



Township of North Kawartha

280 Burleigh Street, PO Box 550, Apsley, ON K0L 1A0
Tel: 705-656-4445 | 1-800-755-6931 | Fax: 705-656-4446
www.northkawartha.ca

Report to Council

To: Mayor and Council Members
From: Edward Hilton, Economic Development Officer
Date: June 6, 2025
Subject: 143 Burleigh Street Proposed Parking Lot Design

Recommendation:

That Council receives this report for information and endorses Concept 1 – Angled Parking as the preferred design option for the new municipal parking lot;

And further that staff be directed to proceed with further detailed design review.

Background:

During the 2025 capital budget special meeting, Staff were directed to further analyze the capital costs for paving the current lot at 143 Burleigh Street, and taking into consideration the potential for EV stations, lightning and sitting areas. Township staff working with the support of the County have provided two preliminary design concepts for the development of a new municipal parking lot. Both options include accessible parking, EV charging spots, and trailer accommodation, but differ significantly in layout and features.

Analysis:

The County has provided two options “Concept 1” and “Concept 2” and has been a valuable partner in advancing this project, providing both draft site design concepts and preliminary cost estimates to support the Township’s decision-making process. It should be noted that the designs are conceptual in nature, and the drawings provided are preliminary sketches only, and not based on a plan of survey.

