



**City of Kingston  
Report to Council  
Report Number 19-252**

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**To:** Mayor and Members of Council  
**From:** Sheila Kidd, Commissioner, Transportation & Public Works  
**Resource Staff:** Ian Semple, Director, Transportation Services  
**Date of Meeting:** October 15, 2019  
**Subject:** Parking By-law – Minor Amendments

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**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 and in school zones, and to improve accessibility.

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 school zones.

The proposed changes include:

1. Convert existing no parking zones to no stopping at the following locations:
  - on the east side of Ontario Street from Princess Street 23 metres northerly
  - on the south side of Queen Street from Bagot Street 11.5 metres easterly
  - on the north side of Brock Street from Ontario Street 51 metres westerly
  - on Ontario Street, both sides, from Queen Street to the east side of the LaSalle Causeway, and on the west side from Queen Street to Brock Street
2. Add school bus loading zones and short-term drop-off and pick-up zones on the south side of Lancaster Drive along the frontage of Mother Teresa Catholic School and Lancaster Public School, and convert the no stopping school days only regulation on the north side of Lancaster Drive opposite the schools to no stopping at any time.
3. Add a school bus loading zone on the south side of Norman Rogers Drive in front of Centennial Public School to accommodate 3 smaller buses that load and unload passengers from the street.

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4. Add a no stopping school days only zone on the west side of Jasmine Street from St. Martha Street northerly 40 metres to enhance safety in the school zone at Sir John A. Macdonald Public School.
5. Add 15-minute parking to the west side of Toronto Street along the Rideau Public School frontage and apply a no stopping during school days regulation to the east side of Toronto Street across from the school.
6. Convert segments of a no stopping school days only zones on the east side of Birchwood Drive at the intersections with Brackenwood Crescent to no stopping any time to maintain sightlines for pedestrians and motorists outside of school hours.
7. Add a no parking zone on the west side of Pauline Tom Avenue from Road Number 15 northerly 50 metres to facilitate traffic flow in the right-turn lane.
8. Add an accessible parking space on the west side of Barrie Street located midblock between Stuart Street and Union Street to accommodate increased demand for parking by persons with mobility challenges.
9. Remove an accessible parking space from the south side of Queen Street near Division Street and convert to a regular metered space, as the land use that warranted the accessible space, a mobility device store, has closed.
10. Relocate an accessible parking space and a 15-minute parking zone in front of 2 Mowat Avenue as part of sidewalk redesign work.
11. Add no parking to the north end of Queen Mary Road to protect the pedestrian access point to this segment of the Rideau Trail.
12. Add no parking zones and weekday time restrictions to Authors Lane to ensure vehicular access and to facilitate snow clearing in this cul-de-sac.
13. Add a clause establishing the authority to implement no parking zones at curves on roadways to maintain sightlines for motorists and pedestrians.

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 19-252 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:**

ORIGINAL SIGNED BY COMMISSIONER

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**Name, Commissioner, Title**

ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER

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**Lanie Hurdle, Interim 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 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.

The details of the proposed changes are as follows:

1. Convert existing no parking zones to no stopping in the following locations:
  - on the east side of Ontario Street from Princess Street 23 metres northerly and on the south side of Queen Street from Bagot Street 11.5 metres easterly to allow sufficient turn radius for Kingston Transit buses and other large vehicles
  - on the north side of Brock Street from Ontario Street 51 metres westerly to deter unauthorized use of the Kingston Transit bus stop by other vehicles
  - Ontario Street, both sides, from Queen Street to the east side of the LaSalle Causeway, and on the west side from Queen Street to Brock Street to deter stopped and parked vehicles from impeding traffic flow
2. Add school bus loading zones and short-term drop-off and pick-up zones on the south side of Lancaster Drive along the frontage of Mother Teresa Catholic School and Lancaster Public School, and convert the no stopping school days only regulation on the north side of Lancaster Drive opposite the schools to no stopping at any time.

These two schools recently redesigned their sites to address student pedestrian safety, improve traffic circulation, and better organize parking. These by-law changes correspond to the intended vehicle activity along Lancaster Drive after the construction is complete.

3. Add a school bus loading zone on the south side of Norman Rogers Drive in front of Centennial Public School to accommodate 3 smaller buses that load and unload passengers from the street.

These changes are consistent with the current operation of the school buses at the school.

4. Add a no stopping school days only zone on the west side of Jasmine Street from St. Martha Street northerly 40 metres to enhance safety in the school zone at Sir John A. Macdonald Public School.

This change is consistent with the parking approach that is used at elementary schools to discourage school children from being dropped off on the opposite side of the road to the school while also enhancing sight lines for all users in the area.

5. Add 15-minute parking to the west side of Toronto Street along the Rideau Public School frontage to provide for drop-off and pick-up of school children and apply a no stopping during school days regulation to the east side of Toronto Street across from the school to deter the unsafe practice of children crossing the street to/from their parents' vehicles.

