



**City of Kingston
Report to Council
Report Number 19-104**

To: Mayor and Members of Council
From: Jim Keech, President and CEO, Utilities Kingston
Resource Staff: Sheila Kidd, Deputy Commissioner Operations – Transportation & Infrastructure Services
Date of Meeting: April 16, 2019
Subject: On-Street Parking Changes - Breakwater Park Area

Executive Summary:

This report requests approval of amendments to By-law Number 2010-128, “*A By-law to Regulate Parking*”, to make changes to the parking regulations on King, Beverley and Collingwood streets to introduce additional short-term parking options in response to increased demand in the area from visitors to Breakwater Park.

The proposed amendments contained within this report include:

- Moving the time-restricted parking on the first block of Beverley Street between King Street and Edgehill Street, from the west side to the east side of the street, to align with the pedestrian-activated signal installed at the King Street West and Beverley Street intersection in 2018.
- Adding two accessible parking spaces on the east side of Beverley Street just north of King Street, also aligned with the pedestrian-activated signal at King Street West and Beverley Street.
- Converting existing time-restricted parking to metered parking on the north side of King Street West between Collingwood and Albert streets (11 spaces) and on the east side of Collingwood Street just north of King Street (13 spaces), to provide additional short-term parking to address the increased demand for parking from visitors to Breakwater Park.

No new physical parking spaces are being added as part of these changes. These changes to existing parking regulations are intended to provide accessible and metered short-term parking spaces near the west end of Breakwater Park for all visitors to the area. The remaining on-street parking areas will continue to be regulated with the existing time-of-day restrictions in place to dissuade long-term parking by commuters while also protecting for residential parking.

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These changes are consistent with the on-street parking supply management principles that are applied to other high demand parking areas in the city. As in other high demand parking areas, by-law enforcement officers will monitor and enforce infractions on a proactive and complaint-based approach.

Recommendation:

That the By-law attached as Exhibit A to Report Number 19-104 be presented to amend By-law Number 2010-128 "*A By-law to Regulate Parking*", as amended, in order to apply the proposed parking regulations on King Street West, Beverley Street, and Collingwood Street; and

That the amending by-law be presented for all three readings to allow for parking regulatory signage and equipment to be installed in May, corresponding with the increased parking demand from visitors to Breakwater Park.

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Authorizing Signatures:

ORIGINAL SIGNED BY PRESIDENT & CEO, UTILITIES KINGSTON

**Jim Keech, President & CEO,
Utilities Kingston**

ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER

**Lanie Hurdle, Acting Chief Administrative
Officer**

Consultation with the following Members of the Corporate Management Team:

Gary Dyke, Commissioner, Corporate & Emergency Services	Not required
Peter Huigenbos, Acting Commissioner, Community Services	<input checked="" type="checkbox"/>
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required

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Options/Discussion:

Following the reopening of Breakwater Park in 2018, there was an increased demand observed for parking on the streets in the area. Staff monitored this activity through the 2018 summer season and are recommending changes to the parking regulations in the area designed to help manage the increased demand and to introduce additional options for short-term and accessible parkers.

The proposed changes to the on-street parking regulations include:

- Moving the time-restricted parking on the first block of Beverley Street between King Street and Edgehill Street, from the west side to the east side of the street, to align with the pedestrian-activated signal installed at the King Street West and Beverley Street intersection in 2018.
- Adding two accessible parking spaces on the east side of Beverley Street just north of King Street, also aligned with the pedestrian-activated signal at King Street West and Beverley Street.
- Converting existing time-restricted parking to metered parking on the north side of King Street West between Collingwood and Albert streets (11 spaces) and on the east side of Collingwood Street just north of King Street (13 spaces), to provide additional short-term parking to address the increased demand for parking from visitors to Breakwater Park.

These recommended changes shift and reallocate existing on-street parking areas on the above-noted streets and do not create any new physical parking space on-street or in Breakwater Park.

This approach is consistent with the on-street parking supply management principles that are applied to other high demand parking areas in the city and will be supported with existing by-law enforcement officers who will monitor and enforce infractions on a proactive and complaint-based approach.

A discussion of each of these changes is outlined in detail below.

Parking Location on Beverley Street

Current parking regulations on Beverley Street from King Street to Edgehill Street allow for parking on the west side with time restrictions intended to discourage all-day parking by commuters. Breakwater Park increased the short-term parking demand and pedestrian activity on this street along with increased instances of parking in No Parking areas and blocked driveways.

In the fall of 2018, the City installed an intersection pedestrian signal at the King and Beverley intersection to accommodate the increased number of pedestrians that are crossing at this location, with pedestrians directed to cross on the east side of the intersection to provide the greatest visibility.

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As pedestrians are encouraged to cross on the east side of the street, it is recommended that the parking lane shift from the west side of the street to the east side to allow parkers to exit onto the sidewalk that connects to this crossing. The impact on the quantity of on-street parking is minimal and additional signage outlining the No Parking areas will also be installed.

