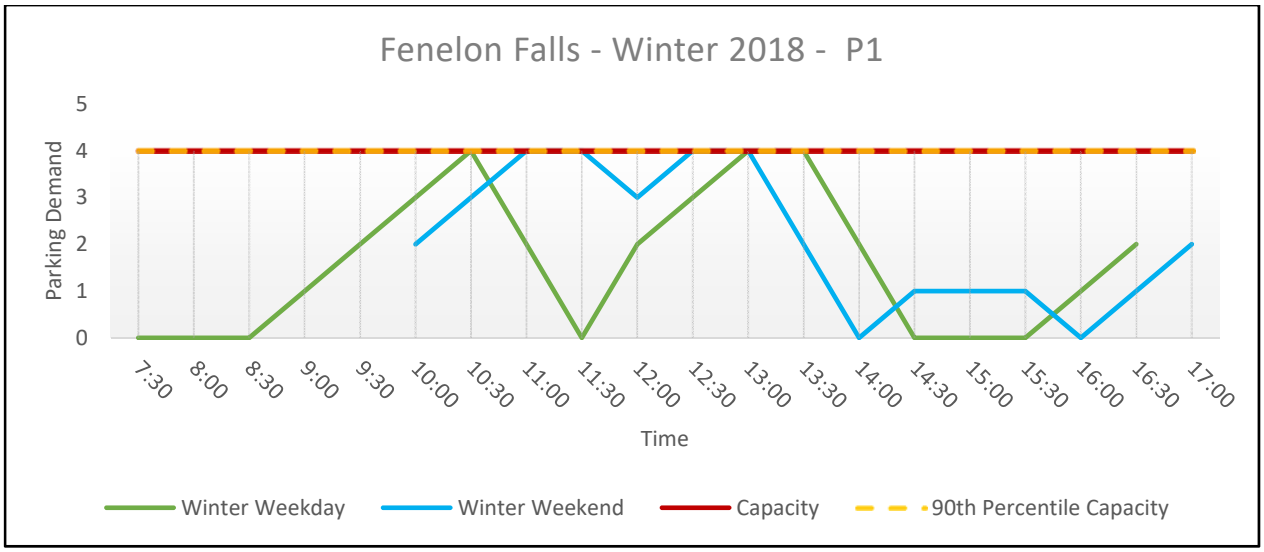

Fenelon Falls - Winter 2018 - Lot M8
Parking Demand
0
1
2
3
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

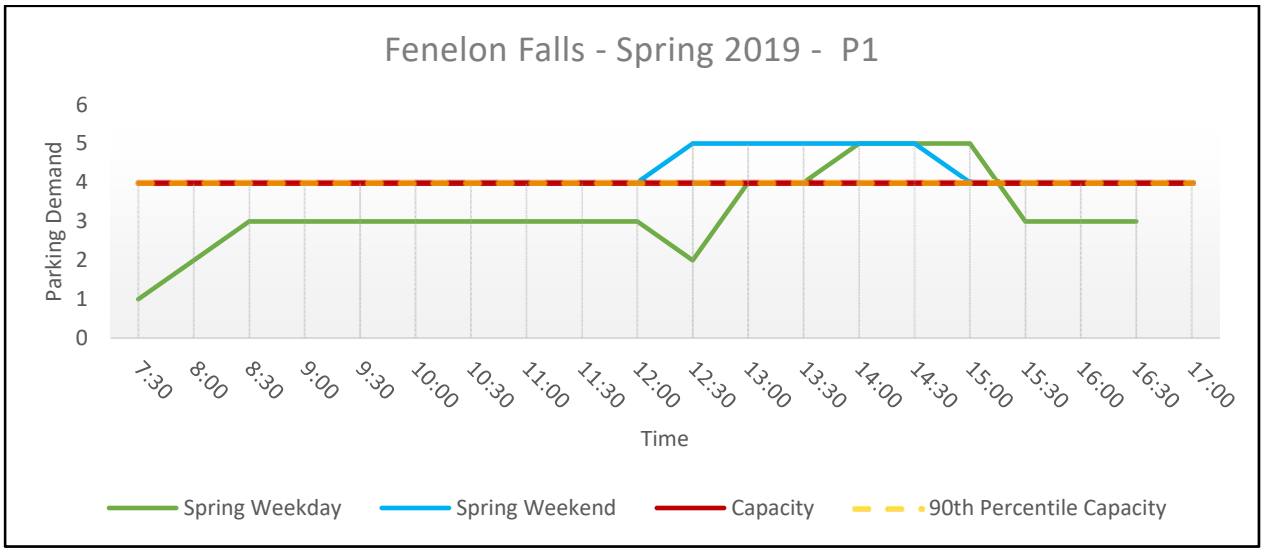

Fenelon Falls - Spring 2019 - Lot M8
Parking Demand
0
1
2
3
4
5
6
7
8
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

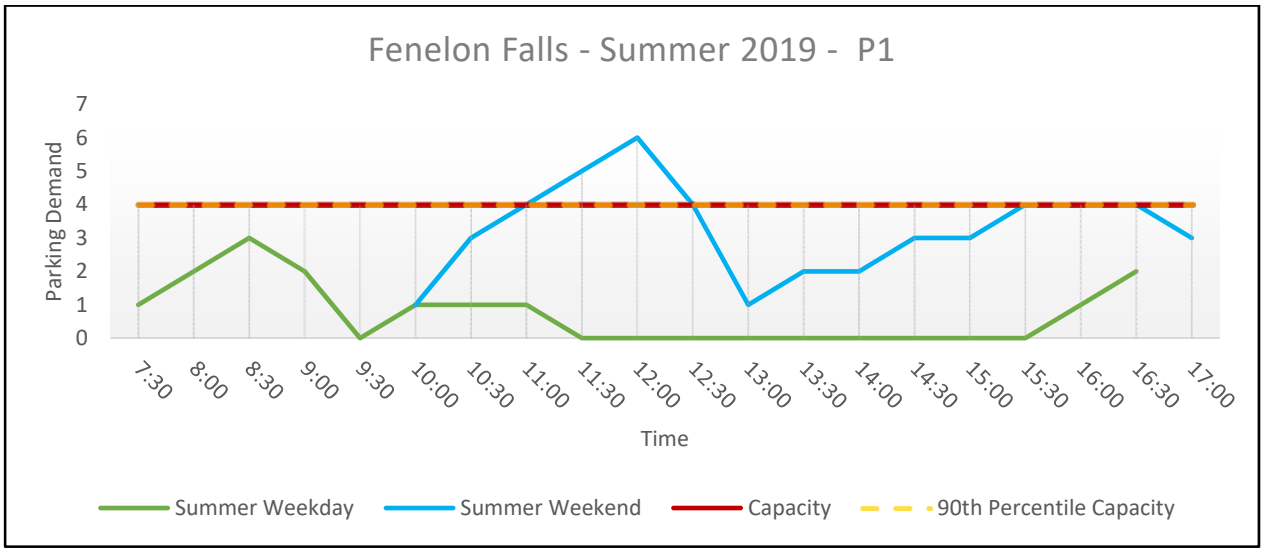

Fenelon Falls - Summer 2019 - Lot M8
Parking Demand
0
1
2
3
4
5
6
7
8
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

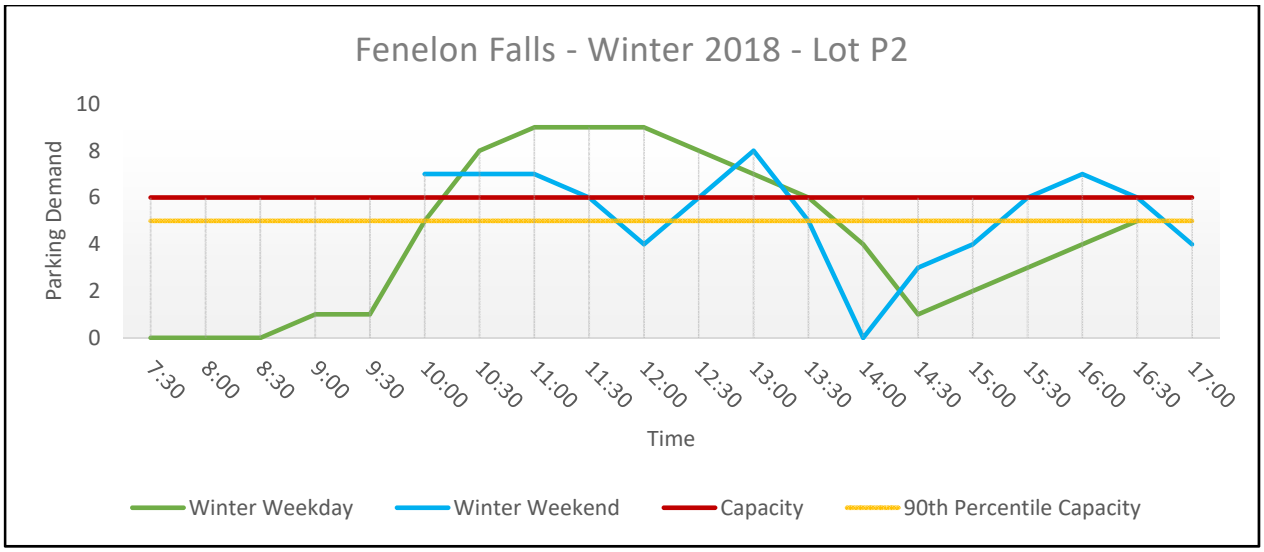
Fenelon Falls Core Area

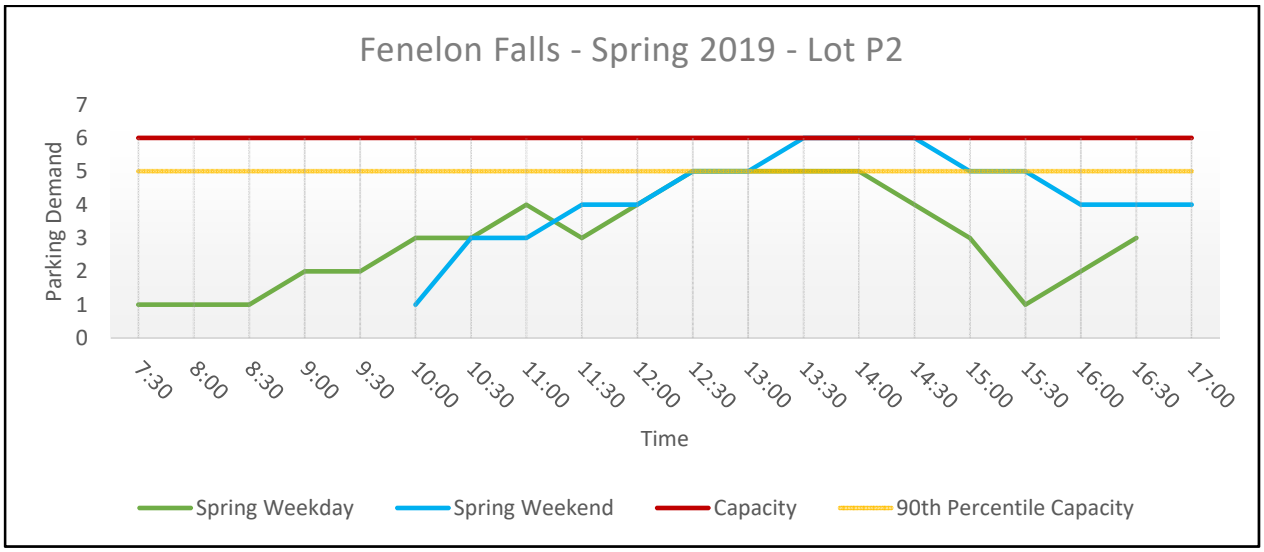
Private Off-Street Lots

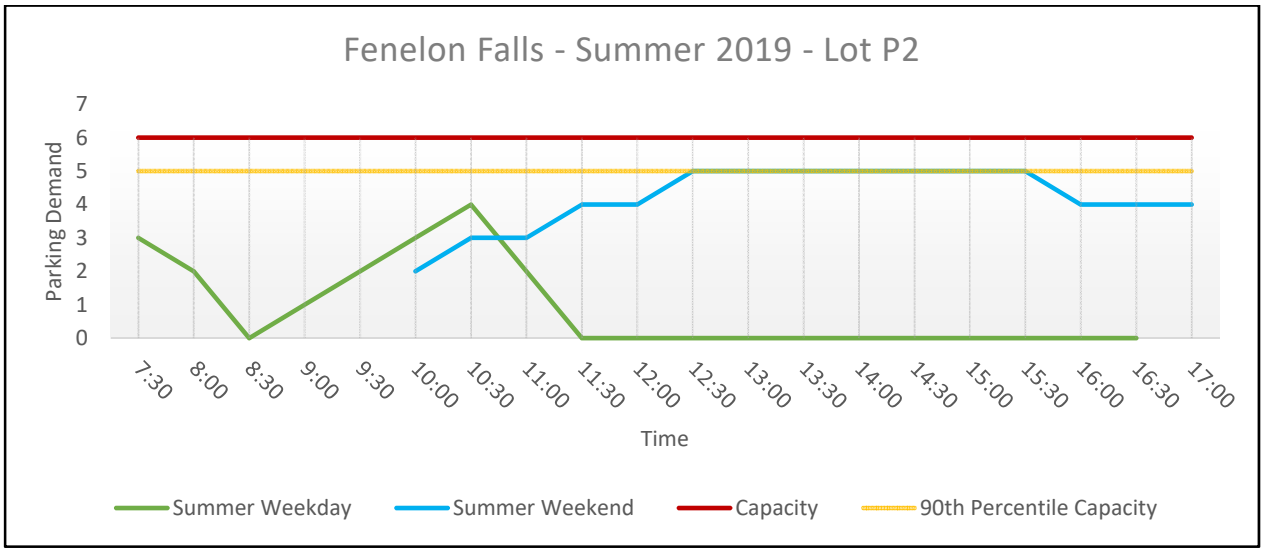

Fenelon Falls - Winter 2018 - P1
Parking Demand
0
1
2
3
4
5
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
90th Percentile Capacity

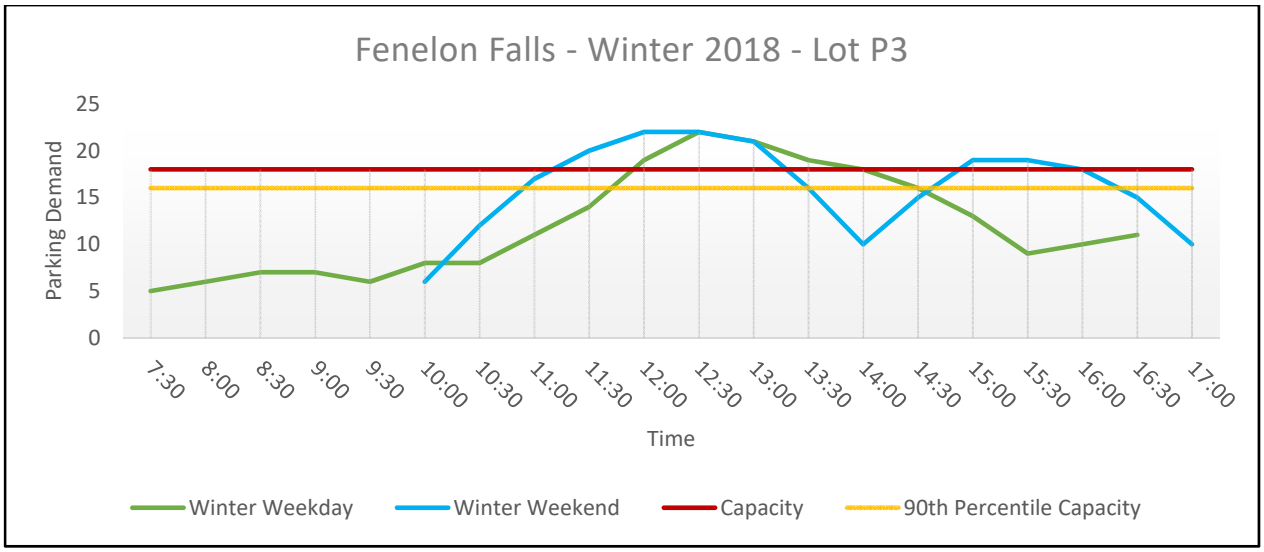

Fenelon Falls - Spring 2019 - P1
Parking Demand
0
1
2
3
4
5
6
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
90th Percentile Capacity

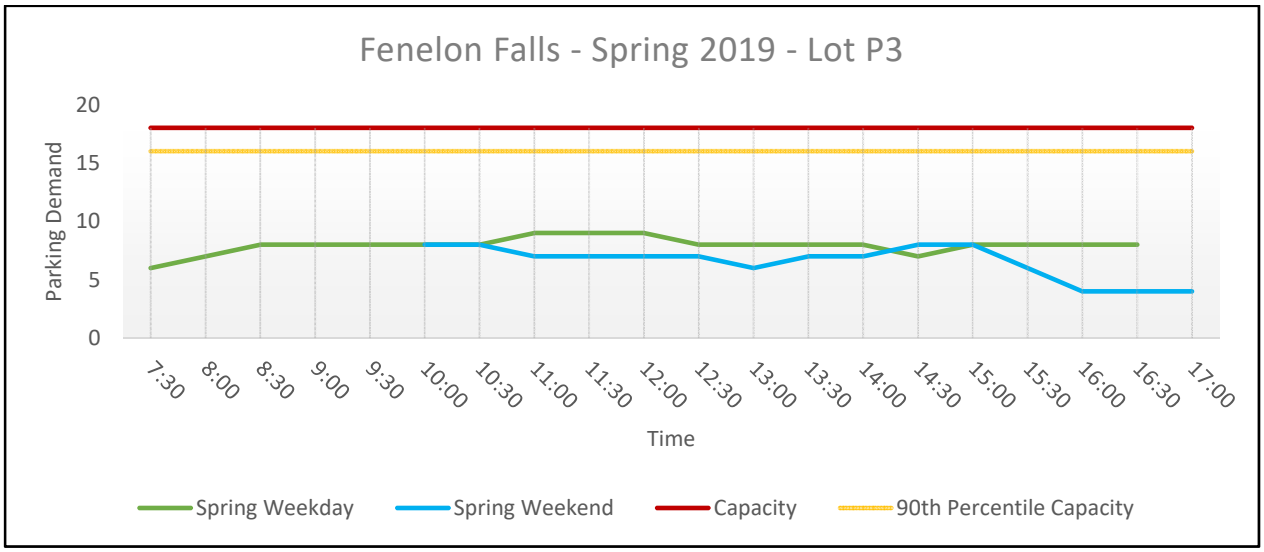

Fenelon Falls - Summer 2019 - P1
Parking Demand
0
1
2
3
4
5
6
7
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
90th Percentile Capacity

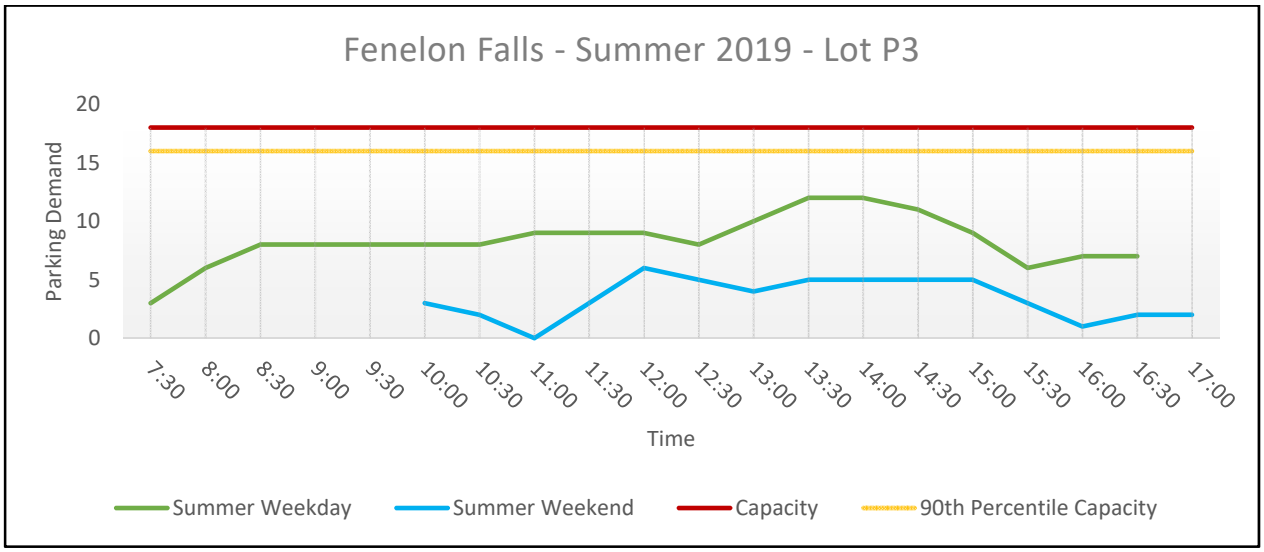

Fenelon Falls - Winter 2018 - Lot P2
Parking Demand
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
90th Percentile Capacity

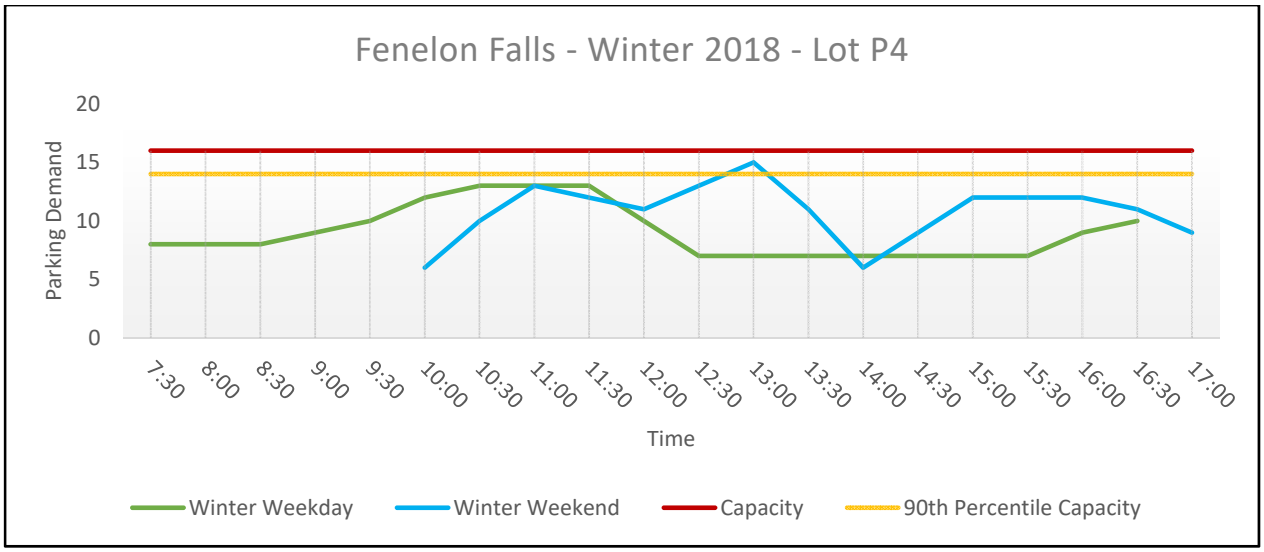

Fenelon Falls - Spring 2019 - Lot P2
Parking Demand
7
6
5
4
3
2
1
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
90th Percentile Capacity

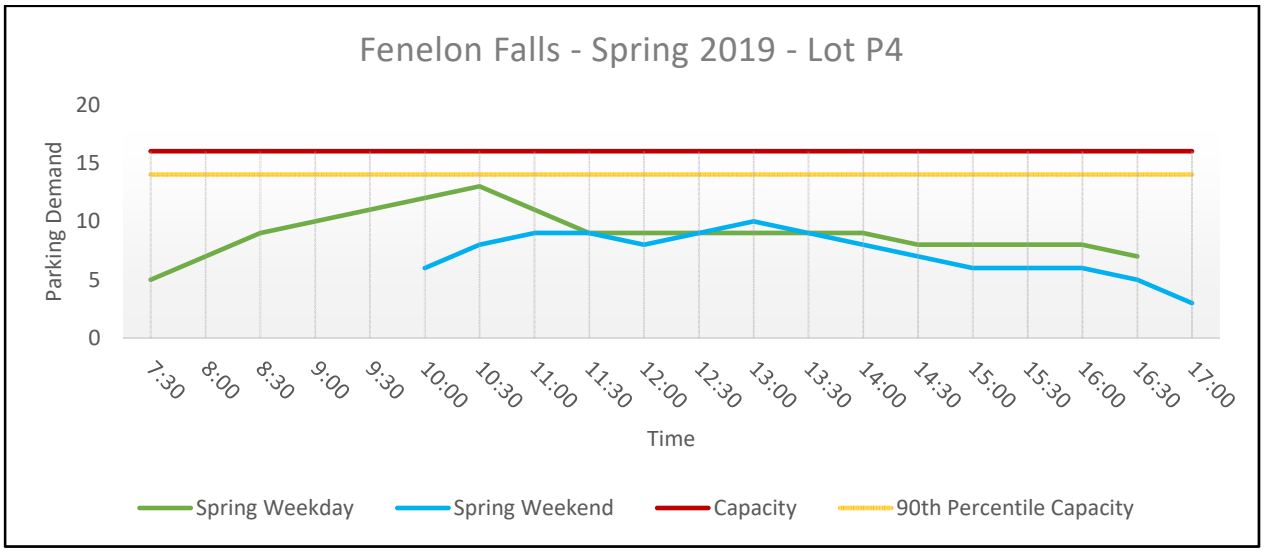

Fenelon Falls - Summer 2019 - Lot P2
Parking Demand
7
6
5
4
3
2
1
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
90th Percentile Capacity

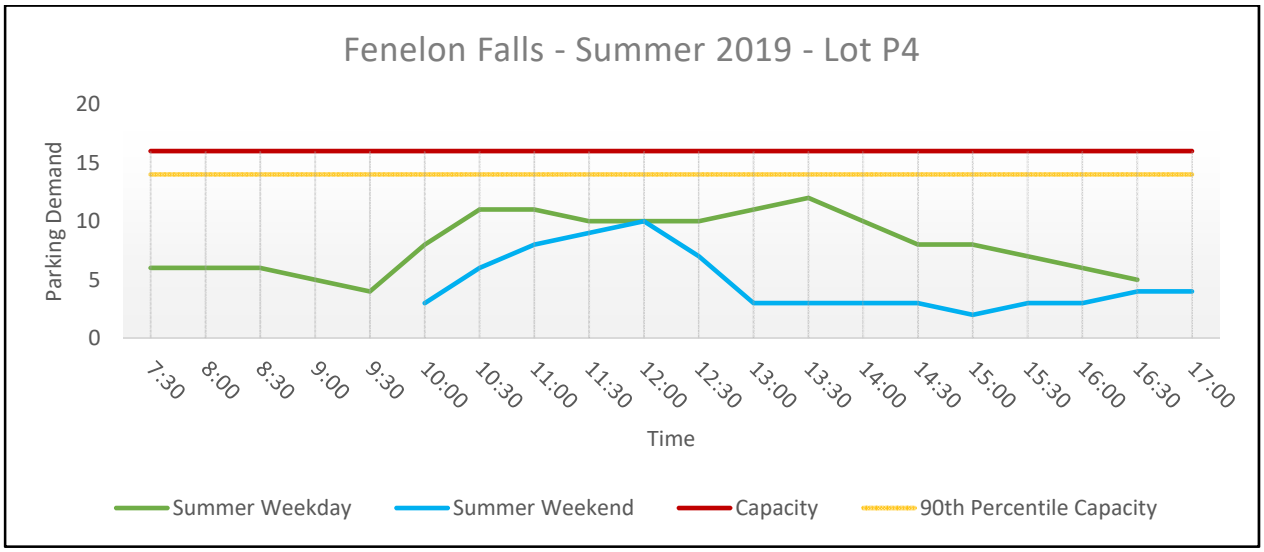

Fenelon Falls - Winter 2018 - Lot P3
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
90th Percentile Capacity

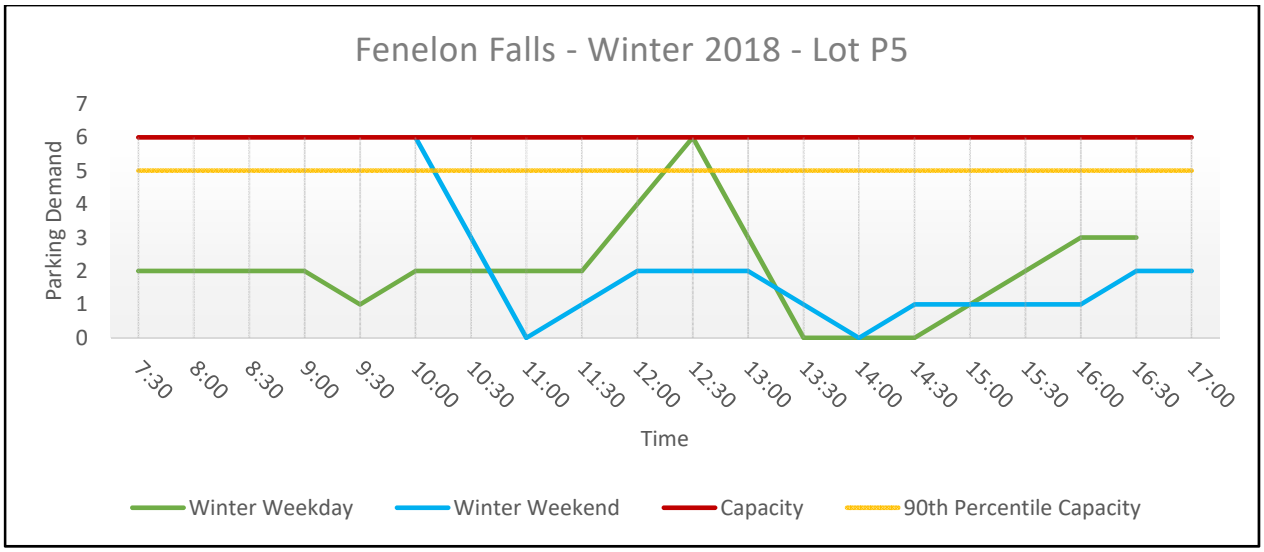

Fenelon Falls - Spring 2019 - Lot P3
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
90th Percentile Capacity

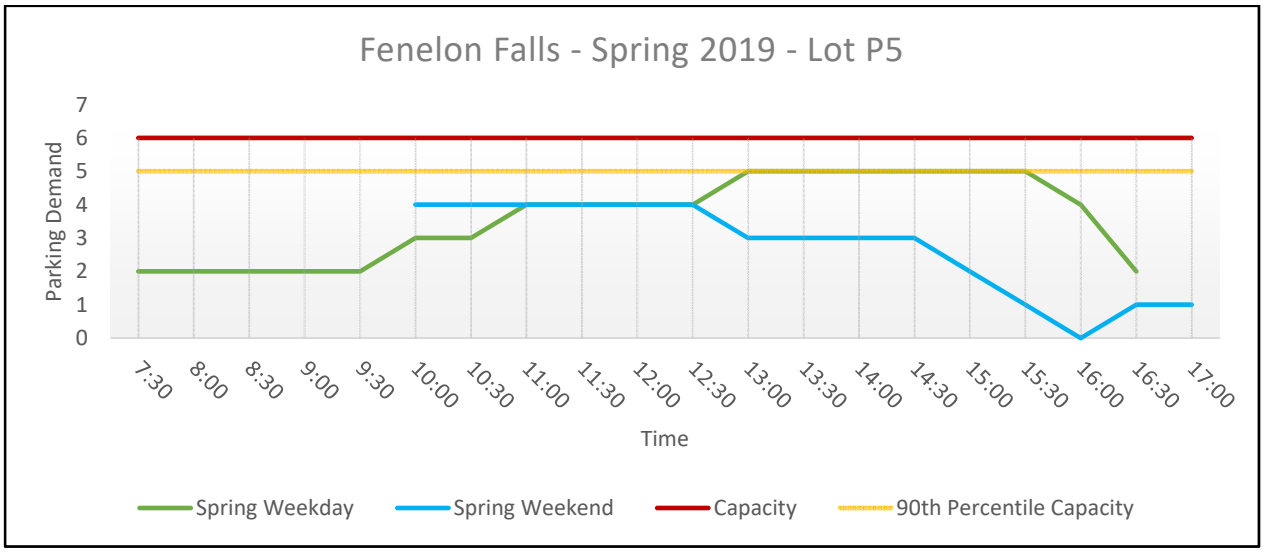

Fenelon Falls - Summer 2019 - Lot P3
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
90th Percentile Capacity

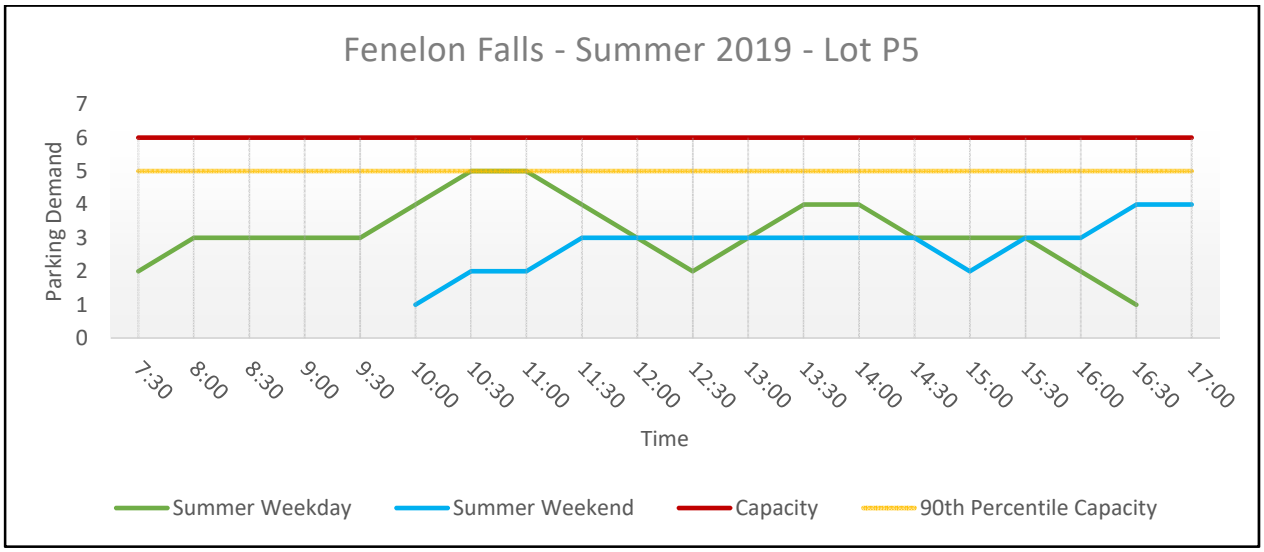

Fenelon Falls - Winter 2018 - Lot P4
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
90th Percentile Capacity

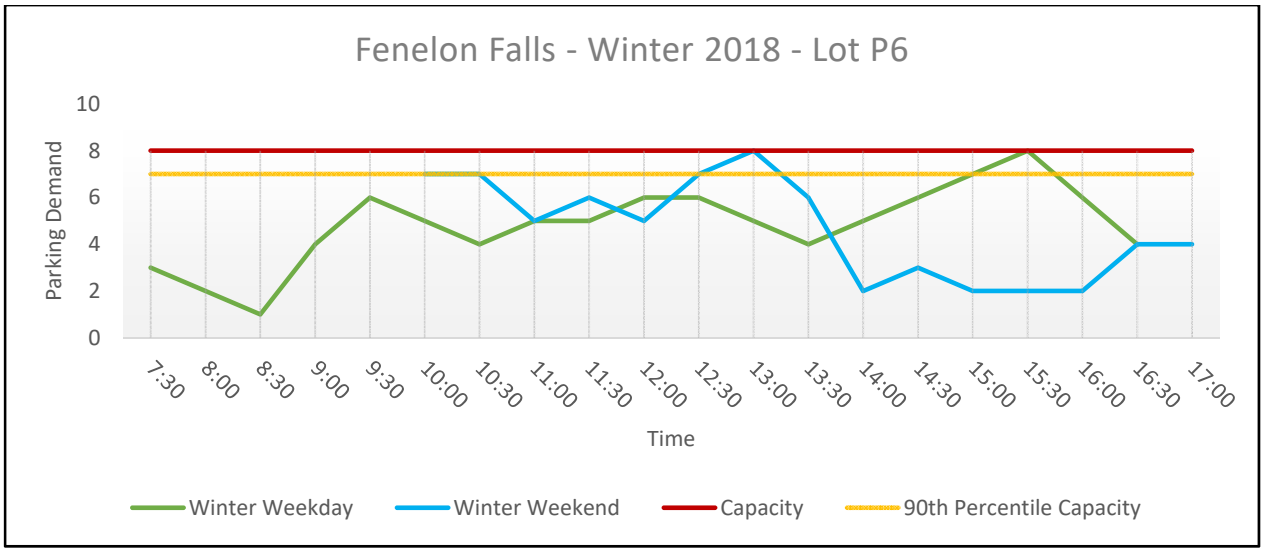

Fenelon Falls - Spring 2019 - Lot P4
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
90th Percentile Capacity

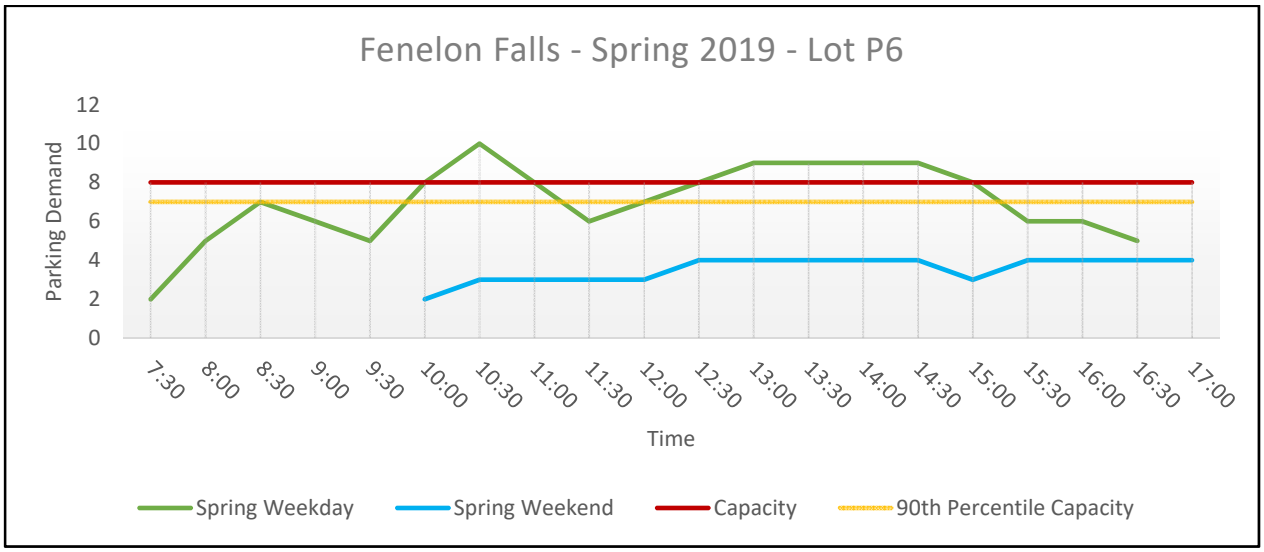

Fenelon Falls - Summer 2019 - Lot P4
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
90th Percentile Capacity

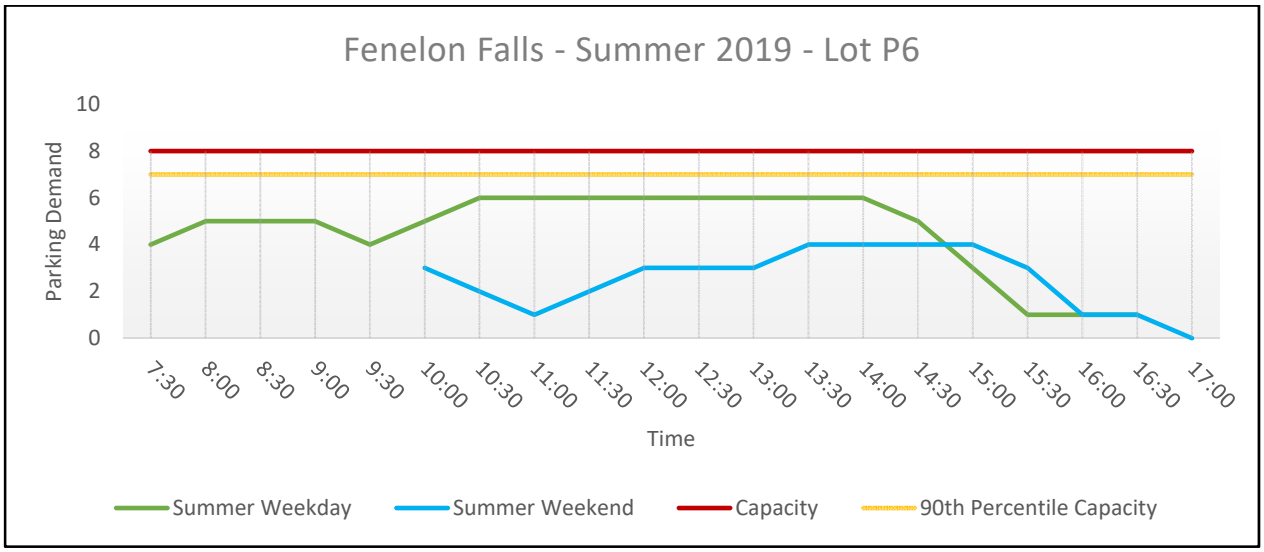

Fenelon Falls - Winter 2018 - Lot P5
Parking Demand
0
1
2
3
4
5
6
7
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
90th Percentile Capacity


Fenelon Falls - Spring 2019 - Lot P5
Parking Demand
0
1
2
3
4
5
6
7
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
90th Percentile Capacity


Fenelon Falls - Summer 2019 - Lot P5
Parking Demand
0
1
2
3
4
5
6
7
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
90th Percentile Capacity

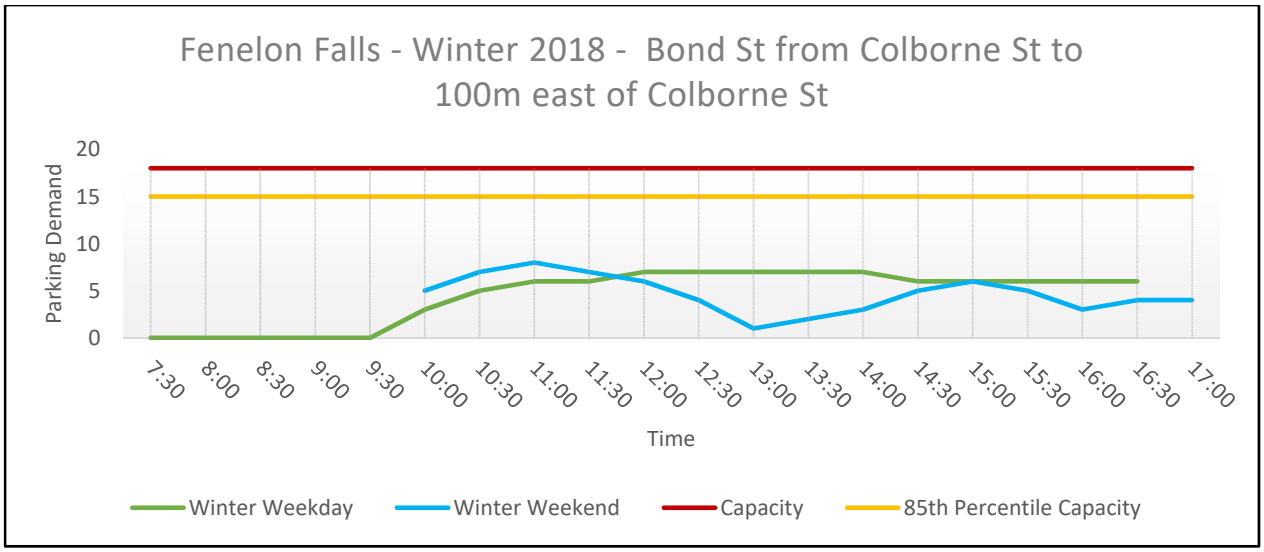

Fenelon Falls - Winter 2018 - Lot P6
Parking Demand
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
90th Percentile Capacity

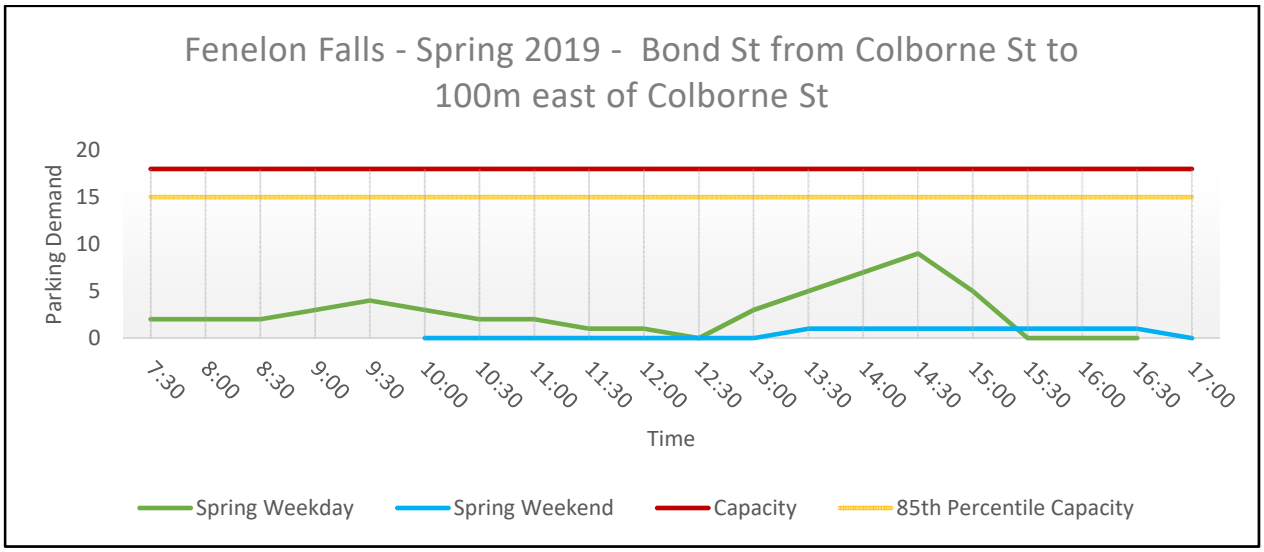

Fenelon Falls - Spring 2019 - Lot P6
Parking Demand
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
90th Percentile Capacity

