



**City of Kingston
Report to Council
Report Number 19-103**

To: Mayor and Members of Council
From: Sheila Kidd, Commissioner, Transportation & Public Works
Resource Staff: Ian Semple, Director, Transportation Services
Date of Meeting: July 9, 2019
Subject: Parking By-law – Minor Amendments

Executive Summary:

This report requests approval of amendments to By-law Number 2010-128, “A By-law to Regulate Parking”, to change and add parking regulations to address safety and traffic flow issues on streets, in select residential neighbourhoods and school zones, and revise the wording of the violation sections for parking or stopping in a bus stop, and for stopping in a no stopping zone.

The proposed changes include:

1. Converting a no parking zone to a no stopping zone on the west side of Victoria Street at the intersection with South Bartlett Street.
2. Expanding weekday time-restriction parking to three residential streets northwest of St. Lawrence College to address existing gaps in regulations.
3. Updating the parking regulations on Kirkpatrick Street to manage pick-up and drop-off activities and pedestrian safety related to the new Kingston Secondary School and Molly Brant Public School.
4. Adjusting a no stopping zone on Roosevelt Drive opposite J. R. Henderson Public School to be in effect at all times to align with the installation of traffic bollards.
5. Revising wording to permit the option for the limits of a bus stop zone to be delineated by a transit shelter in lieu of or in combination with no parking signage.
6. Adding wording to the no stopping section to allow no stopping zones, including those that apply at all times and those that apply only during the times posted on the signage, to take effect without the requirement to specifically list each no stopping zone in a schedule to the Parking By-law.

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These changes are consistent with Council's strategic priority to improve walkability, roads, and transportation particularly as it relates to enhancing public safety with a focus on pedestrian access and installing crosswalks around schools.

These parking changes will come into effect when the appropriate signage is installed. Transportation by-law officers will monitor the areas after sign installation to educate and seek compliance with the updated regulations. This report requests that the amending by-law be presented for all three readings to allow the signage, particularly as it relates to the school zones, to be installed as soon as possible.

Recommendation:

That the By-law attached as Exhibit A to Report Number 19-103 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; and

That the amending by-law be presented for all three readings to allow for parking regulation signage to be installed as soon as possible.

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Authorizing Signatures:



**Sheila Kidd, Commissioner,
Transportation & Public Works**



**Lanie Hurdle, Acting Chief
Administrative Officer**

Consultation with the following Members of the Corporate Management Team:

Peter Huigenbos, Acting Commissioner, Community Services	Not required
Jim Keech, President & CEO, Utilities Kingston	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required
Deanne Roberge, Acting Commissioner, Corporate Enterprise Services	Not required

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Options/Discussion:

This report requests approval of amendments to By-law Number 2010-128, "A By-law to Regulate Parking", to add or modify parking regulations on a number of City streets in residential neighbourhoods and in areas around school zones. These changes are intended to address safety and traffic flow issues that have been identified by City staff or reported by residents.

This report also includes revisions to the wording of the violation sections for parking or stopping in a bus stop and stopping in a no stopping zone.

The details of the proposed changes are as follows:

1. Converting an existing no parking zone to a no stopping zone at the southwest corner of Victoria Street at South Bartlett Street.

Concerns have been expressed from residents that vehicles parking illegally near this intersection impede sightlines for motorists entering Victoria Street from South Bartlett Street. Converting this location to a no stopping zone prohibits even the temporary stopping of vehicles engaged in loading or unloading and carries a higher fine as a deterrent.

2. Expanding weekday time restriction parking to three residential streets northwest of St. Lawrence College to address gaps in the existing regulations:

Commuter parking has been observed in the vicinity of the St. Lawrence College campus on both sides of the street on Country Club Drive, from the intersection at Collegeview Crescent northerly, and on both sides of the street on Collegeview Crescent from the intersection at Country Club Drive northerly from the start of unregulated parking.

