



**City of Kingston
Report to Council
Report Number 21-148**

To: Mayor and Members of Council
From: Sheila Kidd, Commissioner, Transportation & Public Works
Resource Staff: Ian Semple, Director, Transportation Services
Date of Meeting: June 1, 2021
Subject: Parking Bylaw – Minor Amendments

Council Strategic Plan Alignment:

Theme: 3. Improve walkability, roads and transportation

Goal: 3.2 Enhance public safety through active transportation and a focus on pedestrian access and enforcement.

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 road safety issues, including in school zones, to improve accessibility and optimize on-street parking supply. 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.

This report also requests approval of additional amendments to the Parking By-law to address minor housekeeping matters including correcting errors and omissions and revising and updating content. It is being recommended that the by-law receive all three readings on June 1, 2021 to allow for parking regulation signage to be installed and for the changes to take effect as soon as possible.

Pending approval, these proposed parking changes would come into effect when the appropriate signage and Pay & Display meters are installed. Transportation By-law Officers will monitor the areas to educate and seek compliance with the updated regulations.

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Recommendation:

That the by-law attached as Exhibit A to Report Number 21-148 be presented, for all three readings, to amend By-law Number 2010-128, "A By-law to Regulate Parking", as amended, to apply the proposed parking regulations.

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Authorizing Signatures:

ORIGINAL SIGNED BY COMMISSIONER

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

ORIGINAL SIGNED BY CHIEF
ADMINISTRATIVE OFFICER

**Lanie Hurdle, Chief
Administrative Officer**

Consultation with the following Members of the Corporate Management Team:

Paige Agnew, Commissioner, Community Services	Not required
Peter Huigenbos, Commissioner, Business, Environment & Projects	Not required
Brad Joyce, Commissioner, Corporate Services	Not required
Jim Keech, President & CEO, Utilities Kingston	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	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 change and add parking regulations to address safety and traffic flow issues on streets, including in school zones, to improve accessibility and optimize parking supply. 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.

This report also requests approval of additional amendments to the Parking By-law to address minor housekeeping matters including correcting errors and omissions and revising and updating content.

Road Safety

With the installation of roundabouts, such as where Woodhaven Drive and Holden Street intersect with Cataraqui Woods Drive, it is necessary to prohibit vehicles from parking in a manner that impedes traffic entering or exiting the roundabout. A clause will be added that establishes the authority to implement No Parking zones at the entry and exit to roundabouts.

No Parking will be added to both sides of Aberfoyle Road from John Counter Boulevard for a specified distance southerly. The presence of parked vehicles on the west side of this block of Aberfoyle Road is causing south-bound traffic turning from John Counter Blvd. to cross the center line into the northbound left turn lane.

No Stopping will be added on both sides of Andersen Drive from Princess Street north to Ellesmeer Avenue. Currently, parking is unregulated on this block of Andersen Drive. The presence of large delivery vehicles temporarily parking, and often idling at this location, impedes traffic flow and negatively impacts nearby residents. Implementing No Stopping is intended to deter this activity on the public roadway, as there is parking capacity on the property of the adjacent business to accommodate this delivery traffic.

No Parking will be converted to No Stopping on both sides of Division Street from John Counter Boulevard to Highway 401. In the absence of a parking lane or shoulder along this busy traffic corridor, vehicles that stop temporarily, for example when queuing in a restaurant drive-thru line that may back up onto Division Street, result in a blocked travel lane.

School Zones

The existing No Stopping During School Days Only regulation on the north side of Johnson Street, east of Barrie Street adjacent to the front entrance of École Catholique Cathédrale, will be converted to No Stopping at All Times in conjunction with the installation of seasonal bollards, one of a series of traffic calming measures to be applied at this intersection to enhance safety in the school zone.