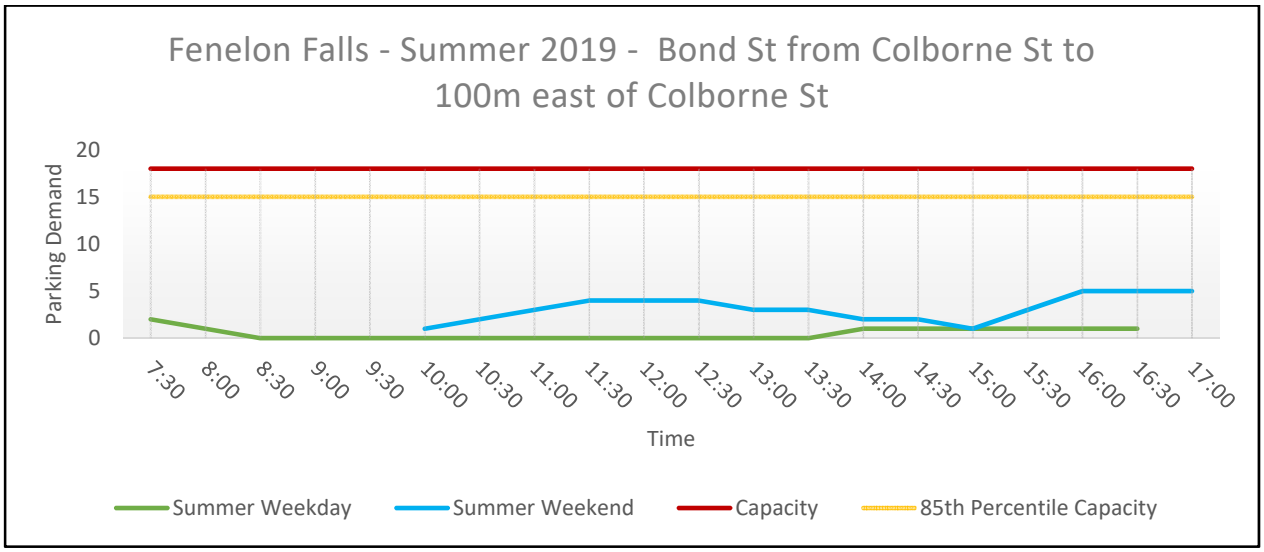

Fenelon Falls - Summer 2019 - Lot P6
Parking Demand
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
90th Percentile Capacity

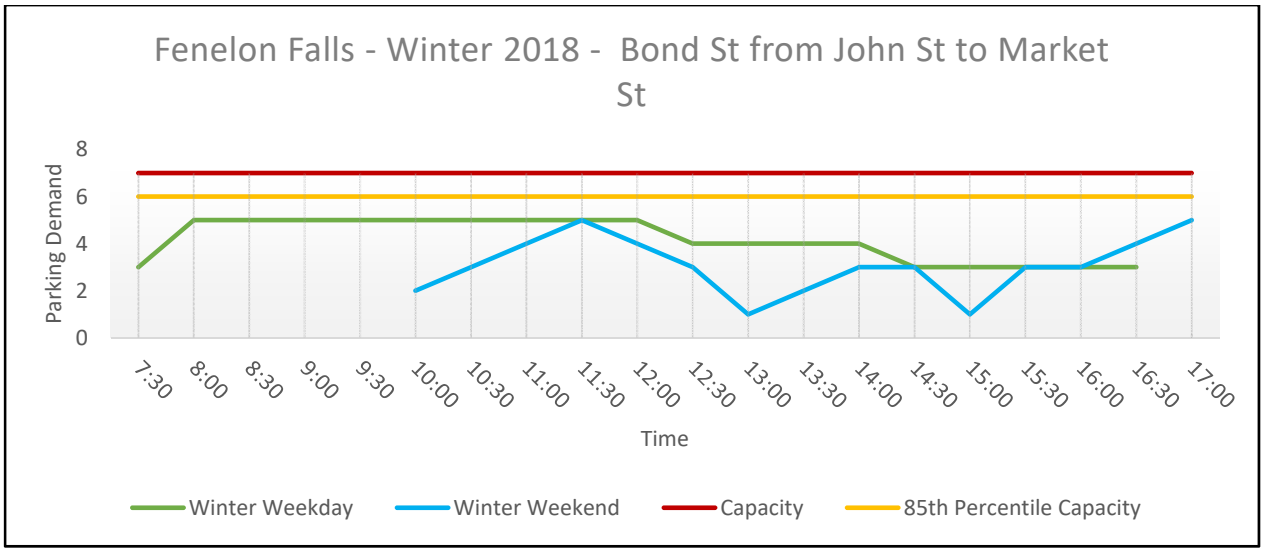
Fenelon Falls Core Area

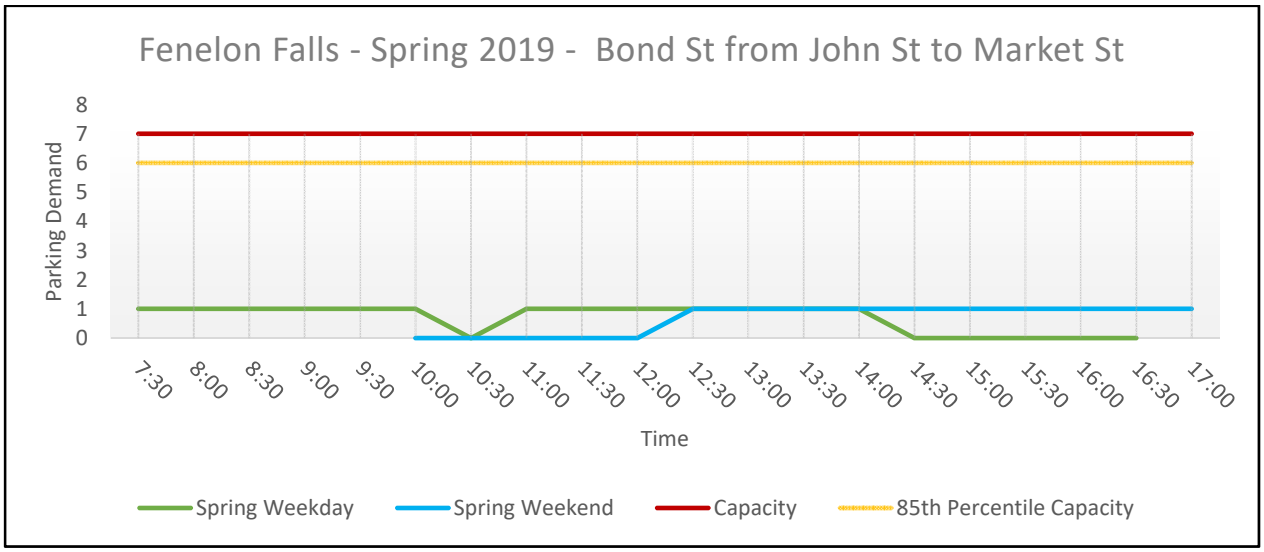
On-Street Segments

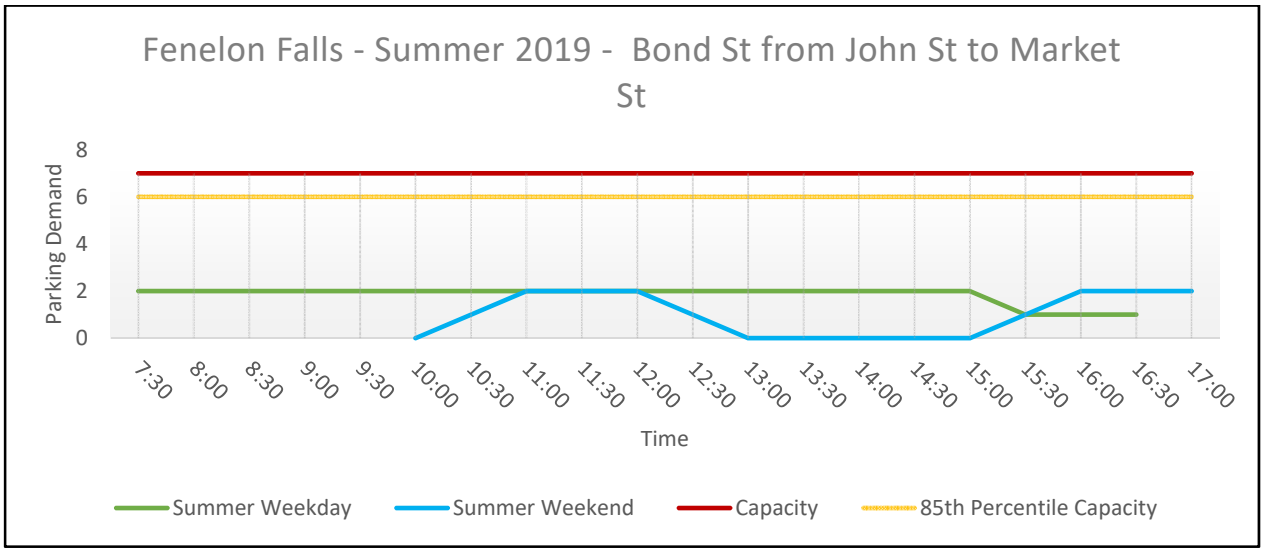

Fenelon Falls - Winter 2018 - Bond St from Colborne St to 100m east of Colborne St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

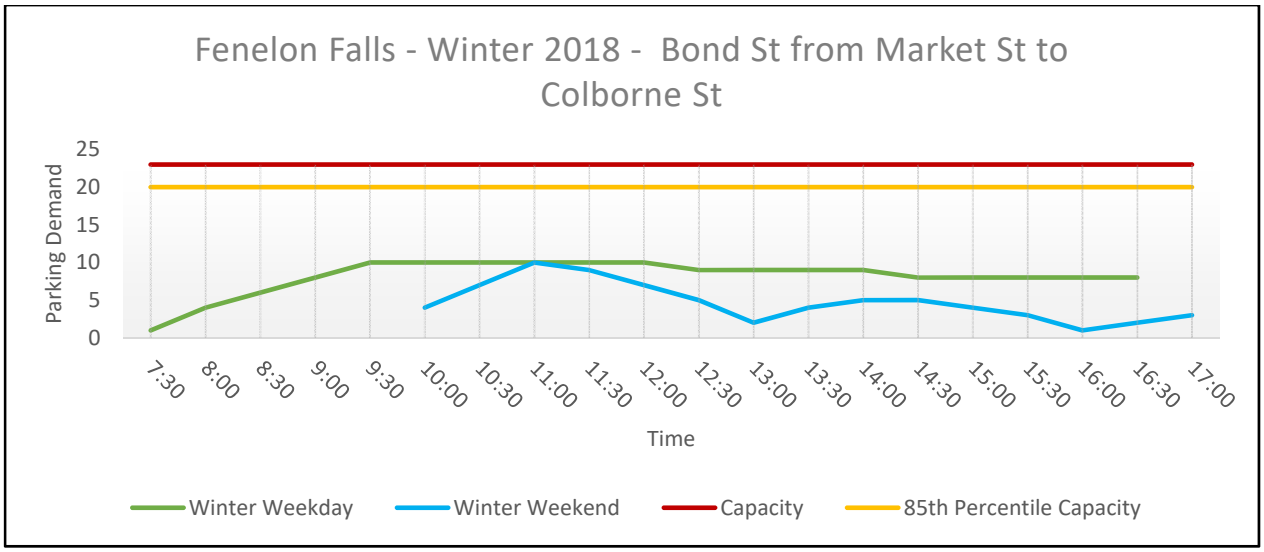

Fenelon Falls - Spring 2019 - Bond St from Colborne St to 100m east of Colborne St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

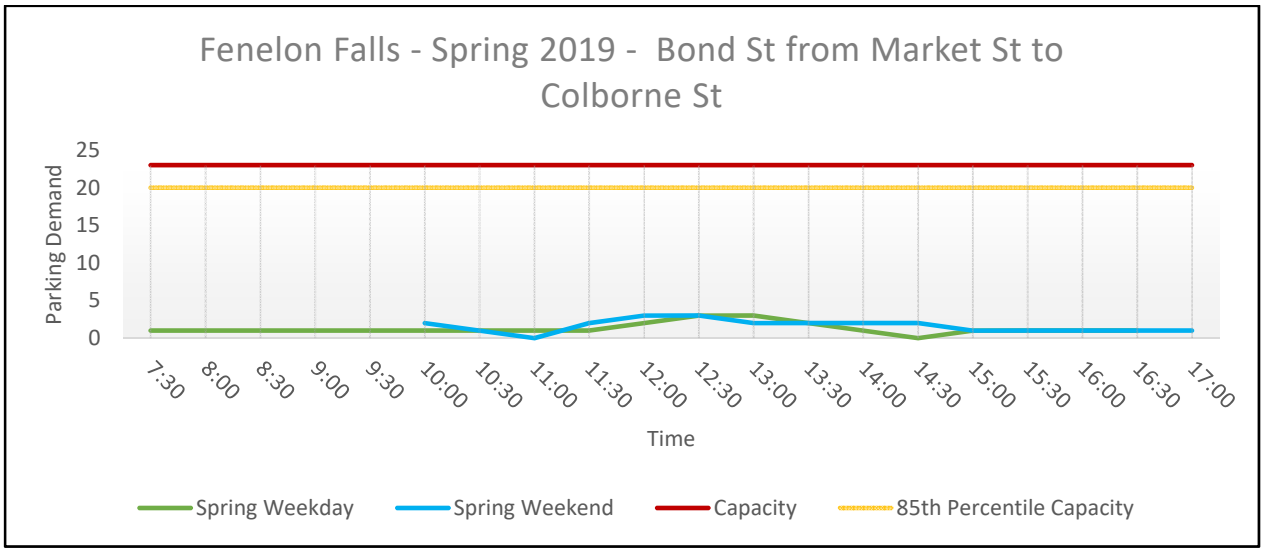

Fenelon Falls - Summer 2019 - Bond St from Colborne St to 100m east of Colborne St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

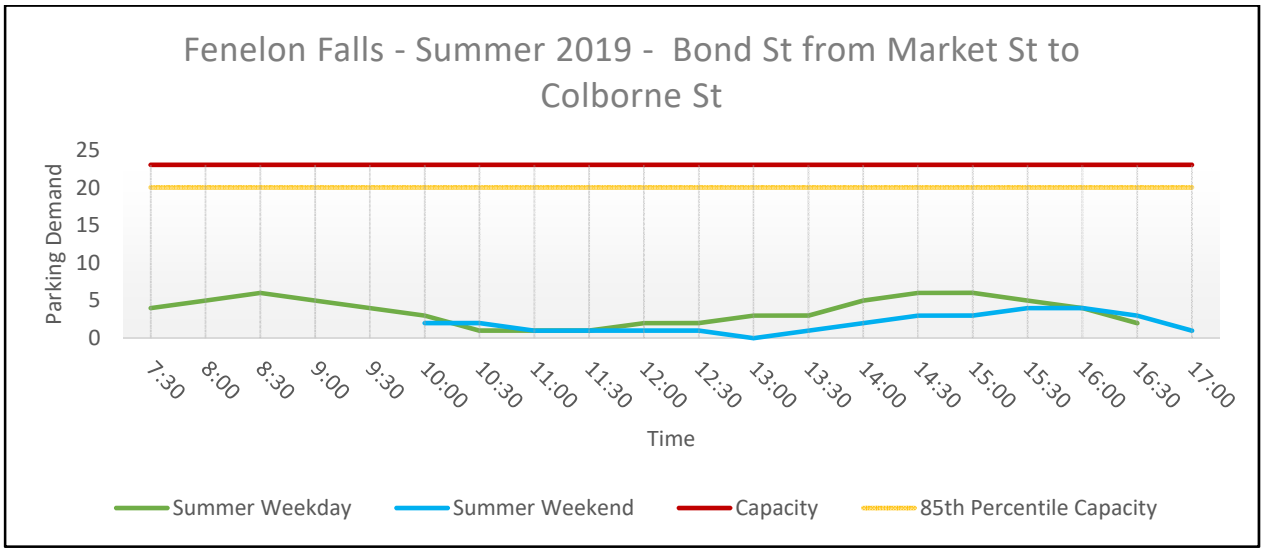

Fenelon Falls - Winter 2018 - Bond St from John St to Market St
Parking Demand
0
2
4
6
8
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

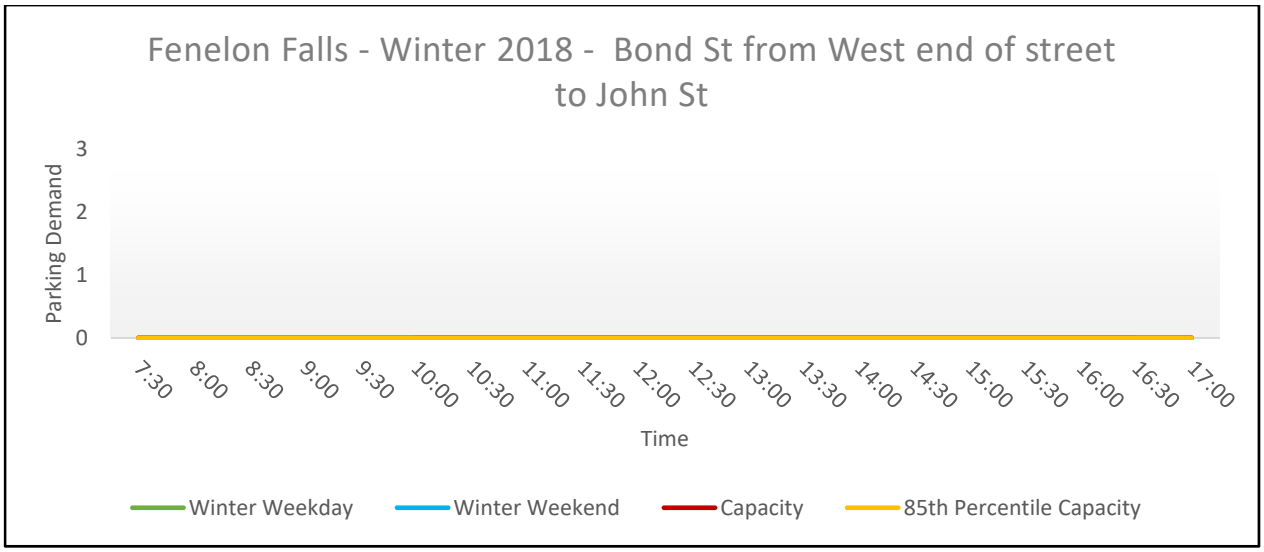

Fenelon Falls - Spring 2019 - Bond St from John St to Market St
Parking Demand
0
1
2
3
4
5
6
7
8
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

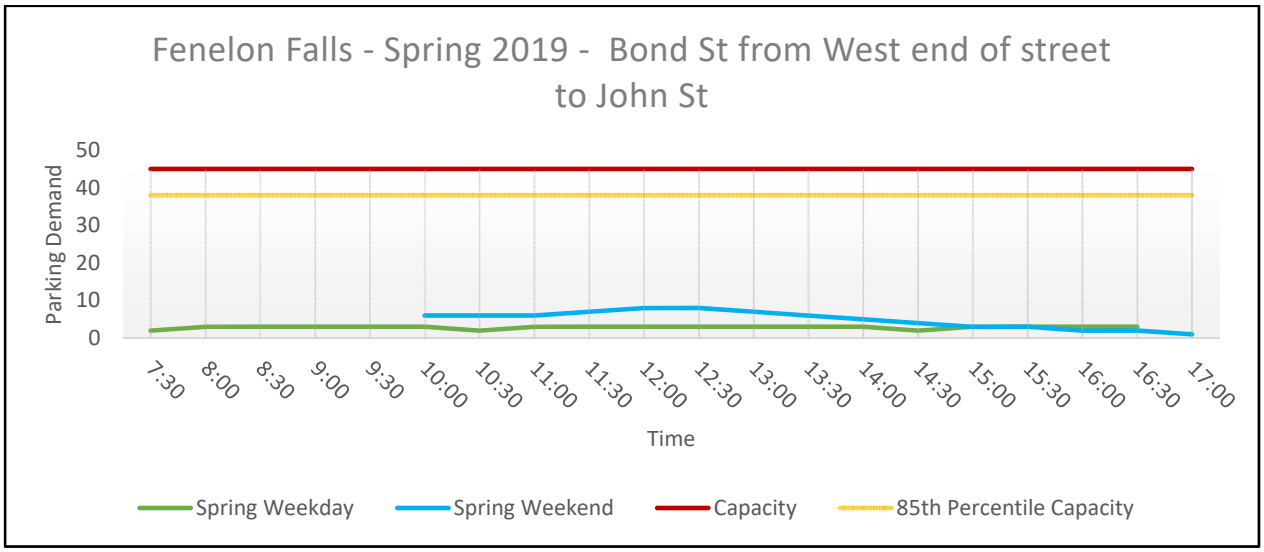

Fenelon Falls - Summer 2019 - Bond St from John St to Market St
Parking Demand
0
2
4
6
8
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

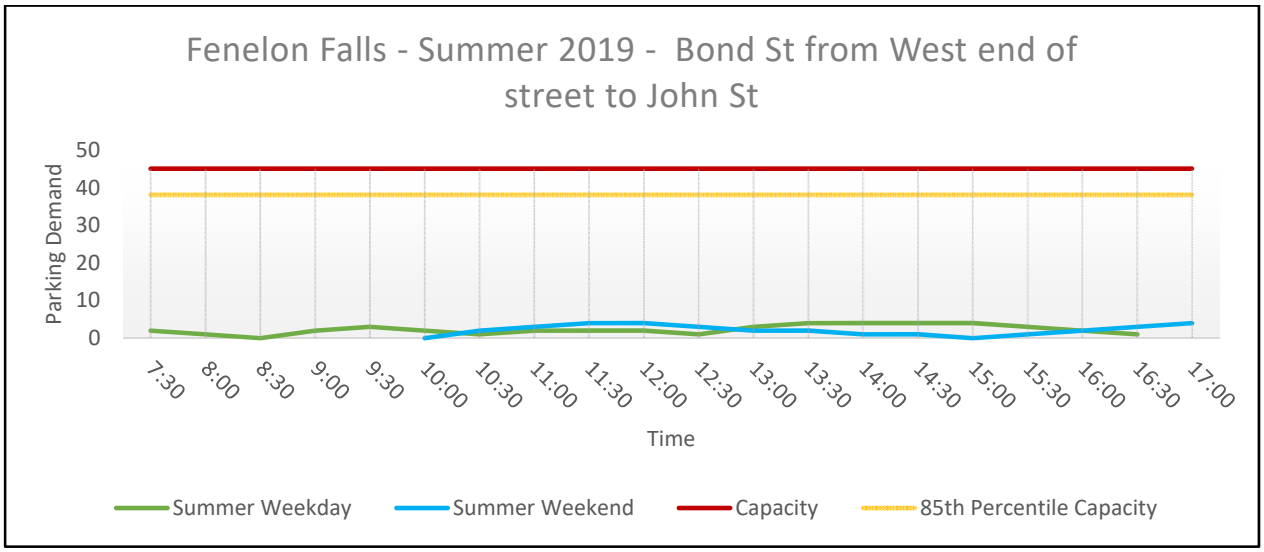

Fenelon Falls - Winter 2018 - Bond St from Market St to Colborne St
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

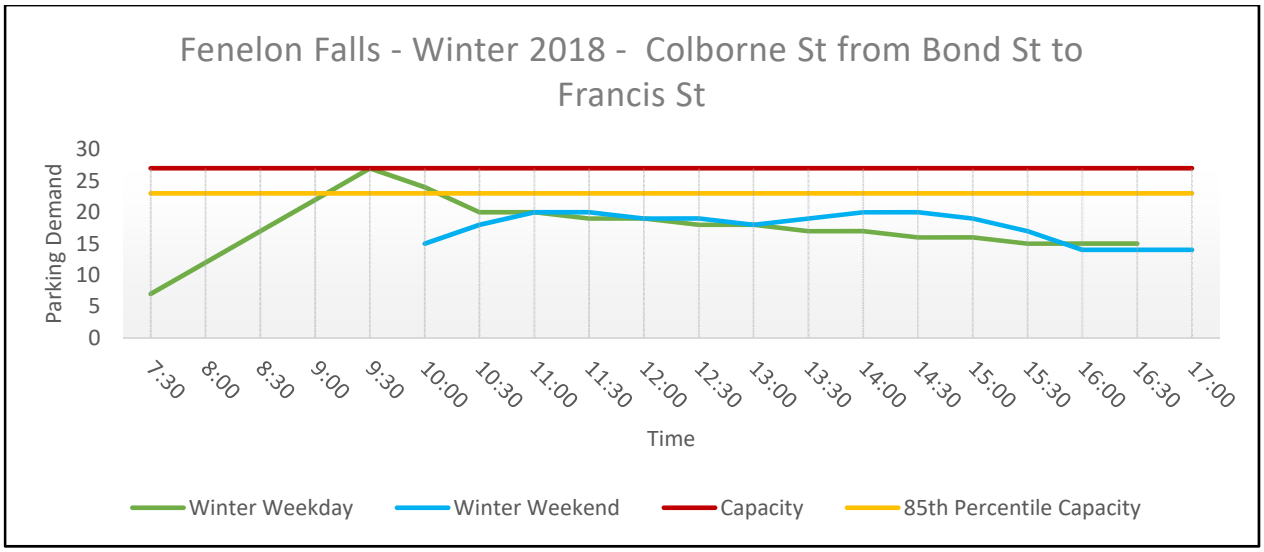

Fenelon Falls - Spring 2019 - Bond St from Market St to Colborne St
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

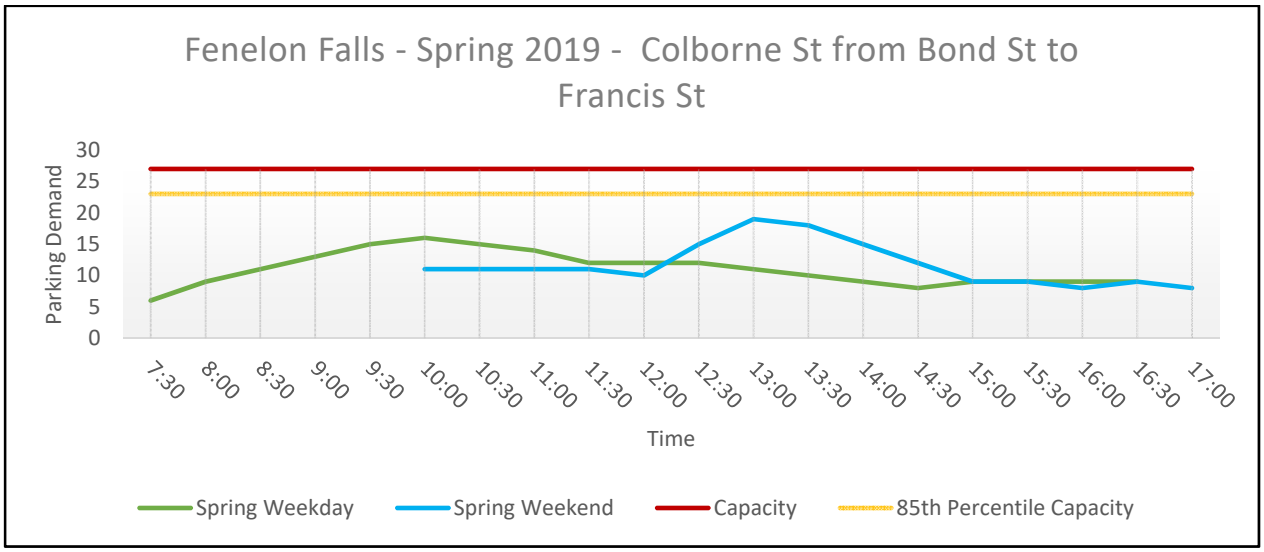

Fenelon Falls - Summer 2019 - Bond St from Market St to Colborne St
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

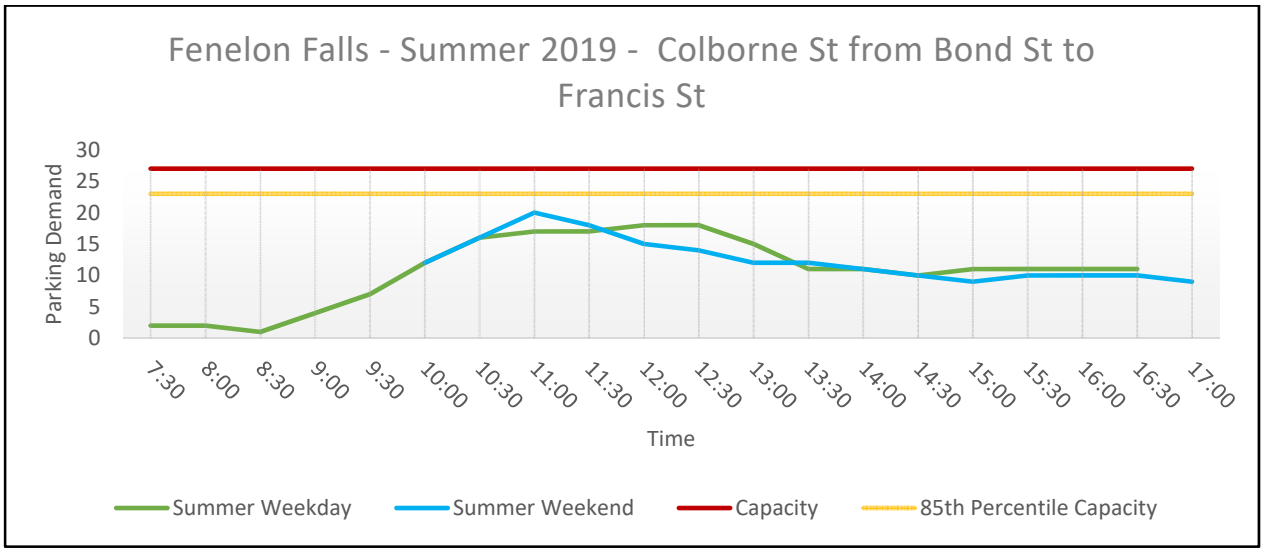

Fenelon Falls - Winter 2018 - Bond St from West end of street to John St
Parking Demand
3
2
1
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

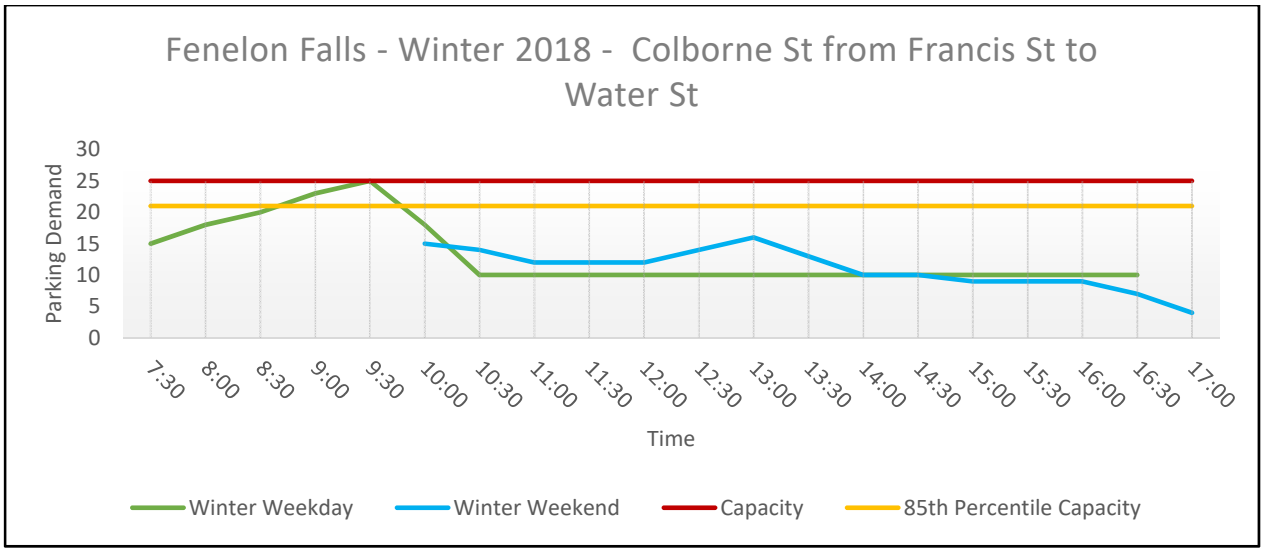

Fenelon Falls - Spring 2019 - Bond St from West end of street to John St
Parking Demand
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

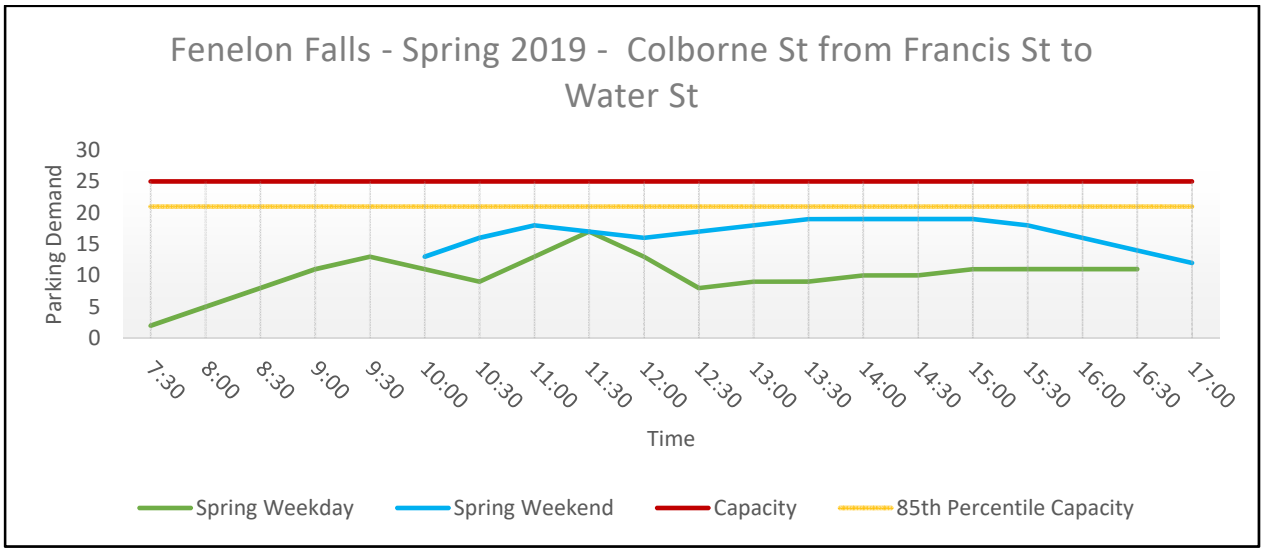

Fenelon Falls - Summer 2019 - Bond St from West end of street to John St
Parking Demand
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

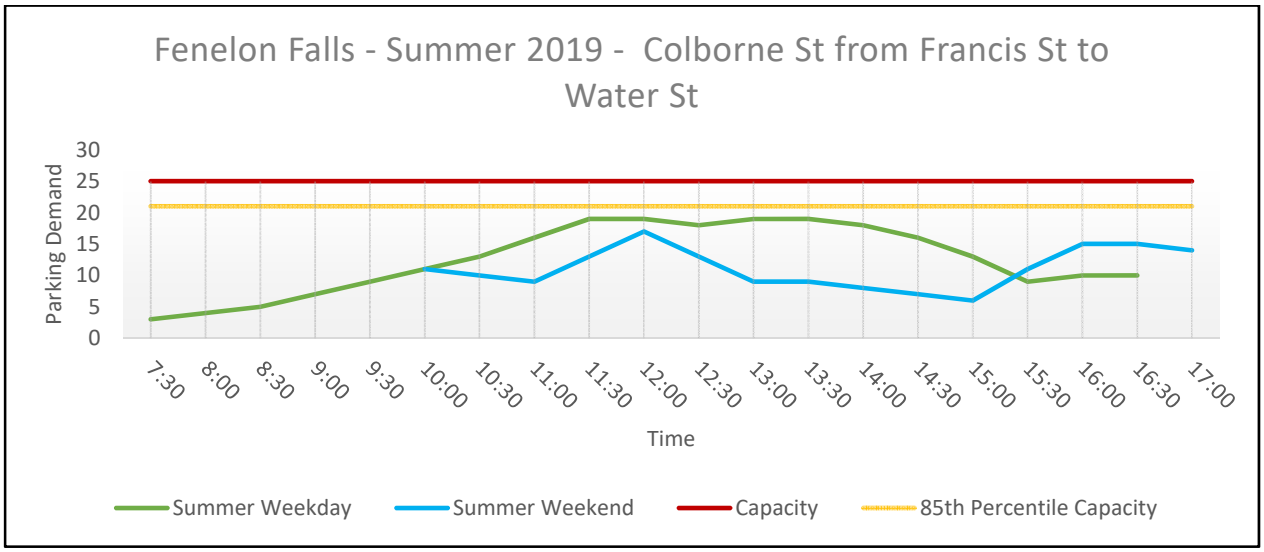

Fenelon Falls - Winter 2018 - Colborne St from Bond St to Francis St
Parking Demand
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

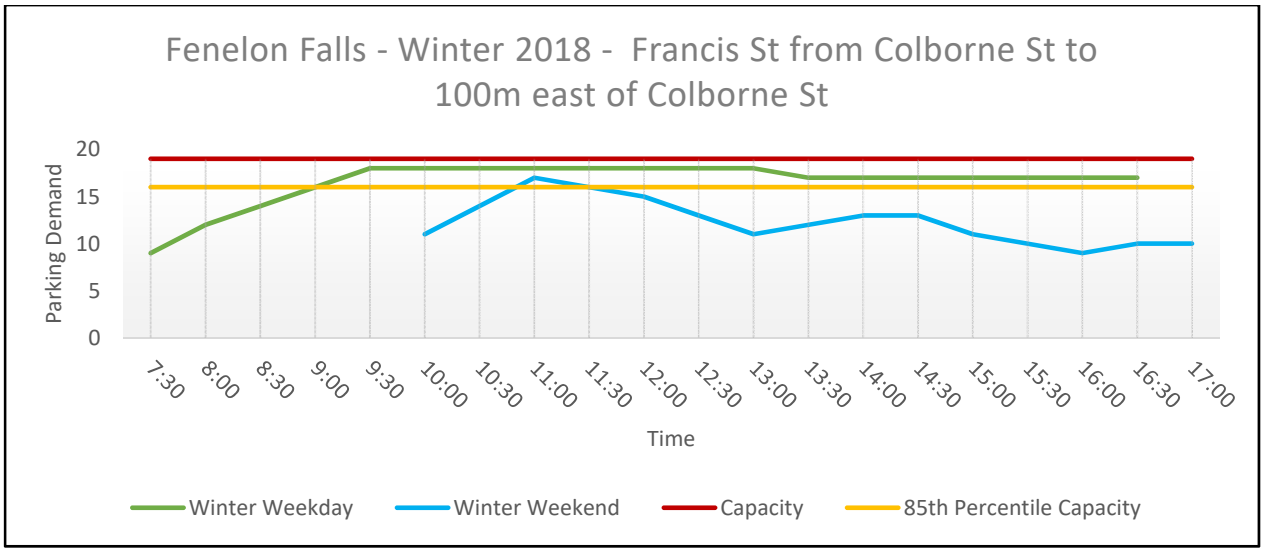

Fenelon Falls - Spring 2019 - Colborne St from Bond St to Francis St
Parking Demand
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

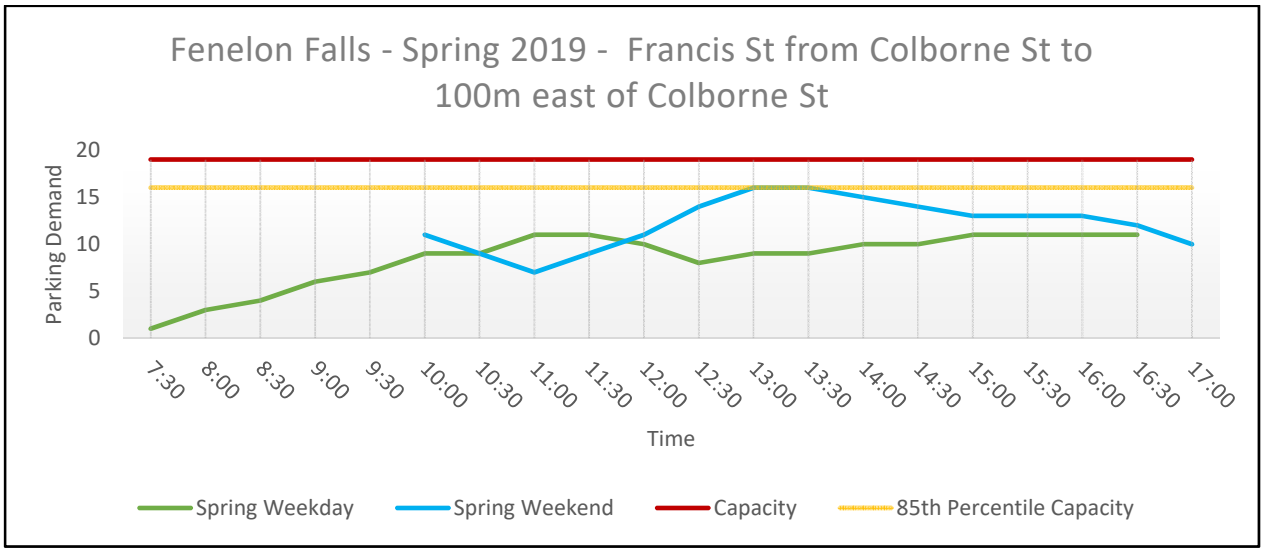

Fenelon Falls - Summer 2019 - Colborne St from Bond St to Francis St
Parking Demand
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

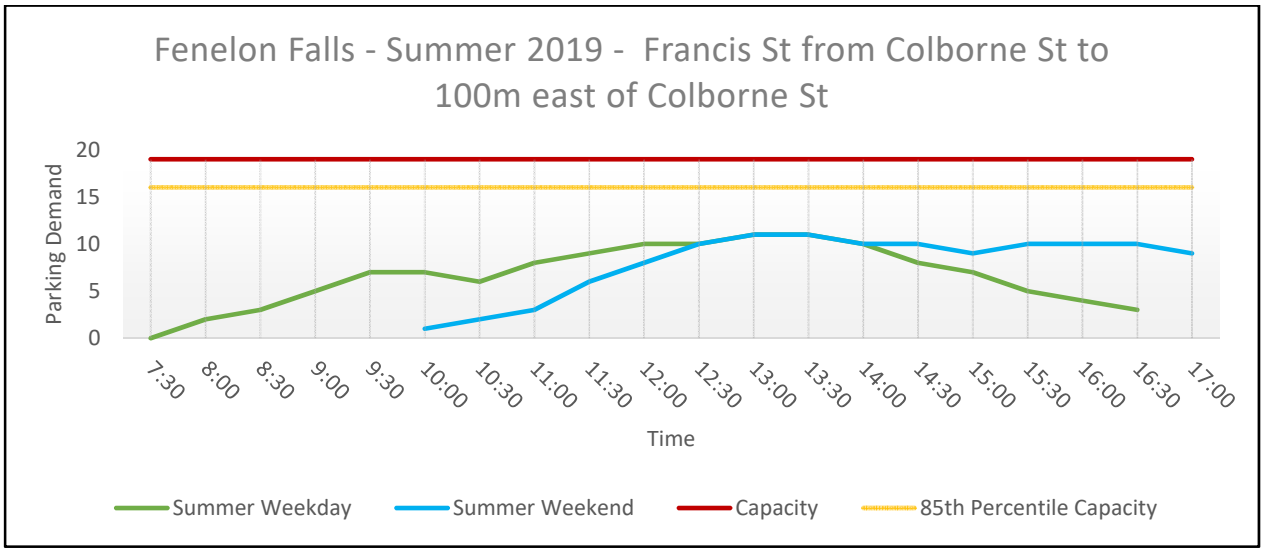

Fenelon Falls - Winter 2018 - Colborne St from Francis St to Water St
Parking Demand
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

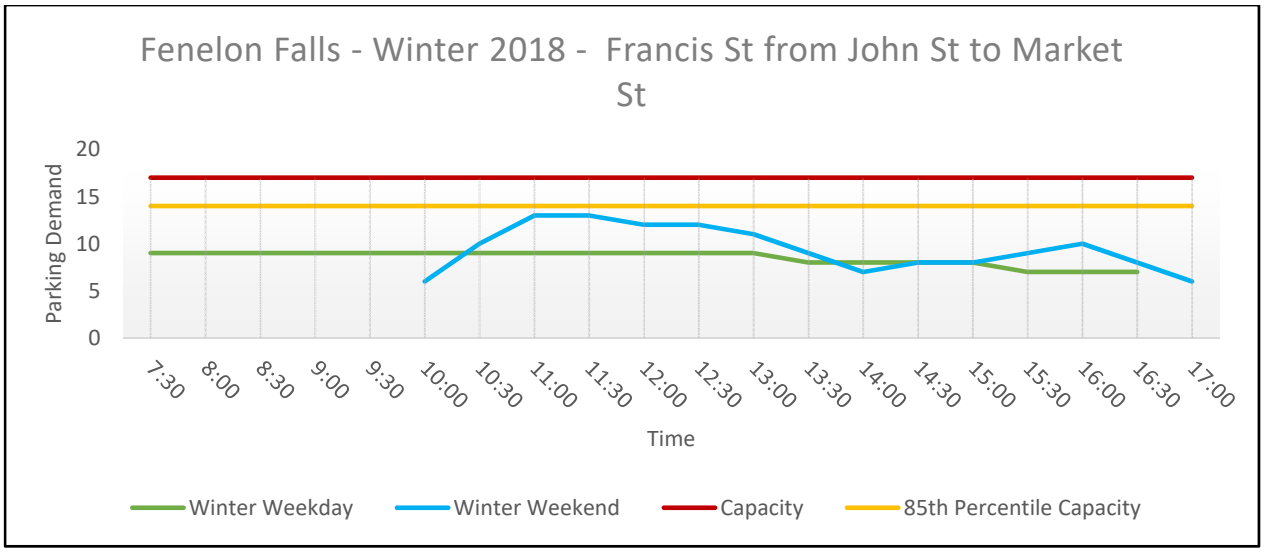

Fenelon Falls - Spring 2019 - Colborne St from Francis St to Water St
Parking Demand
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