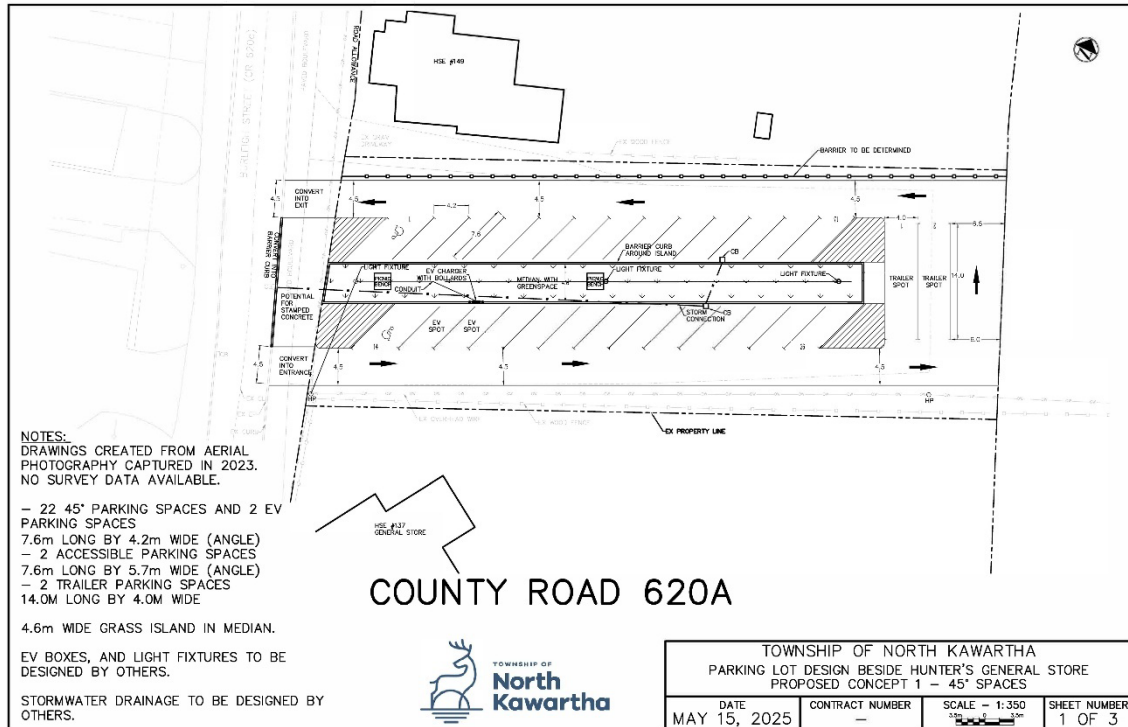


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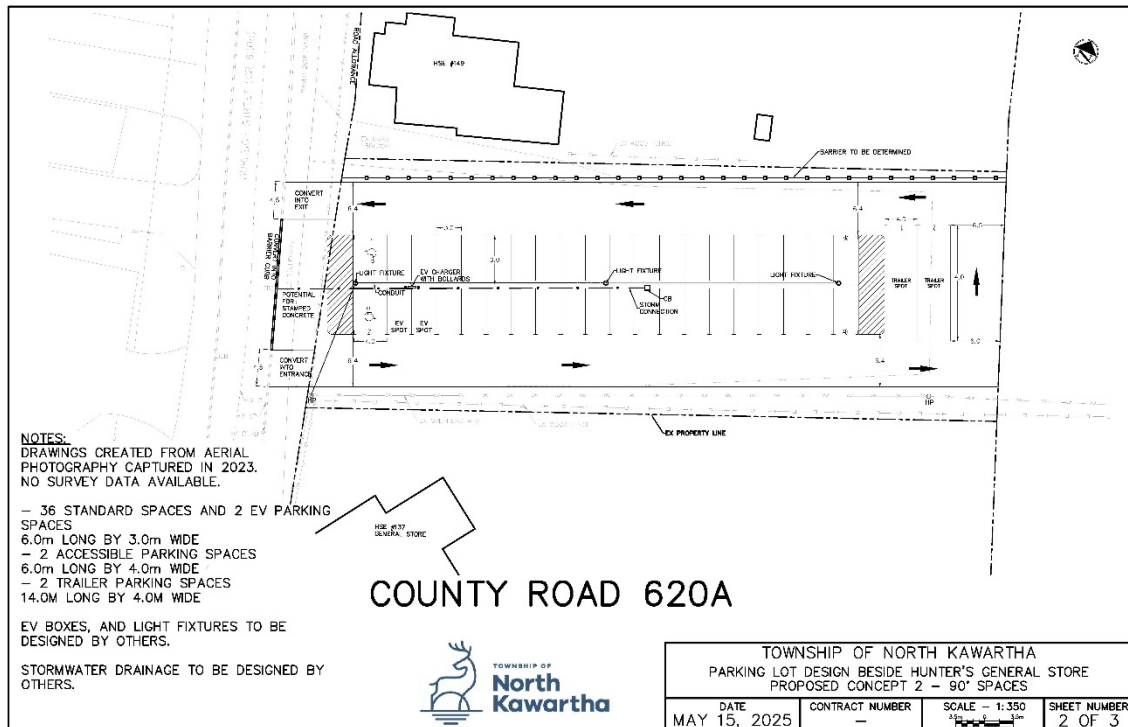
Concept 1 – Angled (45-Degree) Parking

- 22 standard angled parking stalls
- Larger internal roadway width to accommodate angled entry and exit
- Central 15-foot green space with a raised median
- 2 accessible parking spaces
- 2 EV charging spaces
- 2 pull-through trailer parking spaces
- Includes two stormwater catch basins
- Opportunity for landscaped median with potential options included grass, stamped concrete, and picnic benches



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Concept 2 – 90-Degree Parking

- 36 standard parking stalls
- Straight (90-degree) parking layout
- No central green space
- 2 accessible parking spaces
- 2 EV charging spaces
- 2 trailer parking spaces
- One stormwater catch basin

Staff have reviewed both concepts with consideration for traffic circulation, long-term usability, site aesthetics, and overall user experience. Although Concept 1 is the more expensive option, staff recommend Concept 1 for the following reasons:

Improved Parking Circulation and Safety

The 45-degree angled layout in Concept 1 is specifically designed to support and encourage one-way traffic flow, improving overall efficiency and reducing the potential



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for vehicle conflicts. This configuration is especially well-suited to the proposed pull-through trailer parking, enhancing both safety and ease of use for all drivers.