This regular weekday parking congestion narrows the travel lanes, particularly during winter with snow bank accumulation. The implementation of time restrictions (no parking between 10 and 11 a.m. and 2 and 3 p.m. Monday to Friday) on these street segments, and on both sides of the block of Old Oak Road between Country Club Drive and Collegeview Crescent, where it is anticipated that commuters would otherwise relocate, will deter all-day parkers who have access to parking, available for a fee, on the St. Lawrence College property.

The addition of time restrictions at these locations is consistent with the City's on-street parking supply management practices and addresses a gap in the existing time of day parking regulations that presently exist on these blocks.

3. Updating the parking regulations on Kirkpatrick Street to manage pick-up and drop-off activities and pedestrian safety related to the new Kingston Secondary School and Molly Brant Public School:

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With the pending opening of the new Kingston Secondary School at 145 Kirkpatrick Street (site of the former QECVI high school), staff are proposing changes to some of the existing parking regulations on Kirkpatrick Street, between Brant Avenue and Division Street, including:

- a) Extending a no parking zone on the south side of Kirkpatrick Street (side opposite the high school) from the Kingston Transit bus stop east of Kingscourt Avenue to the intersection with Lyons Street, intended to deter passengers from crossing Kirkpatrick Street to and from the high school or Molly Brant Public School.
 - b) Adding a no stopping anytime zone on both sides of a new pedestrian crossing to be installed from the southeast corner to the northeast corner of the intersection of Kirkpatrick Street at Kingscourt Avenue. In addition to the students crossing Kirkpatrick Street at Kingscourt Avenue to and from Kingston Secondary School, it is anticipated that younger students walking to and from Molly Brant Public School will also cross Kirkpatrick Street at this location to shortcut through the new high school grounds. To accommodate this new route to Molly Brant Public School, the existing school crossing at Kirkpatrick and Lyons Streets will be relocated further west to the Kirkpatrick Street at Kingscourt Avenue intersection. The proposed no stopping anytime zone will meet the set-back requirements for both the school crossing and any potential future upgrade of this pedestrian crossing. Coinciding with the proposed changes to Kirkpatrick Street is the conversion of the intersection of Kirkpatrick Street and Lyons Street to an all-way stop intersection. This conversion will enhance pedestrian safety in the absence of a school crossing guard who will have been relocated to the school crossing at Kirkpatrick Street at Kingscourt Avenue.
 - c) Removing the school bus loading zone and the single accessible parking space located on the north side of Kirkpatrick Street in front of the entrance to the former high school. School bus loading, unloading, and accessible parking spaces will be accommodated on the school site. Additionally, a no parking zone will be created in front of the entrance to the new high school to accommodate drop-off and pick-up activity.
 - d) Adding a short-term parking zone on the north side of Kirkpatrick Street to the east of the new high school to facilitate student pick-up and drop-off.
 - e) Removing a one-hour maximum parking zone on the north side of Kirkpatrick Street just west and east of Lyons Street, which provided parking turnover for visitors to the public library formerly located at this corner. Parking for visitors to the new library facilities located at the high school will be accommodated on site.
4. Revising a no stopping zone on Roosevelt Drive opposite J. R. Henderson Public School to be in effect at all times to align with the installation of traffic bollards.

Vehicles are currently prohibited from stopping on the east side of Roosevelt Drive from Henderson Boulevard to Brentwood Crescent between 8:00 a.m. and 4:00 p.m. on school

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days only. This regulation is in place to deter parents from the unsafe practice of dropping off and picking up their children on the side of the street opposite the elementary school. Short-term parking is available on the west (school) side of Roosevelt Drive.

In the past, school staff have placed traffic cones along the east side of Roosevelt Drive directly across from the school property to physically deter motorists from stopping or parking in the no stopping zone. While this initiative was effective, school staff are not in a position to continue this practice.

City staff have assessed the location for the suitability of installing traffic bollards along the east side of Roosevelt Drive from Henderson Boulevard to a point opposite the northern perimeter of the school property that would remain in place at all times outside of the winter months. To deter motorists from attempting to park on the shoulder of the street between the bollards outside of the current prohibited stopping times, staff recommend that the no stopping regulation apply at all times.