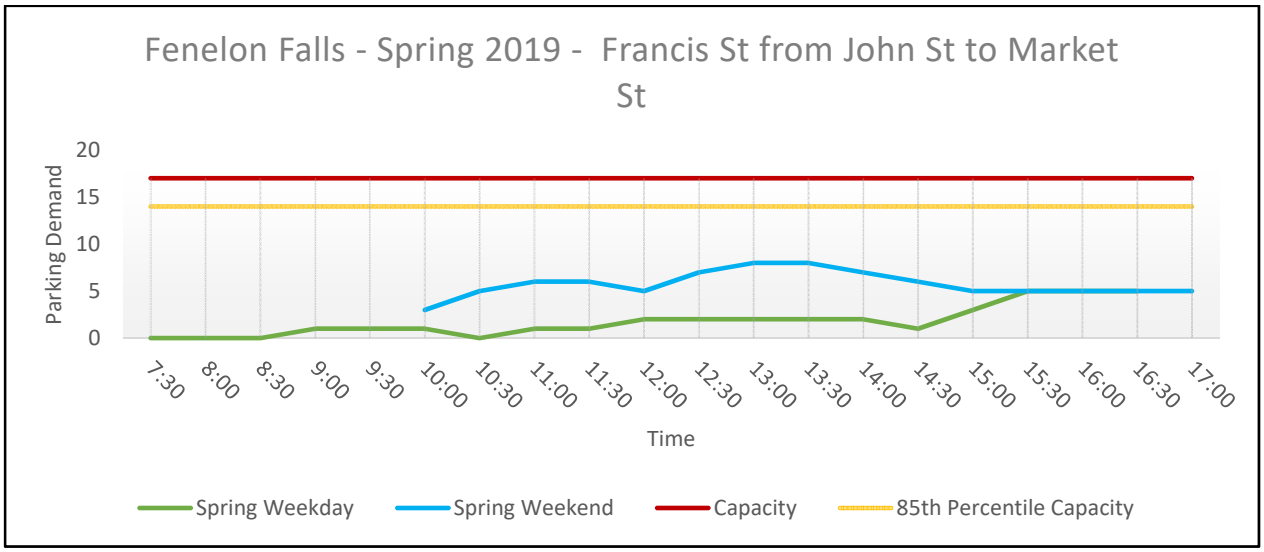

Fenelon Falls - Summer 2019 - Colborne St from Francis St to Water St
Parking Demand
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

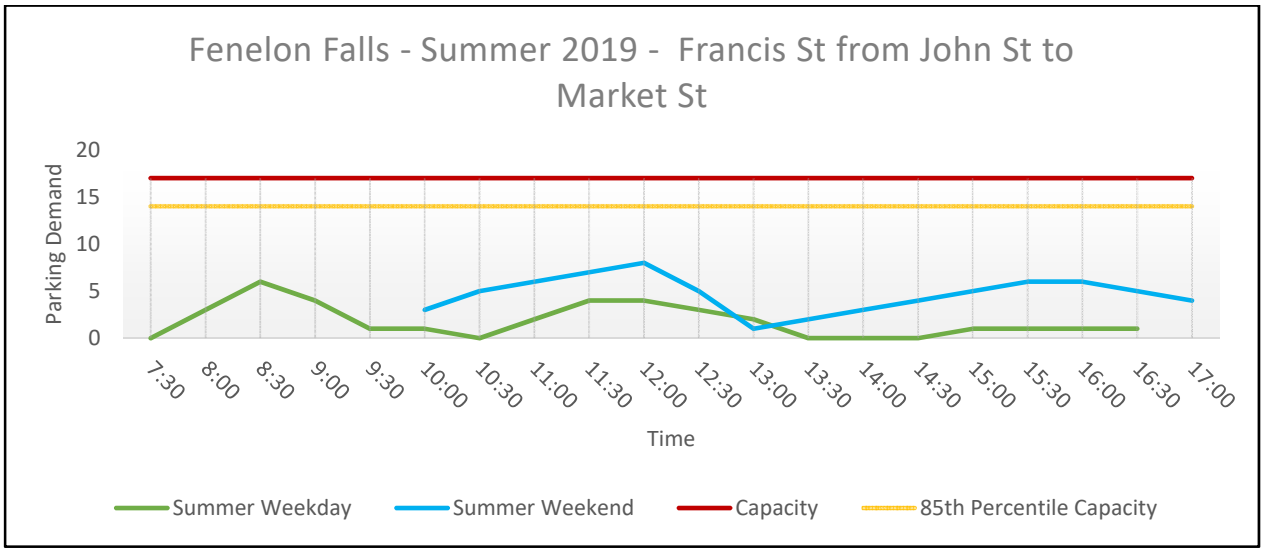

Fenelon Falls - Winter 2018 - Francis St from Colborne St to 100m east of Colborne St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

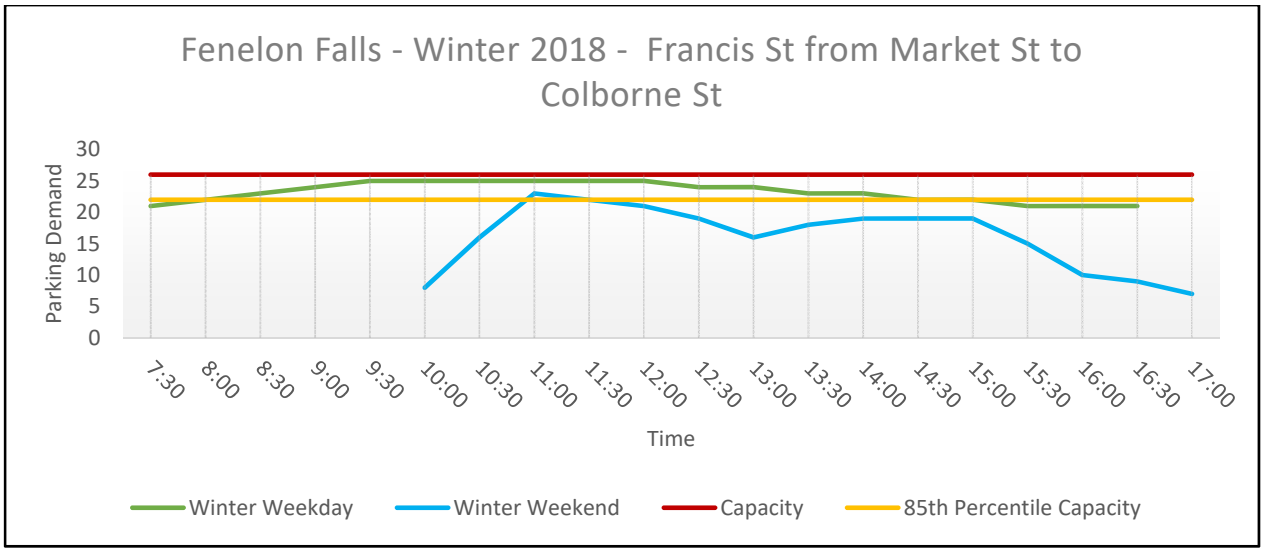

Fenelon Falls - Spring 2019 - Francis St from Colborne St to 100m east of Colborne St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

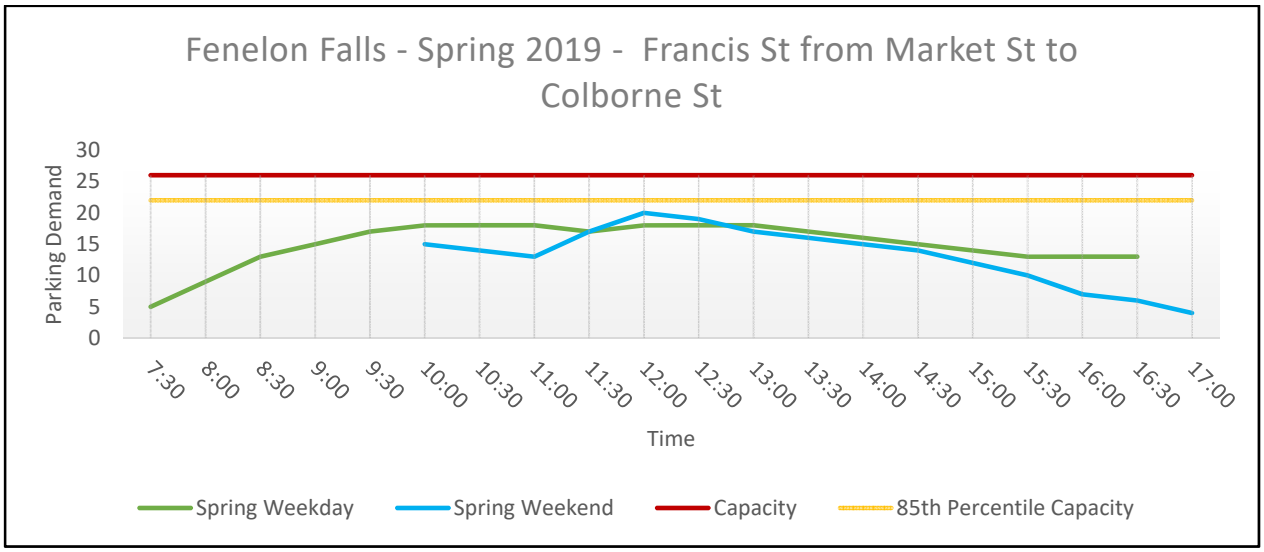

Fenelon Falls - Summer 2019 - Francis St from Colborne St to 100m east of Colborne St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

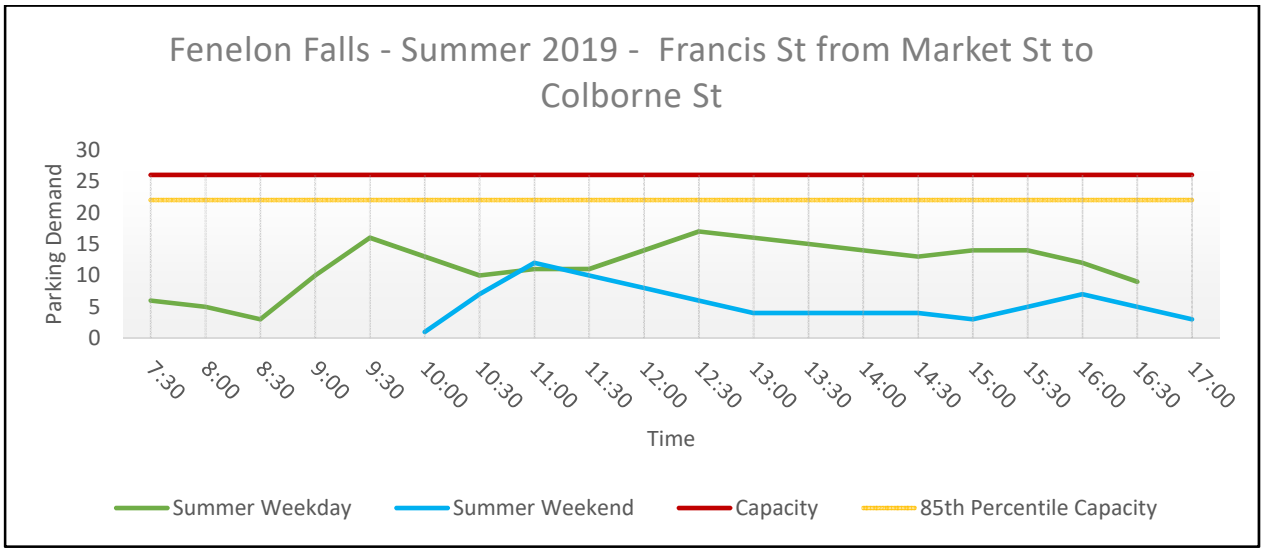

Fenelon Falls - Winter 2018 - Francis St from John St to Market St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

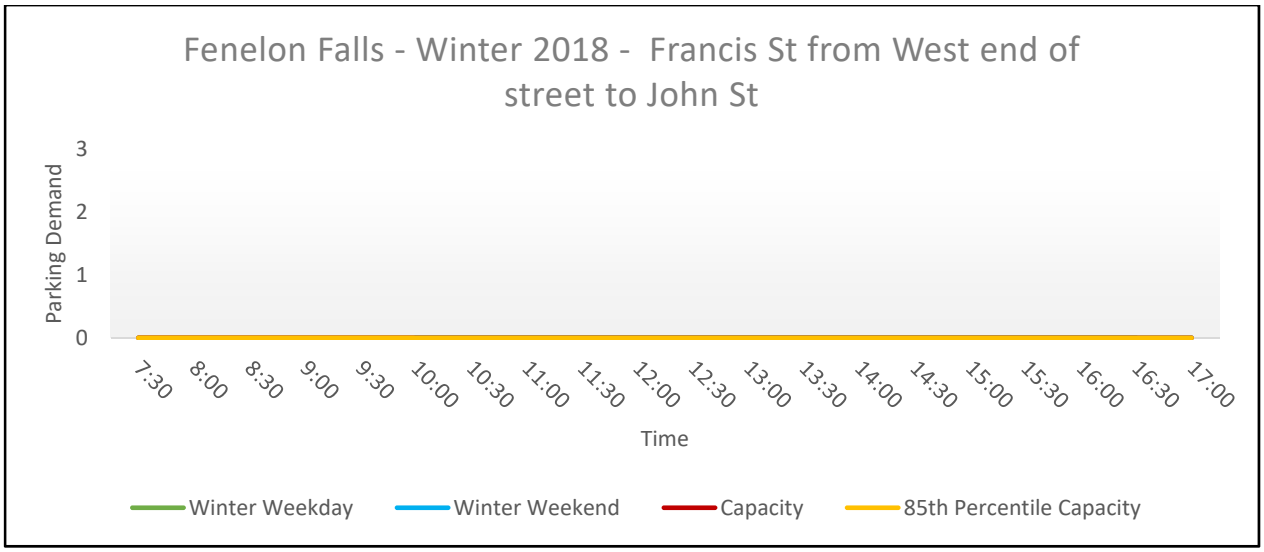

Fenelon Falls - Spring 2019 - Francis St from John St to Market St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

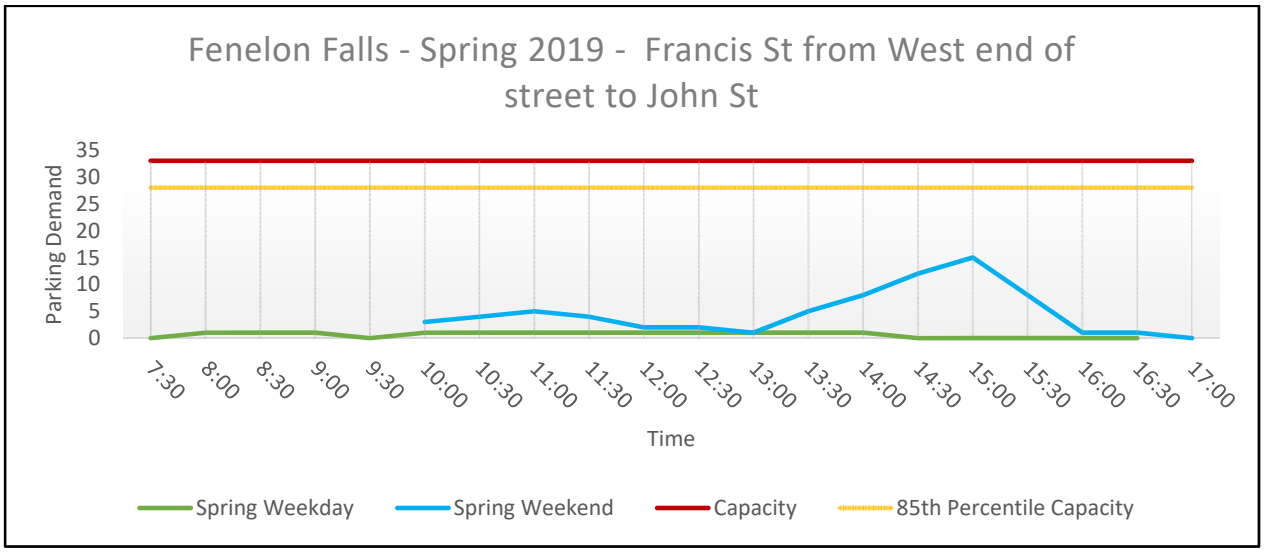

Fenelon Falls - Summer 2019 - Francis St from John St to Market St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

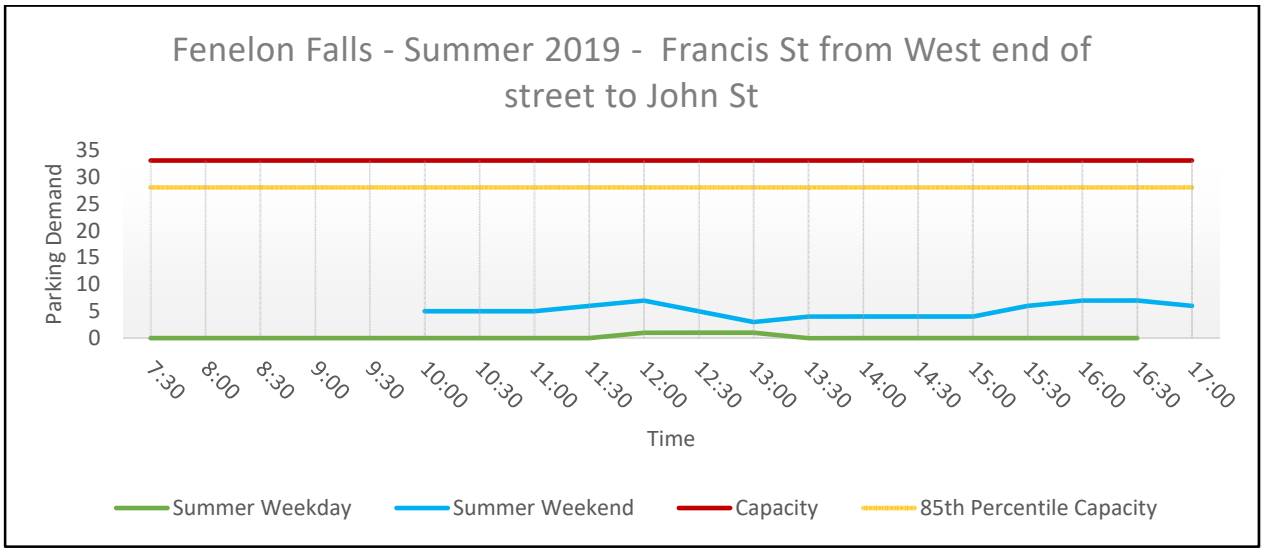

Fenelon Falls - Winter 2018 - Francis St from Market St to Colborne St
Parking Demand
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

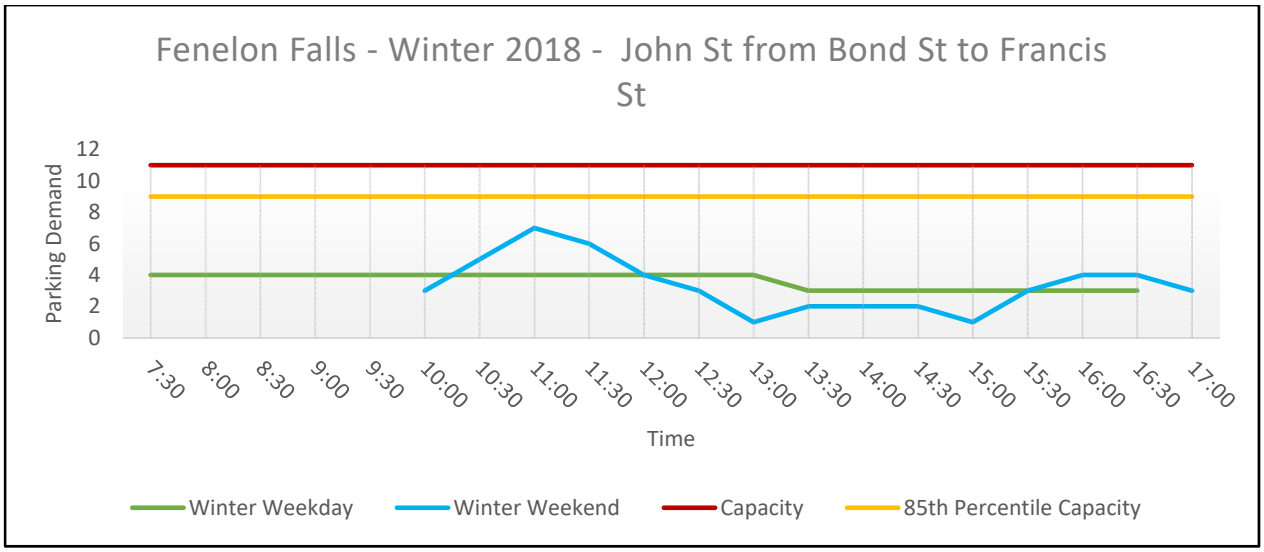

Fenelon Falls - Spring 2019 - Francis St from Market St to Colborne St
Parking Demand
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

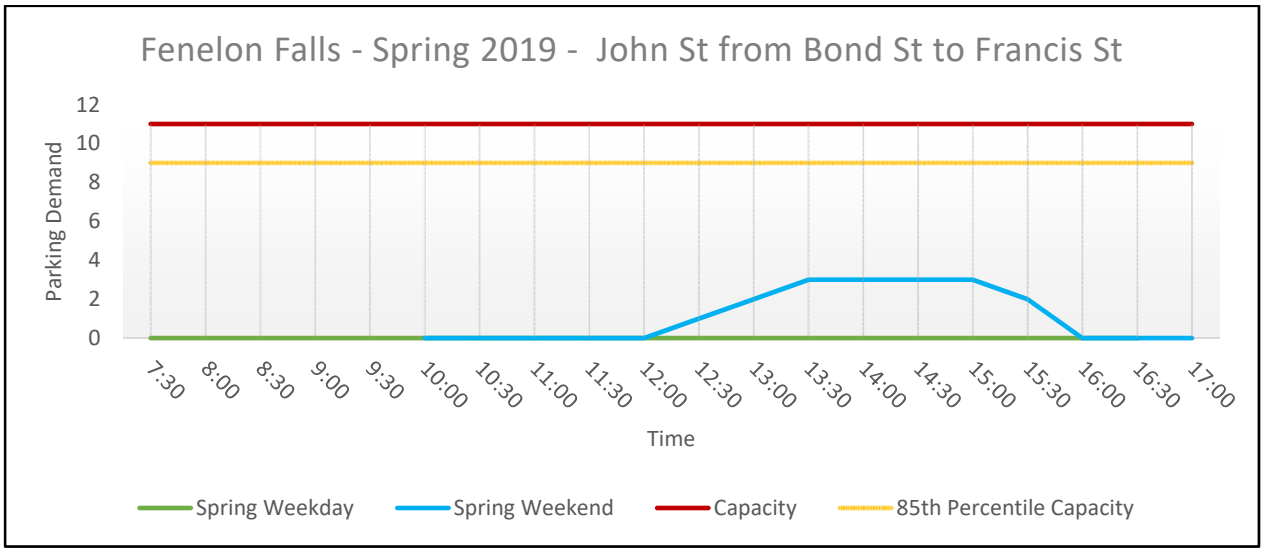

Fenelon Falls - Summer 2019 - Francis St from Market St to Colborne St
Parking Demand
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

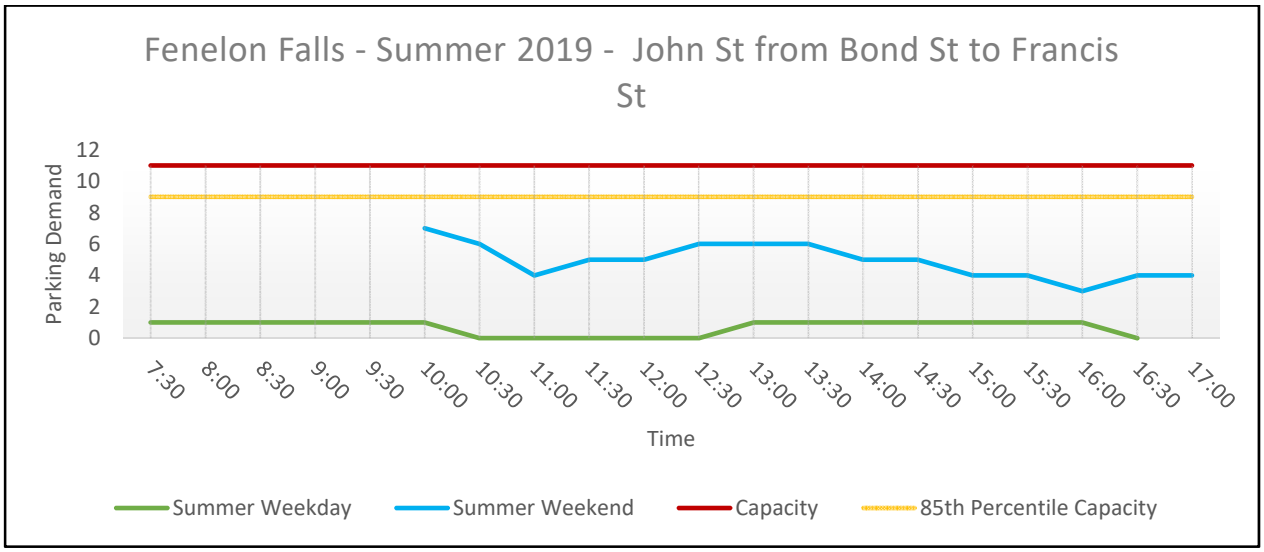

Fenelon Falls - Winter 2018 - Francis St from West end of street to John St
Parking Demand
3
2
1
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

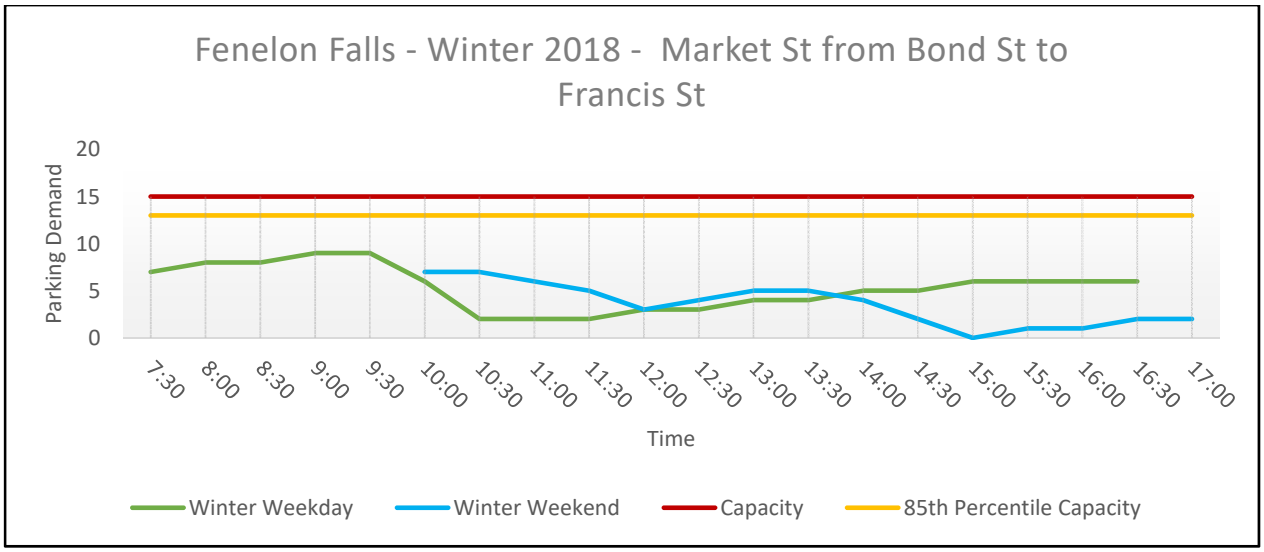

Fenelon Falls - Spring 2019 - Francis St from West end of street to John St
Parking Demand
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

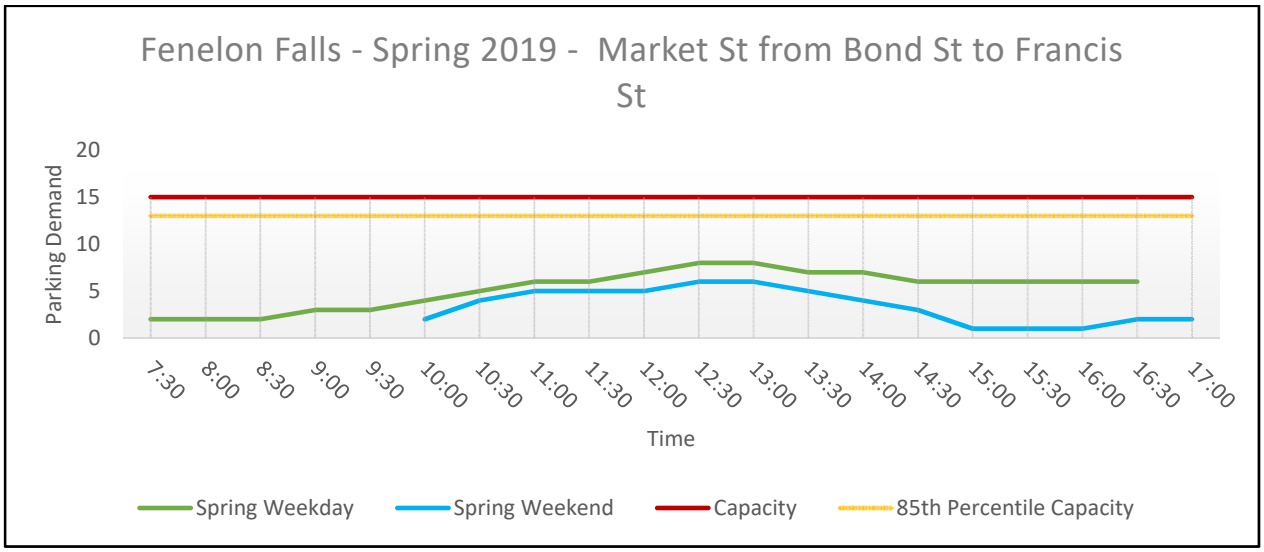

Fenelon Falls - Summer 2019 - Francis St from West end of street to John St
Parking Demand
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

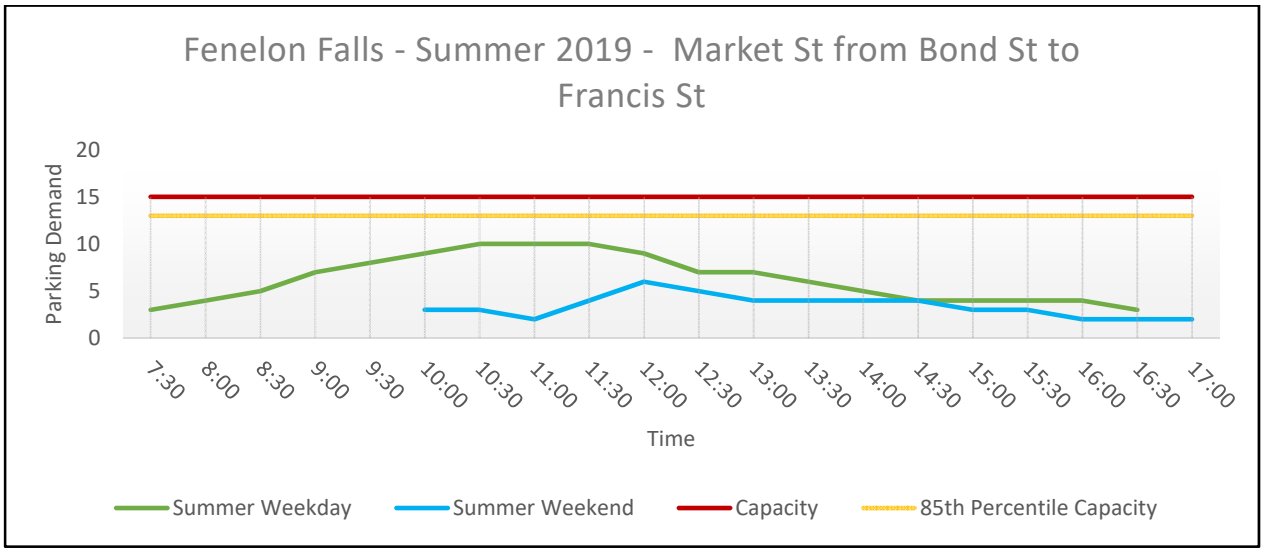

Fenelon Falls - Winter 2018 - John St from Bond St to Francis St
Parking Demand
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

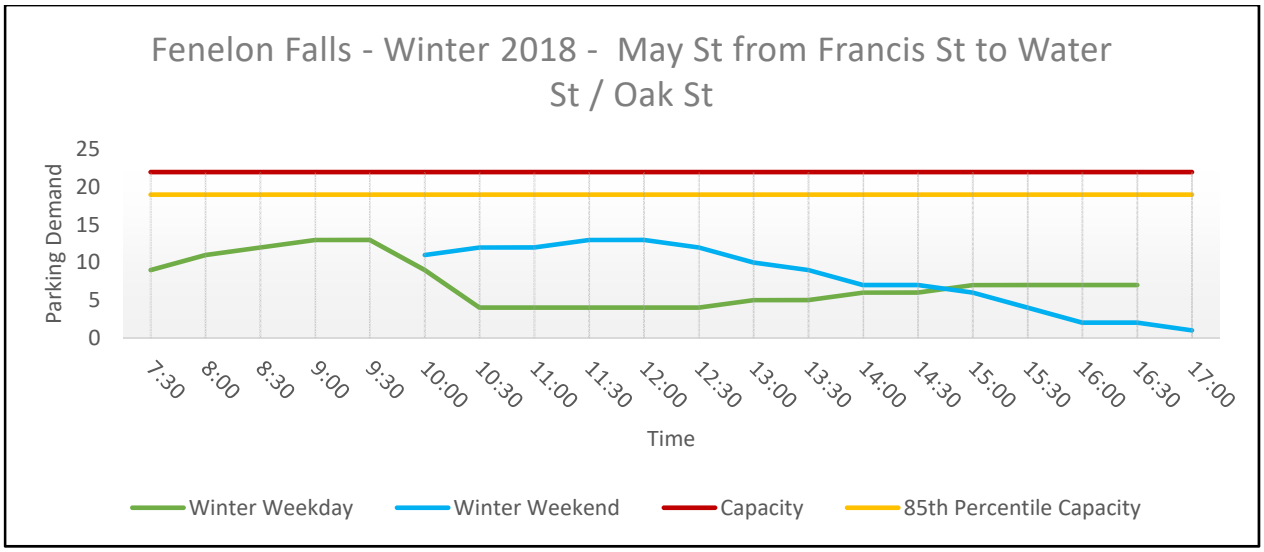

Fenelon Falls - Spring 2019 - John St from Bond St to Francis St
Parking Demand
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

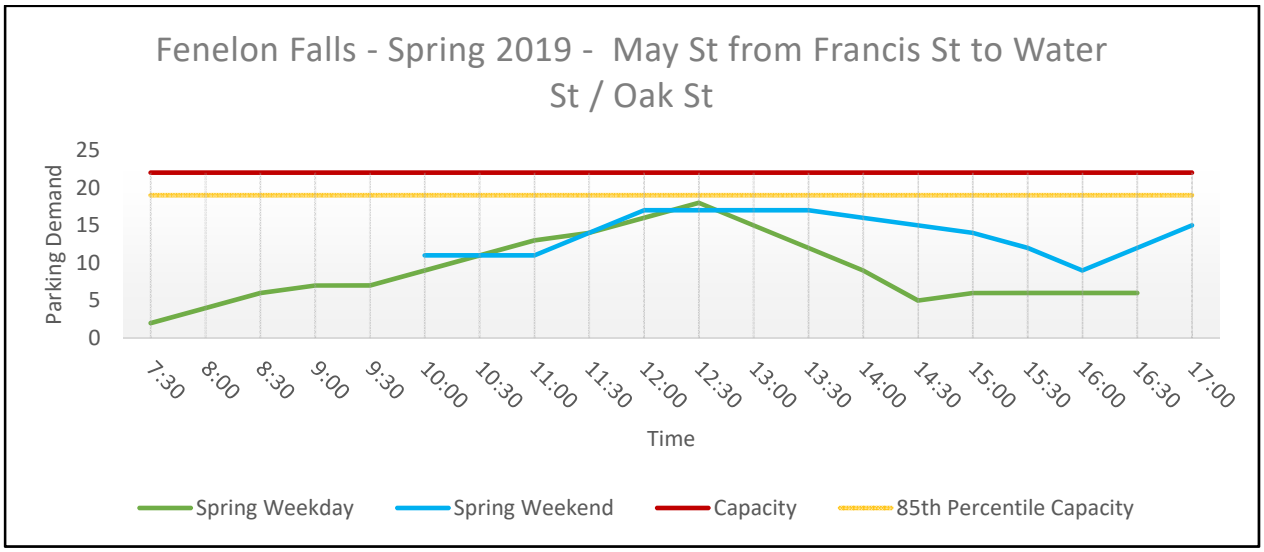

Fenelon Falls - Summer 2019 - John St from Bond St to Francis St
Parking Demand
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

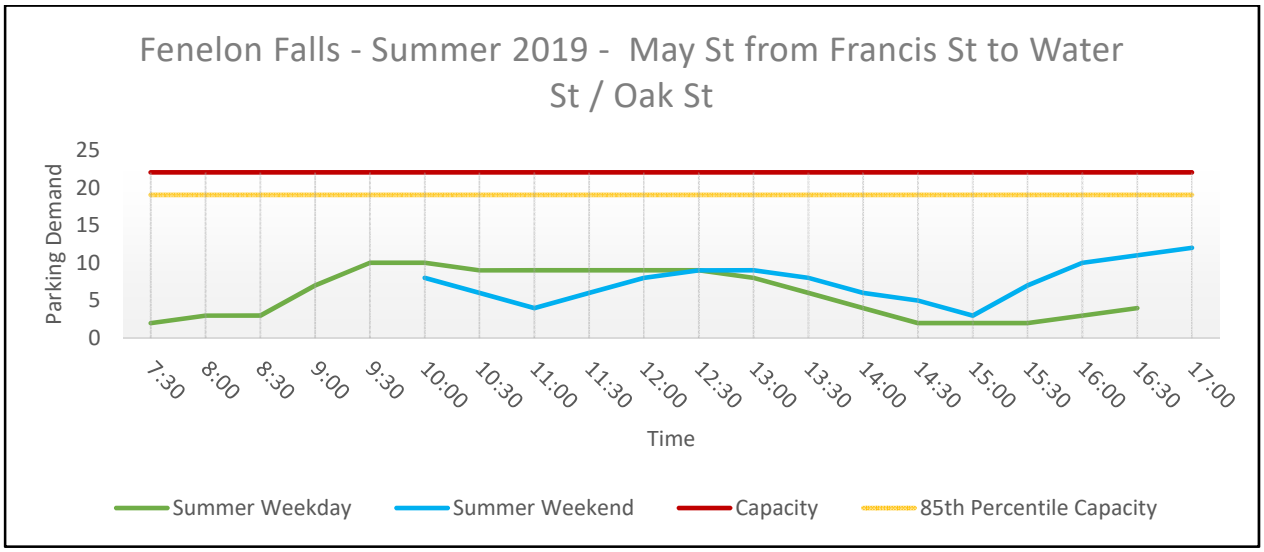

Fenelon Falls - Winter 2018 - Market St from Bond St to Francis St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

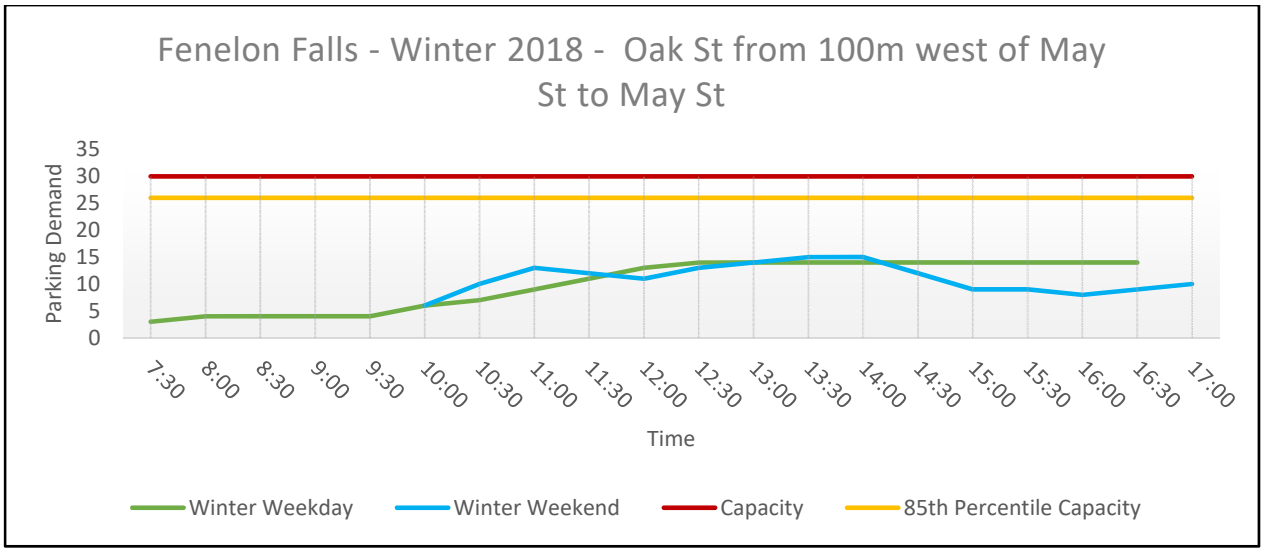

Fenelon Falls - Spring 2019 - Market St from Bond St to Francis St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

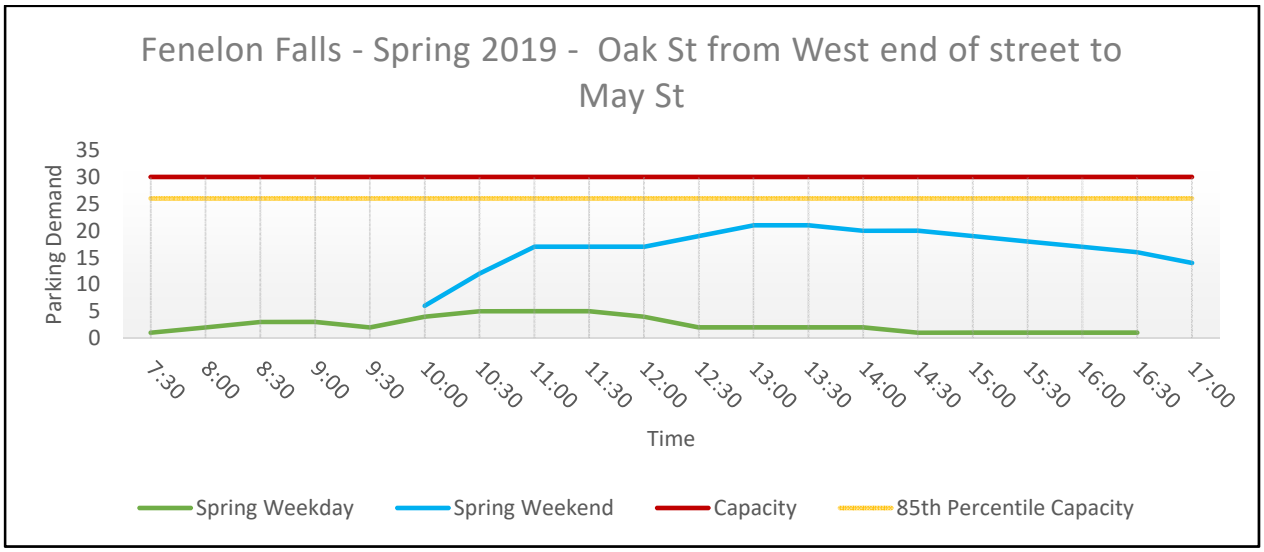

Fenelon Falls - Summer 2019 - Market St from Bond St to Francis St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

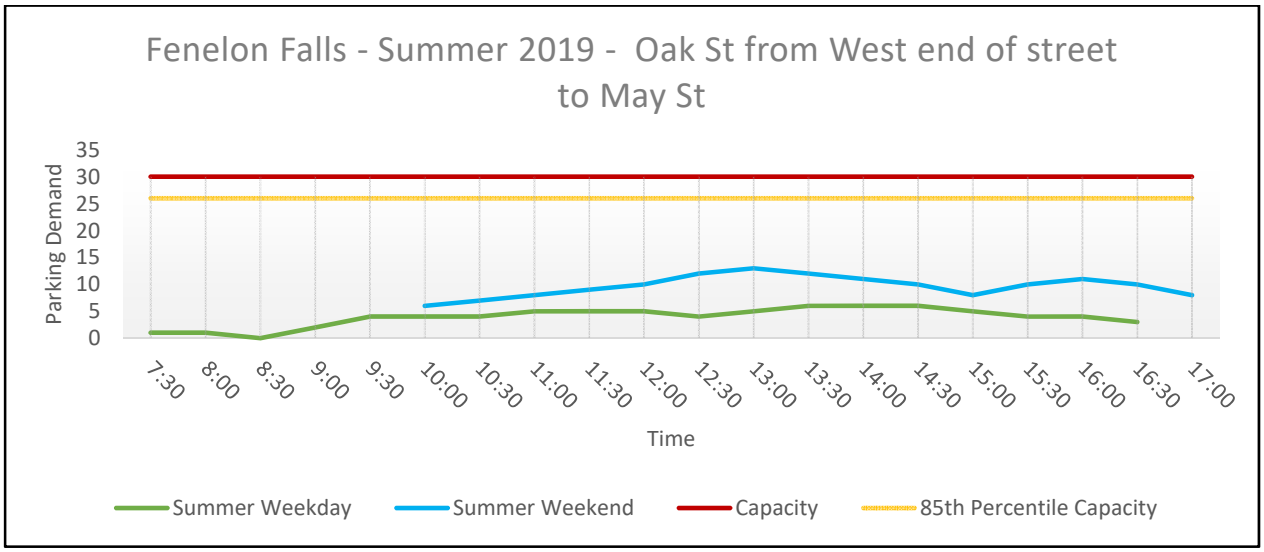

Fenelon Falls - Winter 2018 - May St from Francis St to Water St / Oak St
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