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This change is consistent with the parking approach that is used at elementary schools to discourage schoolchildren from being dropped off on the opposite side of the road to the school while also enhancing sight lines for all users in the area.

6. Convert segments of a no stopping school days only zone on the east side of Birchwood Drive at the intersections with Brackenwood Crescent to no stopping any time to maintain sightlines for pedestrians and motorists outside of school hours.

This change addresses concerns that have been raised by residents related to the increasing volume of vehicles parked in this area outside of school hours and assists in the efficient operation of a Kingston Transit route.

7. Add a no parking zone on the west side of Pauline Tom Avenue from Road Number 15 northerly 50 metres to facilitate traffic flow in the right-turn lane.
8. Add an accessible parking space on the west side of Barrie Street located midblock between Stuart Street and Union Street to accommodate increased demand for parking by persons with mobility challenges.

This location has been reviewed with the Municipal Accessibility Advisory Committee (MAAC) and is consistent with the typical addition of on-street accessible parking spaces in high demand parking areas.

9. Remove an accessible parking space from the south side of Queen Street near Division Street and convert to a regular metered space, as the land use that warranted the accessible space, a mobility device store, has closed.

This location has been reviewed with MAAC and is consistent with previous instances where accessible spaces have been removed or relocated to adjust to changing land use. This area was also subject to recent public consultation during the reconstruction of Princess and Division streets to ensure sufficient accessible parking spaces were supplied.

10. Relocate an accessible parking space and a 15-minute parking zone in front of 2 Mowat Avenue as part of sidewalk redesign work.
11. Add no parking to the north end of Queen Mary Road to protect the pedestrian access point to this segment of the Rideau Trail and planned citywide active transportation route to be constructed in 2020.
12. Add no parking zones and weekday time restrictions to Authors Lane to ensure vehicular access, assist in winter maintenance activities, and enhance safety.

This cul-de-sac has seen an increase in all day parking related to limited commuter overflow from surrounding uses. The addition of the no parking areas and weekday time restrictions (no parking 10 – 11 am and 2-3 pm) is intended to address concerns with

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vehicle access to the residences, snow clearing, and pedestrian safety. A similar approach has been used on other cul-de-sac locations that experience all day parking.

13. Add a clause establishing the authority to implement no parking zones at curves on roadways to maintain sightlines for motorists and pedestrians.

An observed increase in the number of vehicles parking on residential streets, combined with a common street design, particularly in suburban neighbourhoods, that includes bends and curves in the roadway, has resulted in instances where sightlines for motorists and pedestrians are impeded. The proposed clause provides staff with the option to prohibit parking on curves where the presence of parked vehicles poses this identified safety hazard.

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.

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 Lancaster Public School and Mother Teresa Catholic 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:**

Not applicable.

**Accessibility Considerations:**

The Municipal Accessibility Advisory Committee (MAAC) parking project team was consulted regarding the proposed removal and addition of on-street accessible parking spaces and did not raise any specific concerns.

**Financial Considerations:**

Funds for the signage required to implement these changes will be provided from the approved operating budget. Parking regulation signage for Lancaster Street will be provided by the contractor as part of the redesign work recently undertaken to reconfigure traffic and parking related to the two elementary schools.

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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

Mark Dickson, Project Manager, 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 Under Section 6, Parking on City Streets, Street Parking Prohibitions, a new section 6.16.1 is hereby added as follows:

“6.16.1 Pursuant to Section 6.16 of this By-law, when indicated by signage, parking may be prohibited on the inside curved portion of a street, from the beginning of the curve to the end of curve, to maintain sightlines.”

- 1.2 Schedule A-2, Accessible Parking Meter Zones on City Streets, is hereby amended by removing the following therefrom:

**Schedule A-2:**

**Accessible Parking Meter Zones on City Streets**

**Maximum Time Limit: 3 Hours**

**9:30 a.m. to 5:30 p.m. Monday to Saturday except holidays**

Street	Side	From
Queen Street	South	27.7 metres east of Division Street easterly 6.1 metres

- 1.3 Schedule A-2, Accessible Parking Meter Zones on City Streets, is hereby amended by adding the following hereto:

**Schedule A-2:**

**Accessible Parking Meter Zones on City Streets**

**Maximum Time Limit: 3 Hours**

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

Street	Side	From
Barrie Street	West	131 metres north of Stuart Street northerly 6.1 metres



1.4 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
Mowat Avenue	West	96.6 metres south of Logan Street southerly 7.6 metres

1.5 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
Mowat Avenue	West	84 metres south of Logan Street northerly 6.1 metres

1.6 Schedule D-2, School Bus Loading Zones, is hereby amended by adding the following hereto:

**Schedule D-2:  
School Bus Loading Zones  
School Days Only**

Street	Side	From	Times
Lancaster Drive	South	179.6 metres west of Limestone Drive westerly 14.3 metres	7:30 a.m. to 4:30 p.m.
Lancaster Drive	South	224.9 metres west of Limestone Drive westerly 29.5 metres	7:30 a.m. to 4:30 p.m.
Norman Rogers Drive	South	90 metres east of Byron Crescent easterly 44 metres	7:30 a.m. to 4:30 p.m.