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A number of parking regulations will be revised in the vicinity of Kingston Secondary School. Since the opening of Kingston Secondary School in December 2020, staff has monitored the traffic patterns and parking behaviour on the streets adjacent to the school including Kirkpatrick St., Kingscourt Avenue, and Elliott Avenue. Based on these observations, staff is proposing a series of changes to the existing parking regulations designed to address school zone safety issues created by drop-off and pick-up activity, as well as longer-term parking. These proposed changes include:

- Converting No Parking to No Stopping on both the east and west sides of Kingscourt Avenue from Kirkpatrick Street southerly 26 metres to deter drop-off and pick-up activity in proximity to the intersection;
- Converting No Parking to No Stopping on both sides of Elliott Avenue from Leroy Grant Drive to Division Street to further deter student drop-off and pick-up activity in the cycling lanes in the vicinity of Kingston Secondary School and Molly Brant Public School;
- Converting the No Parking Anytime regulation currently in effect on the south side of Kirkpatrick Street between Kingscourt Avenue and Brant Street to No Parking between 8 am and 4 pm School Days Only. The revision will allow for parking on this block side outside of school hours by residents and by visitors to nearby Champlain Park; and
- Adding No Parking Anytime across the north end of Newton Place and No Parking between 8 am and 4 pm School Days Only on the east and west sides of Newton Place. This set of regulations will protect access to driveways at the end of this short block as well as deter any long-term parking related to the high school.

The school bus loading zone on the north side of Van Order Drive in front of Loyalist Collegiate and Vocational Institute (LCVI) will be converted to 5-minute parking during school hours. With the relocation of school bus loading to the LCVI property, there is no longer a need for a school bus loading zone on the street in front of the school. This curb space can instead be utilized for student drop-off and pick-up activity.

Accessibility

A clause will be added to establish the authority to implement No Parking zones on roadways in front of Canada Post community mailboxes to protect pedestrian access from the road. While this regulation may be applied to any location where a community mailbox abuts a roadway, it is intended primarily for locations where there is no sidewalk access to the mailboxes. Motorists will still be legally permitted to temporarily stop in the No Parking zone to retrieve their mail. Adding a general enabling clause to the Parking By-law replaces the requirement to list each specific location under the No Parking schedule. The No Parking regulation will only be enforced where signage has been installed.

An on-street metered parking space will be converted to an accessible metered space on the east side of Ontario Street mid-block between Clarence Street and Johnson Street to provide parking for persons with disabilities who may be visiting the nearby retirement home or condominiums, as well as restaurants and other businesses along this segment of Ontario

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Street. The nearest existing accessible parking spaces are approximately 150 metres (500 feet) away.

An existing metered accessible parking space on the south side of Princess Street between Division Street and University Avenue will be relocated further east, closer to the entrance to the Kingston Heart Clinic.

On-Street Parking Optimization

With the closure of Kingston Collegiate and Vocational Institute (KCVI), there is an opportunity to add up to 33 parking spaces to the inventory of hourly parking in the vicinity of Queen's University and Kingston General Hospital by converting the school bus loading zone on the east side of Frontenac Street adjacent to the former school to Pay & Display parking. It is proposed that a \$2 hourly rate required between 8 am and 5 pm Monday to Friday and a 3-hour maximum length of stay be implemented in this new metered zone, which aligns with the existing metered zone on the opposite side of this block.

A second former school bus loading zone on the south side of Earl Street east of Frontenac Street will be converted to No Parking Anytime to align with the No Parking regulation currently in place on the south side of Earl Street on all the other blocks between MacDonnell Street and Division Street.

Minor Housekeeping Items

- Move the reference for two metered accessible parking spaces on the north side of Johnson Street, west of Bagot and east of Clergy, to the schedule that corresponds to the correct times of the day when payment is required in that parking zone;
- Update the schedule in the by-law to reflect a previous relocation of a commercial loading zone on the south side of Princess Street west of Montreal Street;
- Revise the reference point for the eastern end of a metered parking zone on the south side of Princess Street, west of Victoria Street, from 94 metres to 71.5 metres;
- Update the parking regulation listed in the schedule for the south side of James Street between Montreal Street and Bagot Street to reflect the time restriction signage currently in place;
- Adjust the time when parking is permitted on Sundays on the south side of Weller Avenue, east of Wiley Street, Sundays from 8 am to 1 pm to 8:30 am to 1 pm to correspond with existing signage;
- Correct references throughout the by-law's schedules to Kingsdale Avenue as a road or a drive.