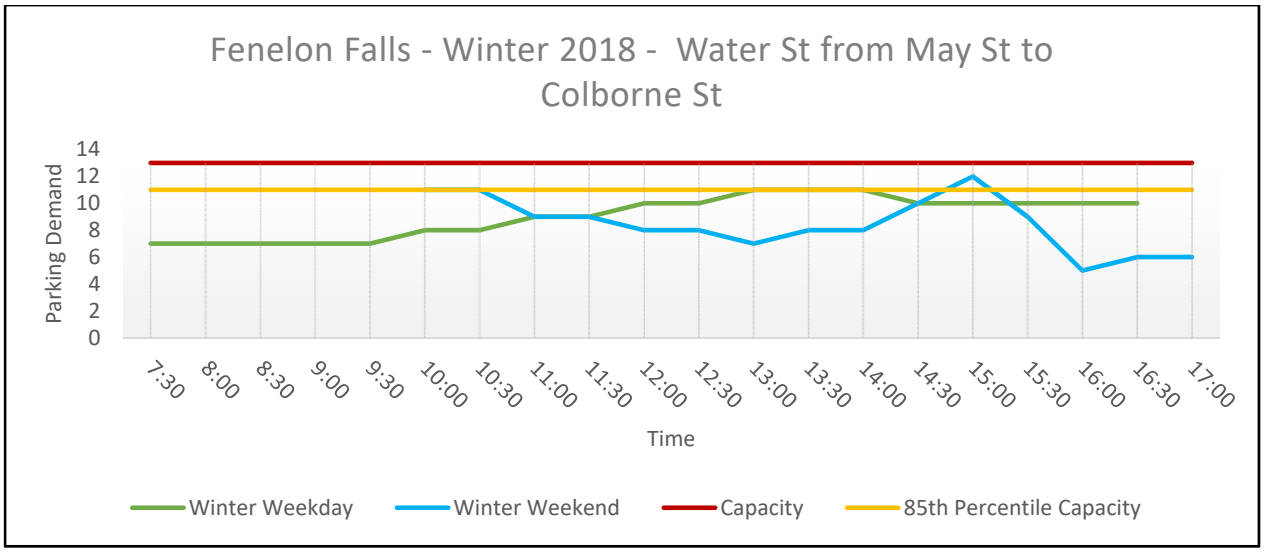

Fenelon Falls - Spring 2019 - May St from Francis St to Water St / Oak St
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

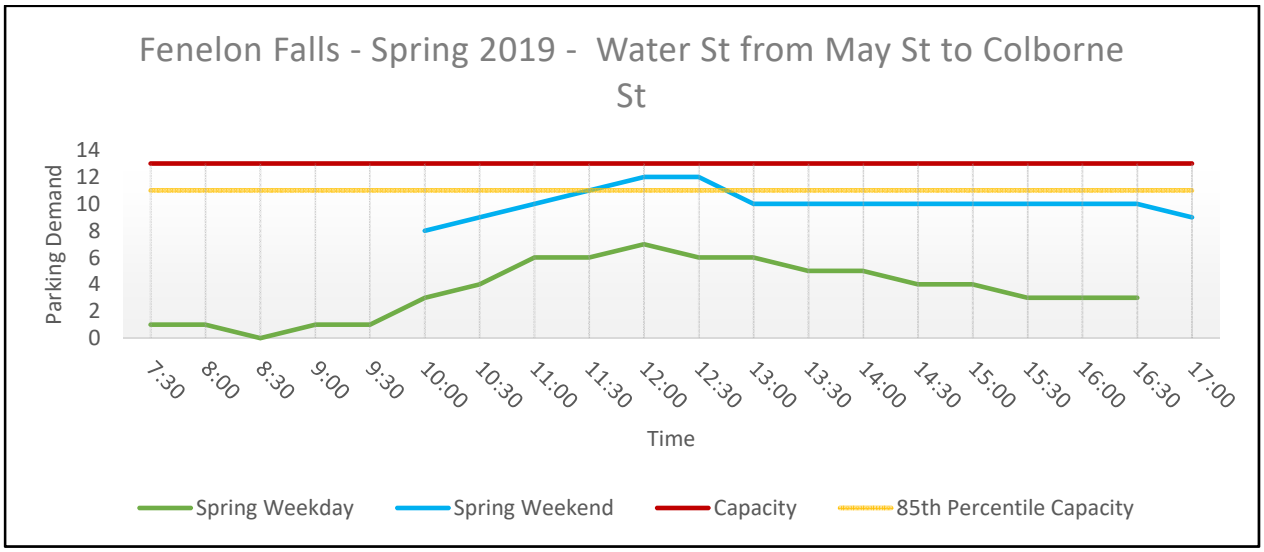

Fenelon Falls - Summer 2019 - May St from Francis St to Water St / Oak St
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

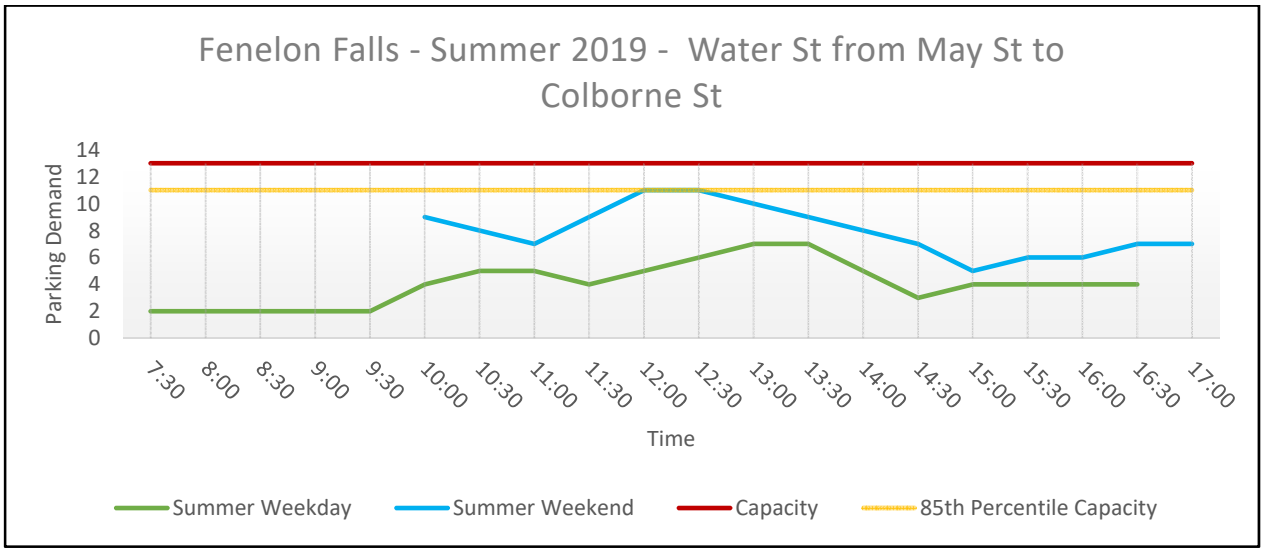

Fenelon Falls - Winter 2018 - Oak St from 100m west of May St to May St
Parking Demand
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity


Fenelon Falls - Spring 2019 - Oak St from West end of street to May St
Parking Demand
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity


Fenelon Falls - Summer 2019 - Oak St from West end of street to May St
Parking Demand
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

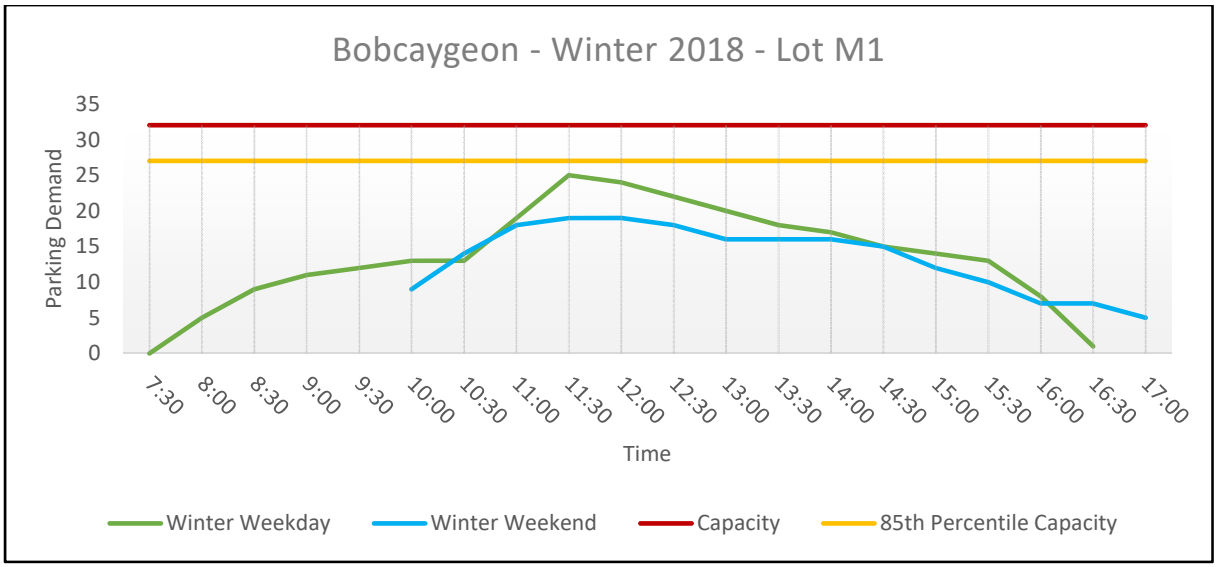

Fenelon Falls - Winter 2018 - Water St from May St to Colborne St
Parking Demand
0
2
4
6
8
10
12
14
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

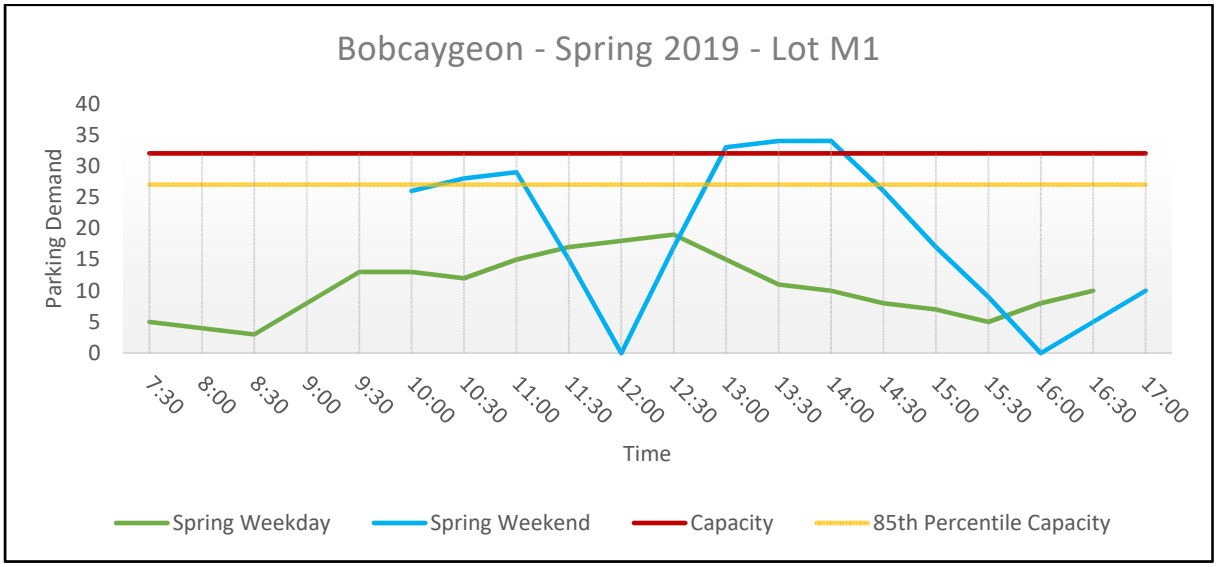

Fenelon Falls - Spring 2019 - Water St from May St to Colborne St
Parking Demand
0
2
4
6
8
10
12
14
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

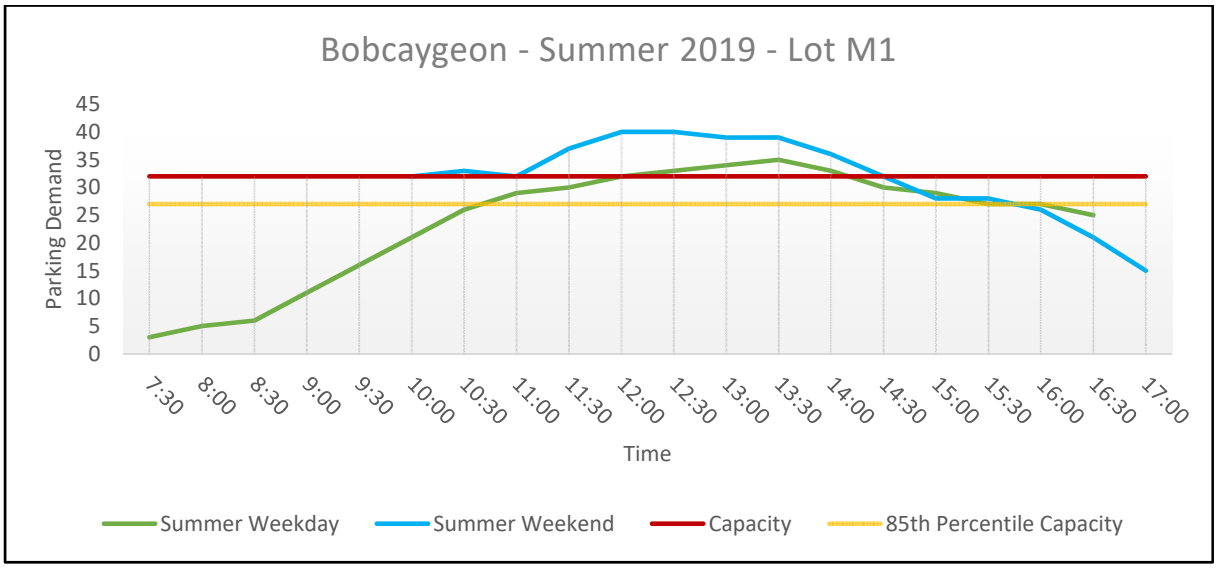

Fenelon Falls - Summer 2019 - Water St from May St to Colborne St
Parking Demand
0
2
4
6
8
10
12
14
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

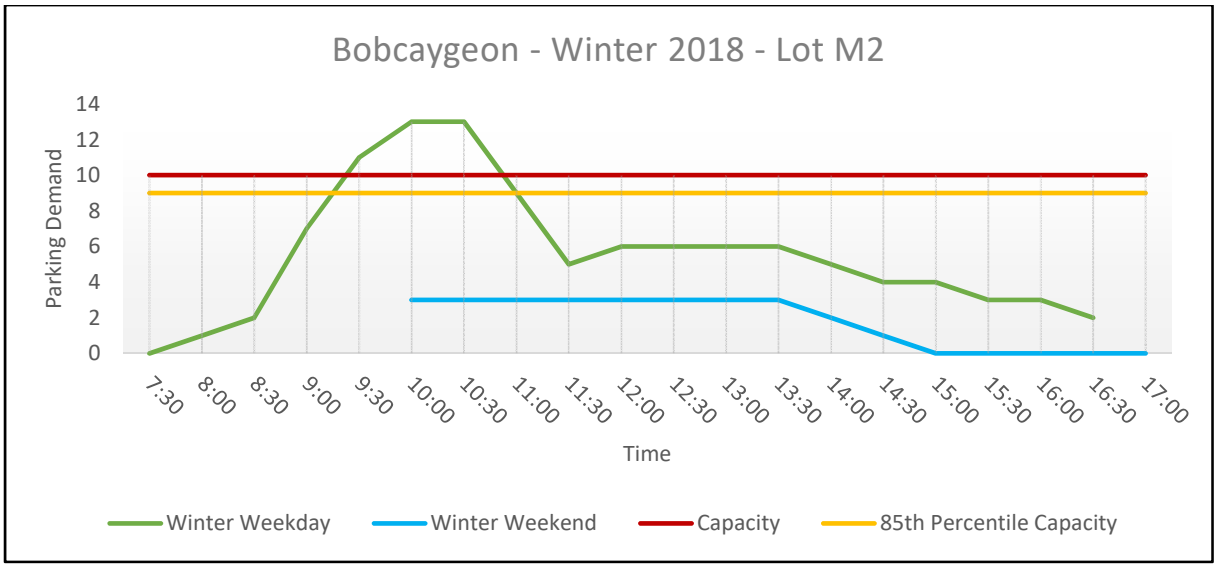
Bobcaygeon Core Area

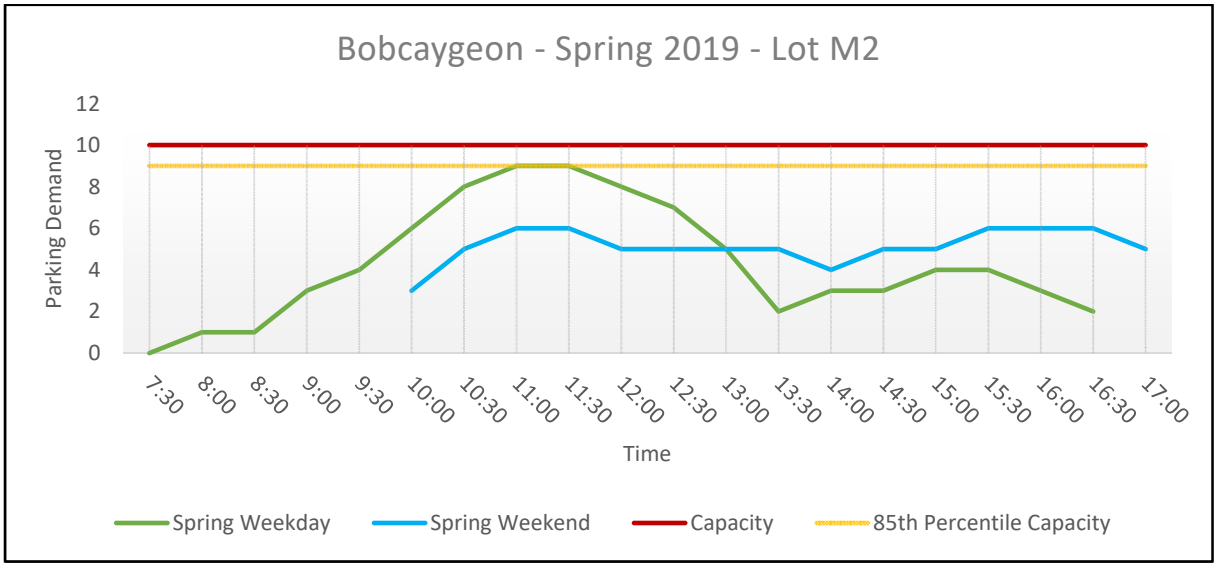
Municipal Off-Street Lots

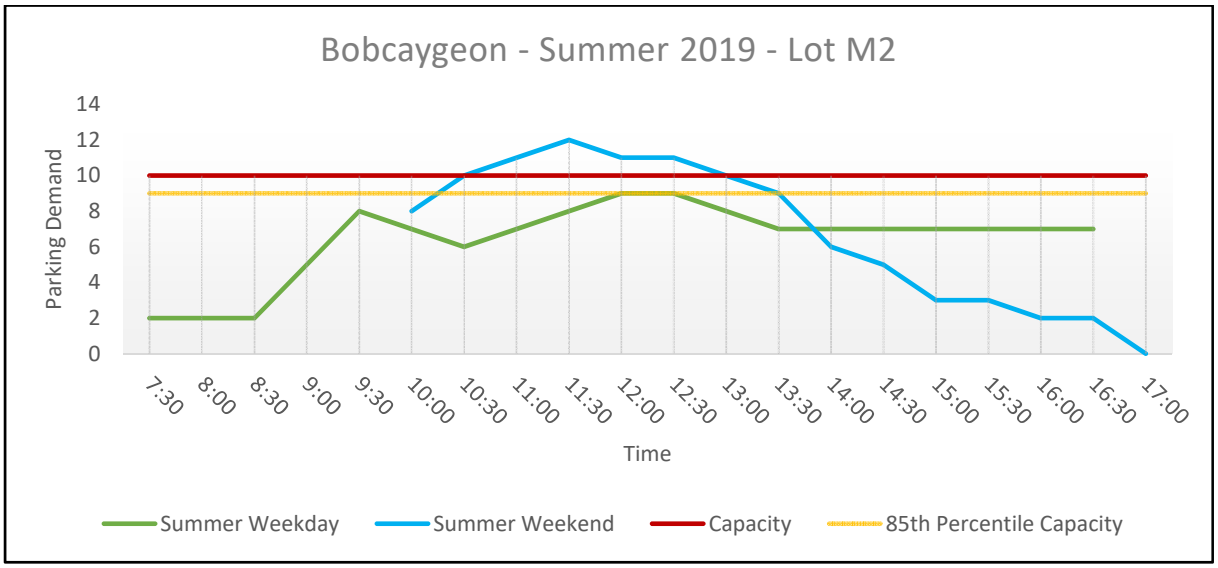

Bobcaygeon - Winter 2018 - Lot M1
Parking Demand
0
5
10
15
20
25
30
35
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

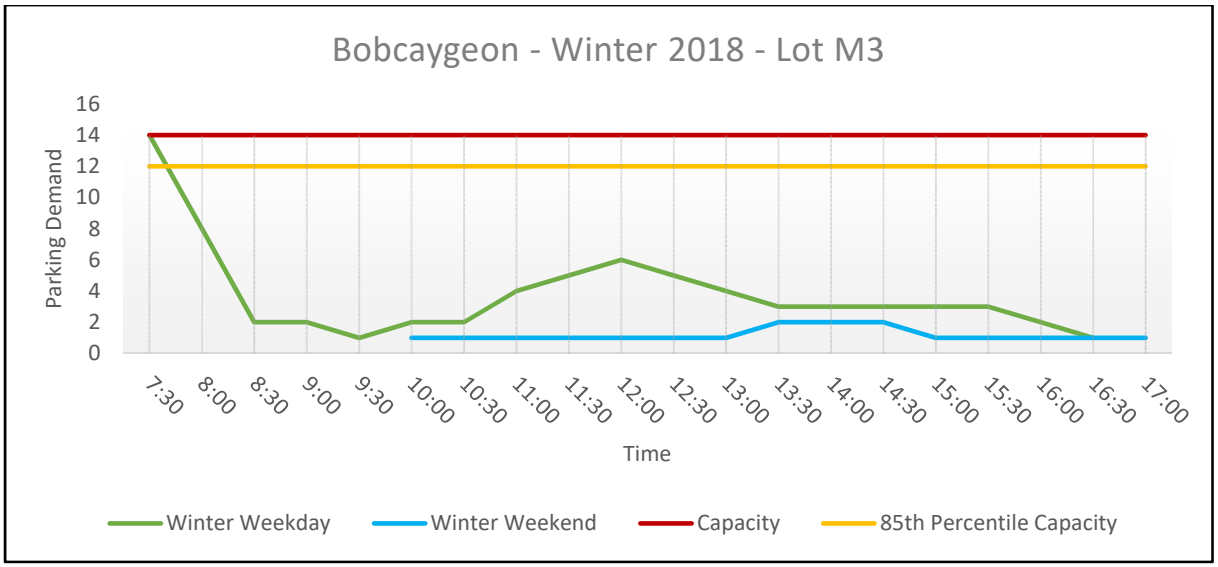

Bobcaygeon - Spring 2019 - Lot M1
Parking Demand
0
5
10
15
20
25
30
35
40
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

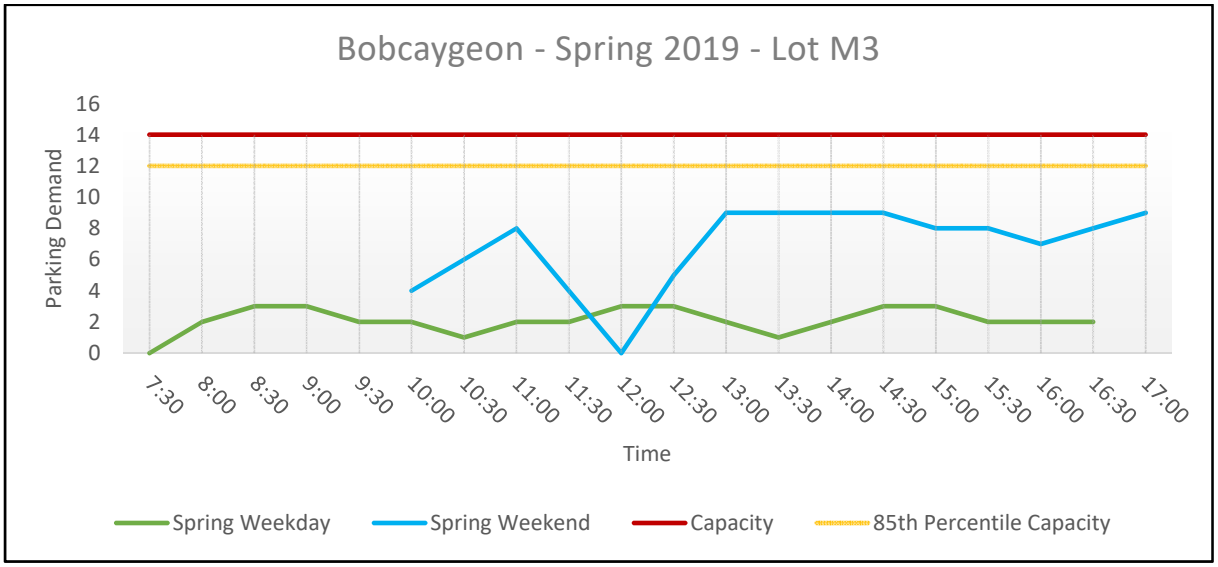

Bobcaygeon - Summer 2019 - Lot M1
Parking Demand
0
5
10
15
20
25
30
35
40
45
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

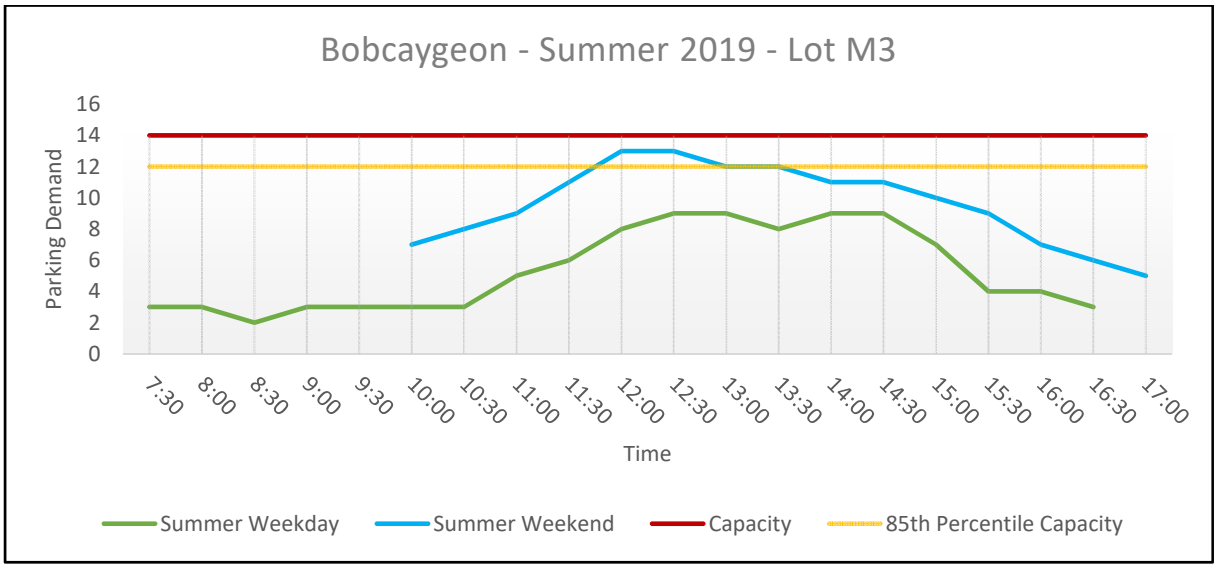

Bobcaygeon - Winter 2018 - Lot M2
Parking Demand
0
2
4
6
8
10
12
14
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

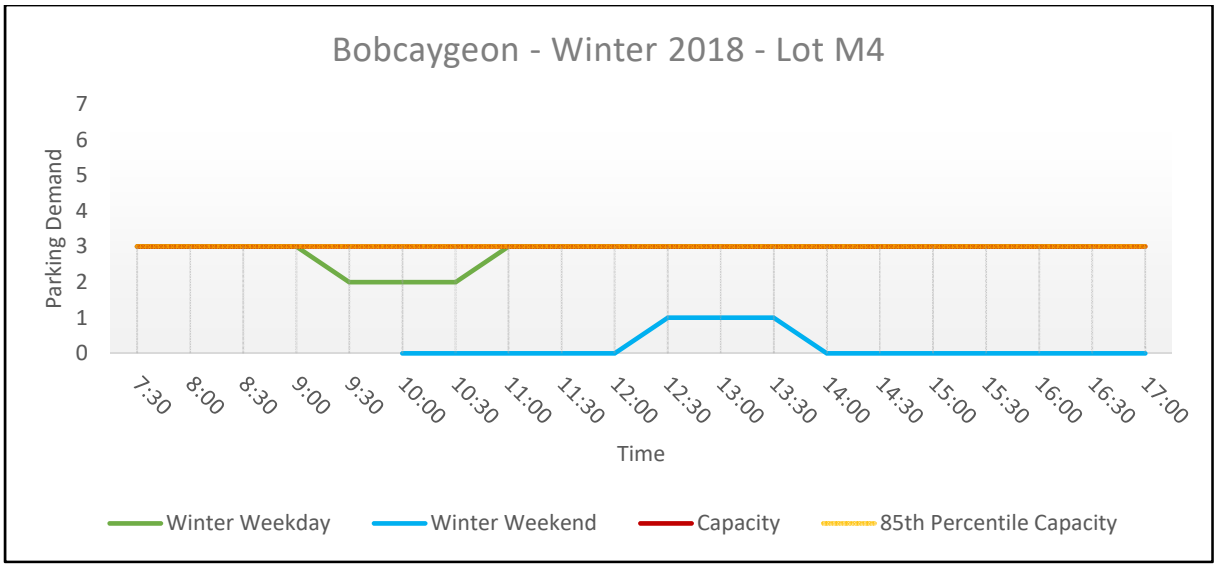

Bobcaygeon - Spring 2019 - Lot M2
Parking Demand
0
2
4
6
8
10
12
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

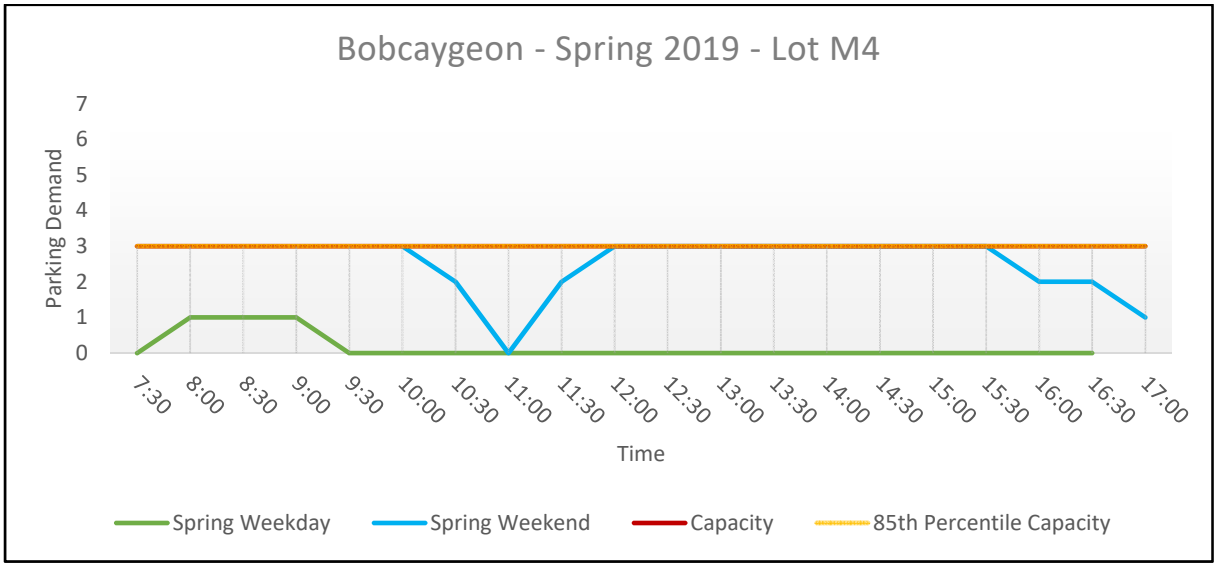

Bobcaygeon - Summer 2019 - Lot M2
Parking Demand
0
2
4
6
8
10
12
14
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

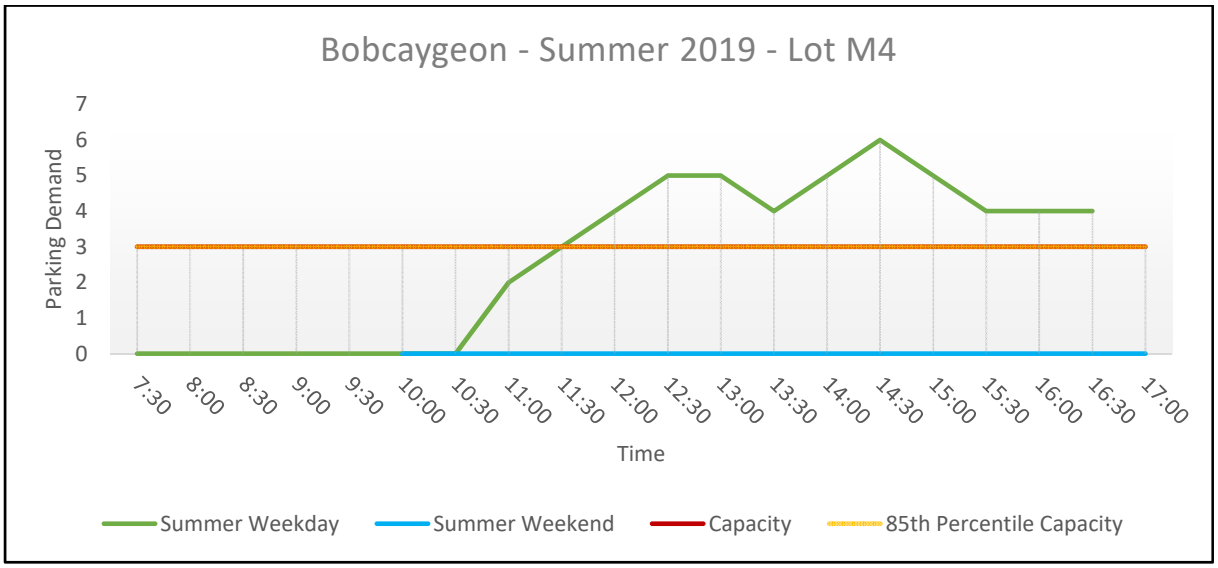

Bobcaygeon - Winter 2018 - Lot M3
Parking Demand
16
14
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

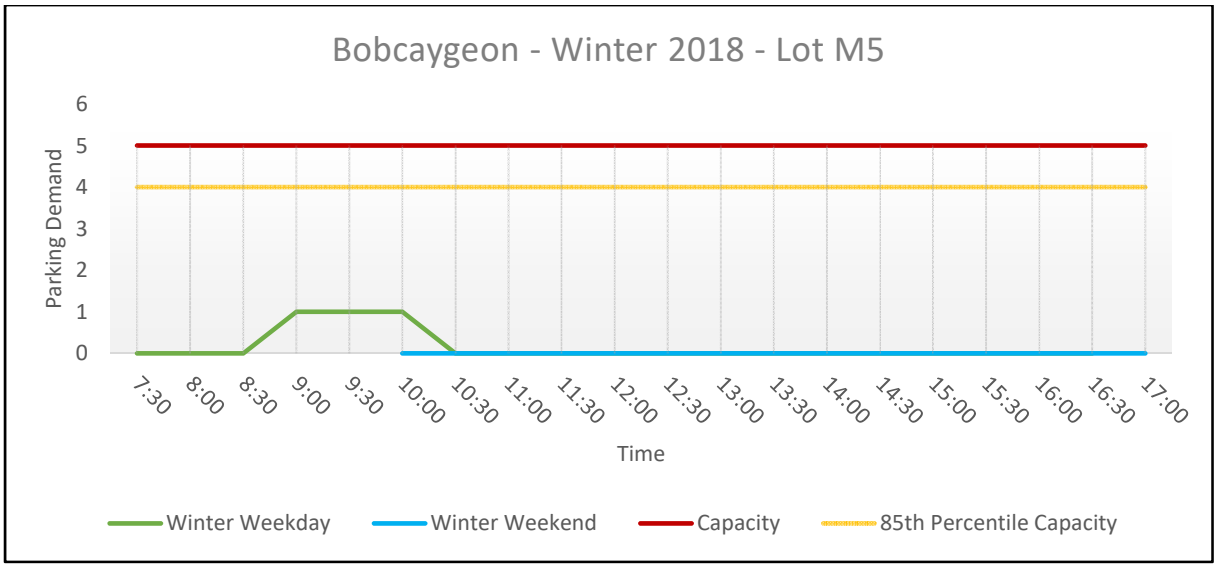

Bobcaygeon - Spring 2019 - Lot M3
Parking Demand
16
14
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

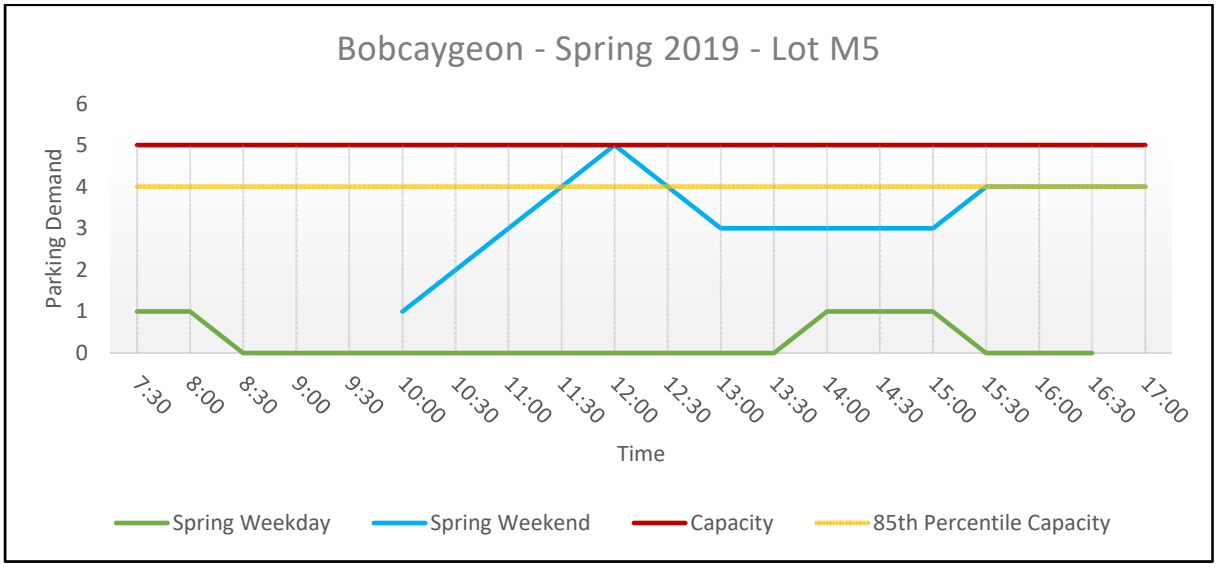

Bobcaygeon - Summer 2019 - Lot M3
Parking Demand
16
14
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

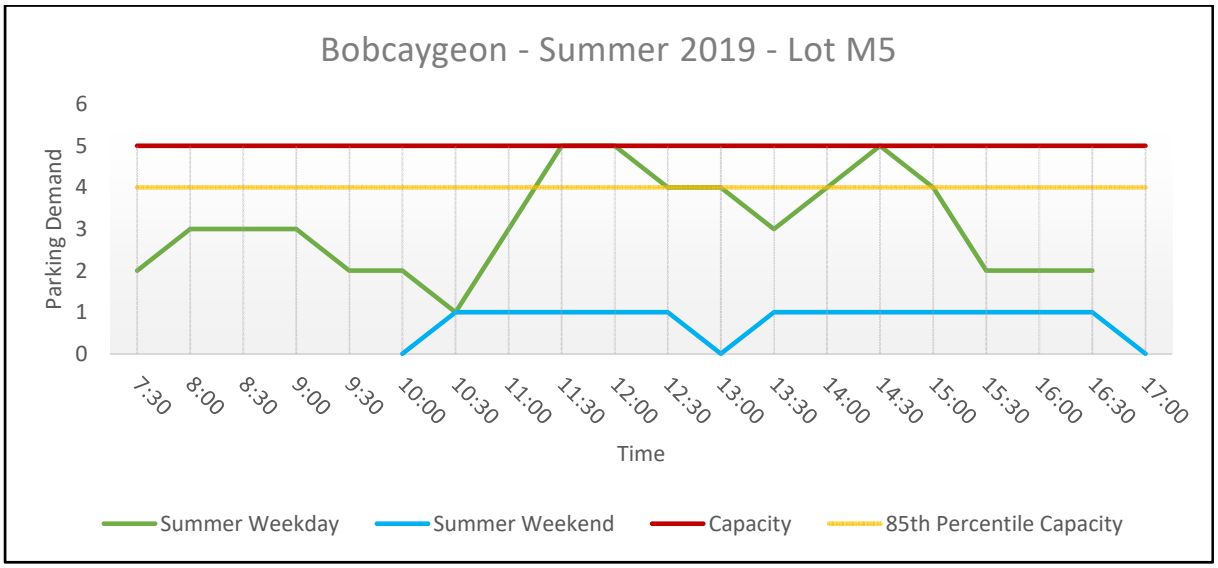

Bobcaygeon - Winter 2018 - Lot M4
Parking Demand
0
1
2
3
4
5
6
7
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

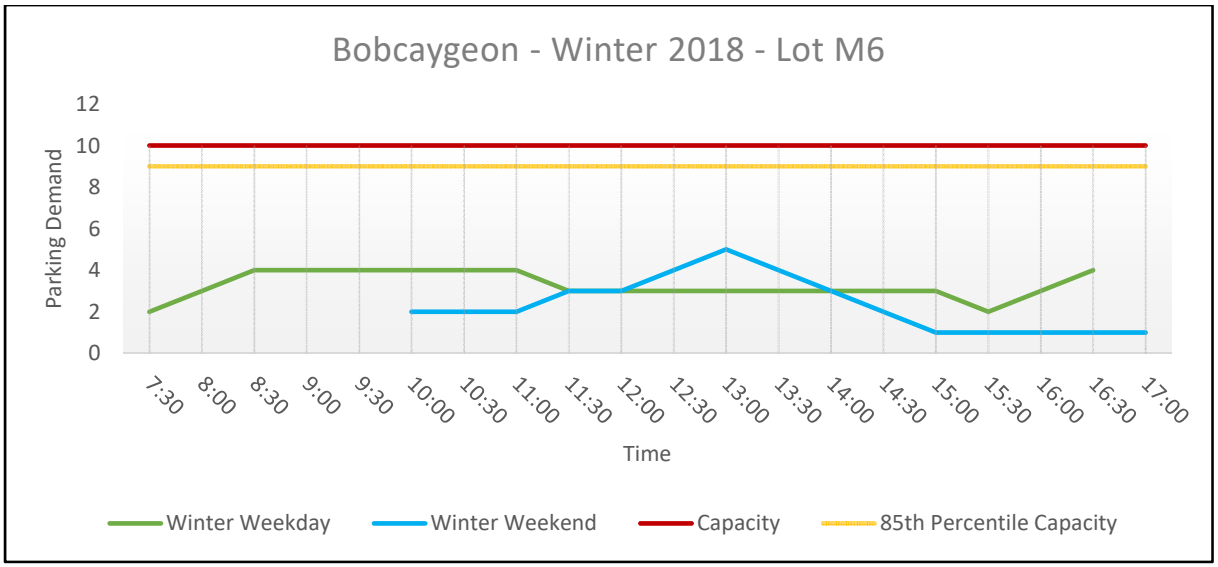

Bobcaygeon - Spring 2019 - Lot M4
Parking Demand
0
1
2
3
4
5
6
7
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

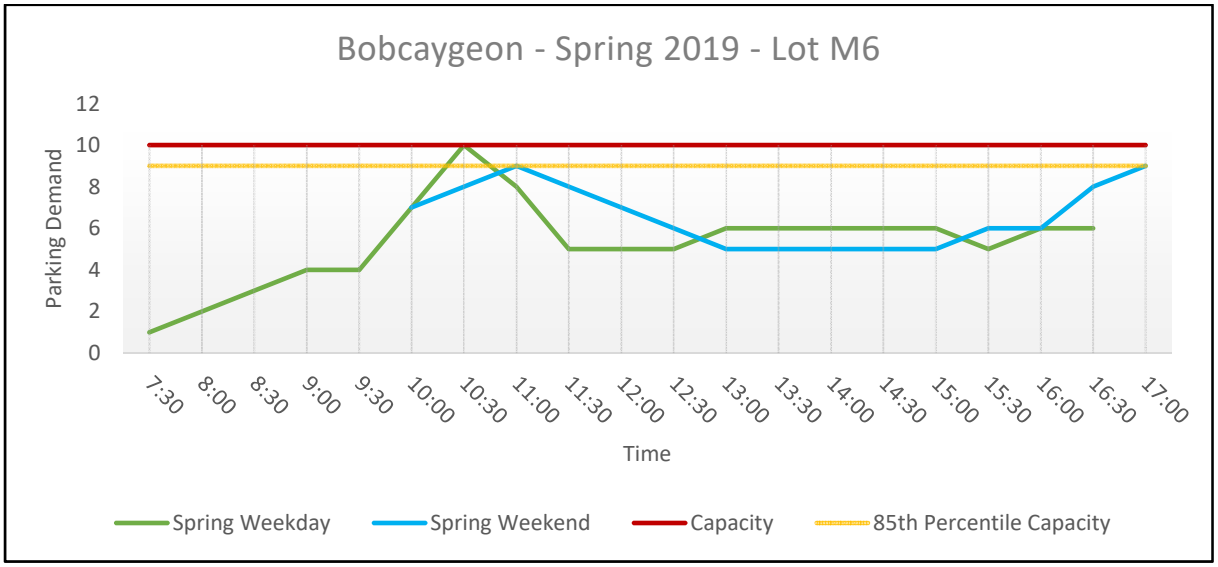

Bobcaygeon - Summer 2019 - Lot M4
Parking Demand
0
1
2
3
4
5
6
7
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