The current time-restricted parking regulations on Beverley Street will be maintained. These regulations provide a short-term parking supply for visitors to area residences and for park users outside of the time restriction. Residents of this area have an existing option to purchase a residential parking permit, which would exempt their vehicle from the time restrictions otherwise in place. There is sufficient supply to accommodate any new residential permit requests that are received within this on-street permit-parking zone.

Accessible Parking on Beverley Street

Location, space availability, and connection to sidewalk infrastructure are important considerations in the placement of on-street accessible parking. From a general location standpoint, staff is recommending that accessible parking spaces be placed on Beverley Street rather than King Street. The side street placement is preferred, as it has been observed that these side street segments generally have lower traffic volume and can provide more flexibility for accessible users. This placement is proposed to be on the east side of Beverley Street to align with the pedestrian-activated signal recently installed at the King Street West and Beverley Street intersection.

Consultation with the general public was conducted through an online survey that identified the proposed location for adding two accessible on-street parking spaces on Beverley Street to provide supply for visitors to Breakwater Park as well as other demand generators in the area. There were 11 respondents to the online survey, all of whom indicated that they were satisfied with the location proposed for the two accessible parking spaces identified on the map on the east side of Beverley Street near King Street.

At the request of staff, the Municipal Accessibility Advisory Committee (MAAC) established a parking project team to review and provide comment on the proposed recommendations. The project team expressed support for the location but had a concern that persons may feel unsafe travelling on the roadway to access the pedestrian ramp at the intersection at King Street. To address this concern, the accessible spaces will be positioned in proximity to the first driveway entrance on the east side of Beverley Street, allowing for access to the sidewalk.

Staff received feedback related to the placement of the accessible spaces in such close proximity to the intersection. To address this concern, the parking spaces are proposed to be located 23 metres north of the intersection so that persons exiting or entering a vehicle will be visible to motorists turning onto Beverley Street from King Street.

The accessible parking spaces on Beverley Street are proposed to have a three-hour maximum stay and will not be metered. This aligns with the length of time parking is permitted during the day in the adjacent time-restricted zone. This maximum stay restriction will be monitored during

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the high demand periods by enforcement officers and can be converted to metered accessible parking in the future if warranted.

The MAAC project team further inquired about the potential to introduce accessible parking spaces at the east end of Breakwater Park. Staff will monitor parking conditions in the area based on the usage in 2019 to determine if additional accessible parking is required.

Metered Parking Areas on King Street and Collingwood Street

The parking regulations currently in place on the streets west of Albert Street are designed to deter all-day parking by commuters while allowing for short-term parking associated with visitors to the area. These existing time restrictions have maintained an appropriate balance of parking for visitors and residents in this area and include options for residents that require longer term on-street parking options to purchase a residential permit.

The increased parking demand associated with Breakwater Park is consistent with users that are visiting an area for a short period of time and has resulted in periods where there is very high demand for on-street parking without a mechanism that encourages parking turn-over.

Staff has received concerns from residents in the vicinity of Breakwater Park requesting changes that ensure on-street visitor and resident parking is available during these high demand periods. Residents have also noted an increased prevalence of vehicles in No Parking areas and incidents of blocked driveways.

Requests were also received from park users for additional short-term parking options in the area and comments noted that the weekday time-of-day restrictions (10 a.m. to 11 a.m. and 2 p.m. to 3 p.m.) limited the legal parking options available to visit the park during these times.

In instances where there is a high demand for short-term parking, the City generally converts areas of available on-street parking into paid metered areas to more efficiently manage the parking supply and encourage greater parking turn-over. These paid metered areas are not subject to the time-of-day restrictions but do limit the length of vehicle stay.

As such, staff recommend that existing parking areas on King Street West between Collingwood and Albert streets (11 spaces) and a section of parking on the east side of Collingwood Street just north of King Street (13 spaces) be converted from time-restricted parking to metered parking to provide additional short-term parking supply for the area. These metered areas are intended to provide all visitors to the area with dedicated short-term parking options. The metered areas will be in effect Monday to Saturday from 8 a.m. to 5 p.m. and allow parking for a maximum of three hours, consistent with the existing metered areas to the east of these locations.

Implementing a paid parking zone in this area is intended to ensure an on-street parking area is more widely available for all visitors to the area. The 20 spaces associated with this recommendation are intended to provide short-term parking that is not subject to the time-of-day restrictions present in the neighbourhood.

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When reviewing the recommended on-street metered areas, several residents requested that reserved visitor parking or payment exemptions for parkers associated with area residents be provided. The City does not generally provide long-term reserved parking or payment exemptions as this can counteract the supply management that paid parking is intended to provide. Consistent with other on-street parking areas, the City does provide short-term exemptions to time-of-day restrictions and reserved areas when required for a variety of events or specific need.