The installation of traffic bollards in this fashion is considered a pilot project in support of the Safe Routes to School program, a component of the City's Active Transportation Master Plan and draft five-year Active Transportation Implementation Plan. Staff will monitor and evaluate the effectiveness of this initiative to better understand how it influences motorists' behaviour before determining the feasibility of expanding this practice to other school zones.

5. Revising wording to permit the option for the limits of a bus stop zone to be delineated by a transit shelter in lieu of or in combination with no parking signage:

Kingston Transit has requested that the placement of a transit shelter be sufficient to convey to motorists that a location is a bus stop zone, reserved for the exclusive use of transit vehicles.

The proposed revision to the wording of Section 4.30 of the City's Parking By-Law 2010-128, which makes it a violation to park or stop in a bus stop zone, is intended to support enforcement of parking violations at those bus stops with a transit shelter that does not necessarily have 'no parking' signage affixed to the structure.

6. Adding wording to the no stopping section to allow no stopping zones, including those that apply at all times and those that apply only during the times posted on the signage, to take effect without the requirement to specifically list each no stopping zone in a schedule to the parking by-law:

Section 6.17 in Parking By-law 2010-128 is currently worded as follows:

"Despite sections 4.7 and 4.8 and any other sections, the streets described in Schedule F-2 and any areas where signage has been installed to provide public notice are designated as no stopping zones, and no person shall park, stand or stop a vehicle in a no stopping zone at the times set out in Schedule F-2."

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Appending the phrase “or on the signage” to the end of Section 6.17 will allow for all no stopping locations, including those for which the no stopping provision only applies during the times posted on the signage, to be in force regardless of whether the location of the no stopping zone is listed in the schedule attached to the Parking By-Law 2010-128.

With the plan to install pedestrian-actuated signals at select school crossings, this wording amendment will allow for no stopping zones, required on both sides of pedestrian crossings and designated school crossings, to take effect upon installation of signage, without the added requirement to amend the Parking By-law to add each crossing location to the by-law’s schedule.

The changes outlined in this report are consistent with Council’s strategic priority to improve walkability, roads, and transportation. A number of the changes are intended to enhance public safety with a focus on pedestrian access and also facilitate the installation of pedestrian crossovers particularly in schools and heavy pedestrian areas.

The changes outlined in this report will come into effect when the relevant signage is installed on the streets. Transportation by-law officers will monitor the areas for compliance after the signage is in place to better ensure that the intent of the new regulations is met.

This report requests that the amending by-law be presented for all three readings to allow the signage, particularly as it relates to J. R. Henderson Public School and Molly Brant Public School, to be installed as soon as possible.

Existing Policy/By-law:

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

Notice Provisions:

Literature informing residents of the proposed changes to the parking regulations was hand delivered to homes on the streets where time restriction parking is being proposed.

Accessibility Considerations:

The Municipal Accessibility Advisory Committee (MAAC) provided comment during the planning application process as it pertains to the provision of accessible parking spaces on site at the new high school. Notice of the proposed removal of the on-street accessible parking space was provided to the MAAC parking project team.

Financial Considerations:

Funds for the signage required to implement these changes will be provided from the approved operating budget.

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Contacts:

Marissa Mascaro, Manager, Parking Services, 613-546-4291, Extension 3125

Other City of Kingston Staff Consulted:

Deanna Green, Manager, Traffic Division

Matt Kussin, Policy and Program Coordinator, Transportation Services

Greg McLean, Policy and Program Coordinator, Parking Services

Andrew Morton, Transit Service Project Manager, Transit and Fleet Services

Chris Sleeth, Supervisor, Public Works

Exhibits Attached:

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

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 Section 4.30 is hereby deleted in its entirety and replaced with the following:
 - 4.30 “Despite sections 4.7 and 4.8, no person shall park or stop a vehicle, other than a municipal transit vehicle, within: (1) a bus stop zone which limits are both identified by signage or by a combination of signage and a transit shelter; or (2) within 24.4 meters, measured in the direction opposite to the flow of traffic, of the commencement of a bus stop zone, which commencement is identified by signage or by a transit shelter.”
 - 1.2 Section 6.17 is hereby amended by adding the following to the end of Section 6.17:
 - “or on the signage”,
 so that Section 6.17 shall now read as follows:
 - 6.17 “Despite sections 4.7 and 4.8 and any other sections, the streets described in Schedule F-2 and any areas where signage has been installed to provide public notice are designated as no stopping zones, and no person shall park, stand or stop a vehicle in a no stopping zone at the times set out in Schedule F-2 or on the signage.”
 - 1.3 Schedule C-1, Accessible Parking Spaces on City Streets, is hereby amended by removing the following therefrom:

Schedule C-1

Accessible Parking Spaces on City Streets

Maximum Time Limit: 3 Hours

Street	Side	From
Kirkpatrick Street	North	10.0 metres east of Kingscourt Avenue easterly 6.0 metres

1.4 Schedule D-2, School Bus Loading Zones, is hereby amended by removing the following therefrom:

**School Bus Loading Zones
School Days Only**

Street	Side	From	Times
Kirkpatrick Street	North	10.0 metres West of Kingscourt Avenue westerly 50.0 metres	7:30 am to 4:30 pm

1.5 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
Kirkpatrick Street	North	34.0 metres east of Kingscourt Avenue easterly to QECVI property
Kirkpatrick Street	South	End of Kirkpatrick St easterly to 106.7 metres east of Kingscourt Ave

1.6 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
Kirkpatrick Street	North	Newton Place easterly 108 metres
Kirkpatrick Street	South	Brant Avenue to 19 metres west of Kingscourt Avenue
Kirkpatrick Street	South	53 metres east of Kingscourt Avenue to Division Street

1.7 Schedule F-2, No Stopping Zones, is hereby amended by removing the following therefrom:

**Schedule F-2
No Stopping Zones**

Street	Side	From	Days	Times
Roosevelt Drive	East	Henderson Boulevard to Brentwood Crescent	School Days	8:00 am to 4:00 pm

- 1.8 Schedule F-2, No Stopping Zones, is hereby amended by adding the following hereto:

**Schedule F-2
No Stopping Zones**

Street	Side	From	Days	Times
Kirkpatrick Street	North	57.5 metres east of Kingscourt Avenue 81 metres westerly	Mon to Sun	Anytime
Kirkpatrick Street	South	53 metres east of Kingscourt Avenue 81 metres westerly	Mon to Sun	Anytime
Roosevelt Drive	East	Henderson Boulevard to 46 metres south of Brentwood Crescent	Mon to Sun	Anytime
Roosevelt Drive	East	9 metres south of Brentwood Crescent 31 metres southerly	School Days	8:00 am to 4:00 pm
Victoria Street	West	South Bartlett Street 23 metres southerly	Mon to Sun	Anytime

- 1.9 Schedule G-1, Limited Term Parking Zones, is hereby amended by adding the following hereto:

**Schedule G-1
Limited-Term Parking Zones**

Street	Side	From	Times	Limit
Kirkpatrick Street	North	9 metres west of Lyons Street westerly 137 metres	8:00 am to 4:00 pm School Days Only	5 minutes

- 1.10 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
Collegeview Crescent	North	60 metres east of Country Club Drive to Old Oak Road	Mon to Fri	10-11 am and 2-3 pm
Collegeview Crescent	South	35 metres east of Country Club Drive to Old Oak Road	Mon to Fri	10-11 am and 2-3 pm
Country Club Drive	Both	Southern intersection of Collegeview Crescent to northern end of Country Club Drive	Mon to Fri	10-11 am and 2-3 pm
Old Oak Road	Both	Collegeview Crescent to Country Club Drive	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