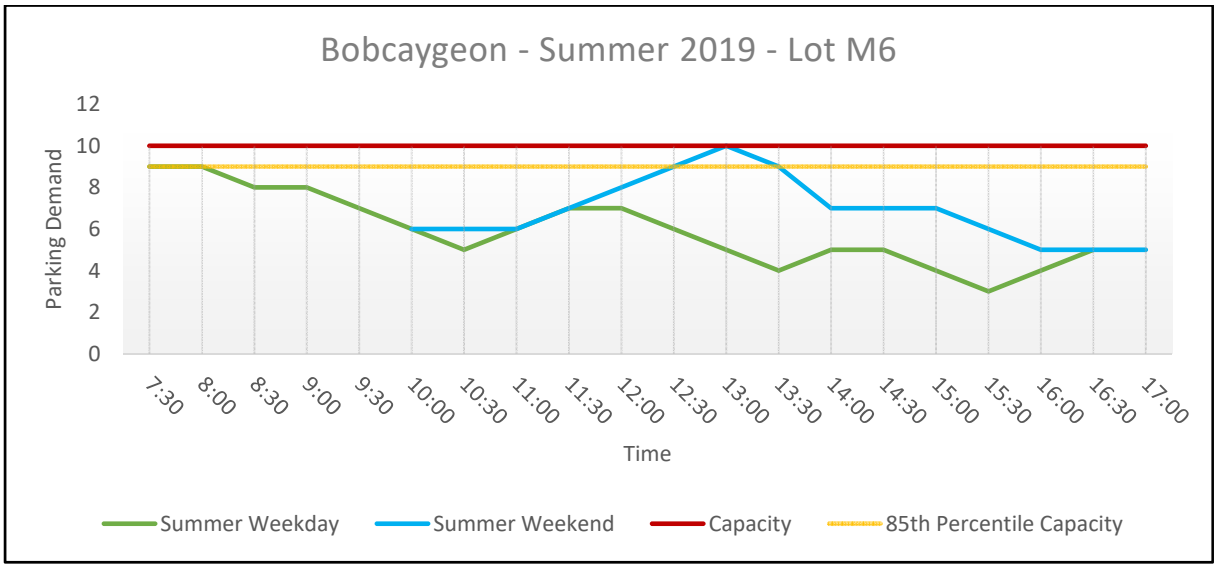

Bobcaygeon - Winter 2018 - Lot M5
Parking Demand
0
1
2
3
4
5
6
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity


Bobcaygeon - Spring 2019 - Lot M5
Parking Demand
0
1
2
3
4
5
6
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity


Bobcaygeon - Summer 2019 - Lot M5
Parking Demand
0
1
2
3
4
5
6
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

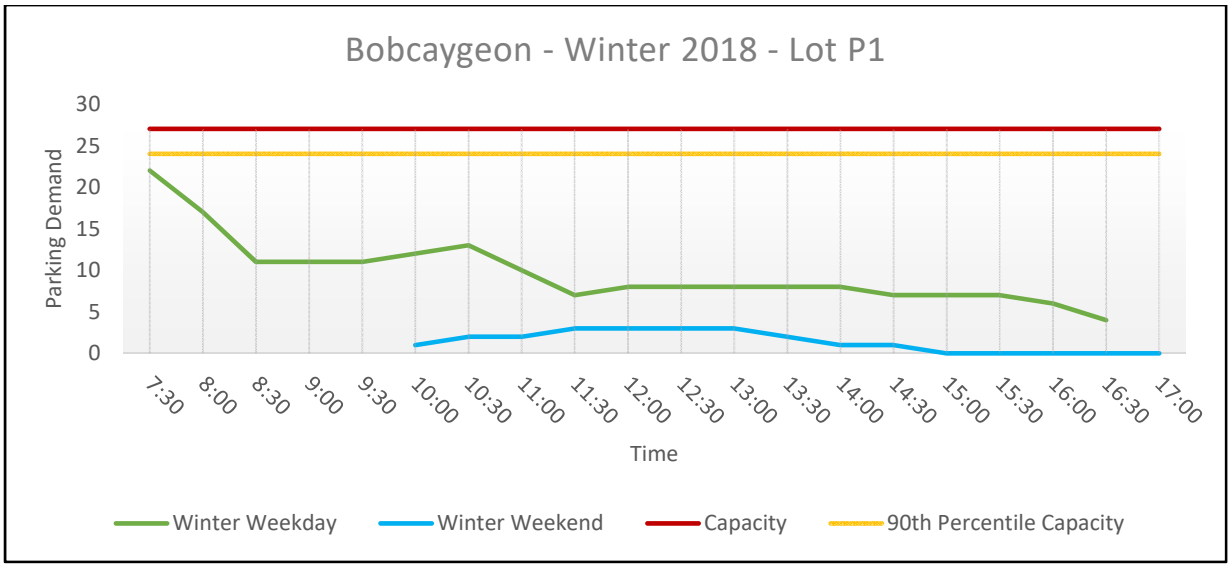

Bobcaygeon - Winter 2018 - Lot M6
Parking Demand
0
2
4
6
8
10
12
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

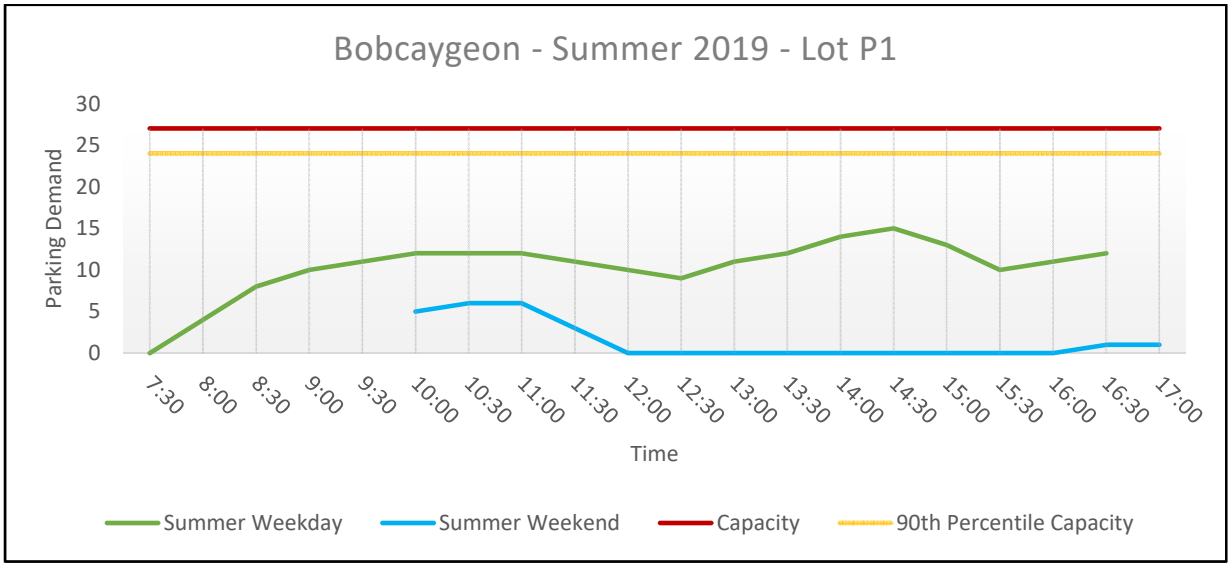

Bobcaygeon - Spring 2019 - Lot M6
Parking Demand
0
2
4
6
8
10
12
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

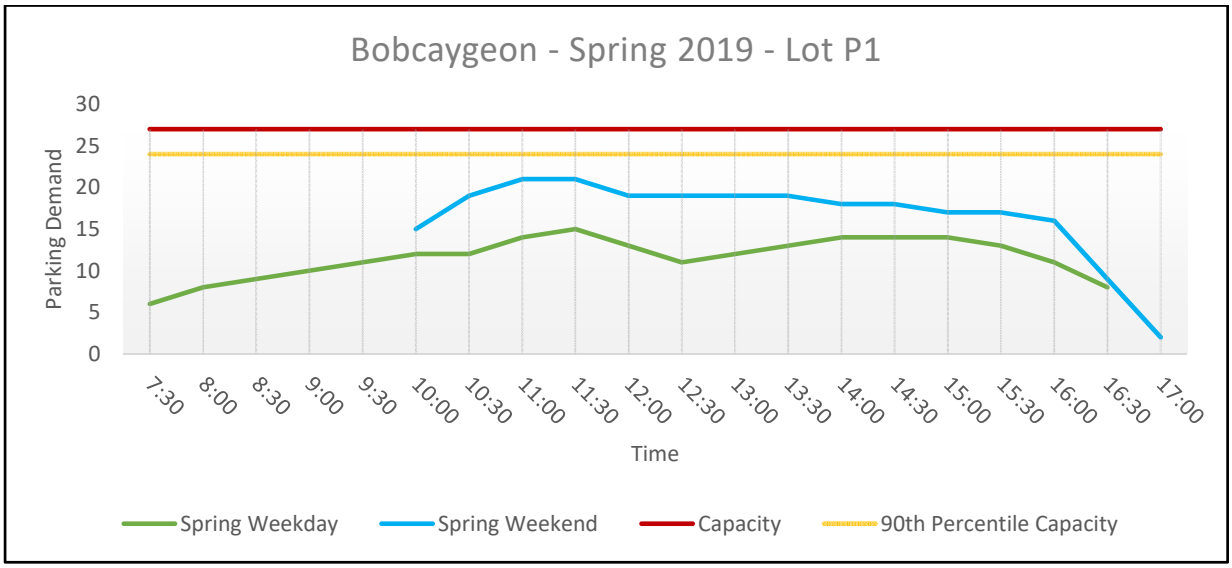

Bobcaygeon - Summer 2019 - Lot M6
Parking Demand
0
2
4
6
8
10
12
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

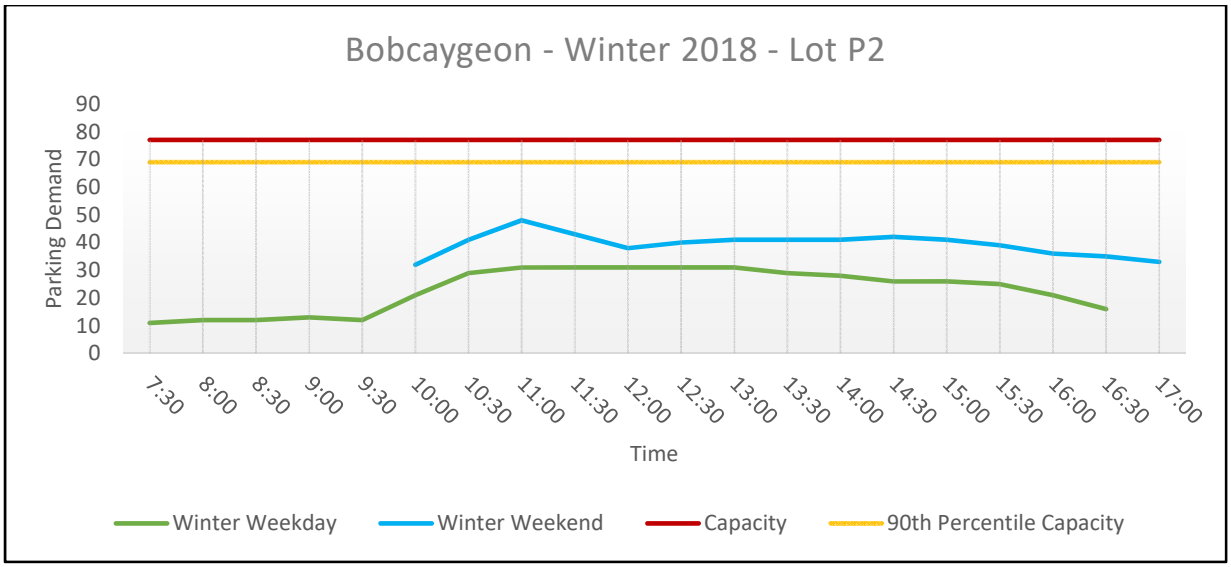
Bobcaygeon Core Area

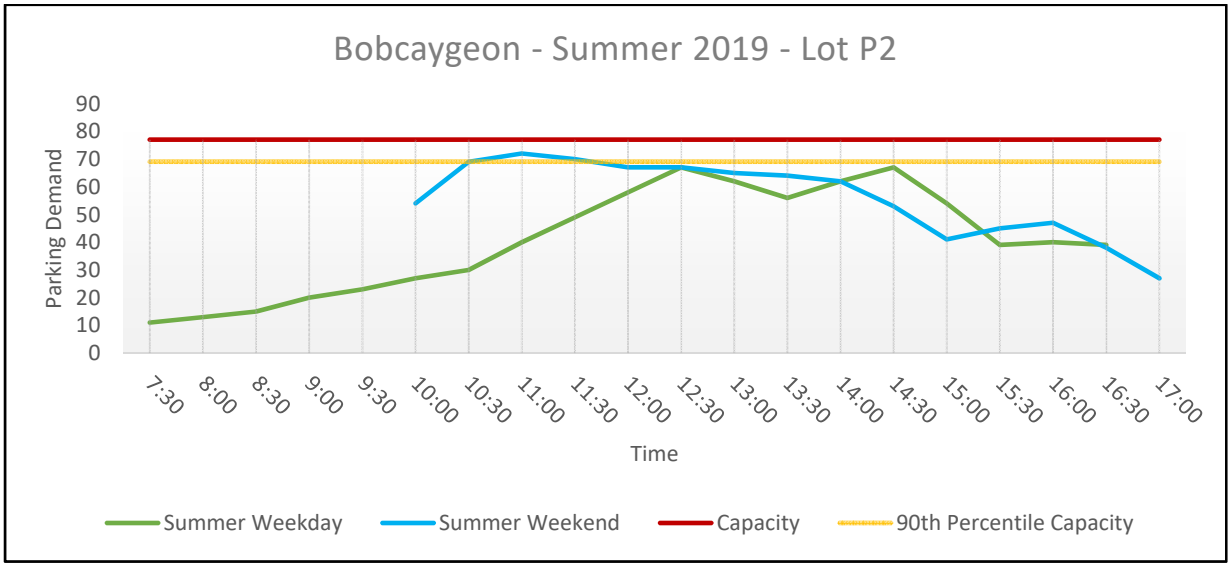
Private Off-Street Lots

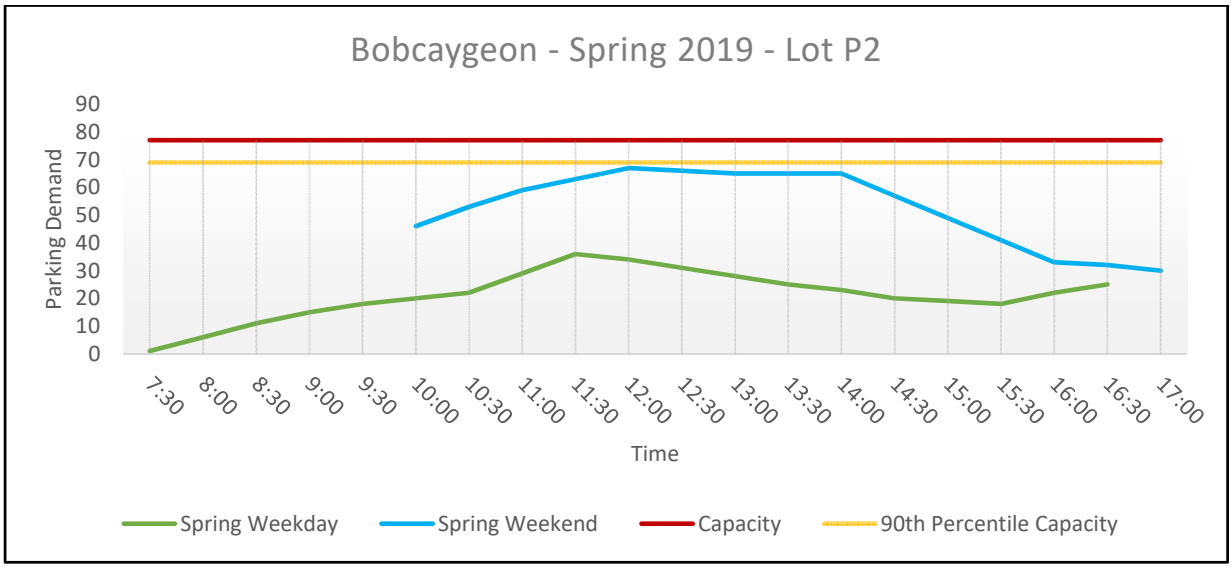

Bobcaygeon - Winter 2018 - Lot P1
Parking Demand
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
90th Percentile Capacity

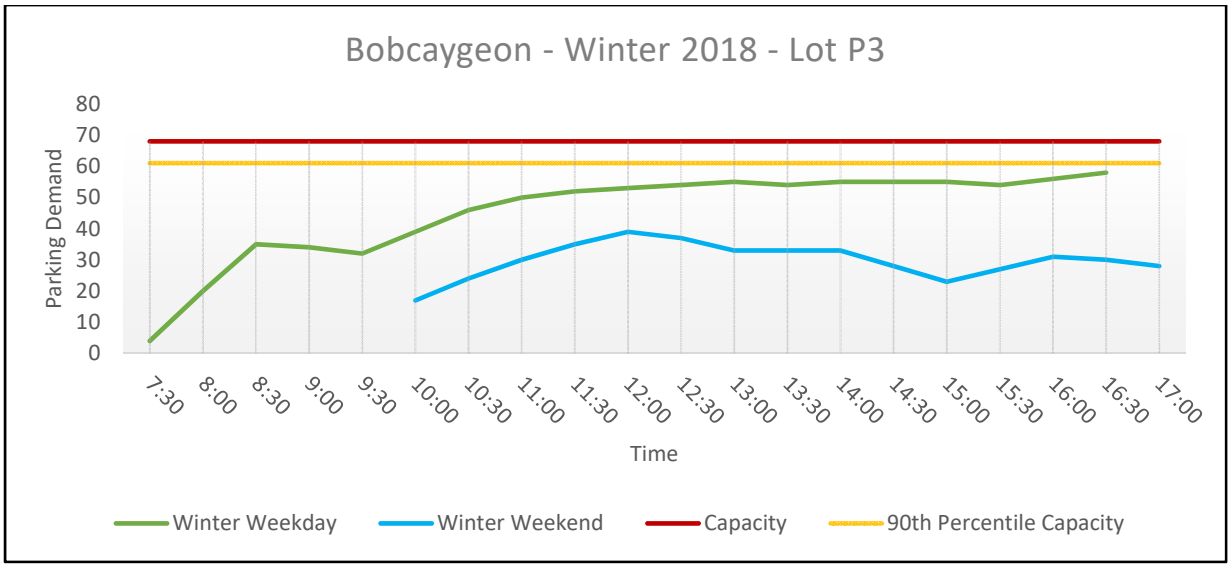

Bobcaygeon - Summer 2019 - Lot P1
Parking Demand
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
90th Percentile Capacity

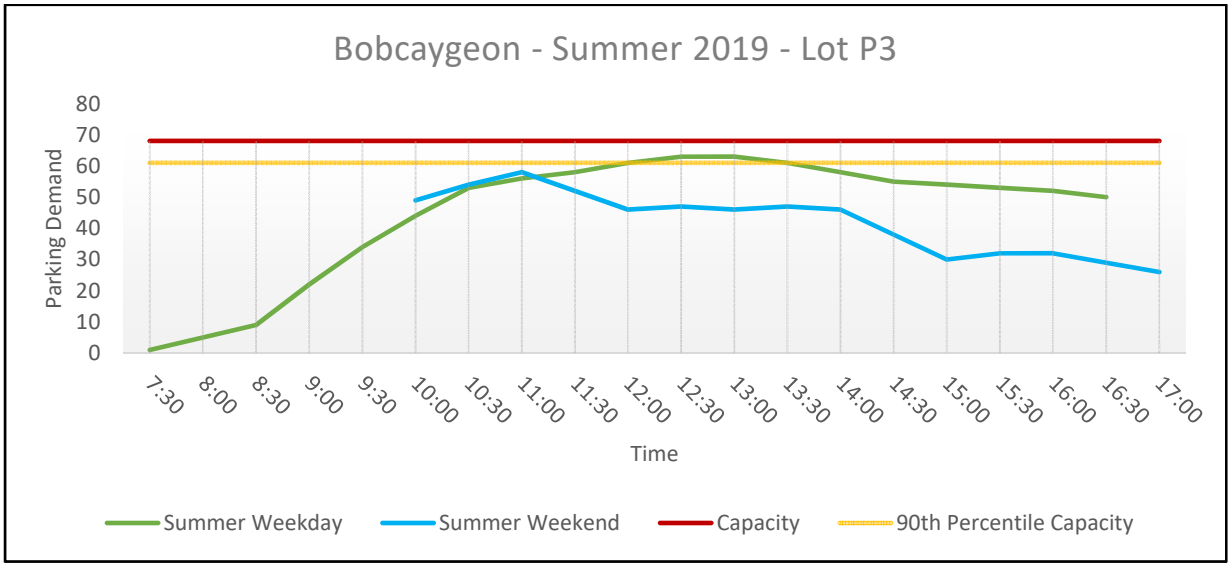

Bobcaygeon - Spring 2019 - Lot P1
Parking Demand
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
90th Percentile Capacity

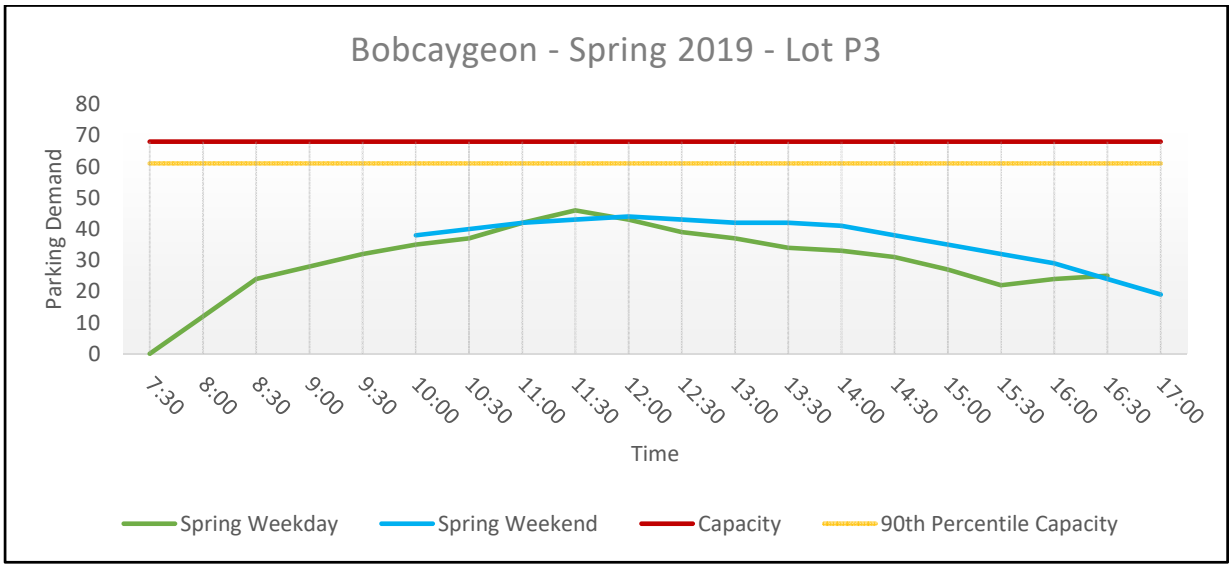

Bobcaygeon - Winter 2018 - Lot P2
Parking Demand
90
80
70
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
90th Percentile Capacity

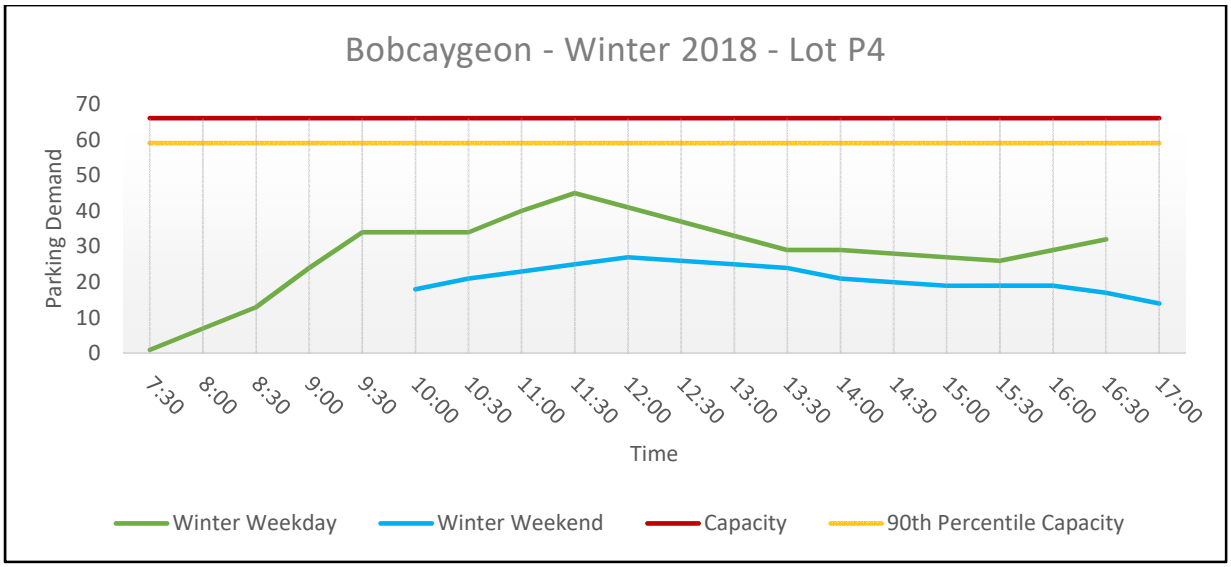

Bobcaygeon - Summer 2019 - Lot P2
Parking Demand
90
80
70
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
90th Percentile Capacity

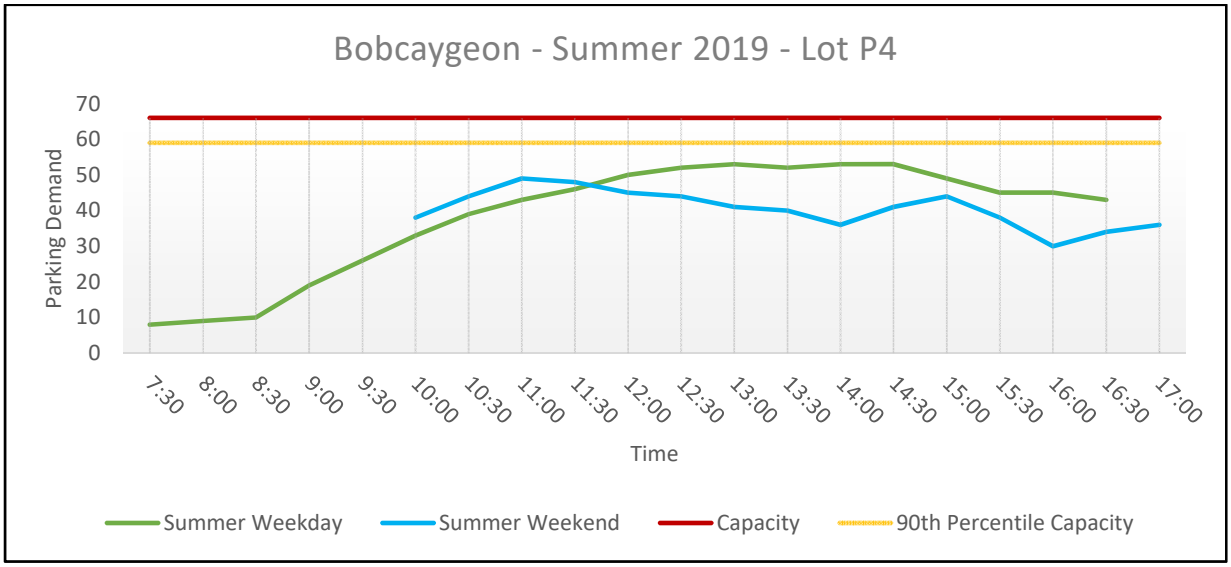

Bobcaygeon - Spring 2019 - Lot P2
Parking Demand
90
80
70
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
90th Percentile Capacity

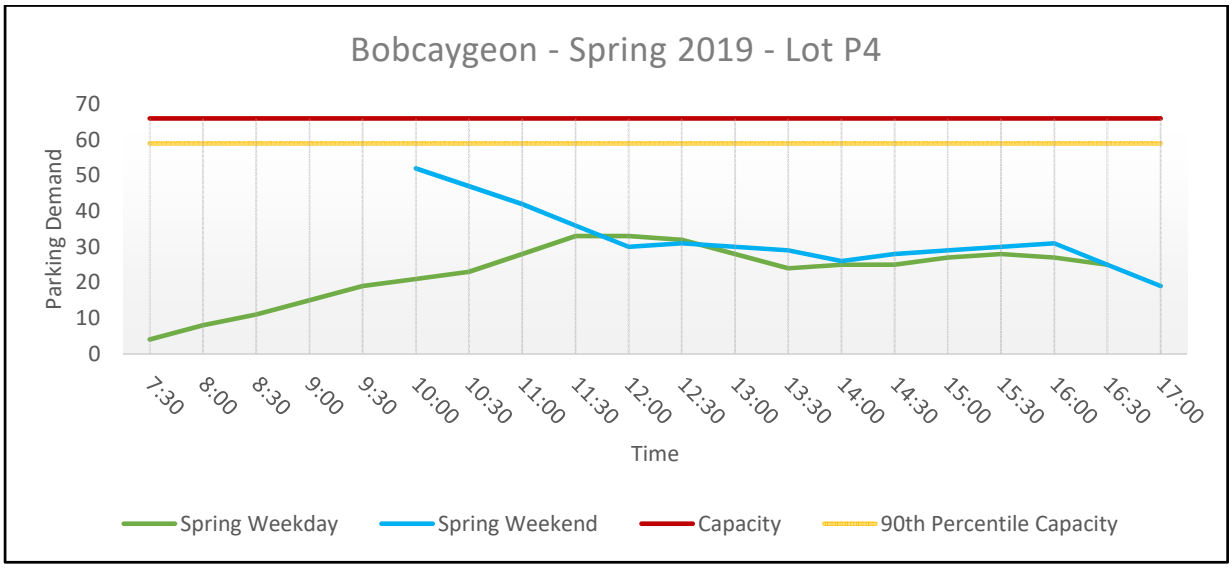

Bobcaygeon - Winter 2018 - Lot P3
Parking Demand
80
70
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
90th Percentile Capacity

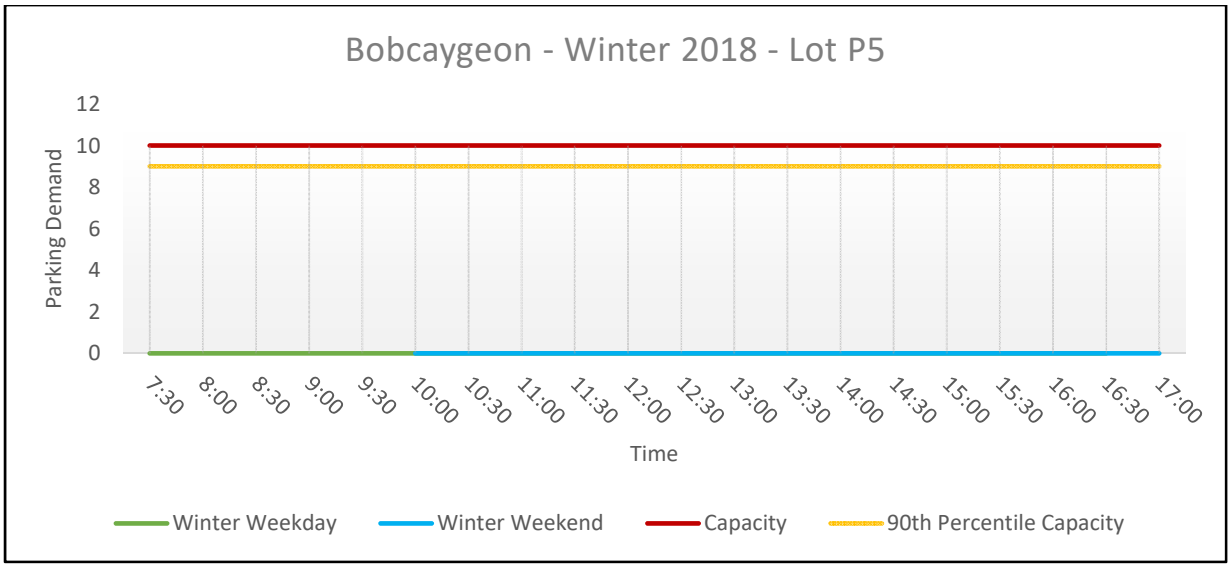

Bobcaygeon - Summer 2019 - Lot P3
Parking Demand
80
70
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
90th Percentile Capacity

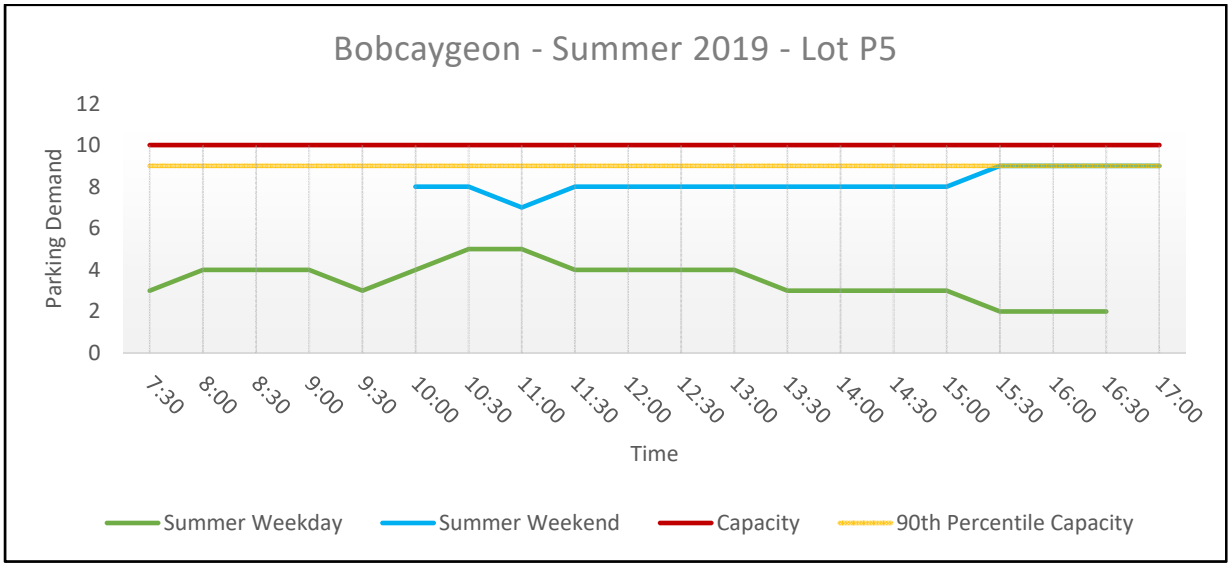

Bobcaygeon - Spring 2019 - Lot P3
Parking Demand
80
70
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
90th Percentile Capacity

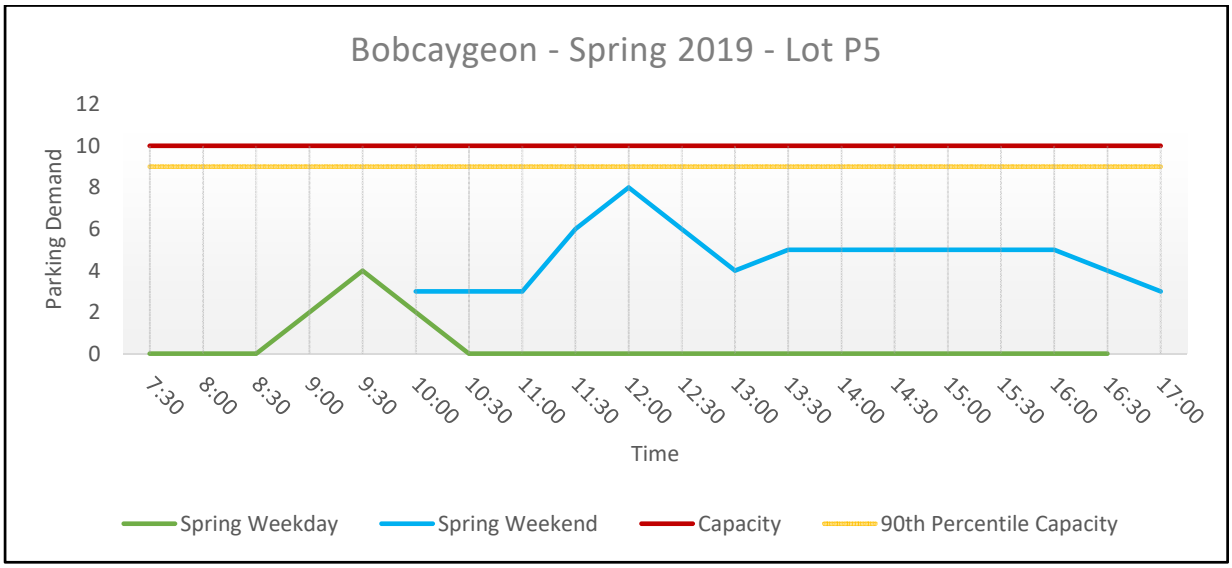

Bobcaygeon - Winter 2018 - Lot P4
Parking Demand
70
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
90th Percentile Capacity

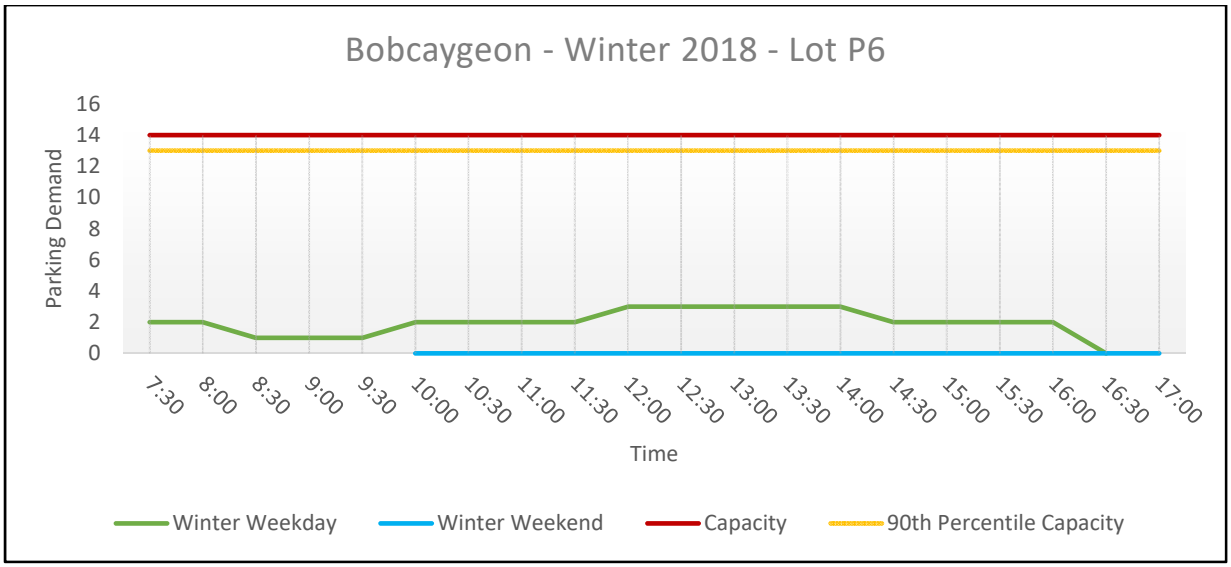

Bobcaygeon - Summer 2019 - Lot P4
Parking Demand
70
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
90th Percentile Capacity

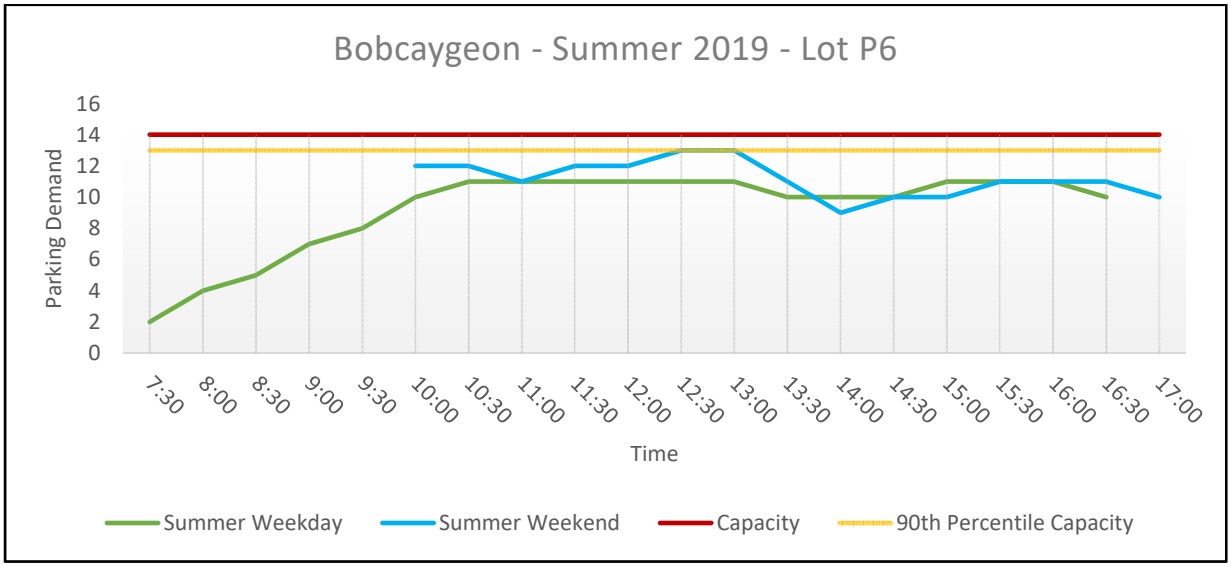

Bobcaygeon - Spring 2019 - Lot P4
Parking Demand
70
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
90th Percentile Capacity

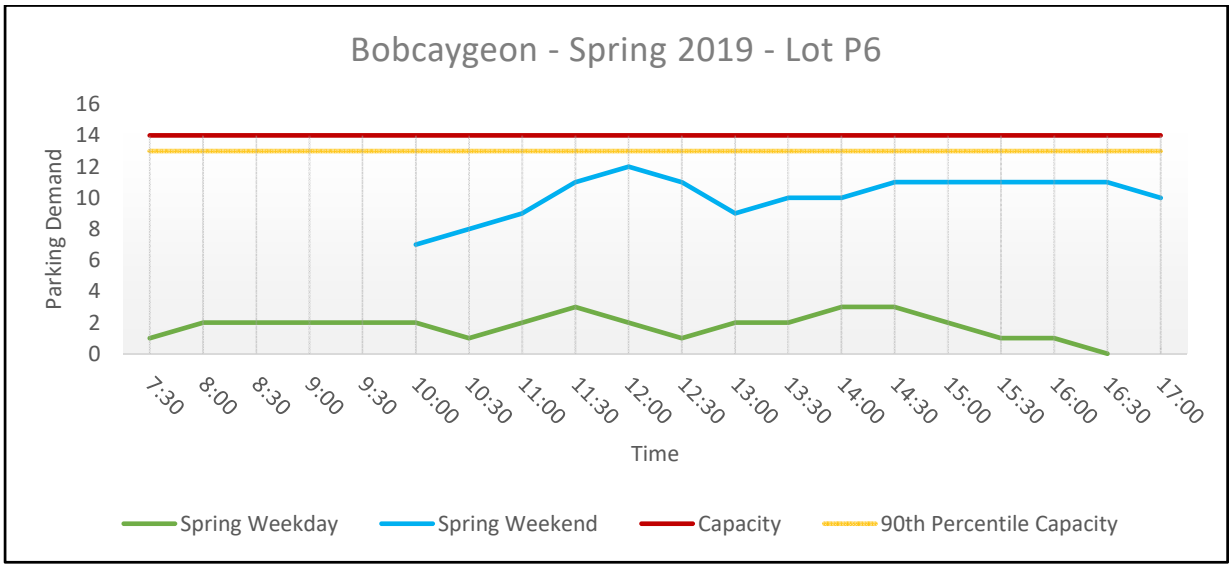

Bobcaygeon - Winter 2018 - Lot P5
Parking Demand
0
2
4
6
8
10
12
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
90th Percentile Capacity

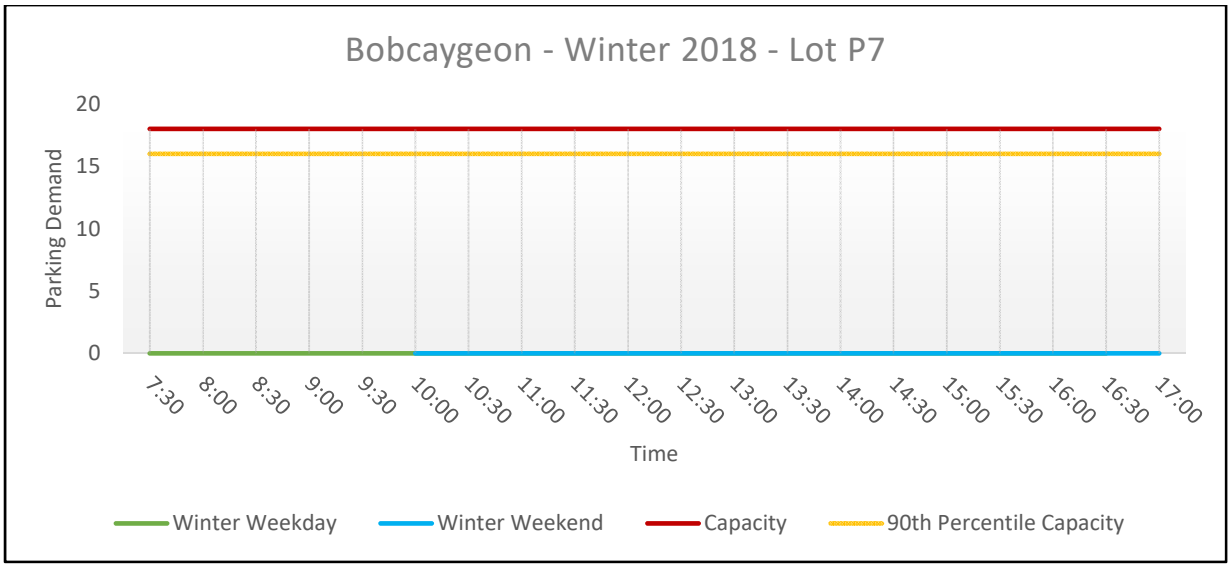

Bobcaygeon - Summer 2019 - Lot P5
Parking Demand
0
2
4
6
8
10
12
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
90th Percentile Capacity