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

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

<b>Street</b>	<b>Side</b>	<b>From</b>
Brock Street	North	King Street to Ontario Street
Ontario Street	Both	Queen Street to east side of the LaSalle Causeway
Ontario Street	West	Brock Street to Queen Street
Toronto Street	West	Dundas Street northerly 113 metres

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

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

<b>Street</b>	<b>Side</b>	<b>From</b>
Authors Lane	East	Dickens Drive 21 metres southerly
Authors Lane	West	Dickens Drive 31.5 metres southerly
Brock Street	North	51 metres east of Ontario Street to King Street East
Mowat Avenue	West	84 metres south of Logan Street to southern end of Mowat Avenue
Mowat Avenue	End	Across the south end of Mowat Avenue
Pauline Tom Avenue	West	Road Number 15 50 metres northerly
Queen Mary Road	East	north end of Queen Mary Road 18 metres southerly
Queen Mary Road	End	across the north end of Queen Mary Road

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

**Schedule F-2  
No Stopping Zones**

<b>Street</b>	<b>Side</b>	<b>From</b>	<b>Days</b>	<b>Times</b>
Birchwood Drive	East	42 metres south of the southern intersection with Brackenwood Crescent to Cataraqui Woods Drive	School Days	8:30 am to 4:30 pm
Birchwood Drive	East	southern intersection with Brackenwood Crescent 42 metres southerly	Mon to Sun	Any Time
Birchwood Drive	East	23 metres north of the southern intersection with Brackenwood Crescent to 23 metres south of the northern intersection with Brackenwood Crescent	School Days	8:30 am to 4:30 pm
Birchwood Drive	East	northern intersection with Brackenwood Crescent 23 metres southerly	Mon to Sun	Any Time
Brock Street	North	Ontario Street 51 metres easterly	Mon to Sun	Any Time
Jasmine Street	West	St. Martha Street 40 metres northerly	School Days	8:00 am to 4:00 pm
Lancaster Drive	North	Limestone Drive 268 metres westerly	Mon to Sun	Any Time
Lancaster Drive	South	Limestone Drive 38 metres westerly	Mon to Sun	Any Time
Lancaster Drive	South	59.4 metres west of Limestone Drive 35.5 metres westerly	Mon to Sun	Any Time
Lancaster Drive	South	123.3 metres west of Limestone Drive 13.8 metres westerly	Mon to Sun	Any Time
Lancaster Drive	South	165.5 metres west of Limestone Drive 14.1 metres westerly	Mon to Sun	Any Time
Lancaster Drive	South	193.9 metres west of Limestone Drive 31 metres westerly	Mon to Sun	Any Time
Ontario Street	East	Princess Street 23 metres northerly	Mon to Sun	Any Time
Ontario Street	West	Brock Street to Queen Street	Mon to Sun	Any Time

Street	Side	From	Days	Times
Ontario Street	Both	Queen Street to east side of the LaSalle Causeway	Mon to Sun	Any Time
Queen Street	South	Bagot Street 11.5 metres easterly	Mon to Sun	Any Time
Toronto Street	East	Park Street 133.6 metres southerly	School Days	8:00 am to 4:00 pm

1.10 Schedule G-1, Limited Term Parking Zones, is hereby amended by removing the following therefrom:

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

Street	Side	From	Times	Limit
Mowat Avenue	West	2 Mowat Ave northerly 22.9 metres toward Logan St	Mon to Sun	15 Minutes
Norman Rogers Drive	South	90 east of Byron Crescent 44 metres easterly	School Days 8 am to 4 pm	15 Minutes

1.11 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
Lancaster Drive	South	38 metres west of Limestone Drive 21.4 metres westerly	School Days 8 am to 4 pm	5 minutes
Lancaster Drive	South	94.9 metres west of Limestone Drive 28.4 metres westerly	School Days 8 am to 4 pm	5 minutes
Lancaster Drive	South	137.1 metres west of Limestone Drive 28.4 metres westerly	School Days 8 am to 4 pm	5 minutes
Mowat Avenue	West	77.9 metres south of Logan Street 23 metres northerly	Mon to Sun	15 minutes
Toronto Street	West	Dundas Street to Park Street	School Days 8 am to 4 pm	15 minutes

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

**Schedule G-2  
Daytime Parking Prohibitions**

<b>Street</b>	<b>Side</b>	<b>From</b>	<b>Days</b>	<b>Times</b>
Authors Lane	East	21 metres south of Dickens Drive 22 metres southerly	Mon to Fri	10-11 am and 2-3 pm
Authors Lane	West	31.5 metres south of Dickens Drive 30 metres southerly	Mon to Fri	10-11 am and 2-3 pm
Authors Lane	End	All of the turning circle of the cul-de-sac	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)

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**John Bolognone**  
City Clerk

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**Bryan Paterson**  
Mayor