Sufficient on-street supply remains to address any residential permit needs and staff will monitor the utilization of the parking supply during the peak summer season to determine if any additional changes are recommended to support the neighbourhood.

Existing Policy/By-law:

By-law Number 2010-128, "*A By-law to Regulate Parking*"

Notice Provisions:

Not applicable.

Accessibility Considerations:

The provision of accessible on-street parking is an important consideration in the determination of parking options. This report proposes to install accessible parking spaces co-located adjacent to Breakwater Park where it is recognized that there is an increased demand for parking and a need to provide various options for those visiting the area by vehicle.

In accordance with the Integrated Accessibility Standards Regulation, Regulation No. 191/11, Section 80.39 under the *Accessibility for Ontarians with Disabilities Act, (AODA)*, members of the public and MAAC were consulted on the need, location, and design of on-street accessible parking within the reconstructed area. Consultation with the MAAC was conducted through the Committee's Parking Project Team. Consultation with the general public was conducted via an online survey between March 4 and March 18, 2019.

Financial Considerations:

Funds for the equipment and signage required to implement these changes will be provided from approved capital budgets and the current operating budget.

Contacts:

Ian Semple, Director, Transportation Services, 613-546-4291, Extension 2306

Other City of Kingston Staff Consulted:

Luke Follwell, Director, Recreation and Leisure Services

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Marissa Mascaro, Manager, Parking Services

Greg McLean, Policy and Program Coordinator, Parking Services

Julie Salter-Keane, Community Projects Manager, Accessibility Compliance

Attached:

Exhibit A – Draft By-law to Amend By-law Number 2010-128, “*A By-law to Regulate Parking*”

Exhibit B - Map of Proposed Breakwater Park Area On-Street Parking Changes

By-Law Number 2019-xx

A By-law to Amend By-law Number 2010-128 “A By-law to Regulate Parking”

Passed: Month XX, 2019

The Council of The Corporation of the City of Kingston enacts as follows:

1. By-law Number 2010-128 of the Corporation of the City of Kingston entitled “A by-law to regulate parking”, as amended, is hereby further amended as follows:
 - 1.1 Schedule A-1, Parking Meter Zones on City Streets, is hereby amended by adding the following hereto:

Schedule A-1

Parking Meter Zones on City Streets

Zone F

Maximum Time Limit: 3 Hours

8:00 a.m. to 5:00 p.m., Monday to Saturday except holidays

Street	Side	From
Collingwood Street	East	9 metres north of King Street West northerly 86 metres
King Street West	North	Albert Street to Collingwood Street

- 1.2 Schedule C-1, Accessible Parking Spaces on City Streets, is hereby amended by adding the following hereto:

Schedule C-1

Accessible Parking Spaces on City Streets

Maximum Time Limit: 3 Hours

Street	Side	From
Beverley Street	East	23 metres north of King Street West northerly 14.2 metres

- 1.3 Schedule F-1, No Parking at Any Time, is hereby amended by removing the following therefrom:

Schedule F-1

No Parking at Any Time

Street	Side	From
Beverley Street	East	King Street to Union Street

1.4 Schedule F-1, No Parking at Any Time, is hereby amended by adding the following hereto:

**Schedule F-1
No Parking at Any Time**

Street	Side	From
Beverley Street	West	King Street to Edgehill Street
Beverley Street	East	Queen's Crescent to Union Street

1.5 Schedule G-2, Daytime Parking Prohibitions, is hereby amended by removing the following therefrom:

**Schedule G-2
Daytime Parking Prohibitions**

Street	Side	From	Days	Times
Beverley Street	West	King Street to Union Street	Mon to Fri	10-11 am and 2-3 pm
Collingwood Street	East	King Street West to Union Street	Mon to Fri	10-11 am and 2-3 pm
King Street West	North	Albert Street to 35 metres east of Beverley Street	Mon to Fri	10-11 am and 2-3 pm

1.6 Schedule G-2, Daytime Parking Prohibitions, is hereby amended by adding the following hereto:

**Schedule G-2
Daytime Parking Prohibitions**

Street	Side	From	Days	Times
Beverley Street	West	Edgehill Street to Union Street	Mon to Fri	10-11 am and 2-3 pm
Beverley Street	East	51 metres north of King Street to Queen's Crescent	Mon to Fri	10-11 am and 2-3 pm
Collingwood Street	East	97 metres north of King Street West to Union Street	Mon to Fri	10-11 am and 2-3 pm
King Street West	North	Collingwood Street to 35 metres east of Beverley Street	Mon to Fri	10-11 am and 2-3 pm

2. This By-law shall come into force and take effect when required signage and equipment has been installed.

Given All Three Readings and Passed Month XX, 2019

(Signed)

John Bolognone
City Clerk

Bryan Paterson
Mayor