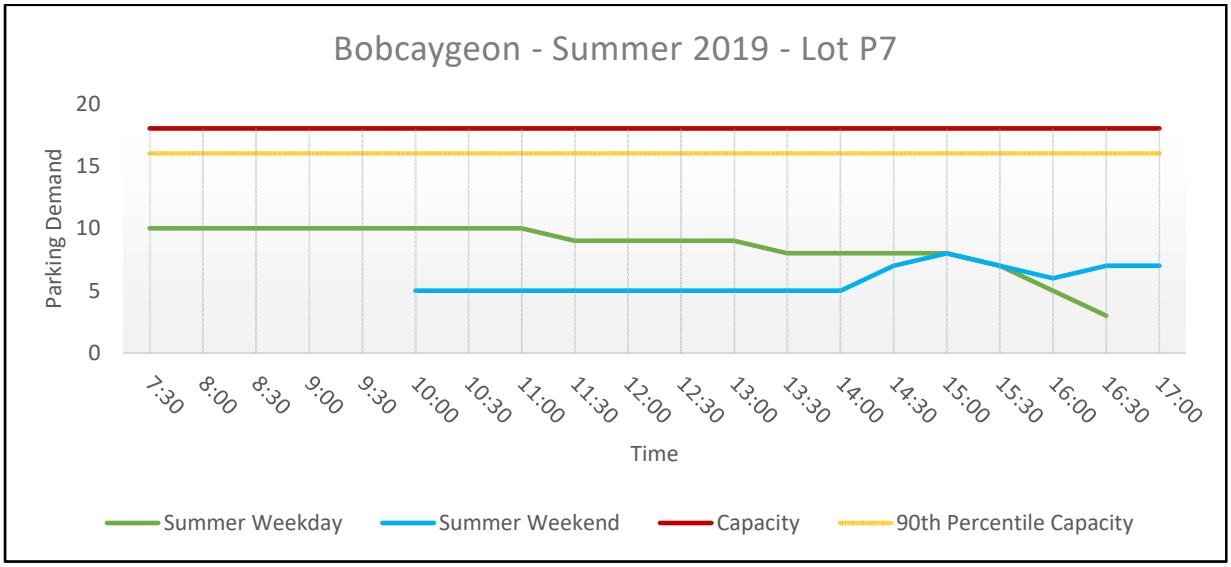

Bobcaygeon - Spring 2019 - Lot P5
Parking Demand
0
2
4
6
8
10
12
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
90th Percentile Capacity

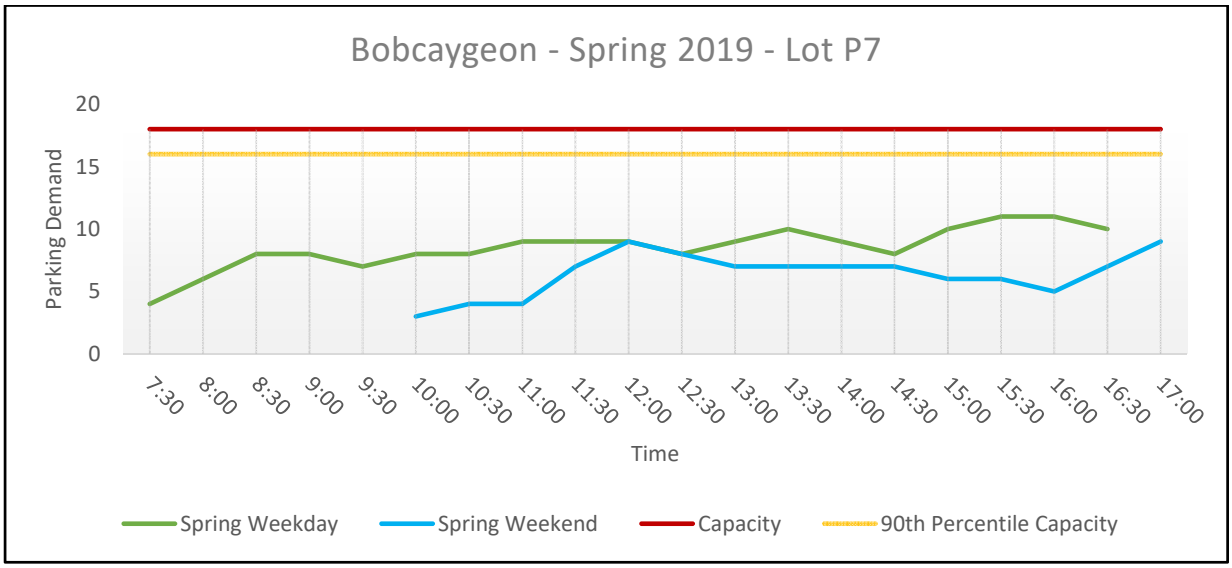

Bobcaygeon - Winter 2018 - Lot P6
Parking Demand
16
14
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
90th Percentile Capacity

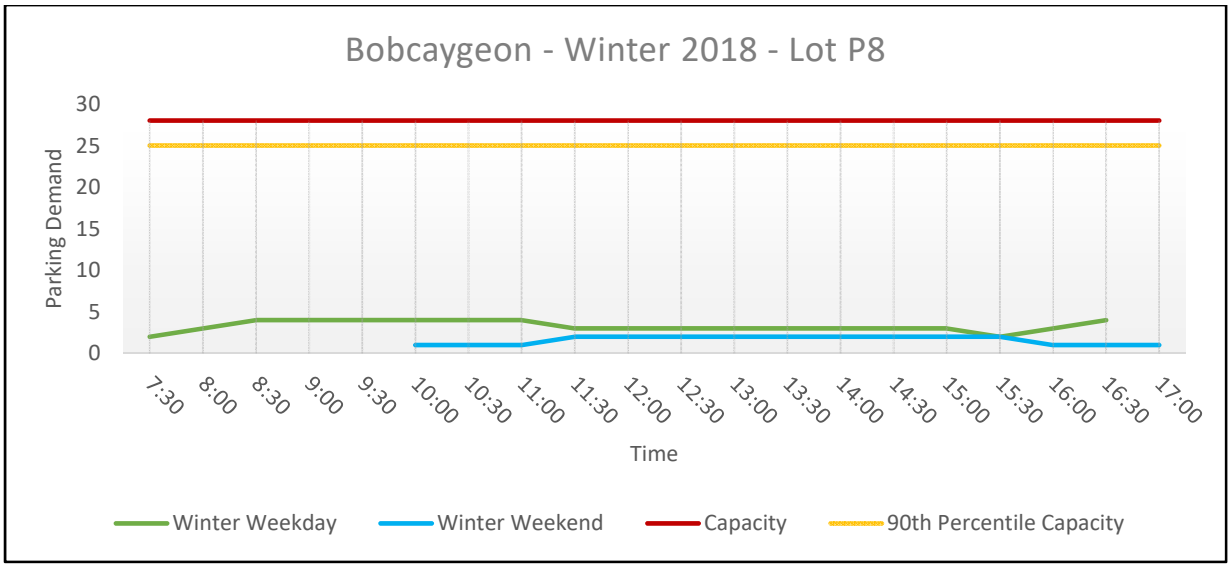

Bobcaygeon - Summer 2019 - Lot P6
Parking Demand
16
14
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
90th Percentile Capacity

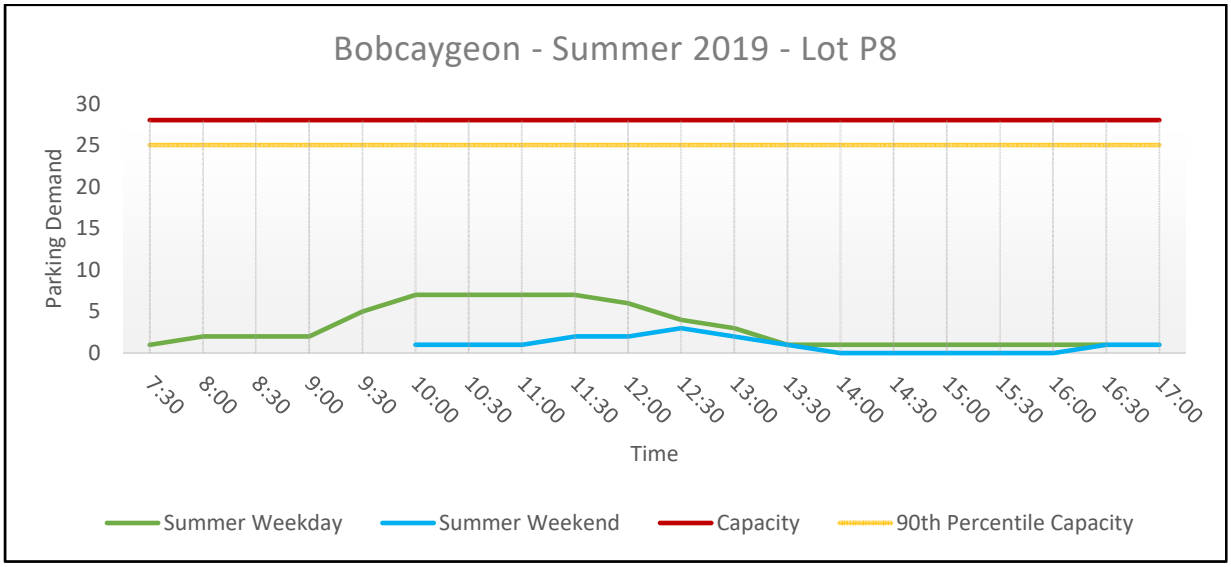

Bobcaygeon - Spring 2019 - Lot P6
Parking Demand
16
14
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
90th Percentile Capacity

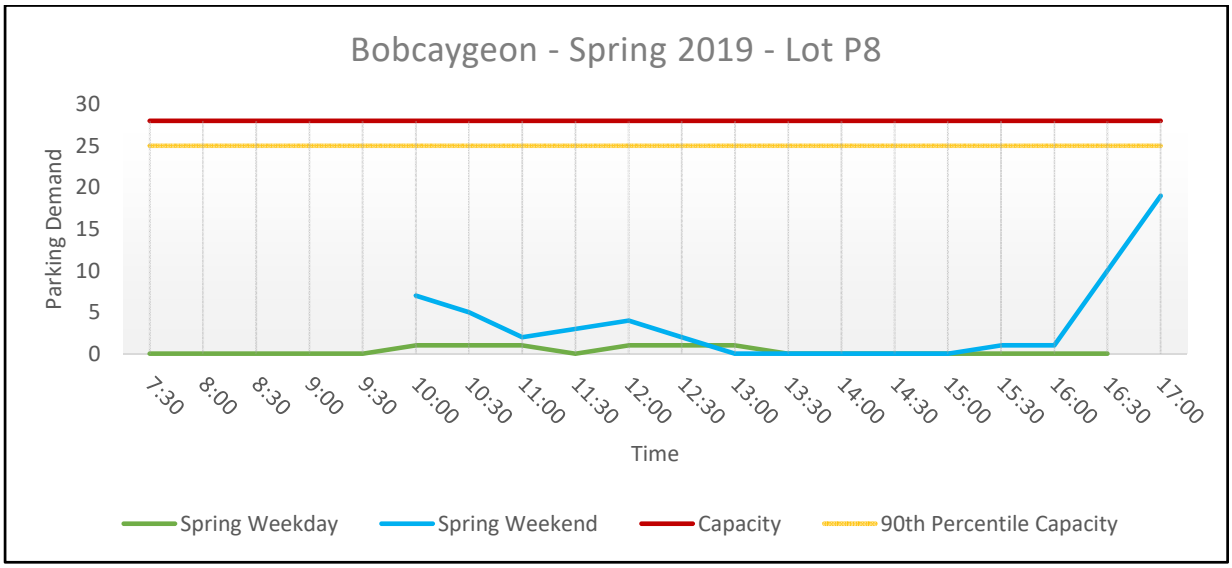

Bobcaygeon - Winter 2018 - Lot P7
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
90th Percentile Capacity


Bobcaygeon - Summer 2019 - Lot P7
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
90th Percentile Capacity


Bobcaygeon - Spring 2019 - Lot P7
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
90th Percentile Capacity

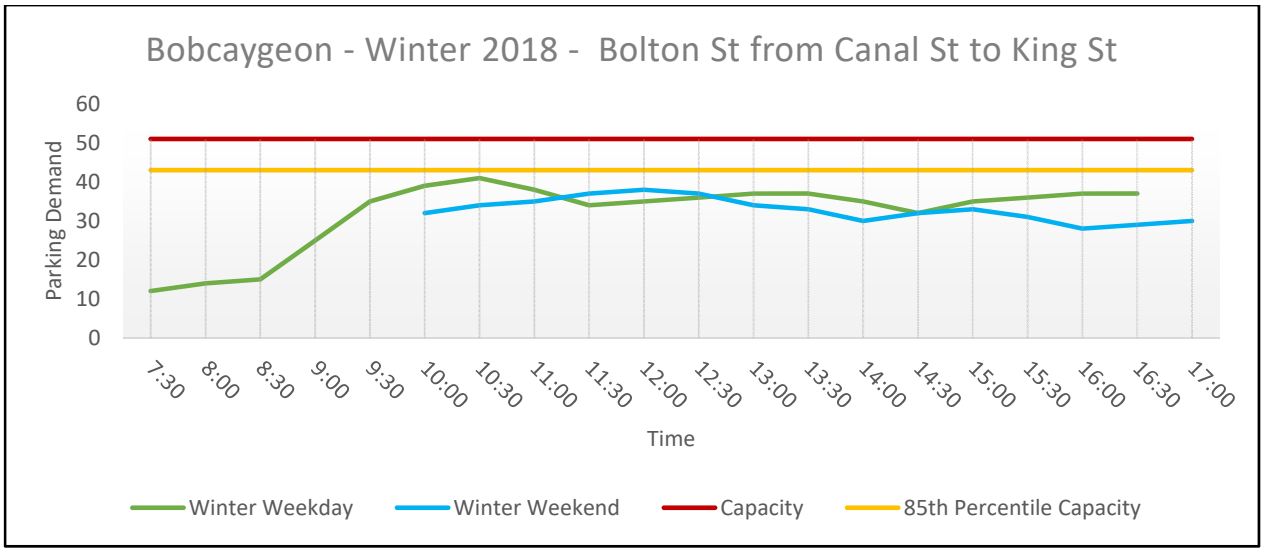

Bobcaygeon - Winter 2018 - Lot P8
Parking Demand
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
90th Percentile Capacity

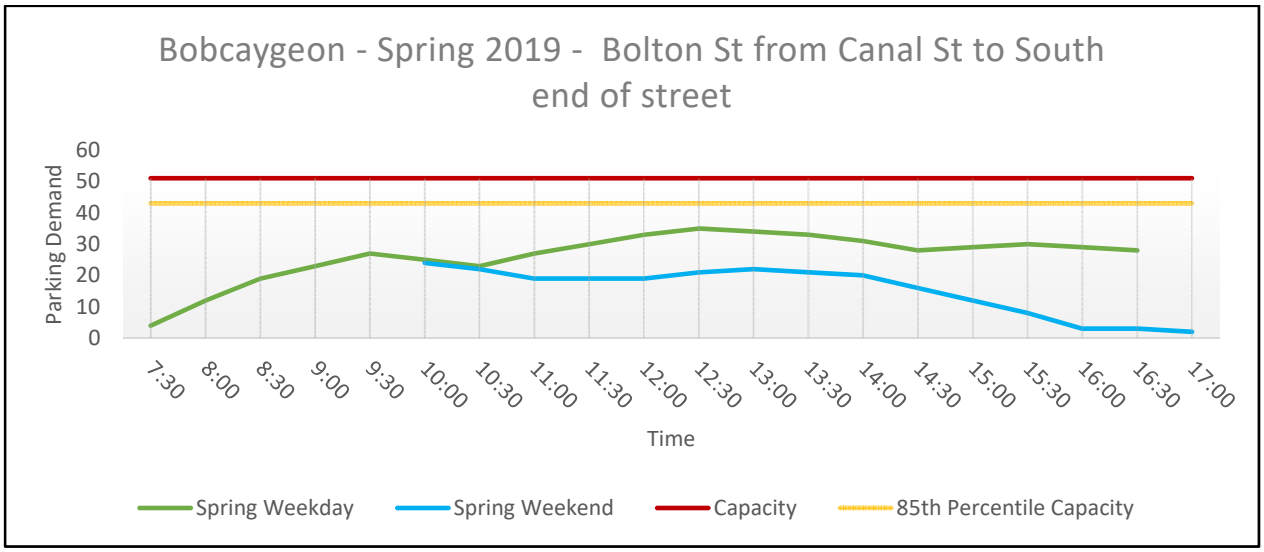

Bobcaygeon - Summer 2019 - Lot P8
Parking Demand
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
90th Percentile Capacity

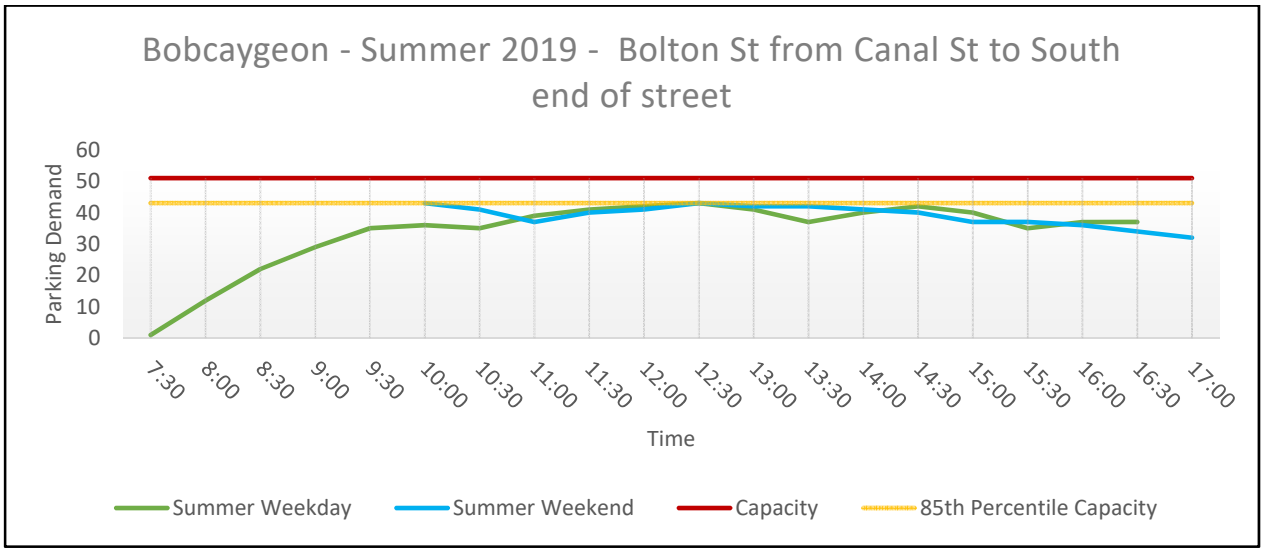

Bobcaygeon - Spring 2019 - Lot P8
Parking Demand
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
90th Percentile Capacity

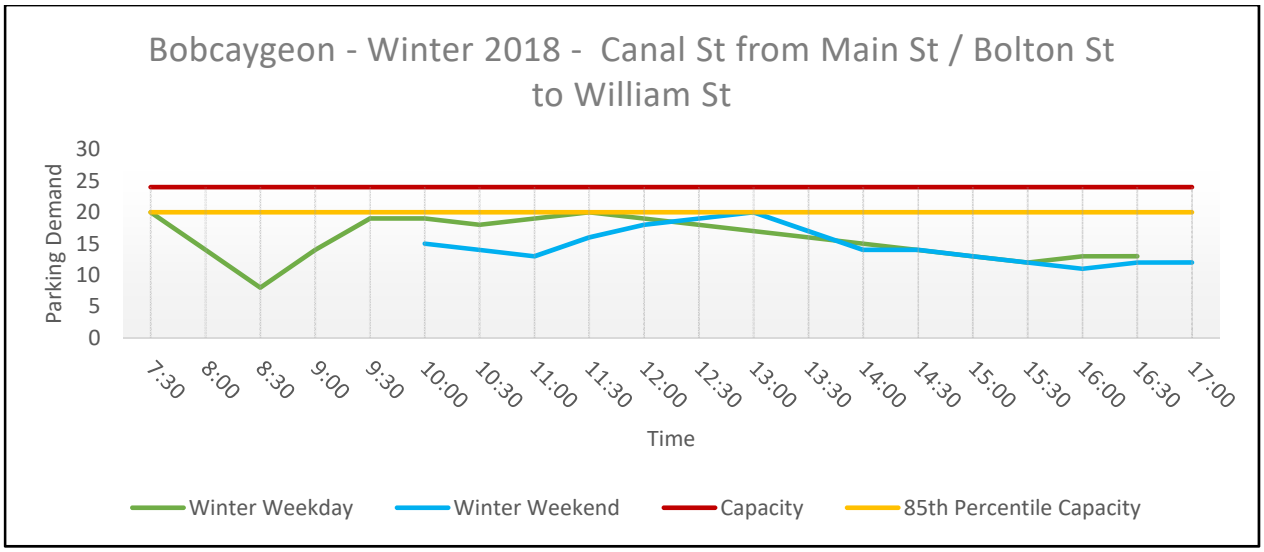
Bobcaygeon Core Area

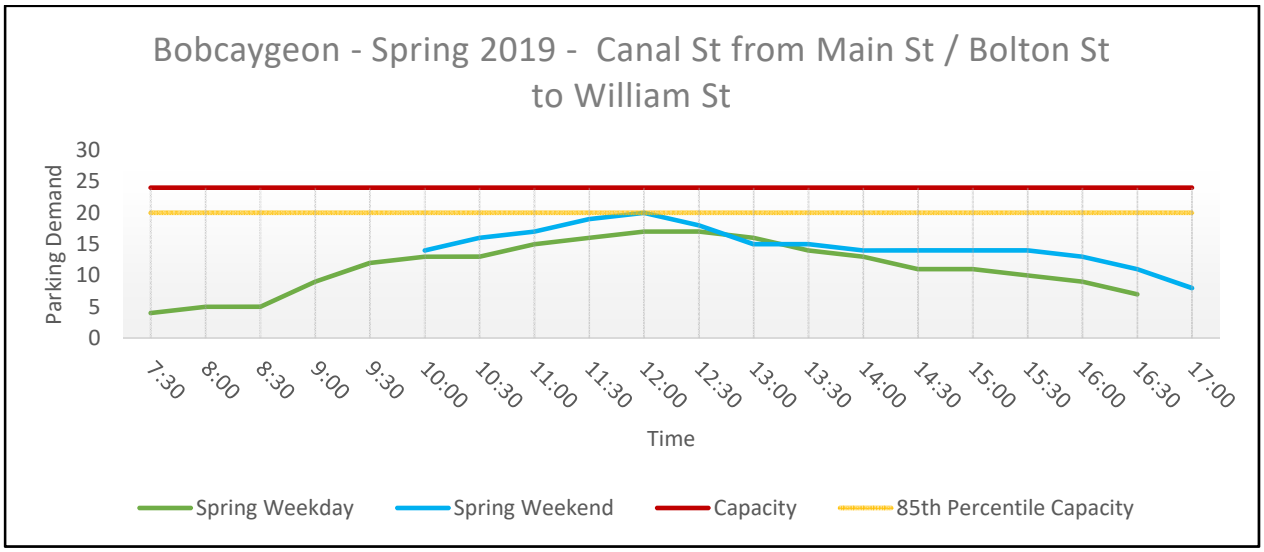
On-Street Segments

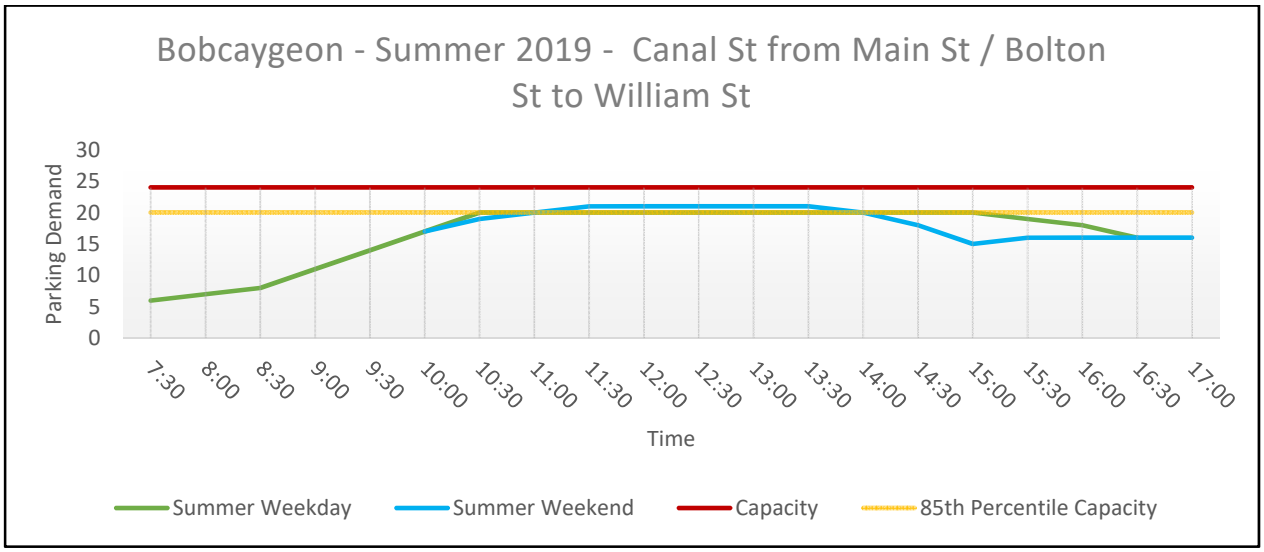

Bobcaygeon - Winter 2018 - Bolton St from Canal St to King St
Parking Demand
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

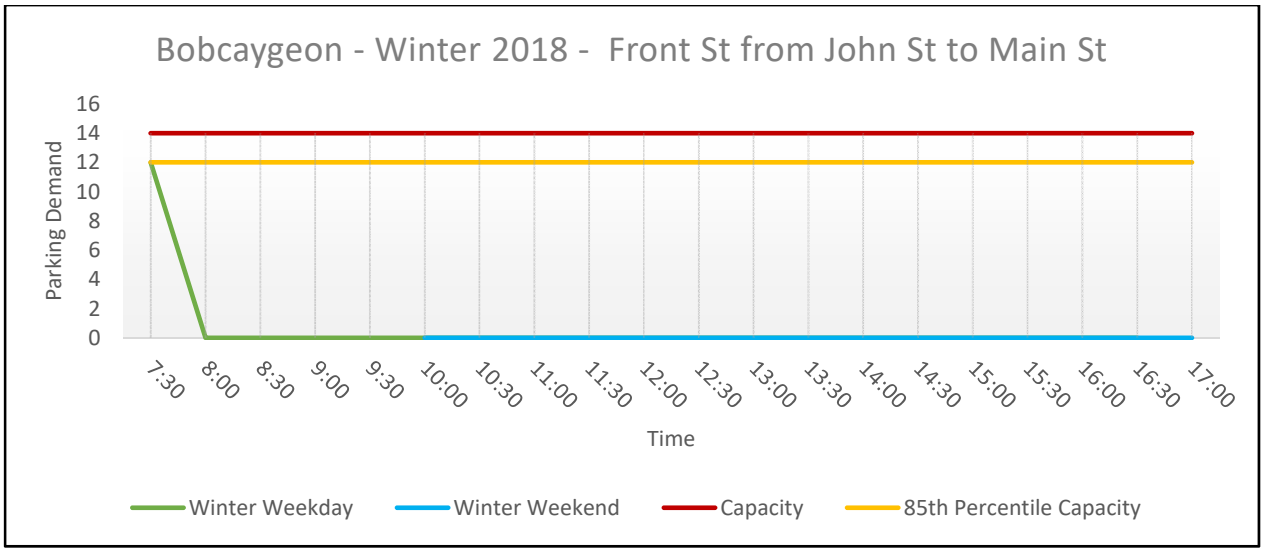

Bobcaygeon - Spring 2019 - Bolton St from Canal St to South end of street
Parking Demand
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

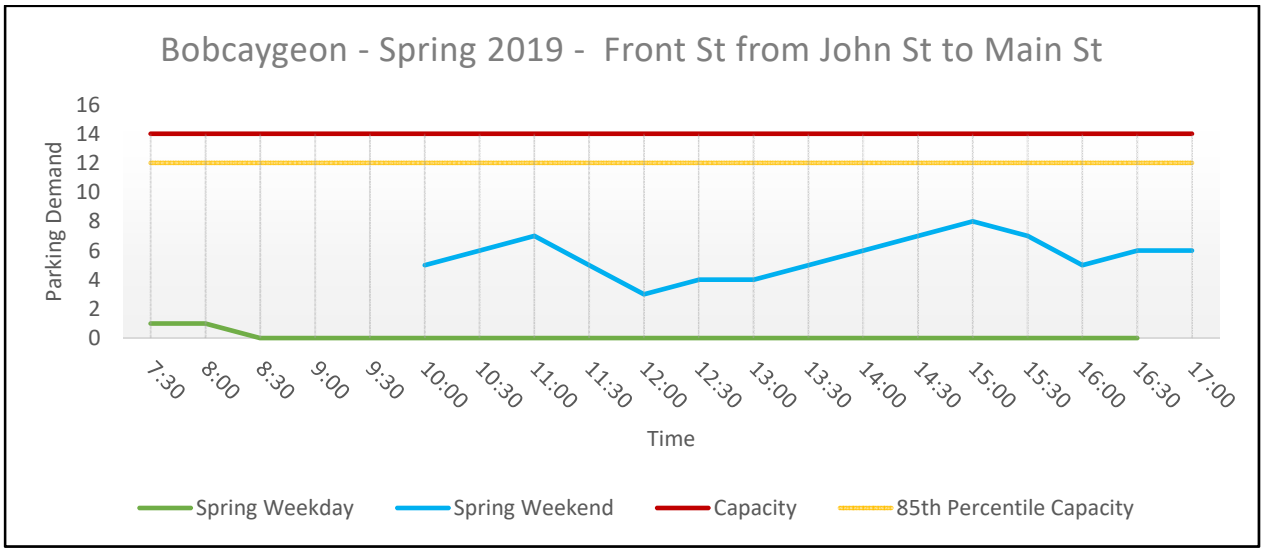

Bobcaygeon - Summer 2019 - Bolton St from Canal St to South end of street
Parking Demand
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

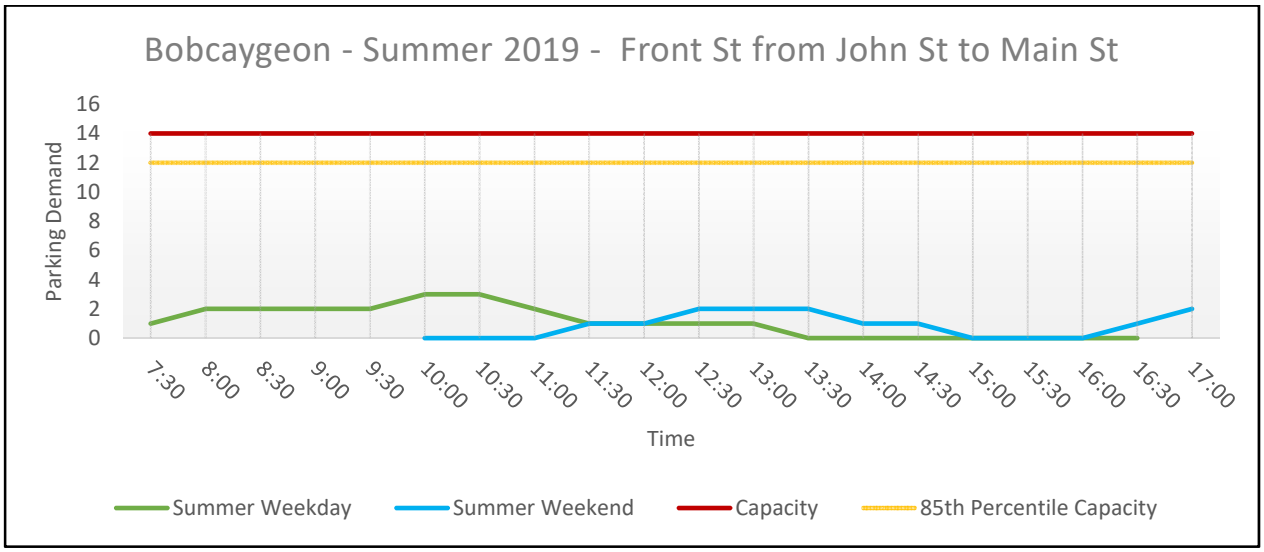

Bobcaygeon - Winter 2018 - Canal St from Main St / Bolton St to William St
Parking Demand
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

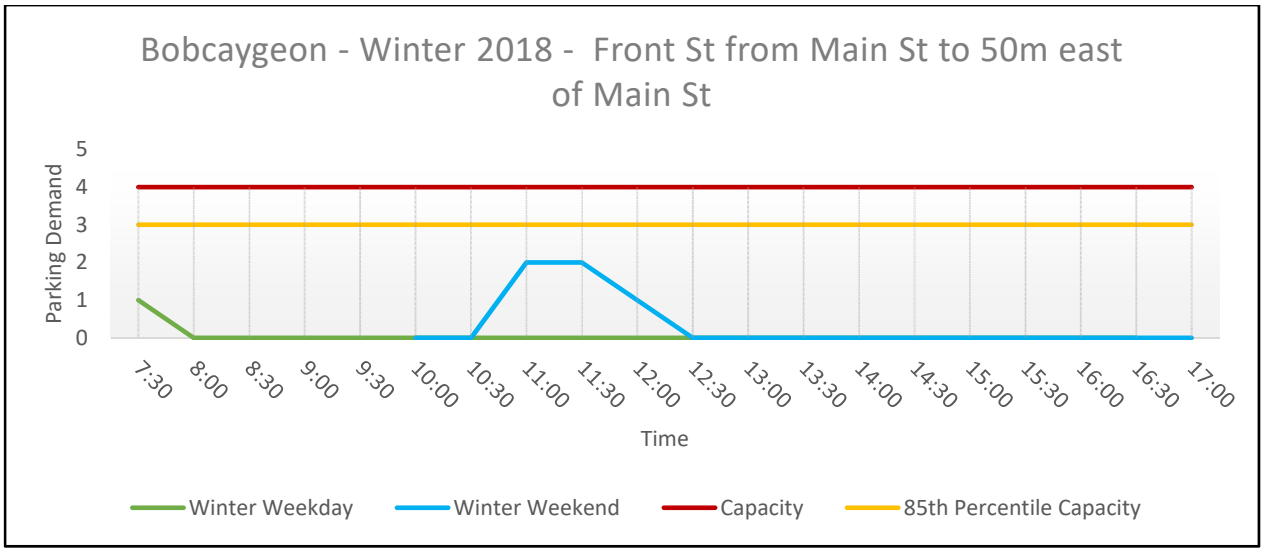

Bobcaygeon - Spring 2019 - Canal St from Main St / Bolton St to William St
Parking Demand
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

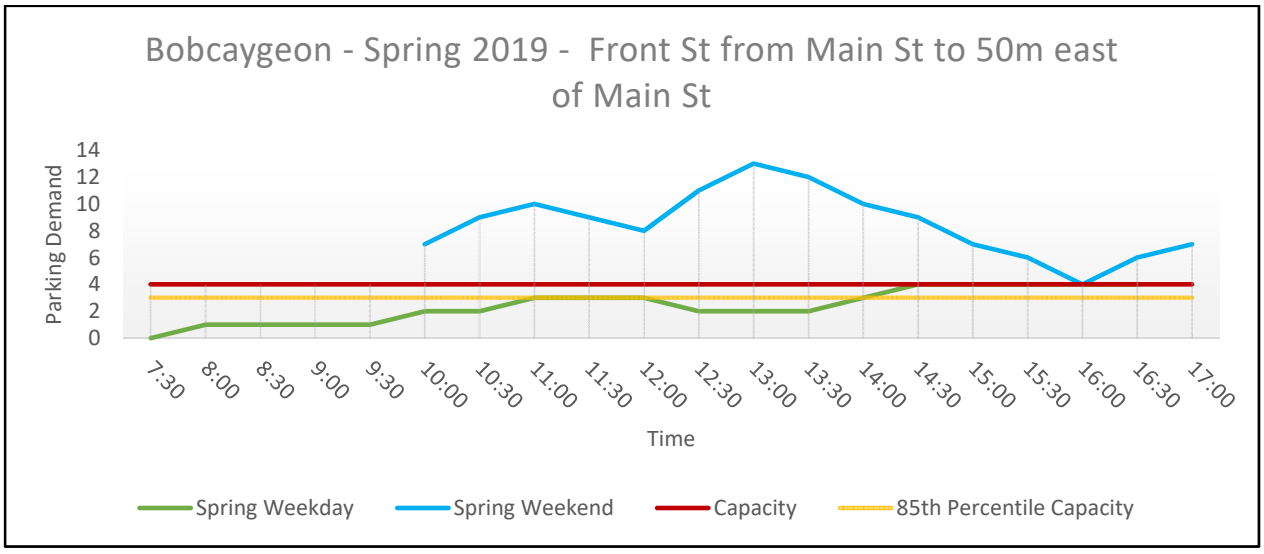

Bobcaygeon - Summer 2019 - Canal St from Main St / Bolton St to William St
Parking Demand
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

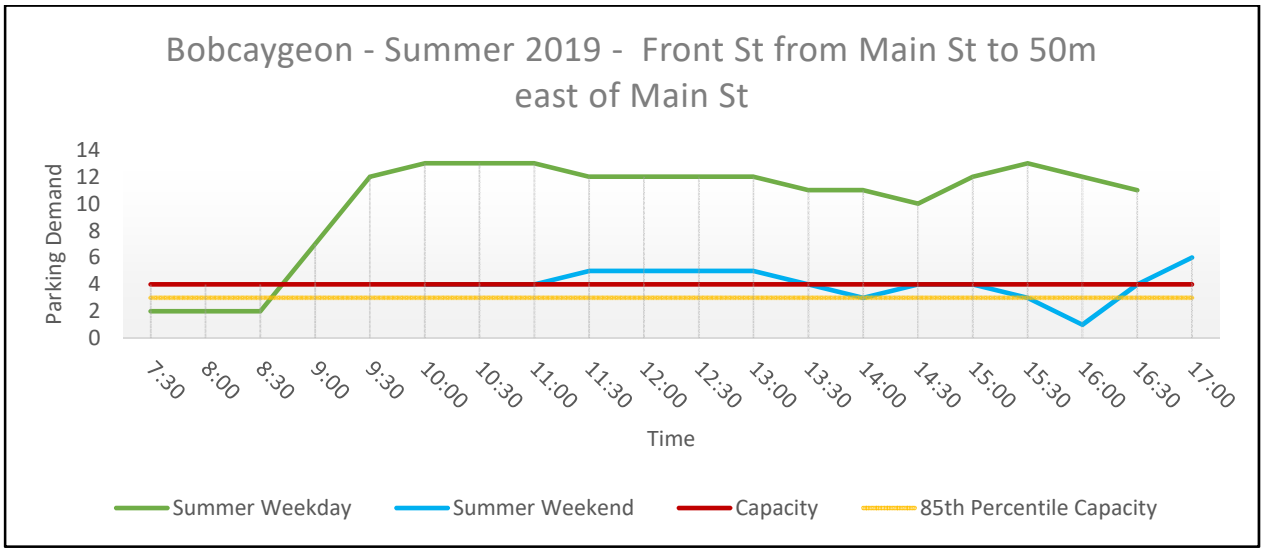

Bobcaygeon - Winter 2018 - Front St from John St to Main St
Parking Demand
16
14
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

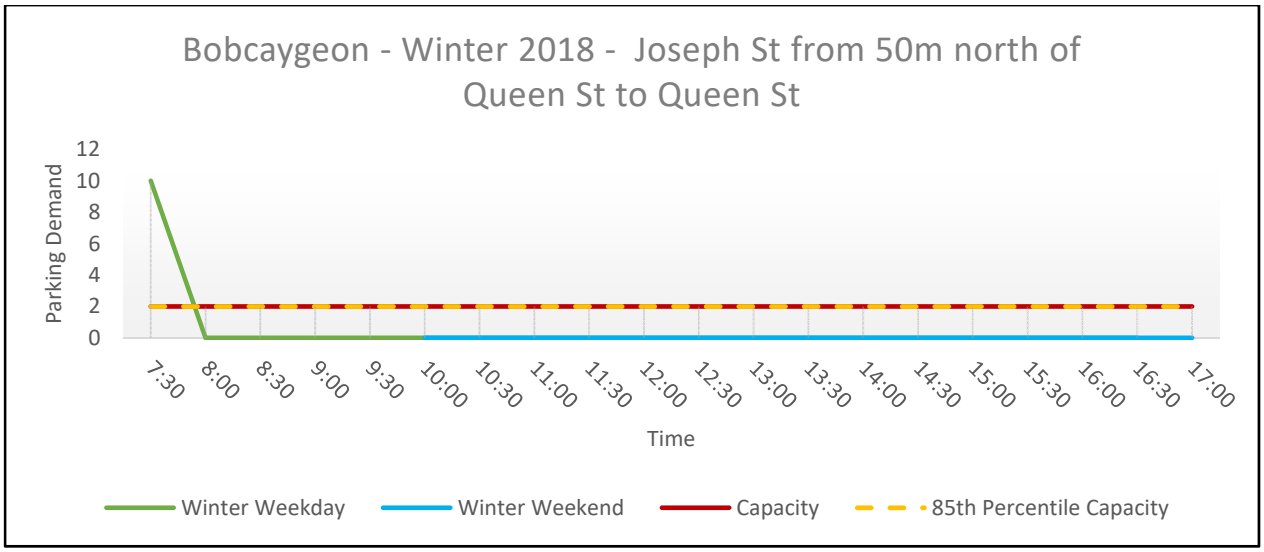

Bobcaygeon - Spring 2019 - Front St from John St to Main St
Parking Demand
16
14
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

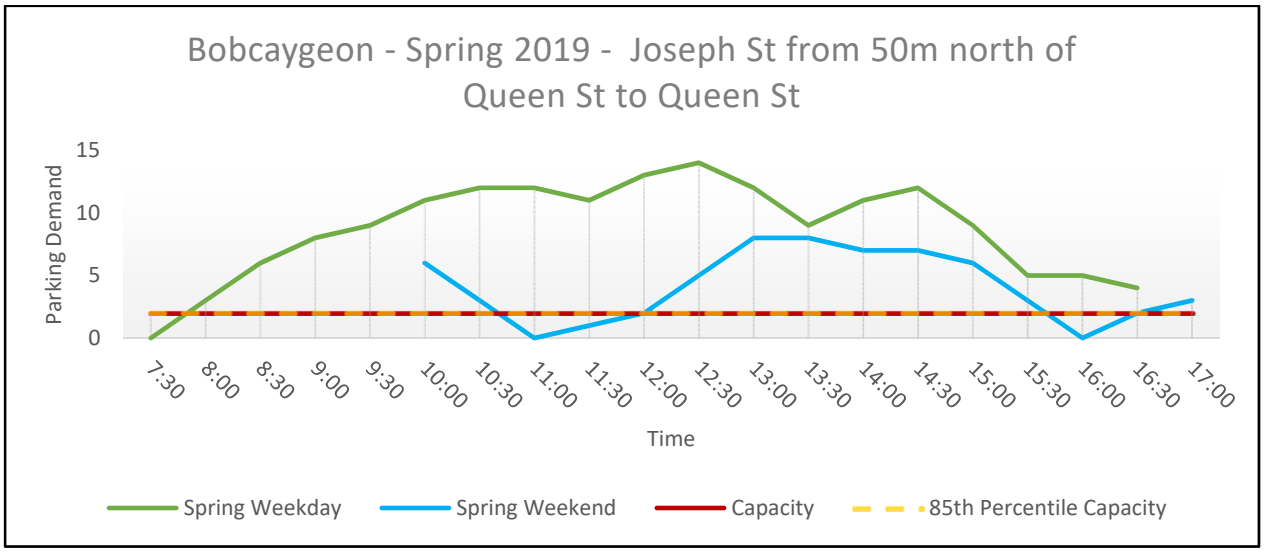

Bobcaygeon - Summer 2019 - Front St from John St to Main St
Parking Demand
16
14
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

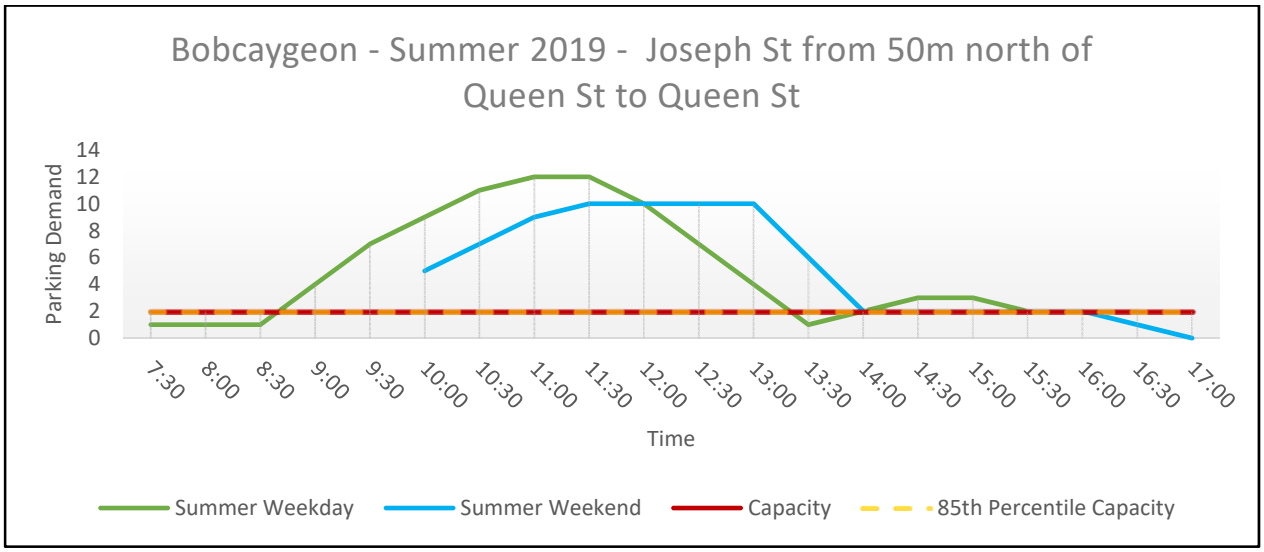

Bobcaygeon - Winter 2018 - Front St from Main St to 50m east of Main St
Parking Demand
0
1
2
3
4
5
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