Central Green Space and Amenity Opportunities

The raised 15-foot-wide median in Concept 1 offers the opportunity to introduce landscaped elements such as grass or stamped concrete, along with seating or picnic benches, making the lot more welcoming for visitors and increasing the amenity value of the space.

Long-Term Functional Value

While Concept 2 provides more total parking stalls, it comes at the cost of tighter circulation and the absence of green space. Concept 1 better balances function, aesthetics, and safety, aligning with long-term community goals.



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Financial Implications:

The current estimated cost of Concept 1 is approximately \$334,000, inclusive of a 40% contingency

| Category | Description | Cost |
|----------------------|---|--------------|
| Asphalt and Granular | Surface prep, base, and paving materials | \$77,000.00 |
| Pavement Markings | Line painting, hatching | \$4,773.02 |
| Concrete | Curbing and entrance work | \$26,000.00 |
| Drainage | Storm pipes, catch basins, and adjustments | \$46,800.00 |
| Electrical | Poles, lighting, EV charger, cabling | \$64,695.00 |
| Other | Environmental, traffic control | \$16,200.00 |
| Subtotal | Construction-related costs | \$235,468.02 |
| HST (1.76%) | On subtotal only (after municipal rebate) | \$4,144.24 |
| Contingency (40%) | For design adjustments, site conditions, etc. | \$94,187.21 |
| Total Estimated Cost | | \$333,799.47 |



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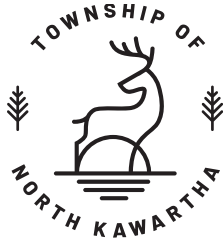
The current estimated cost of Concept 2 is approximately \$296,000, inclusive of a 40% contingency.

| Category | Description | Cost |
|----------------------|---|--------------|
| Asphalt and Granular | Surface prep, base, and paving materials | \$75,000.00 |
| Pavement Markings | Line painting, hatching | \$4,681.20 |
| Concrete | Curbing and entrance work | \$15,200.00 |
| Drainage | Storm pipes, catch basins, and adjustments | \$34,000.00 |
| Electrical | Poles, lighting, EV charger, cabling | \$64,065.00 |
| Other | Environmental, traffic control | \$16,100.00 |
| Subtotal | Construction-related costs | \$209,046.20 |
| HST (1.76%) | On subtotal only (after municipal rebate) | \$3,679.21 |
| Contingency (40%) | For design adjustments, site conditions, etc. | \$83,618.48 |
| Total Estimated Cost | | \$296,343.89 |

For both Concept 1 and Concept 2, staff will need to confirm whether geotechnical study is required, and engage qualified professionals for the electrical and stormwater management design. These anticipated requirements are reflected, in part, in the higher contingency amounts included in the cost estimates.

Once Council selects a preferred design option, staff will undertake further analysis of site-specific details, including surface treatment options, landscaping elements, and the appropriate barrier type for the northern extension of the lot. This next phase of review will help refine the design and support a more accurate project scope.

Staff will explore cost efficiencies or staggering of capital costs during detailed design and will review any available grants or funding programs to help offset capital costs.



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Strategic and/or Other Plans:

Strategic Plan

1. Infrastructure – Investments in municipal infrastructure & explore complete communities
2. Governance – Provide quality community programs and services
3. Environment - Consider climate change in decision making

