



**CITY OF KINGSTON**  
**REPORT TO ENVIRONMENT INFRASTRUCTURE AND**  
**TRANSPORTATION POLICIES COMMITTEE**

Report No.: EITP-08-001

**TO:** Chair, Environment, Infrastructure and Transportation Policy Committee  
**FROM:** Denis Leger, Commissioner,  
Corporate Services  
**RESOURCE STAFF:** Malcolm Morris, Director, Transportation  
**DATE OF MEETING:** December 13, 2007  
**SUBJECT:** KRSEC Transportation Operations Plan

**EXECUTIVE SUMMARY:**


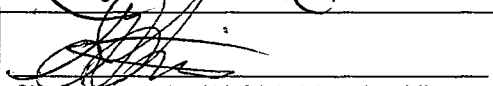
A Transportation Operations Plan has been developed for the Kingston Regional Sports and Entertainment Centre (KRSEC) to provide guidance as it relates to delivering parking, transit and traffic management services during events. The Plan relies on the efficient use of capacity within the existing downtown transportation system and augments it where required. Event rates are being proposed that reflect the projected demand for parking and transit services in concert with established principles.

**RECOMMENDATION:**



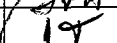

That the Environment Infrastructure and Transportation Policies Committee recommend to City Council that the draft Kingston Regional Sports and Entertainment Centre Transportation Operations Plan dated December 2007 be adopted, and that staff be instructed to implement the twenty-one conclusions identified in the Plan in support of the facility operation slated to commence on February 22, 2008;

And further, it is also recommended that \$135,000 within the 2008 capital budget submission be approved in advance to enable staff to initiate purchases related to one-time expenses for equipment needed to implement the Plan.

**AUTHORIZING SIGNATURES:**

 Denis Leger, Commissioner, Corporate Services
 Glen Laubenstein, Chief Administrative Officer

**CONSULTATION WITH THE FOLLOWING COMMISSIONERS:**

Commissioner Beach, <i>Sustainability &amp; Growth</i>	
Commissioner Hunt, <i>Finance &amp; Corporate Performance</i>	
Commissioner Thurston, <i>Community Development Services</i>	
Commissioner Leger, <i>Corporate Services</i>	
Jim Keech, President, <i>Utilities Kingston</i>	N/R

(N/R indicates consultation not required)

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**OPTIONS/DISCUSSION:**

A Kingston Regional Sports and Entertainment Centre Transportation Study was produced in 2006 to support the facility site plan control application. This document is currently posted on the City's website. The purpose of the study was to review the transportation system operation and parking implications of locating the Kingston Regional Sports and Entertainment Centre within the North Block area. The study considered existing conditions in this area of downtown as well as the impact of a design event on the transportation system. It then projected future total travel demands and their impacts on parking, transit and traffic.

Three of the seven recommendations stemming from the Transportation Study are the focus of this report:

- Initiate planning for improved transit service to the Kingston Regional Sports and Entertainment Centre site for day to day operations and special events.
- Develop a monitoring program to review traffic, parking and pedestrian operations once the site is operational, specifically the operations of the King St. Place D'Armes intersection and the traffic infiltration potential in the Anglin Bay area.
- Initiate a detailed parking management plan to review signing plans for parking lot location identification and trailblazing to alternate parking areas.

A Transportation Operations Plan has been developed to address the issues above in addition to other operational matters. The guiding principle within the draft plan is to use capacity that exists within the downtown transportation system and to augment it where required. This principle is particularly germane as it relates to parking and our ability to effectively utilize the existing distributed parking system. The objectives of the Transportation Operations Plan are as follows:

1. Encourage parking behavior consistent with established City of Kingston parking principles established by the former Parking Advisory Committee and endorsed by Council:
  - Parking close to demand generator is more expensive, incorporate the concept of "walk-a-little, save-a-little".
  - Payment is required when there is demand.
  - Encourage off street parking
2. Reduce traffic congestion created by "circle the block" syndrome.
3. Encourage long term parkers to park on the periphery of downtown (i.e. employees of downtown and KRSEC).
4. Encourage and promote non-auto modes, including public transit.
5. System is financially self-sustaining (i.e. no additional costs to taxpayer).
6. Raise net revenues to fund \$2.5M in KRSEC facility debt.
7. As little change as possible from existing system.
8. Encourage compliance with parking regulations (i.e. provide options that do not require illegal parking).
9. Ensure public awareness of options.

The plan attempts to determine the impacts of anticipated changes and acknowledges that updates to the plan will be necessary from time to time. Changes to parking supply may take place after opening depending on the City's decisions on parking rates, development of adjacent sites in the North Block area, changes in operation of the KRSEC facility and a host of other factors. It is important to consider the plan to be living document in order to respond to changes so that the overall objectives can continue to be met. The primary area of the study was established based on the existing transportation system operations and the expected parking generation potential of the KRSEC. The primary study area was identified by the area generally bounded by a 600m radius from the KRSEC site. The Transportation Operations Plan, attached as Exhibit A, provides 21 conclusions that will enable the City to optimize the capacity of the downtown transportation system, provide the tools necessary to identify any long term issues, and will provide options to patrons with respect to modal choice for travel to and from the facility. A series of parking options were studied that considered factors such as how much to charge, when to

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charge and how to charge facility users. Financial analyses were conducted for each scenario to project the net revenue potential.