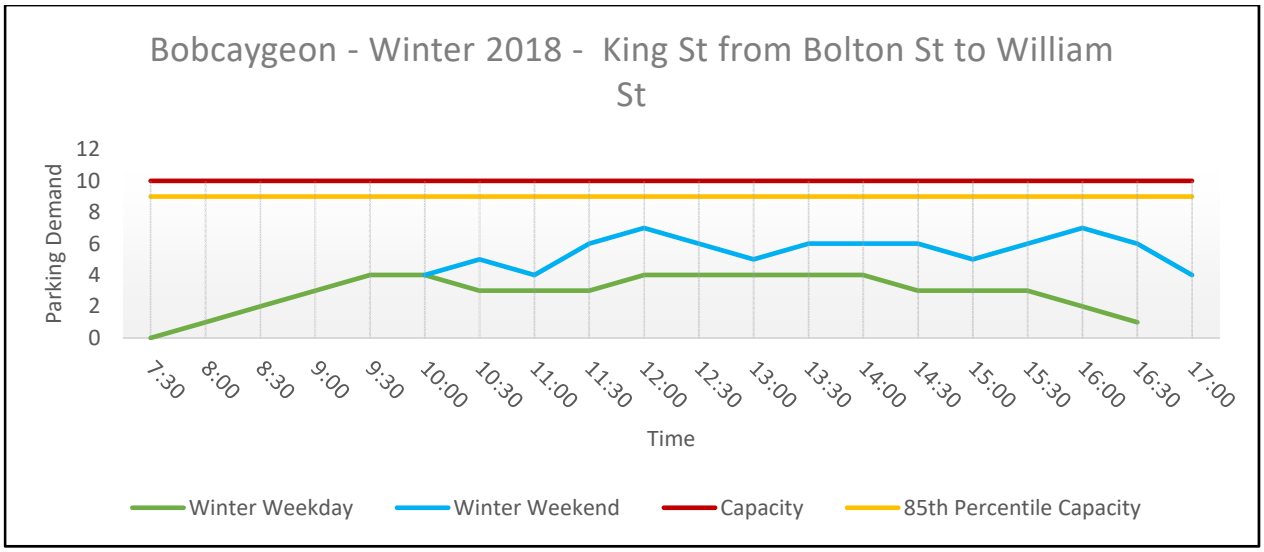

Bobcaygeon - Spring 2019 - Front St from Main St to 50m east of Main St
Parking Demand
0
2
4
6
8
10
12
14
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

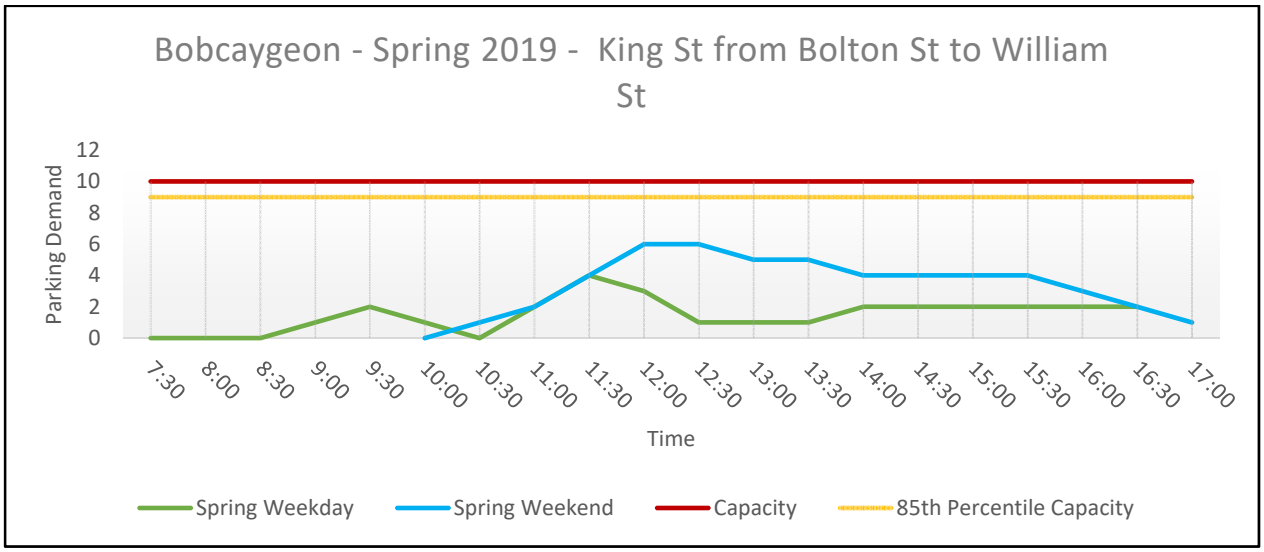

Bobcaygeon - Summer 2019 - Front St from Main St to 50m east of Main St
Parking Demand
0
2
4
6
8
10
12
14
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

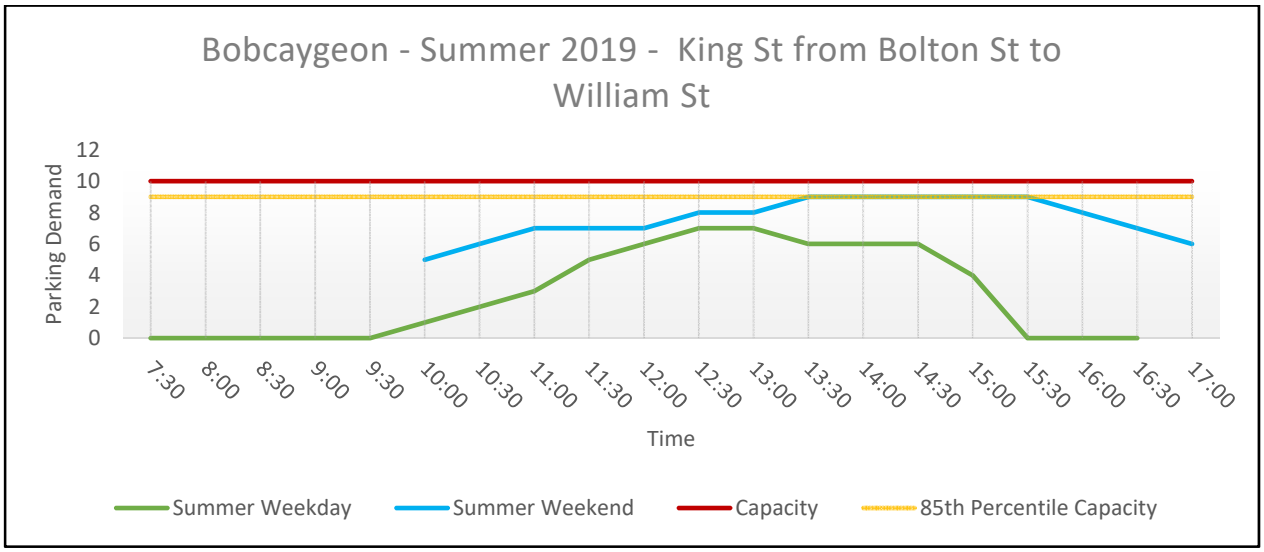

Bobcaygeon - Winter 2018 - Joseph St from 50m north of Queen St to Queen St
Parking Demand
0
2
4
6
8
10
12
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

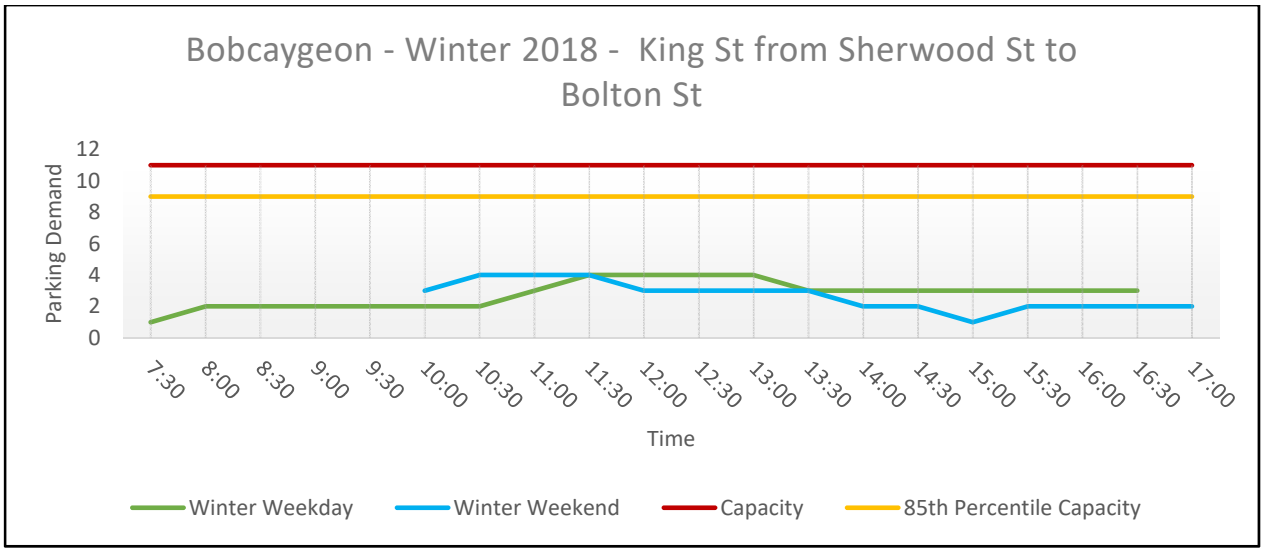

Bobcaygeon - Spring 2019 - Joseph St from 50m north of Queen St to Queen St
Parking Demand
0
5
10
15
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

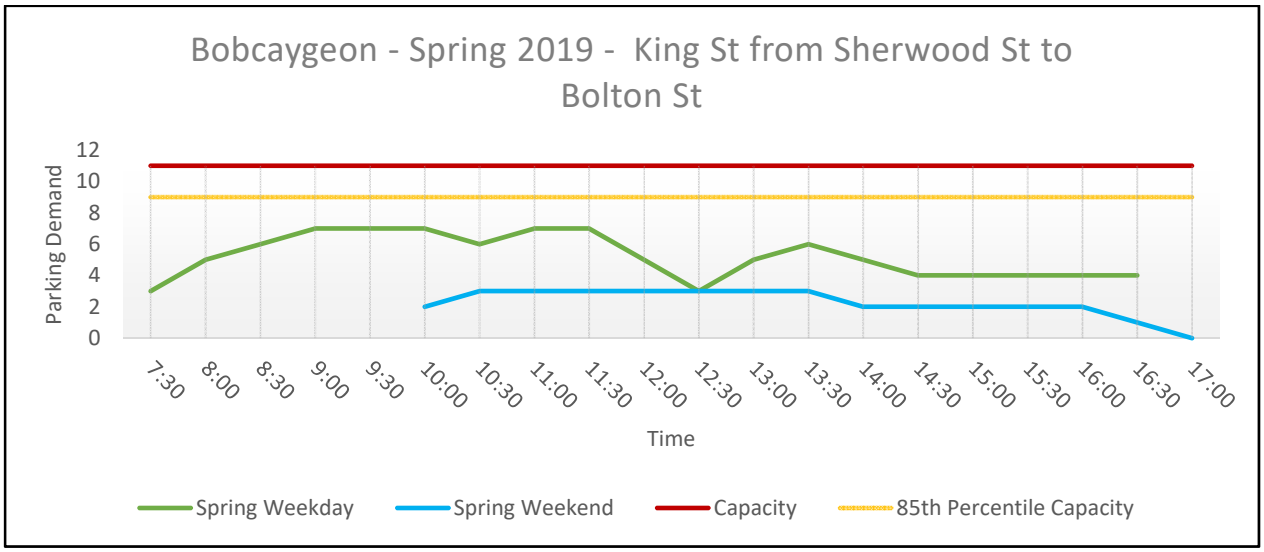

Bobcaygeon - Summer 2019 - Joseph St from 50m north of Queen St to Queen St
Parking Demand
0
2
4
6
8
10
12
14
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

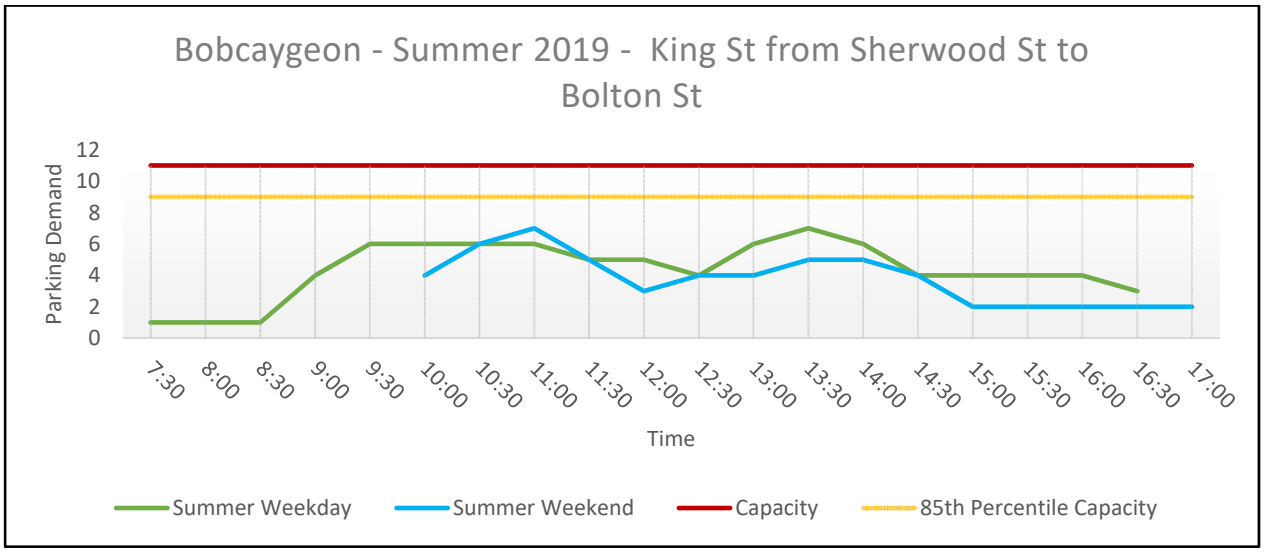

Bobcaygeon - Winter 2018 - King St from Bolton St to William St
Parking Demand
0
2
4
6
8
10
12
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

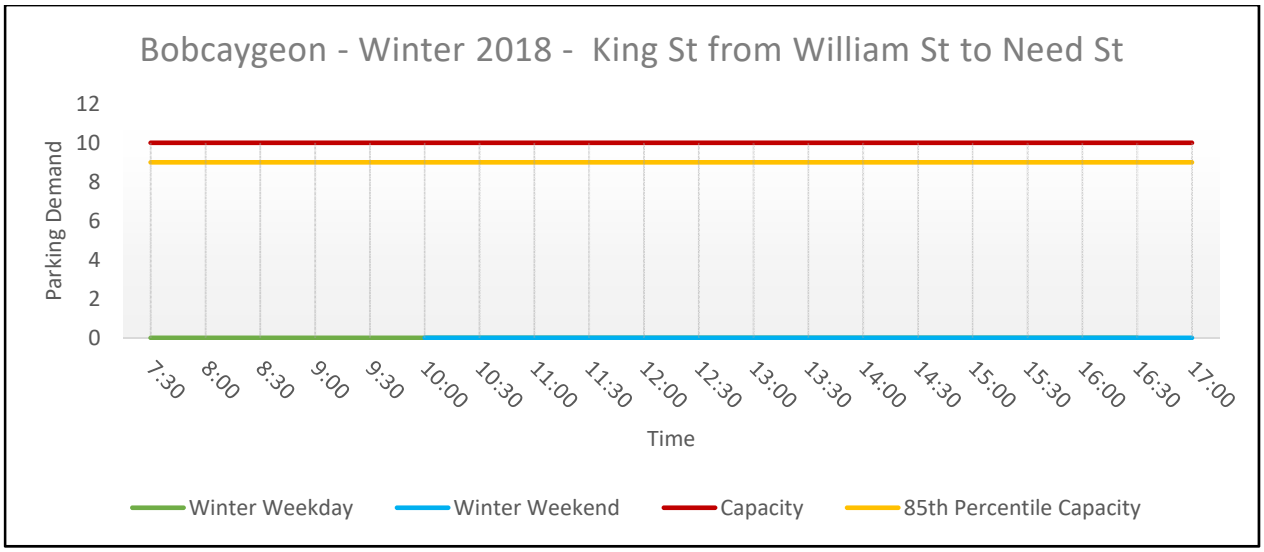

Bobcaygeon - Spring 2019 - King St from Bolton St to William St
Parking Demand
0
2
4
6
8
10
12
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

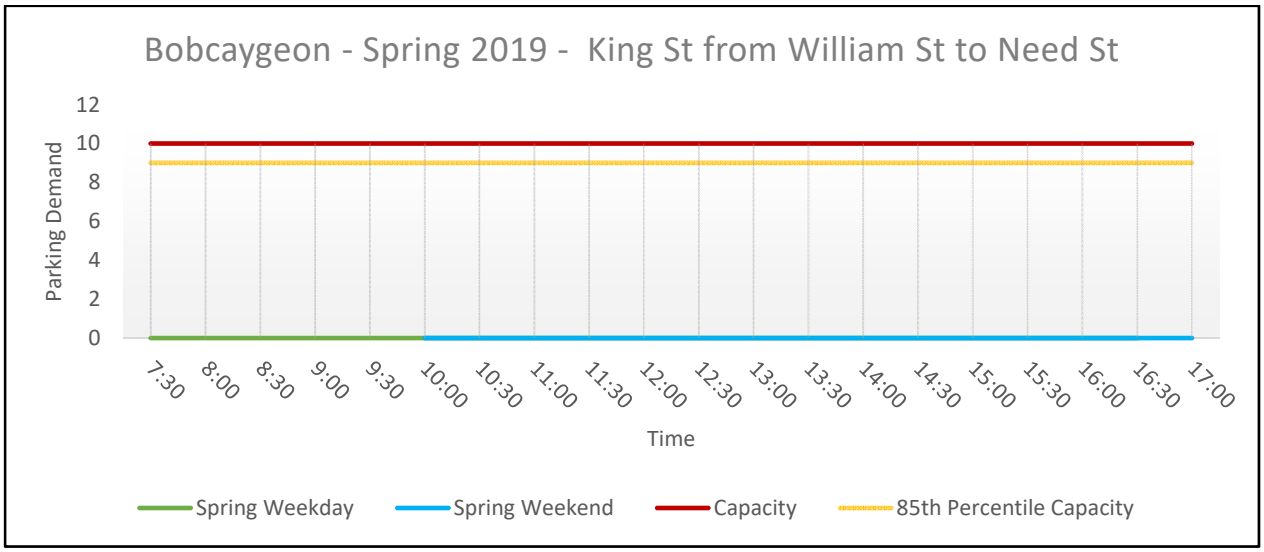

Bobcaygeon - Summer 2019 - King St from Bolton St to William St
Parking Demand
0
2
4
6
8
10
12
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

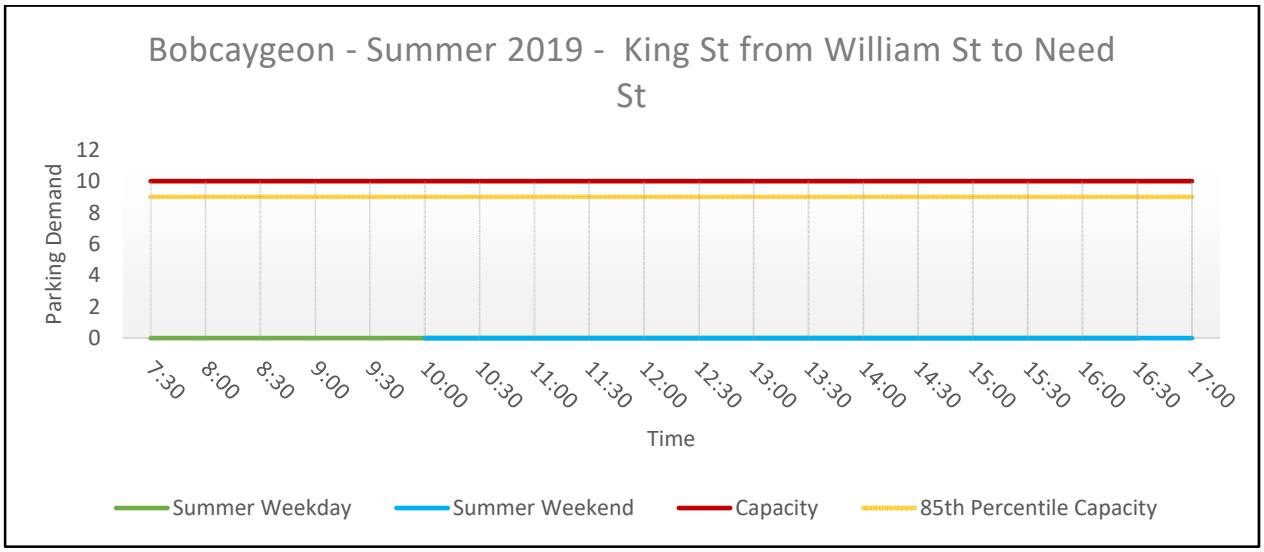

Bobcaygeon - Winter 2018 - King St from Sherwood St to Bolton St
Parking Demand
0
2
4
6
8
10
12
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

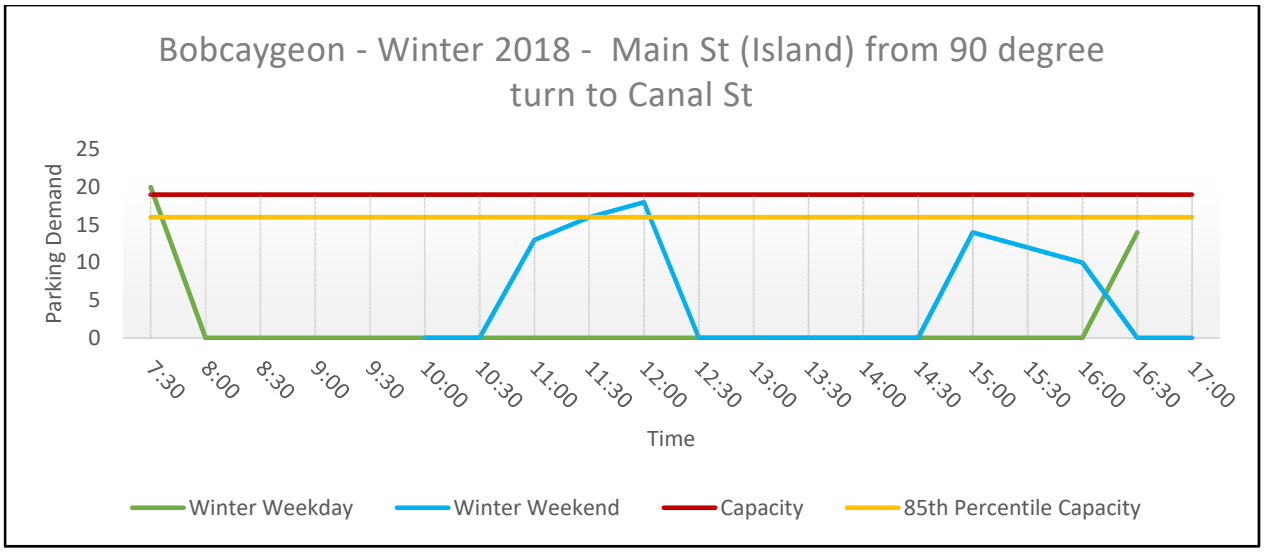

Bobcaygeon - Spring 2019 - King St from Sherwood St to Bolton St
Parking Demand
0
2
4
6
8
10
12
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

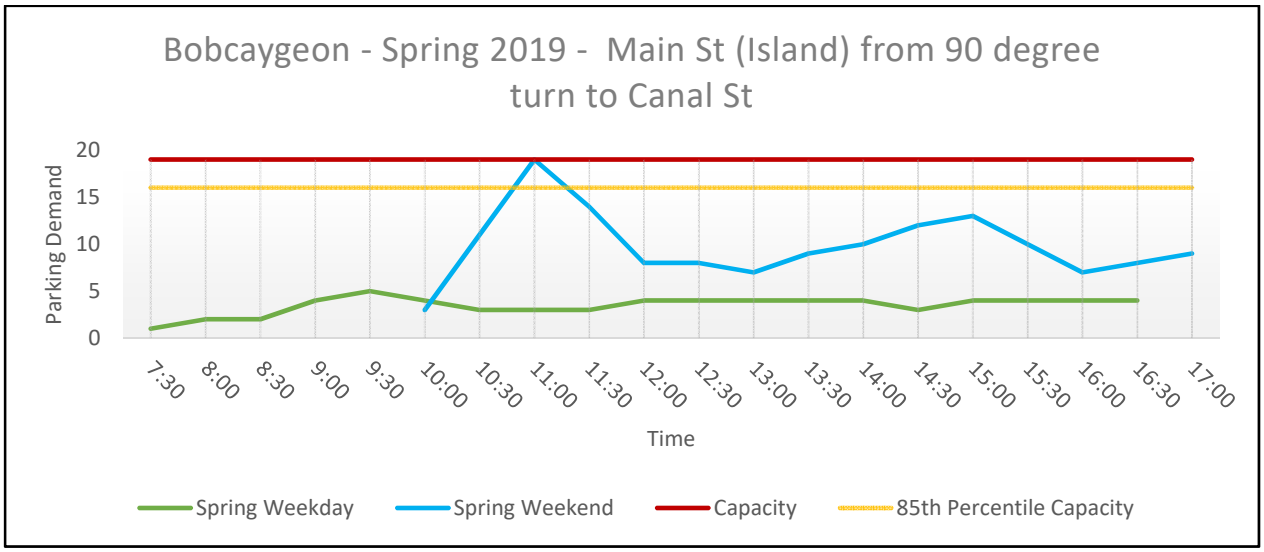

Bobcaygeon - Summer 2019 - King St from Sherwood St to Bolton St
Parking Demand
0
2
4
6
8
10
12
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

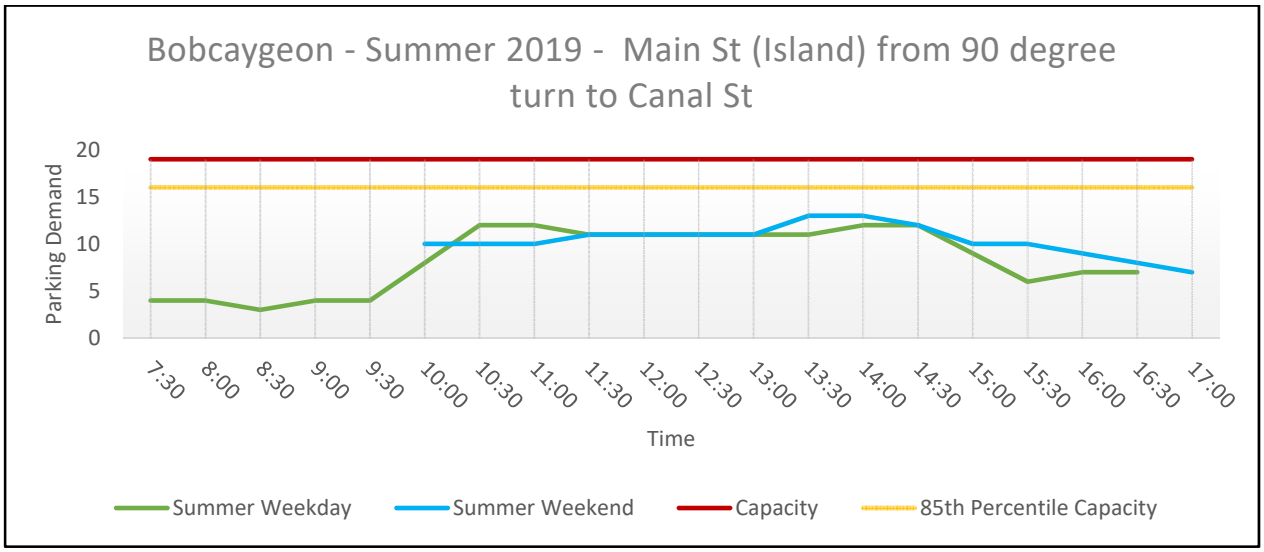

Bobcaygeon - Winter 2018 - King St from William St to Need St
Parking Demand
0
2
4
6
8
10
12
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

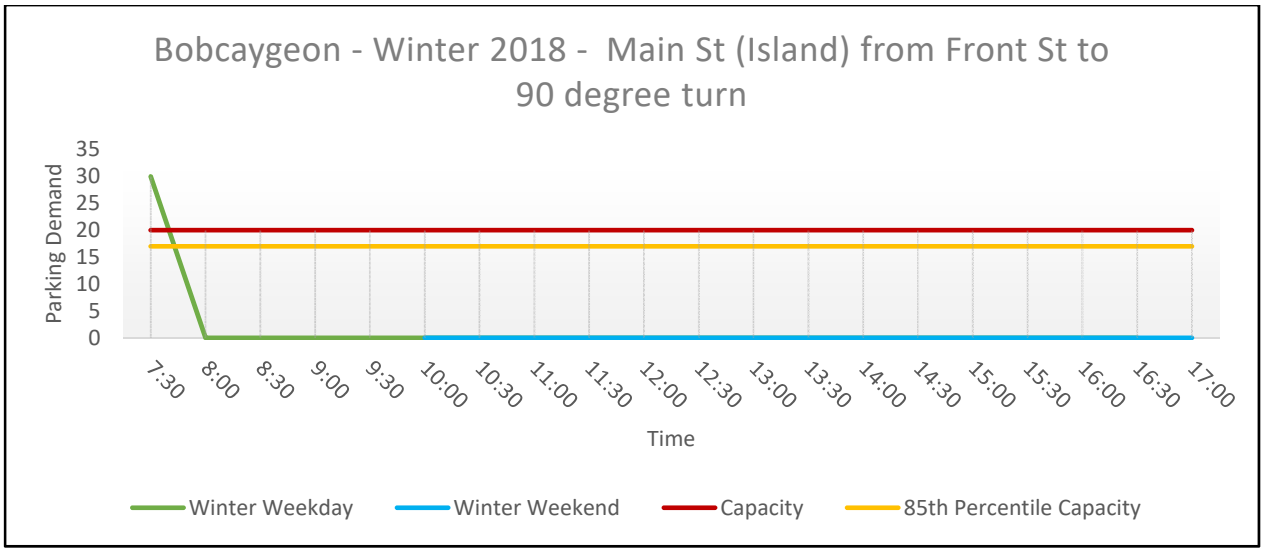

Bobcaygeon - Spring 2019 - King St from William St to Need St
Parking Demand
0
2
4
6
8
10
12
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

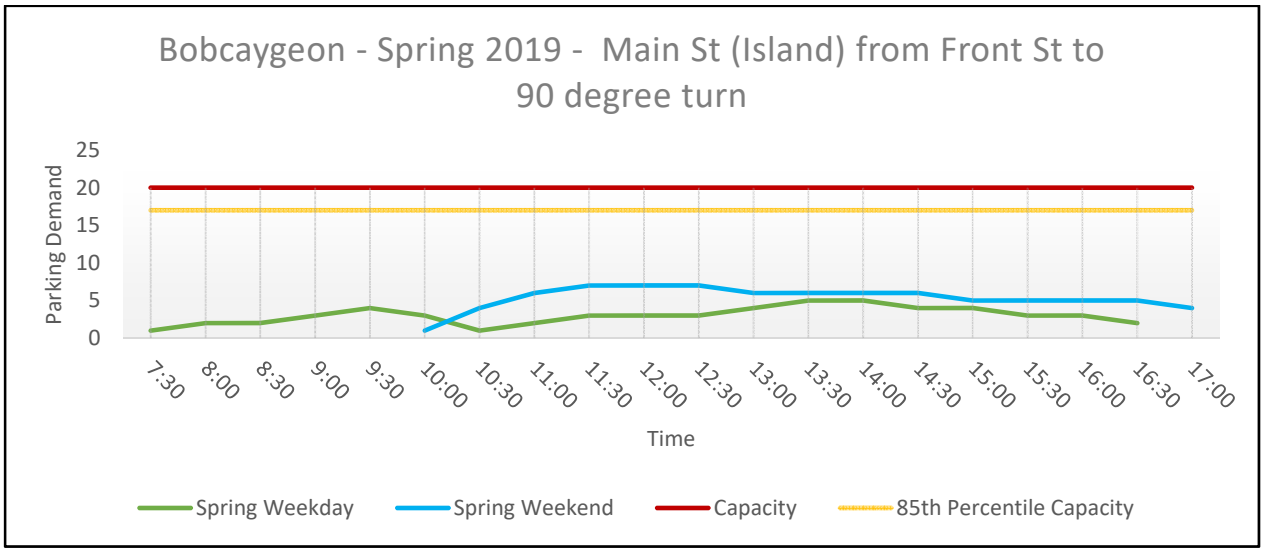

Bobcaygeon - Summer 2019 - King St from William St to Need St
Parking Demand
0
2
4
6
8
10
12
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

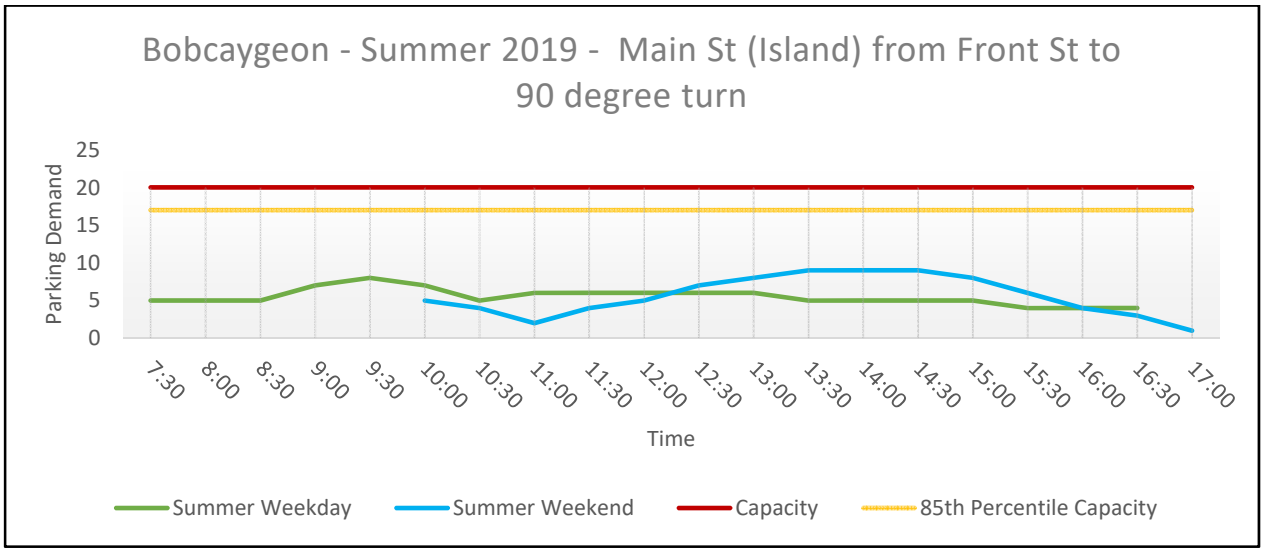

Bobcaygeon - Winter 2018 - Main St (Island) from 90 degree turn to Canal St
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

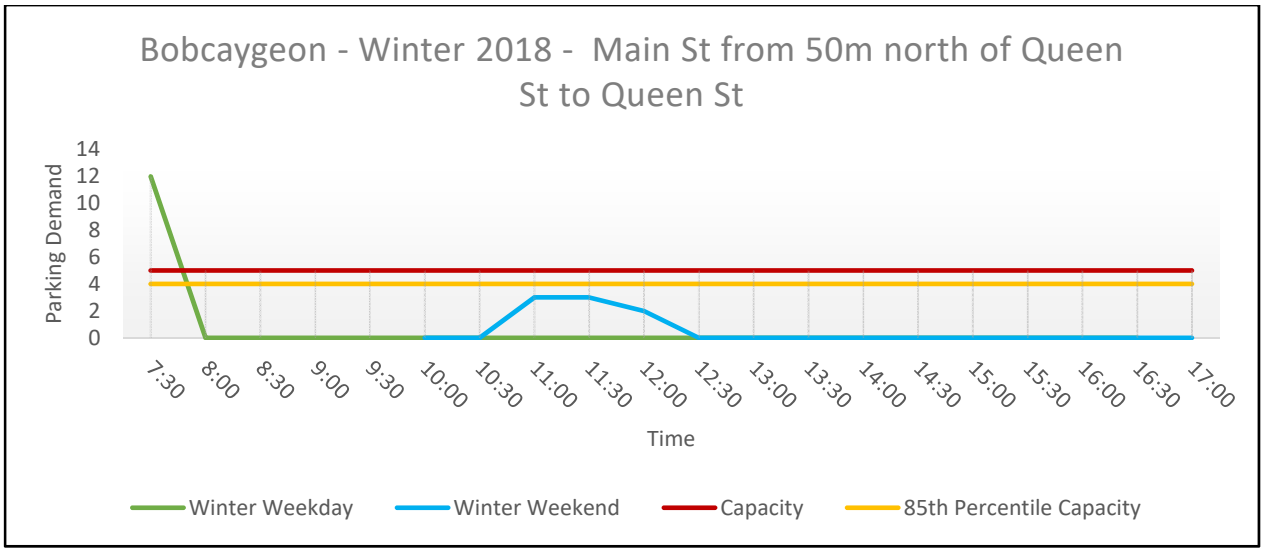

Bobcaygeon - Spring 2019 - Main St (Island) from 90 degree turn to Canal St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

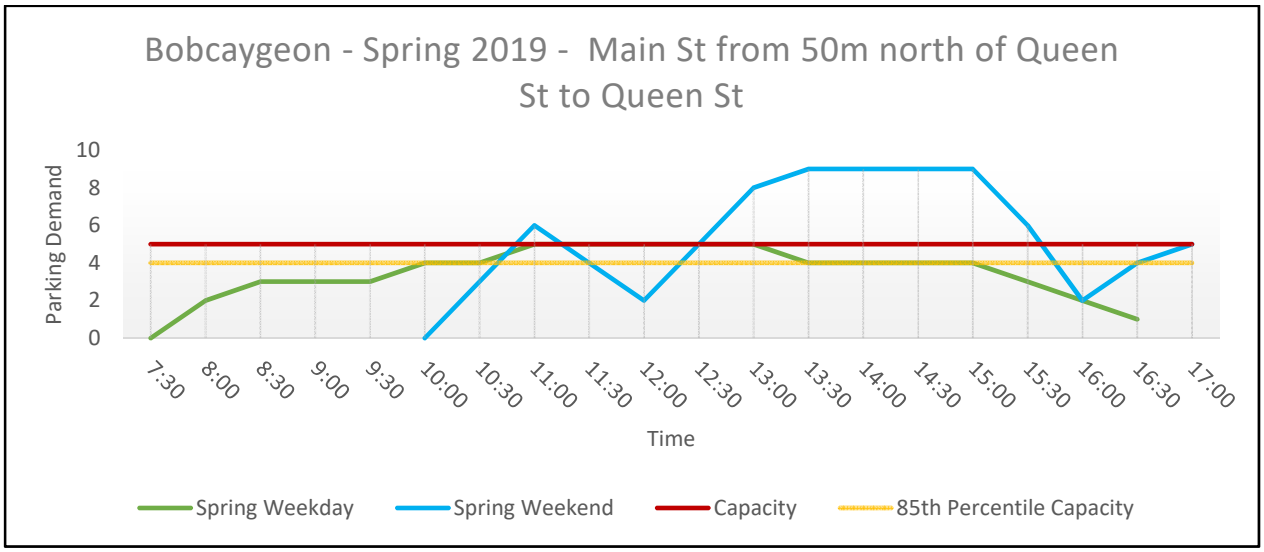

Bobcaygeon - Summer 2019 - Main St (Island) from 90 degree turn to Canal St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

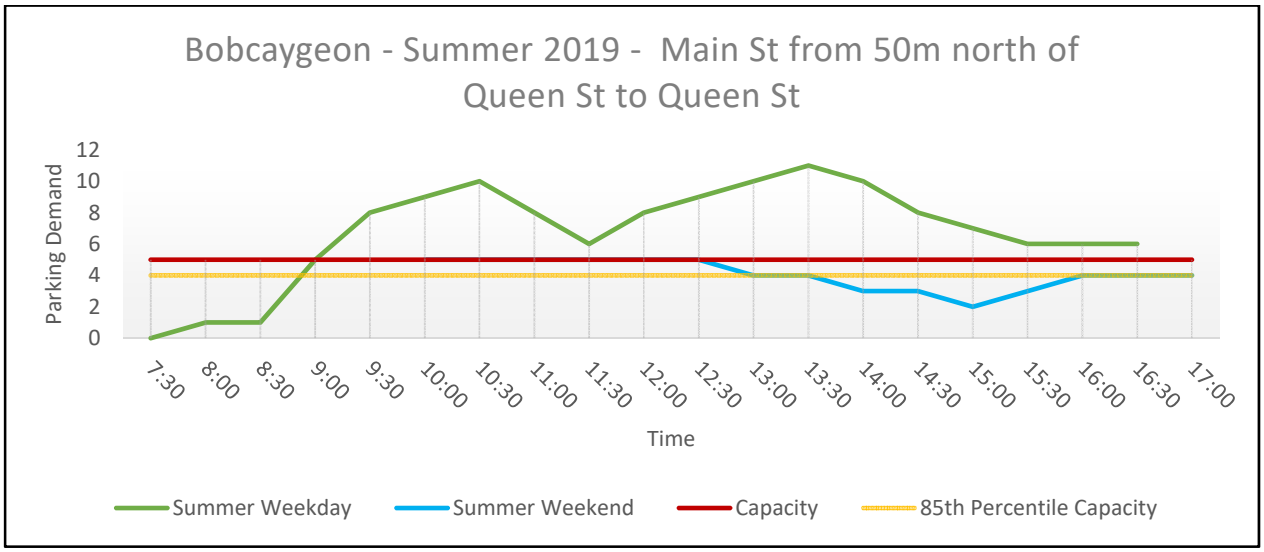

Bobcaygeon - Winter 2018 - Main St (Island) from Front St to 90 degree turn
Parking Demand
35
30
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

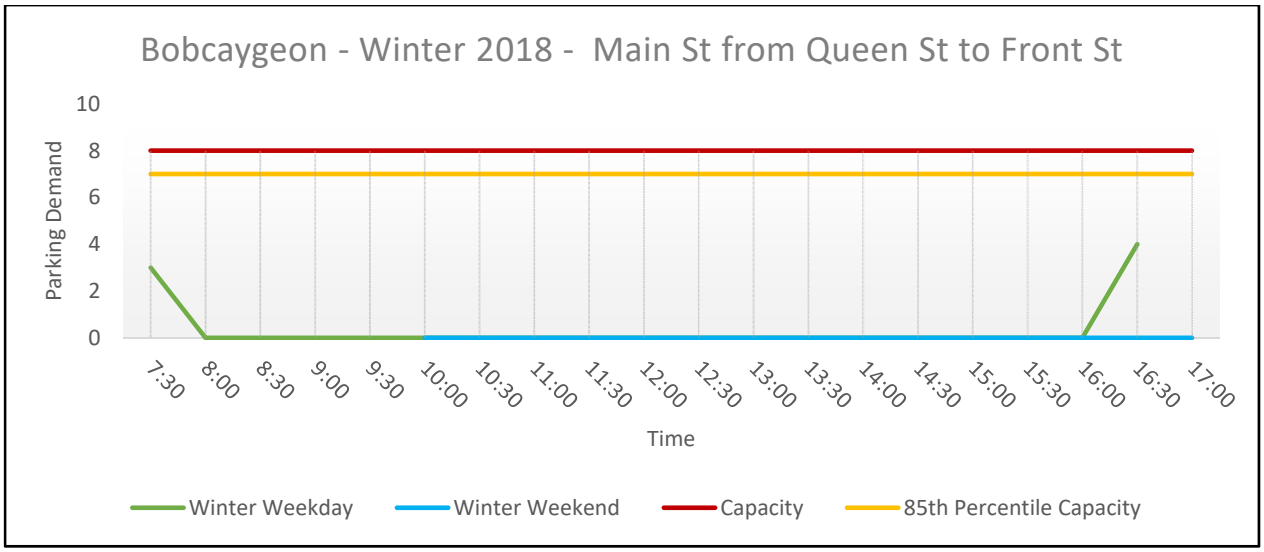

Bobcaygeon - Spring 2019 - Main St (Island) from Front St to 90 degree turn
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