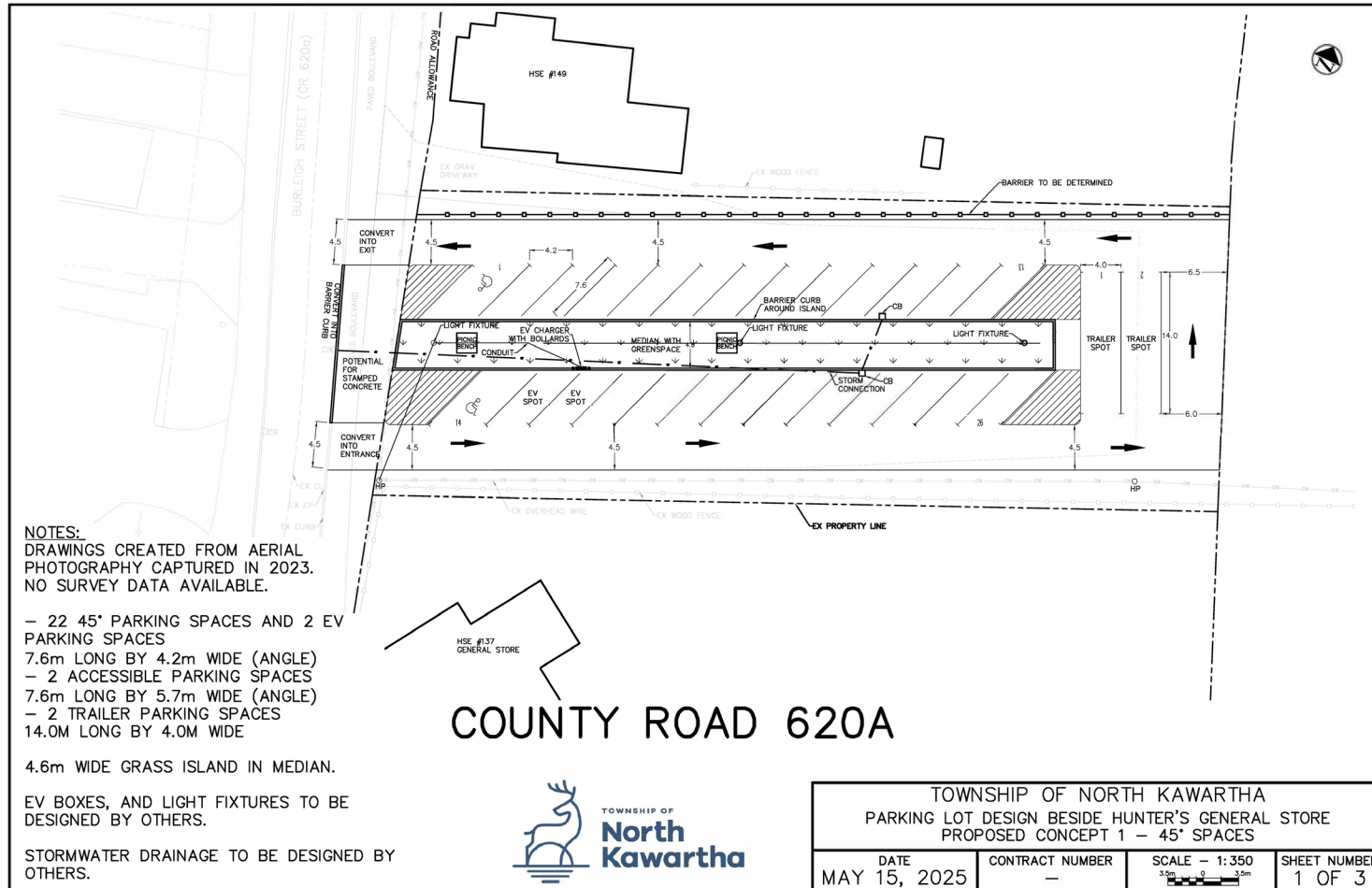
In Consultation With:

Jason Post, Public Works Manager
Gary Gerald, Director of Parks and Recreation
Judy Everett, Treasurer
Alana Solman, CAO
David Hovinga, Engineering Technician (County of Peterborough)
Kyle Darling, Design Supervisor (County of Peterborough)
Doug Saccoccia, Manager, Engineering & Design (County of Peterborough)

Attachment:

North Kawartha Lot Design Concept 1 and Concept 2.pdf

Concept 1



Concept 2