Existing Policy/By-law:

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

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Notice Provisions:

None

Accessibility Considerations:

Proposed amendments to the parking regulations designed to improve access to community mailboxes and to a medical clinic and other downtown destinations are as detailed in the Accessibility section under Options/Discussions.

Financial Considerations:

Funds for the Pay & Display meter and regulatory signage required to implement these changes will be provided from the approved Parking Services operating and capital budget.

Contacts:

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

Matt Kussin, Manager, Transportation Policy and Programs 613-546-4291 extension 1333

Other City of Kingston Staff Consulted:

Laird Leggo, Manager, Parking Services

Marissa Mascaro, Manager, Transportation Infrastructure

Greg McLean, Policy and Program Coordinator, Transportation Services

Exhibits Attached:

Exhibit A - Draft By-law to amend By-law Number 2010-128, "A By-law to Regulate Parking"

By-Law Number 2021-XX

A By-law to Amend By-law Number 2010-128 “A By-law to Regulate Parking”, as amended.

Passed: Meeting date, 2021

That the Council of The Corporation of the City of Kingston hereby 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 6.16.2 is hereby added as follows:

“6.16.2 Pursuant to Section 6.16 of this By-law, when indicated by signage, parking may be prohibited on a street within a distance required to maintain access to any Canada Post community mailbox.”
 - 1.2 Under Section 6, Parking on City Streets, Street Parking Prohibitions, a new section 6.16.3 is hereby added as follows:

“6.16.3 Pursuant to Section 6.16 of this By-law, when indicated by signage, parking may be prohibited on a street within a distance required to maintain access at any entry to and exit from a roundabout.”
 - 1.3 Schedule A-1, Parking Meter Zones on City Streets, is hereby amended by removing the following therefrom:

Schedule A-1

Parking Meter Zones on City Streets

Zone 3

Maximum Time Limit: 3 Hours

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

Street	Side	From
Princess Street	South	48.5 metres east of MacDonnell Street to 94 metres west of Victoria Street

- 1.4 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 3

Maximum Time Limit: 3 Hours

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

Street	Side	From
Princess Street	South	48.5 metres east of MacDonnell Street to 71 metres west of Victoria Street

1.5 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 5

Maximum Time Limit: 3 Hours

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

Street	Side	From
Frontenac Street	East	Union Street to Earl Street

1.6 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
Johnson Street	North	47.5 metres west of Bagot Street westerly 6.1 metres
Johnson Street	North	6.1 metres east of Clergy Street easterly 5.8 metres

Street	Side	From
Princess Street	South	167 metres west of Division Street westerly 6.7 metres

- 1.7 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

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

Street	Side	From
Ontario Street	East	34 metres north of Johnson Street 6.1 metres northerly
Princess Street	South	127 metres west of Division Street westerly 6.7 metres

- 1.8 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 5:30 p.m. Monday to Saturday except holidays

Street	Side	From
Johnson Street	North	47.5 metres west of Bagot Street westerly 6.1 metres
Johnson Street	North	6.1 metres east of Clergy Street easterly 5.8 metres

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

Schedule D-2:

School Bus Loading Zones

School Days Only

Street	Side	From	Times
Earl Street	South	13.6 metres east of Frontenac Street easterly 40 metres	7:30 am to 4:30 pm
Frontenac Street	East	13 metres south of Earl Street to 30.5 metres north of Union Street	7:30 am to 4:30 pm
Van Order Drive	North	50 metres east of Machar Place easterly 108 metres	7:30 am to 4:30 pm

1.10 Schedule D-4, Commercial Loading Zones Within The Central Business District, is hereby amended by removing the following therefrom:

**Schedule D-4:
Commercial Loading Zones Within The Central Business District
Monday to Friday
7:00 a.m. to 2:00 p.m.**

Street	Side	From
Princess Street	South	1.3 metres west of Montreal Street westerly 7.9 metres