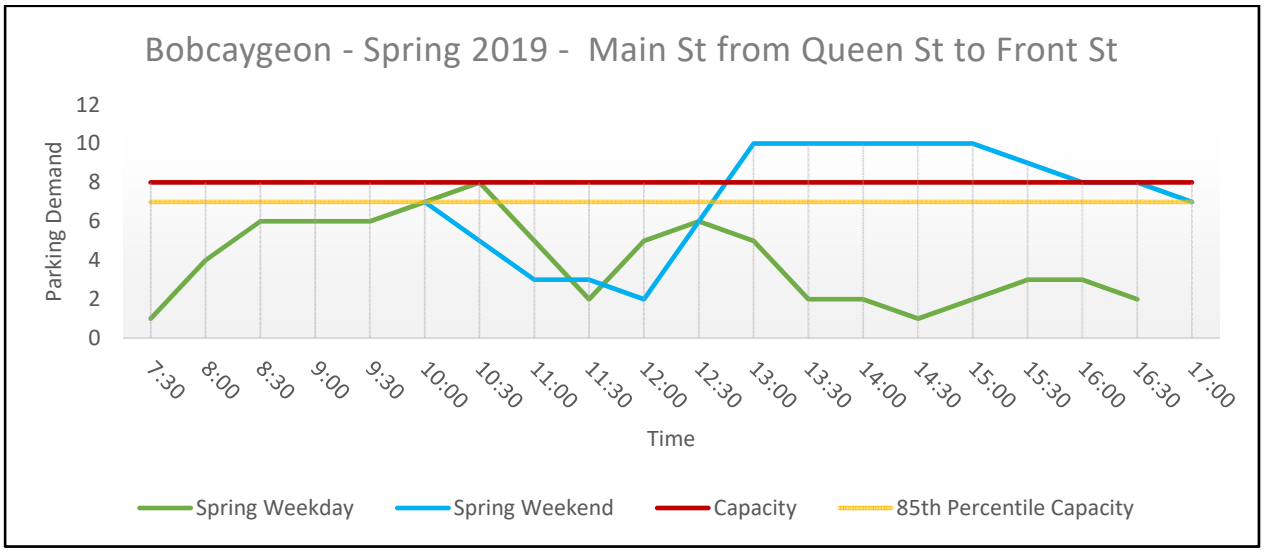

Bobcaygeon - Summer 2019 - Main St (Island) from Front St to 90 degree turn
Parking Demand
25
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

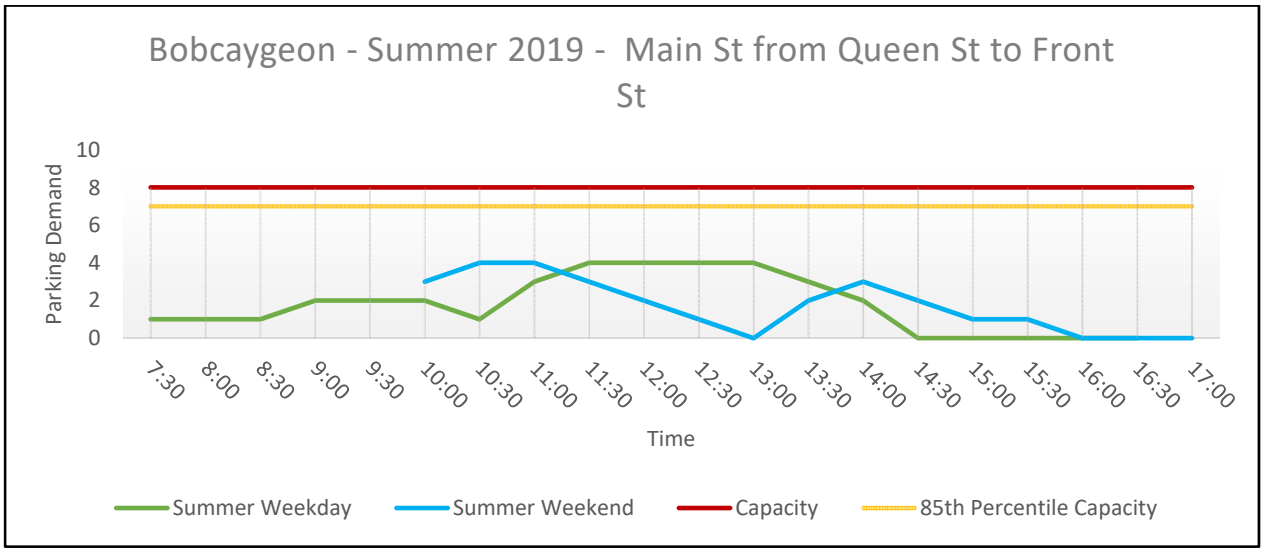

Bobcaygeon - Winter 2018 - Main St from 50m north of Queen St to Queen St
Parking Demand
14
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

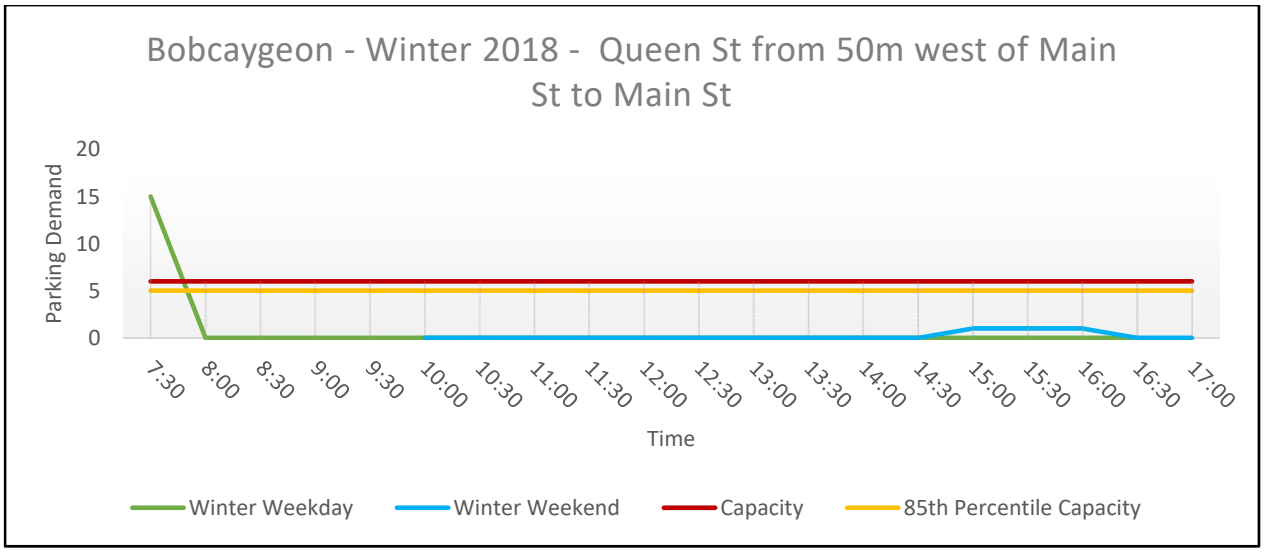

Bobcaygeon - Spring 2019 - Main St from 50m north of Queen St to Queen St
Parking Demand
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

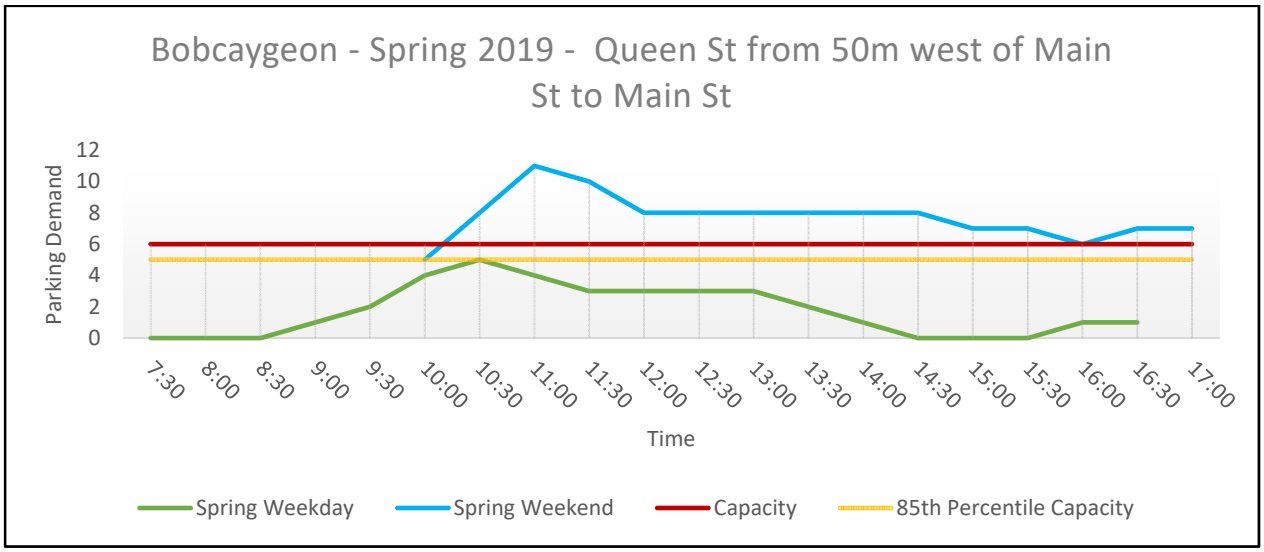

Bobcaygeon - Summer 2019 - Main St from 50m north of Queen St to Queen St
Parking Demand
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

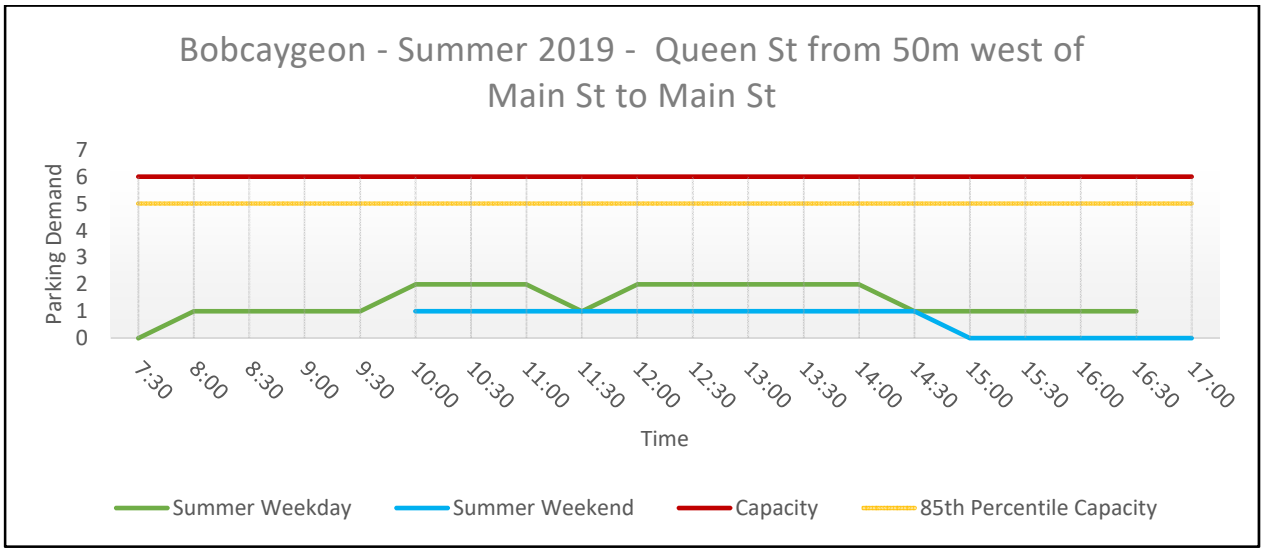

Bobcaygeon - Winter 2018 - Main St from Queen St to Front St
Parking Demand
0
2
4
6
8
10
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

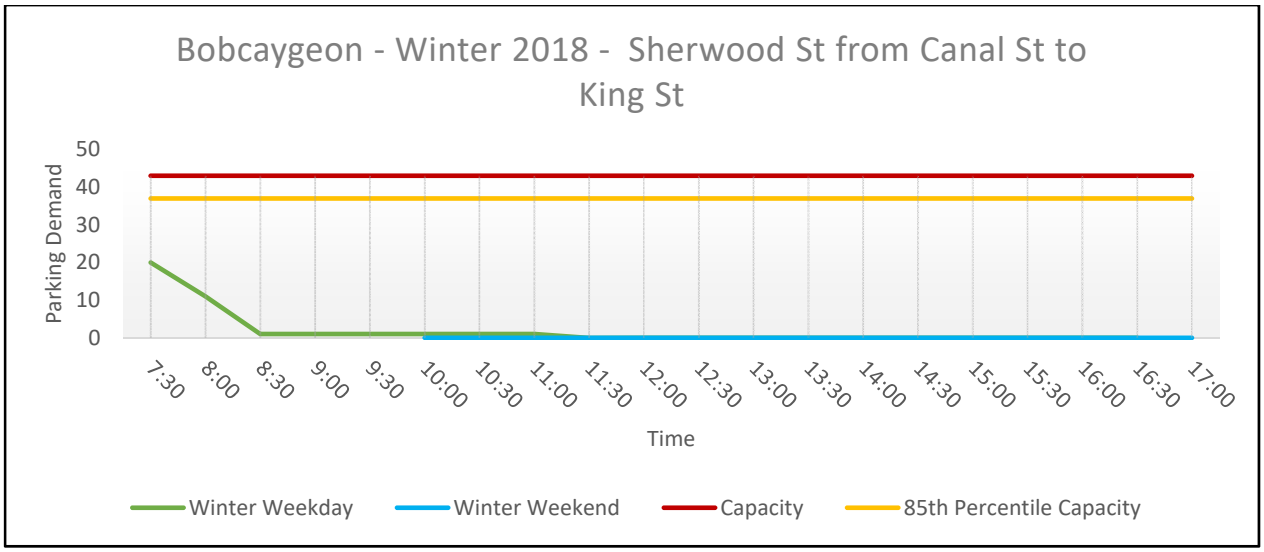

Bobcaygeon - Spring 2019 - Main St from Queen St to Front St
Parking Demand
0
2
4
6
8
10
12
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

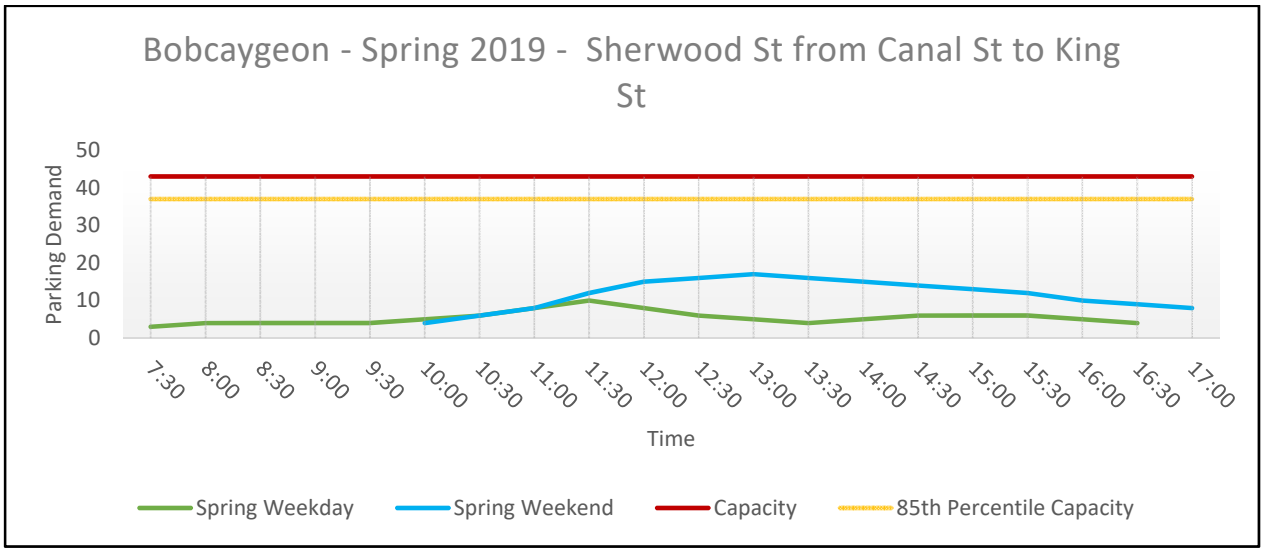

Bobcaygeon - Summer 2019 - Main St from Queen St to Front St
Parking Demand
0
2
4
6
8
10
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

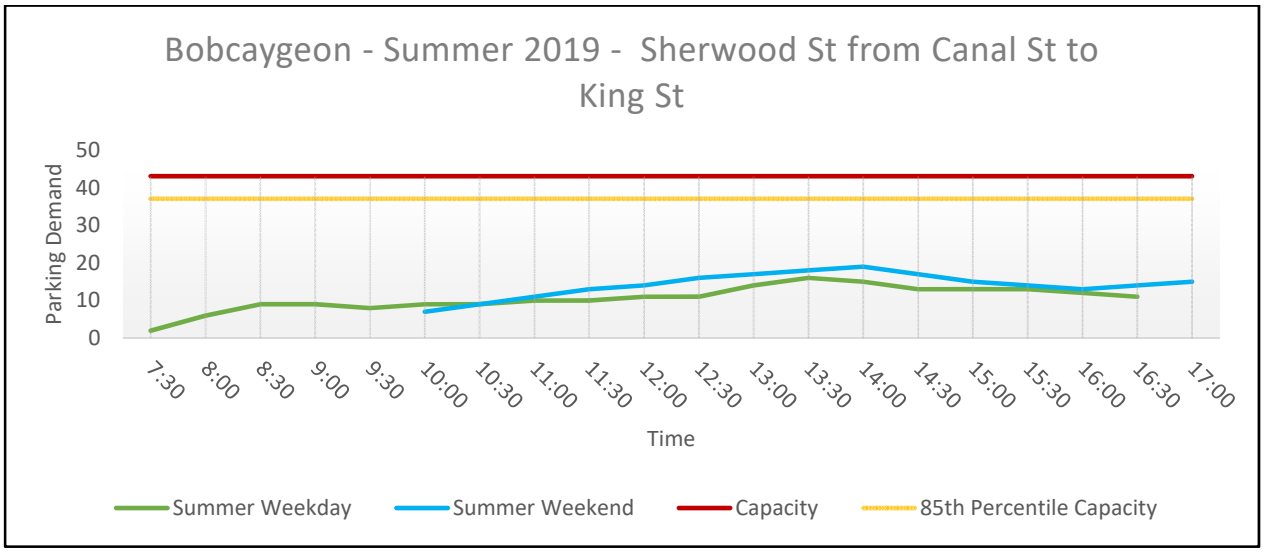

Bobcaygeon - Winter 2018 - Queen St from 50m west of Main St to Main St
Parking Demand
20
15
10
5
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity

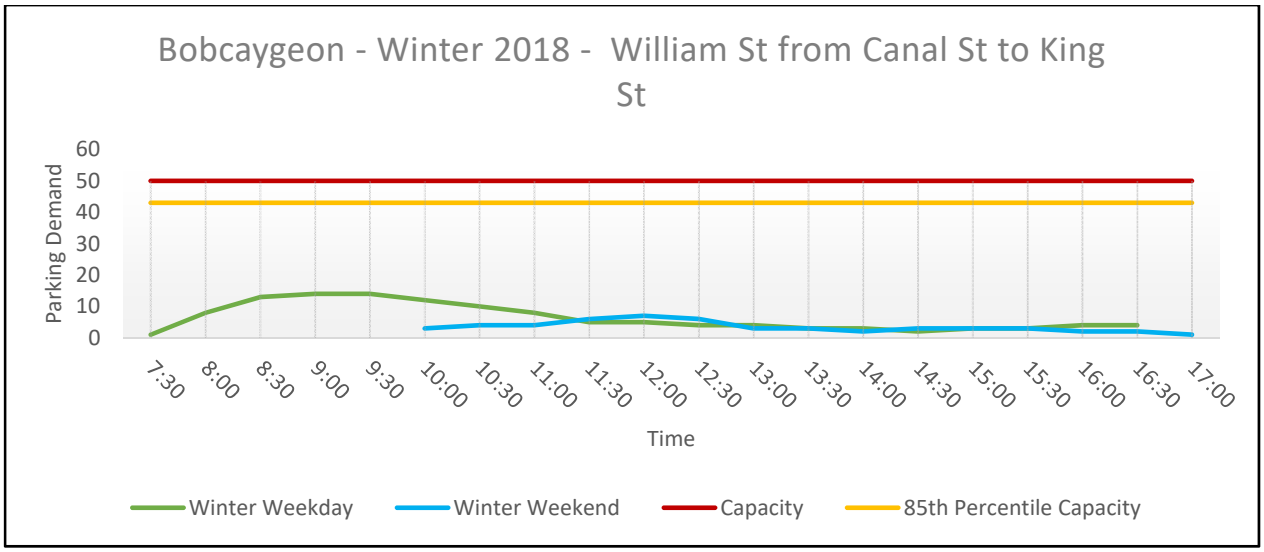

Bobcaygeon - Spring 2019 - Queen St from 50m west of Main St to Main St
Parking Demand
12
10
8
6
4
2
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity

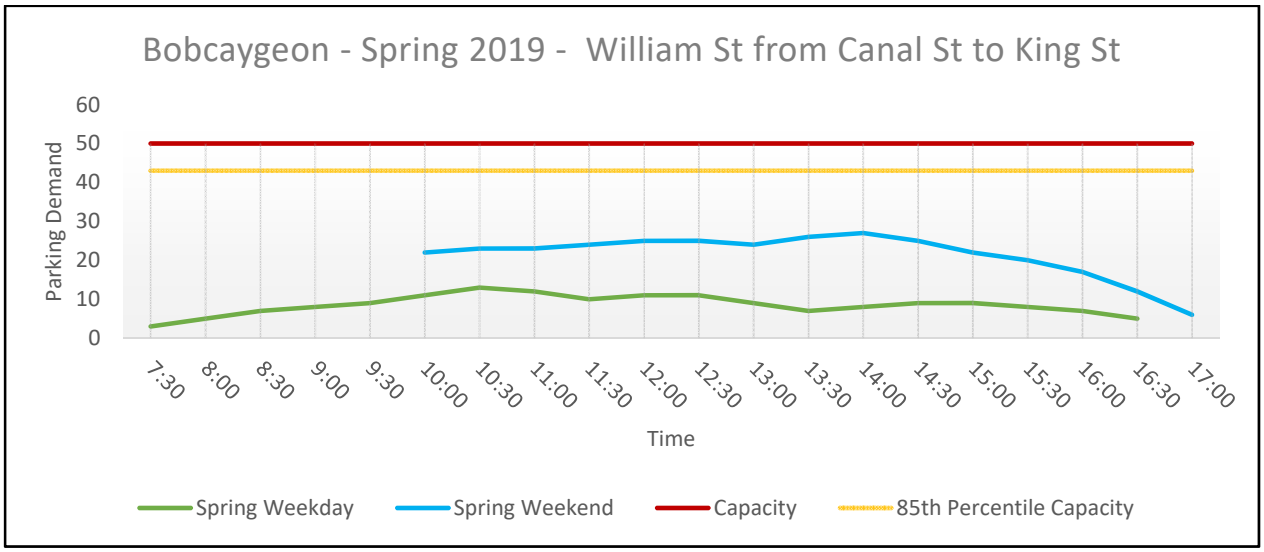

Bobcaygeon - Summer 2019 - Queen St from 50m west of Main St to Main St
Parking Demand
7
6
5
4
3
2
1
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

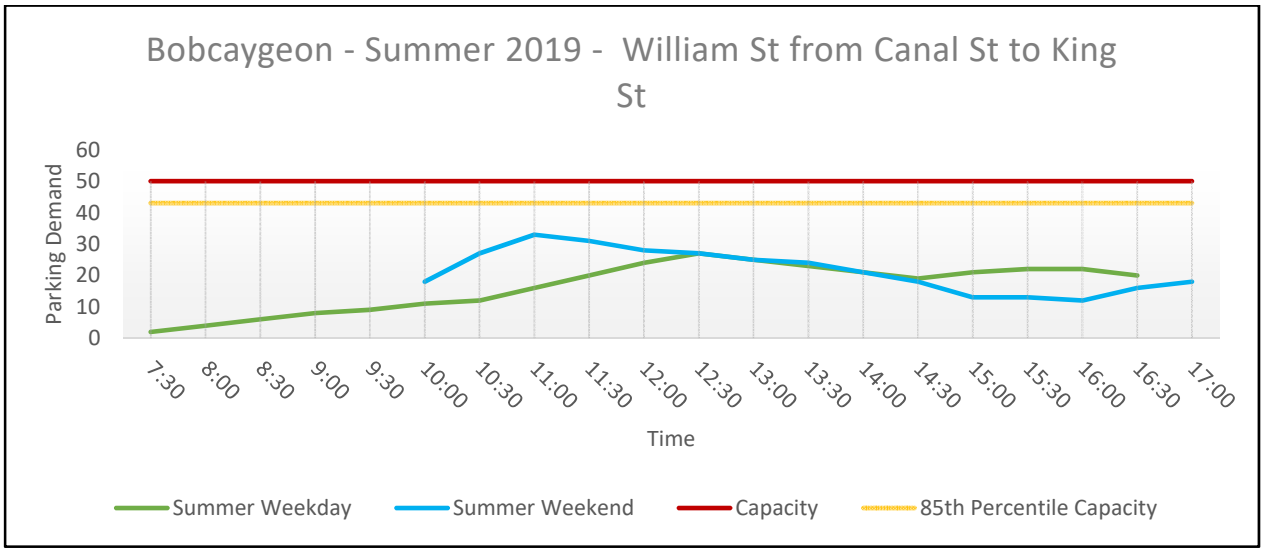

Bobcaygeon - Winter 2018 - Sherwood St from Canal St to King St
Parking Demand
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity


Bobcaygeon - Spring 2019 - Sherwood St from Canal St to King St
Parking Demand
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity


Bobcaygeon - Summer 2019 - Sherwood St from Canal St to King St
Parking Demand
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity


Bobcaygeon - Winter 2018 - William St from Canal St to King St
Parking Demand
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Winter Weekday
Winter Weekend
Capacity
85th Percentile Capacity


Bobcaygeon - Spring 2019 - William St from Canal St to King St
Parking Demand
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Spring Weekday
Spring Weekend
Capacity
85th Percentile Capacity


Bobcaygeon - Summer 2019 - William St from Canal St to King St
Parking Demand
60
50
40
30
20
10
0
7:30
8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
Time
Summer Weekday
Summer Weekend
Capacity
85th Percentile Capacity

Appendix C

Municipal Parking Lot Asset Registry

Property	Vicinity / Area	Asset	Level 3 - Group	Level 6 - Type	Quantity	Quantity Type	Quantity Units	Notes	In-Service Year	Expected Useful Life (years)	Unit Replacement Cost	Replacement Cost	Condition Rating
Lindsay Municipal Parking Lot M1	East of Sussex St N.; South of Peel St	Storm Sewer	Drainage	Catch Basin	1	Length	m	Includes catch basins	2000	60-75	$ 500.00	$ 500.00	4
Lindsay Municipal Parking Lot M1	East of Sussex St N.; South of Peel St	Light	Lights	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M1	East of Sussex St N.; South of Peel St	Parking Lot	Surfaces	Ashpalt	1,790	Area	m²	Includes base	2005	20-25	$ 86.00	$ 153,940.00	4
Lindsay Municipal Parking Lot M1	East of Sussex St N.; South of Peel St	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M1	East of Sussex St N.; South of Peel St	Sign	Signs	Accessible	2	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 700.00	2
Lindsay Municipal Parking Lot M1	East of Sussex St N.; South of Peel St	Sign	Signs	Armory Parking Only	2	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 700.00	2
Lindsay Municipal Parking Lot M2	East of Victoria Ave N.; South of Peel St.	Storm Sewer	Drainage	Catch Basin	6	Length	m	Includes catch basins	2000	60-75	$ 500.00	$ 3,000.00	5
Lindsay Municipal Parking Lot M2	East of Victoria Ave N.; South of Peel St.	Light	Lights	Parking Lights	9	Count	Each	Includes posts	2015	10-15	$ 3,000.00	$ 27,000.00	3
Lindsay Municipal Parking Lot M2	East of Victoria Ave N.; South of Peel St.	Parking Lot	Surfaces	Asphalt	4,270	Area	m²	Includes base	2010	20-25	$ 86.00	$ 367,220.00	4
Lindsay Municipal Parking Lot M2	East of Victoria Ave N.; South of Peel St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M2	East of Victoria Ave N.; South of Peel St.	Sign	Signs	Accessible	2	Count	Each	Includes posts	2010	7-10	$ 350.00	$ 700.00	6
Lindsay Municipal Parking Lot M2	East of Victoria Ave N.; South of Peel St.	Sign	Signs	2 Hour Limit	3	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 1,050.00	2
Lindsay Municipal Parking Lot M2	East of Victoria Ave N.; South of Peel St.	Sign	Signs	Reserved Signs (police, fire, EMS, service vehicle, etc.	20+	Count	Each	Includes posts	2015	7-10	$ 350.00	$ 7,000.00	3
Lindsay Municipal Parking Lot M3	East of Cambridge St.; South of Peel St.	Storm Sewer	Drainage	Catch Basin	5	Length	m	Includes catch basins	2000	60-75	$ 500.00	$ 2,500.00	3
Lindsay Municipal Parking Lot M3	East of Cambridge St.; South of Peel St.	Light	Lights	Parking Lights	6	Count	Each	Includes posts	2015	10-15	$ 3,000.00	$ 18,000.00	3
Lindsay Municipal Parking Lot M3	East of Cambridge St.; South of Peel St.	Parking Lot	Surfaces	Asphalt	5,650	Area	m²	Includes base	2010	20-25	$ 86.00	$ 485,900.00	3
Lindsay Municipal Parking Lot M3	East of Cambridge St.; South of Peel St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M3	East of Cambridge St.; South of Peel St.	Sign	Signs	Parking Information	18	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 6,300.00	1
Lindsay Municipal Parking Lot M3	East of Cambridge St.; South of Peel St.	Sign	Signs	Accessible	5	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 1,750.00	2
Lindsay Municipal Parking Lot M3	East of Cambridge St.; South of Peel St.	Sign	Signs	Overnight Permit	3	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 1,050.00	1
Lindsay Municipal Parking Lot M4	East of Cambridge St.; North of Peel St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M4	East of Cambridge St.; North of Peel St.	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	$ 3,000.00	$ 3,000.00	3
Lindsay Municipal Parking Lot M4	East of Cambridge St.; North of Peel St.	Parking Lot	Surfaces	Ashpalt	1,820	Area	m²	Includes base	1995	20-25	$ 86.00	$ 156,520.00	8
Lindsay Municipal Parking Lot M4	East of Cambridge St.; North of Peel St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M4	East of Cambridge St.; North of Peel St.	Sign	Signs	Parking Information	3	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 1,050.00	2
Lindsay Municipal Parking Lot M5	West of Lindsay St.; North of Kent St	Storm Sewer	Drainage	Catch Basin	1	Length	m	Includes catch basins	2015	60-75	$ 500.00	$ 500.00	2
Lindsay Municipal Parking Lot M5	West of Lindsay St.; North of Kent St	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	$ 3,000.00	$ 3,000.00	3
Lindsay Municipal Parking Lot M5	West of Lindsay St.; North of Kent St	Parking Lot	Surfaces	Ashpalt	985	Area	m²	Includes base	2018	20-25	$ 86.00	$ 84,710.00	2
Lindsay Municipal Parking Lot M5	West of Lindsay St.; North of Kent St	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M5	West of Lindsay St.; North of Kent St	Sign	Signs	Accessible	1	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 350.00	1
Lindsay Municipal Parking Lot M5	West of Lindsay St.; North of Kent St	Sign	Signs	Parking Information	3	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 1,050.00	1
Lindsay Municipal Parking Lot M5	West of Lindsay St.; North of Kent St	Sign	Signs	No Parking	2	Count	Each	Includes posts	2010	7-10	$ 350.00	$ 700.00	5

Lindsay Municipal Parking Lot M6	East of Lindsay St.; North of Kent St	Storm Sewer	Drainage	Catch Basin	1	Length	m	Includes catch basins	2015	60-75	$ 500.00	$ 500.00	1
Lindsay Municipal Parking Lot M6	East of Lindsay St.; North of Kent St	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	$ 3,000.00	$ 3,000.00	2
Lindsay Municipal Parking Lot M6	East of Lindsay St.; North of Kent St	Parking Lot	Surfaces	Asphalt	640	Area	m²	Includes base	2018	20-25	$ 86.00	$ 55,040.00	1
Lindsay Municipal Parking Lot M6	East of Lindsay St.; North of Kent St	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M6	East of Lindsay St.; North of Kent St	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M7	East of Lindsay St.; South of Ridout St	Storm Sewer	Drainage	Catch Basin	1	Length	m	Includes catch basins	2000	60-75	$ 500.00	$ 500.00	4
Lindsay Municipal Parking Lot M7	East of Lindsay St.; South of Ridout St	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	$ 3,000.00	$ 3,000.00	3
Lindsay Municipal Parking Lot M7	East of Lindsay St.; South of Ridout St	Parking Lot	Surfaces	Ashpalt	650	Area	m²	Includes base	1995	20-25	$ 86.00	$ 55,900.00	8
Lindsay Municipal Parking Lot M7	East of Lindsay St.; South of Ridout St	Railing	Railings	Railing	40	Length	m		2015	30	$ 125.00	$ 5,000.00	2
Lindsay Municipal Parking Lot M7	East of Lindsay St.; South of Ridout St	Sign	Signs	Parking Information	4	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 1,400.00	2
Lindsay Municipal Parking Lot M8	East of Lindsay St.; North of Russell St	Storm Sewer	Drainage	Catch Basin	1	Length	m	Includes catch basins	2000	60-75	$ 500.00	$ 500.00	4
Lindsay Municipal Parking Lot M8	East of Lindsay St.; North of Russell St	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	$ 3,000.00	$ 3,000.00	3
Lindsay Municipal Parking Lot M8	East of Lindsay St.; North of Russell St	Parking Lot	Surfaces	Asphalt	445	Area	m²	Includes base	1995	20-25	$ 86.00	$ 38,270.00	8
Lindsay Municipal Parking Lot M8	East of Lindsay St.; North of Russell St	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M8	East of Lindsay St.; North of Russell St	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M9	East of York St.; North of Russell St	Storm Sewer	Drainage	Catch Basin	1	Length	m	Includes catch basins	2010	60-75	$ 500.00	$ 500.00	2
Lindsay Municipal Parking Lot M9	East of York St.; North of Russell St	Light	Lights	Parking Lights	3	Count	Each	Includes posts	2015	10-15	$ 3,000.00	$ 9,000.00	3
Lindsay Municipal Parking Lot M9	East of York St.; North of Russell St	Parking Lot	Surfaces	Asphalt	2,415	Area	m²	Includes base	2015	20-25	$ 86.00	$ 207,690.00	2
Lindsay Municipal Parking Lot M9	East of York St.; North of Russell St	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M9	East of York St.; North of Russell St	Sign	Signs	Long Vehicle Parking	3	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 1,050.00	3
Lindsay Municipal Parking Lot M9	East of York St.; North of Russell St	Sign	Signs	Parking Information	2	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 700.00	2
Lindsay Municipal Parking Lot M10	West of York St.; South of Kent St	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M10	West of York St.; South of Kent St	Light	Lights	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M10	West of York St.; South of Kent St	Parking Lot	Surfaces	Ashpalt	385	Area	m²	Includes base	2018	20-25	$ 86.00	$ 33,110.00	1
Lindsay Municipal Parking Lot M10	West of York St.; South of Kent St	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M10	West of York St.; South of Kent St	Sign	Signs	Parking Information	3	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 1,050.00	2
Lindsay Municipal Parking Lot M11	West of William St.; South of Kent St	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M11	West of William St.; South of Kent St	Light	Lights	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M11	West of William St.; South of Kent St	Parking Lot	Surfaces	Gravel	780	Area	m²	Includes base	2015	10-15	$ 30.00	$ 23,400.00	3
Lindsay Municipal Parking Lot M11	West of William St.; South of Kent St	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Lindsay Municipal Parking Lot M11	West of William St.; South of Kent St	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Lindsay Leased Parking Lot L1	East of William St., North of Kent St	Storm Sewer	Drainage	Catch Basin	1	Length	m	Includes catch basins	2015	60-75	$ 500.00	$ 500.00	1
Lindsay Leased Parking Lot L1	East of William St., North of Kent St	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	$ 3,000.00	$ 3,000.00	3
Lindsay Leased Parking Lot L1	East of William St., North of Kent St	Parking Lot	Surfaces	Asphalt	1005	Area	m²	Includes base	2018	20-25	$ 86.00	$ 86,430.00	2
Lindsay Leased Parking Lot L1	East of William St., North of Kent St	Railing	Railings	Railing	60	Length	m		2010	30	$ 125.00	$ 7,500.00	4
Lindsay Leased Parking Lot L1	East of William St., North of Kent St	Sign	Signs	Parking Information	7	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 2,450.00	1

Kawartha Lakes Downtown Parking Strategy
Municipal Parking Lot Asset Registry - Village of Fenelon Falls

Property	Vicinity / Area	Asset	Level 3 - Group	Level 6 - Type	Quantity	Quantity Type	Quantity Units	Notes	In-Service Year	Expected Useful Life (years)	Unit Replacement Cost	Replacement Cost	Condition Rating
Fenelon Falls Municipal Parking Lot M1	East of Colborne St.; South of Francis St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M1	East of Colborne St.; South of Francis St.	Light	Lights	Parking Lights	2	Count	Each	Includes posts	2015	10-15	$ 3,000.00	$ 6,000.00	3
Fenelon Falls Municipal Parking Lot M1	East of Colborne St.; South of Francis St.	Parking Lot	Surfaces	Asphalt	2,215	Area	m²	Includes base	1995	20-25	$ 86.00	$ 190,490.00	8
Fenelon Falls Municipal Parking Lot M1	East of Colborne St.; South of Francis St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M1	East of Colborne St.; South of Francis St.	Sign	Signs	Parking Information	2	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 700.00	2
Fenelon Falls Municipal Parking Lot M1	East of Colborne St.; South of Francis St.	Sign	Signs	Two Hour Limit	1	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 350.00	4
Fenelon Falls Municipal Parking Lot M1	East of Colborne St.; South of Francis St.	Sign	Signs	Overnight Permit Only	2	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 700.00	2
Fenelon Falls Municipal Parking Lot M2	East of May St.; South of Francis St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M2	East of May St.; South of Francis St.	Light	Lights	Parking Lights	2	Count	Each	Includes posts	2015	10-15	$ 3,000.00	$ 6,000.00	3
Fenelon Falls Municipal Parking Lot M2	East of May St.; South of Francis St.	Parking Lot	Surfaces	Asphalt	1,250	Area	m²	Includes base	2010	20-25	$ 86.00	$ 107,500.00	3
Fenelon Falls Municipal Parking Lot M2	East of May St.; South of Francis St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M2	East of May St.; South of Francis St.	Sign	Signs	Accessible	1	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 350.00	2
Fenelon Falls Municipal Parking Lot M3	West of Colborne St.; South of Bond St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M3	West of Colborne St.; South of Bond St.	Light	Lights	Parking Lights	2	Count	Each	Includes posts	2015	10-15	$ 3,000.00	$ 6,000.00	3
Fenelon Falls Municipal Parking Lot M3	West of Colborne St.; South of Bond St.	Parking Lot	Surfaces	Asphalt	2,050	Area	m²	Includes base	2000	20-25	$ 86.00	$ 176,300.00	6
Fenelon Falls Municipal Parking Lot M3	West of Colborne St.; South of Bond St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M3	West of Colborne St.; South of Bond St.	Sign	Signs	Parking Information	1	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 350.00	2
Fenelon Falls Municipal Parking Lot M4	West of Market St.; South of Bond St.	Storm Sewer	Drainage	Catch Basin	1	Length	m	Includes catch basins	2000	60-75	$ 500.00	$ 500.00	3
Fenelon Falls Municipal Parking Lot M4	West of Market St.; South of Bond St.	Light	Lights	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M4	West of Market St.; South of Bond St.	Parking Lot	Surfaces	Asphalt	705	Area	m²	Includes base	2010	20-25	$ 86.00	$ 60,630.00	3
Fenelon Falls Municipal Parking Lot M4	West of Market St.; South of Bond St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M4	West of Market St.; South of Bond St.	Sign	Signs	Accessible	1	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 350.00	2
Fenelon Falls Municipal Parking Lot M4	West of Market St.; South of Bond St.	Sign	Signs	Reserved Parking (5 staff and 1 loading)	6	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 2,100.00	2
Fenelon Falls Municipal Parking Lot M5	East of John St.; South of Bond St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M5	East of John St.; South of Bond St.	Light	Lights	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M5	East of John St.; South of Bond St.	Parking Lot	Surfaces	Gravel	2,105	Area	m²	Includes base	2018	10-15	$ 30.00	$ 63,150.00	4
Fenelon Falls Municipal Parking Lot M5	East of John St.; South of Bond St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M5	East of John St.; South of Bond St.	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M6	South of Bond St.; North of Francis St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M6	South of Bond St.; North of Francis St.	Light	Lights	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M6	South of Bond St.; North of Francis St.	Parking Lot	Surfaces	Asphalt	1,565	Area	m²	Includes base	2015	20-25	$ 86.00	$ 134,590.00	3
Fenelon Falls Municipal Parking Lot M6	South of Bond St.; North of Francis St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M6	South of Bond St.; North of Francis St.	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A

Fenelon Falls Municipal Parking Lot M7	South of Francis St.; North of Water St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M7	South of Francis St.; North of Water St.	Light	Lights	Parking Lights	3	Count	Each	Includes posts	2015	10-15	$ 3,000.00	$ 9,000.00	2
Fenelon Falls Municipal Parking Lot M7	South of Francis St.; North of Water St.	Parking Lot	Surfaces	Ashpalt	630	Area	m²	Includes base	2015	20-25	$ 86.00	$ 54,180.00	3
Fenelon Falls Municipal Parking Lot M7	South of Francis St.; North of Water St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M7	South of Francis St.; North of Water St.	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M8	West of Water St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M8	West of Water St.	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	$ 3,000.00	$ 3,000.00	2
Fenelon Falls Municipal Parking Lot M8	West of Water St.	Parking Lot	Surfaces	Ashpalt	180	Area	m²	Includes base	2015	20-25	$ 86.00	$ 15,480.00	3
Fenelon Falls Municipal Parking Lot M8	West of Water St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Fenelon Falls Municipal Parking Lot M8	West of Water St.	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A

Property	Vicinity / Area	Asset	Level 3 - Group	Level 6 - Type	Quantity	Quantity Type	Quantity Units	Notes	In-Service Year	Expected Useful Life (years)	Unit Replacement Cost	Replacement Cost	Condition Rating
Bobcaygeon Municipal Parking Lot M1	East of Bolton St.; North of King St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M1	East of Bolton St.; North of King St.	Light	Lights	Parking Lights	2	Count	Each	Includes posts	2015	10-15	$ 3,000.00	$ 6,000.00	3
Bobcaygeon Municipal Parking Lot M1	East of Bolton St.; North of King St.	Parking Lot	Surfaces	Asphalt	1,300	Area	m²	Includes base	2005	20-25	$ 86.00	$ 111,800.00	5
Bobcaygeon Municipal Parking Lot M1	East of Bolton St.; North of King St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M1	East of Bolton St.; North of King St.	Sign	Signs	Accessible	1	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 350.00	2
Bobcaygeon Municipal Parking Lot M1	East of Bolton St.; North of King St.	Sign	Signs	Parking Information	1	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 350.00	2
Bobcaygeon Municipal Parking Lot M1	East of Bolton St.; North of King St.	Sign	Signs	3 Hour max	2	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 700.00	5
Bobcaygeon Municipal Parking Lot M2	West of William St.; South of Canal St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M2	West of William St.; South of Canal St.	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	$ 3,000.00	$ 3,000.00	2
Bobcaygeon Municipal Parking Lot M2	West of William St.; South of Canal St.	Parking Lot	Surfaces	Gravel	500	Area	m²	Includes base	2018	10-15	$ 30.00	$ 15,000.00	1
Bobcaygeon Municipal Parking Lot M2	West of William St.; South of Canal St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M2	West of William St.; South of Canal St.	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M3	East of William St.; North of Canal St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M3	East of William St.; North of Canal St.	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	$ 3,000.00	$ 3,000.00	3
Bobcaygeon Municipal Parking Lot M3	East of William St.; North of Canal St.	Parking Lot	Surfaces	Gravel	355	Area	m²	Includes base	2010	10-15	$ 30.00	$ 10,650.00	4
Bobcaygeon Municipal Parking Lot M3	East of William St.; North of Canal St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M3	East of William St.; North of Canal St.	Sign	Signs	On-street Regulation	1	Count	Each	Includes posts	2018	7-10	$ 350.00	$ 350.00	2
Bobcaygeon Municipal Parking Lot M4	East of Sherwood St.; North of King St.	Storm Sewer	Drainage	Catch Basin	1	Length	m	Includes catch basins	2000	60-75	$ 500.00	$ 500.00	4
Bobcaygeon Municipal Parking Lot M4	East of Sherwood St.; North of King St.	Light	Lights	Parking Lights	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M4	East of Sherwood St.; North of King St.	Parking Lot	Surfaces	Gravel	430	Area	m²	Includes base	2015	10-15	$ 30.00	$ 12,900.00	3
Bobcaygeon Municipal Parking Lot M4	East of Sherwood St.; North of King St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M4	East of Sherwood St.; North of King St.	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M5	West of Main St.; South of Front St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M5	West of Main St.; South of Front St.	Light	Lights	Parking Lights	1	Count	Each	Includes posts	2015	10-15	$ 3,000.00	$ 3,000.00	3
Bobcaygeon Municipal Parking Lot M5	West of Main St.; South of Front St.	Parking Lot	Surfaces	Gravel	470	Area	m²	Includes base	2015	10-15	$ 30.00	$ 14,100.00	3
Bobcaygeon Municipal Parking Lot M5	West of Main St.; South of Front St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M5	West of Main St.; South of Front St.	Sign	Signs	N/A	N/A	Count	Each	Includes posts	N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M6	West of Main St.; South of Queen St.	Storm Sewer	Drainage	N/A	N/A	Length	m	Includes catch basins	N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M6	West of Main St.; South of Queen St.	Light	Lights	Parking Lights	2	Count	Each	Includes posts	2018	10-15	$ 3,000.00	$ 6,000.00	2
Bobcaygeon Municipal Parking Lot M6	West of Main St.; South of Queen St.	Parking Lot	Surfaces	Ashpalt	450	Area	m²	Includes base	2018	20-25	$ 86.00	$ 38,700.00	1
Bobcaygeon Municipal Parking Lot M6	West of Main St.; South of Queen St.	Railing	Railings	N/A	N/A	Length	m		N/A	N/A	N/A	N/A	N/A
Bobcaygeon Municipal Parking Lot M6	West of Main St.; South of Queen St.	Sign	Signs	No Overnight Parking	2	Count	Each	Includes posts	2010	7-10	$ 350.00	$ 700.00	5