1.11 Schedule D-4, Commercial Loading Zones Within The Central Business District, is hereby amended by adding the following hereto:

**Schedule D-4:
Commercial Loading Zones Within The Central Business District
Monday to Friday
7:00 a.m. to 2:00 p.m.**

Street	Side	From
Princess Street	South	50.8 metres west of Montreal Street westerly 7.9 metres

- 1.12 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
Armstrong Road	Both	Kingsdale Road southerly to Chimo Lane
Elliot Avenue	Both	Leroy Grant Drive to John Counter Boulevard
Kingscourt Avenue	East	Kirkpatrick Street to Hillcrest Avenue
Kingscourt Avenue	West	Kirkpatrick Street southerly 45.7 metres
Kingsdale Drive	North	McLellan Crescent to Owens Crescent
Kingsdale Drive	South	Armstrong Road easterly 44 metres
Kingsdale Drive	South	Armstrong Road westerly 45 metres
Kirkpatrick Street	South	Brant Avenue to 19 metres west of Kingscourt Avenue

- 1.13 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
Aberfoyle Road	West	John Counter Boulevard southerly 60 metres
Aberfoyle Road	East	John Counter Boulevard to the north intersection with Rosemund Crescent
Armstrong Road	Both	Kingsdale Avenue southerly to Chimo Lane
Elliott Avenue	Both	Division Street to John Counter Boulevard
Kingscourt Avenue	East	26 metres south of Kirkpatrick Street to Hillcrest Avenue
Kingsdale Avenue	North	McLellan Crescent to Owens Crescent
Kingsdale Avenue	South	Armstrong Road easterly 44 metres

Kingsdale Avenue	South	Armstrong Road westerly 45 metres
Newton Place	North End	Across the north end of Newton Place
Newton Place	East	North end of Newton Place southerly 9 metres

1.14 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
Van Order Drive	West	60.9 metres south of Machar Place to 46.2 metres north of the northern leg of Metcalfe Avenue	Mon to Sun	Any Time

1.15 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
Andersen Drive	Both	Princess Street to the southern intersection with Ellesmeer Avenue	Mon to Sun	Any Time
Division Street	East	John Counter Boulevard to the eastbound on-ramp to Highway 401	Mon to Sun	Any Time
Division Street	West	John Counter Boulevard to the eastbound off-ramp from Highway 401	Mon to Sun	Any Time
Kingscourt Avenue	Both	Kirkpatrick Street 26 metres southerly	Mon to Sun	Any Time

1.16 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
Van Order Drive	East	23 metres south of Machar Place southerly 135 metres	School Days Only 8:00 am to 4:00 pm	5 minutes

1.17 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
James Street	South	Bagot Street westerly 15.2 metres	Mon to Sat	6 am to 6 pm
Kingscourt Avenue	West	Kirkpatrick Street to Ruskin Street	Mon to Fri	7 am to 5 pm
Van Order Drive	West	41 metres north of northern intersection with Metcalfe Avenue northerly 197 metres	School Days	8:30 am to 4:30 pm

1.18 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
Kingscourt Avenue	West	26 metres south of Kirkpatrick Street to Ruskin Street	Mon to Fri	7:00 am to 5:00 pm
Kirkpatrick Street	South	Brant Avenue to 19 metres west of Kingscourt Avenue	School Days	8:00 am to 4:00 pm
Newton Place	West	Kirkpatrick Street northerly 24 metres	School Days	8:00 am to 4:00 pm
Newton Place	East	Kirkpatrick Street northerly 18 metres	School Days	8:00 am to 4:00 pm

Street	Side	From	Days	Times
Van Order Drive	West	85 metres north of northern intersection with Metcalfe Avenue northerly 152 metres	School Days	8:00 am to 4:00 pm

2. This By-Law shall come into force and take effect on the date of its passing.

Given all Three Readings and Passed: Meeting date, 2021.

John Bolognone
City Clerk

Bryan Paterson
Mayor