The salient conclusions within the Transportation Operations Plan are as follows:

- Event parking rates would apply to City managed off-street parking facilities with 600 metres of the KRSEC on event nights.
- On-street parking will be at no cost on event nights.
- On-street parking will be prohibited on King Street between Queen Street and Place D'Armes and on Barrack Street between Ontario and Wellington Streets on event nights.
- Pre-sold parking will be available in the Drury and Anglin Parking facilities.
- Additional transit services will be provided for events with over 3,000 in attendance.
- A loading dock management plan will be implemented to ensure all truck maneuvering on Place D'Armes is conducted under controlled conditions.
- A comprehensive monitoring program will be instituted to measure impacts of KRSEC events on parking, transit and traffic operations.
- Communicating changes to the existing transportation systems during events at the KRSEC will be required for event patrons.

Staff are recommending a strategy that is believed to be primarily consistent with the objectives identified above, while making a meaningful contribution to the debt financing target expected of parking operations within the KRSEC Business Plan. It will provide for a parking and transit management system that is capable of being implemented for the number of events projected to be hosted at the KRSEC. An event parking rate strategy has been developed that respects the distance between the various City managed parking facilities and the Entertainment Centre. Exhibit B summarizes the proposed event rates by zone while Exhibit C to this report provides a visual representation of the parking zones.

#### **EXISTING POLICY/BY LAW:**

The recommended approach within the KRSEC Transportation Operations Plan was guided by the recommendations within the 2006 KRSEC Transportation Study.

#### **NOTICE PROVISIONS:**

Event operations will be communicated to users and the general public in accordance with the public communication plan contained within the Transportation Operations Plan.

#### **ACCESSIBILITY CONSIDERATIONS:**

A host of accessibility features were considered during the site plan control approval process, chief among them was the provision of a 14 accessible parking stalls in close proximity to the KRSEC, provision of a lay-by lane on the south side of Barrack Street between Ontario and King Street for pick-up and drop-off activity and allocation of space on the Place D'Armes frontage for use by accessible public transit vehicles.

#### **FINANCIAL CONSIDERATIONS:**

Net revenue generated from event parking rates is anticipated to be \$169,500 annually. An annual contribution of \$150,000 will be made to fulfill the debt financing commitment identified in the KRSEC business plan. Staff are recommending the difference of \$19,500 be used to pay for enhanced transit service at events with greater than 3000 attendees to encourage non-auto modes of travel to the KRSEC. The KRSEC Transportation Operations Plan identifies a number of one time expenses necessary to institute the parking elements within the plan. The 2008 capital budget submission for parking contains \$135,000 for this purpose. As the 2008 budget has yet to be approved, staff are recommending these funds be approved in advance to enable staff to initiate equipment purchases in preparation for opening night on February 22, 2008.

**CONTACTS:**

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**OTHER CITY OF KINGSTON STAFF CONSULTED:**

Gerard Hunt, Commissioner, Finance and Corporate Performance, 613-546-4291 ext. 2205  
Cynthia Beach, Commissioner, Sustainability and Growth, 613-546-4291 ext. 1150  
Sam Tulk, Supervisor, Parking Operations, 613-546-4291 ext. 1379  
Kim Leonard, Manager, Licensing and Enforcement, 613-546-4291 ext. 3222  
Greg McLean, Supervisor, Parking and By-Law Enforcement, 613-546-4291 ext. 1336  
Desiree Kennedy, Director, Financial Services, 613-546-4291 ext. 2220  
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Harold Tulk, Fire Chief, Fire & Emergency Planning, 613-548-4001 ext. 5204  
Paul Charbonneau, Director of Emergency & Transportation Services/Chief of Paramedic Services, Frontenac County Paramedic Service, 613-548-9400 ext. 400  
Bob Napier, Deputy Chief of Police, Kingston Police, 613-549-4660 ext. 6098 provided the following comment:  
Kingston Police generally supports the approach taken by the plan but cautions that we will need to monitor the situation with the facility open to determine the full extent of resourcing required, and adjust as needed.

**EXHIBITS ATTACHED:**

Exhibit A - KRSEC Transportation Operations Plan Draft Final Report, December 2007 (distributed separately, as well as available on the City's website)  
Exhibit B- KRSEC Event Parking Rate Schedule  
Exhibit C- KRSEC Event Parking Zones

**Proposed Rates** (all tax included)

<b>EVENT (5:30PM-9:30PM)</b>		
<b>Zones</b>	<b>On-street</b>	<b>Off-street (Flat rate)</b>
<b>1 (200m)</b>	No charge	\$8.00
<b>2 (400m)</b>	No charge	\$5.00
<b>3 (600m)</b>	No charge	\$3.00
<b>Hanson &amp; Chown</b>	N/A	\$0.50/1/2 hour \$3.00 when attendant not on duty

**Exhibit "C"**  
**Kingston Regional Sports & Entertainment Centre**  
**Event Parking Zones**



- Event Parking Zones**
- Zone 1**
  - Zone 2**
  - Zone 3**



**Kingston Harbour**



**Geographic Information Systems**  
 The City of Kingston, Ontario, is pleased to provide this map as a public service. The map is based on the most current data available. The City of Kingston is not responsible for any errors or omissions. The map is provided for informational purposes only. For more information, please contact the City of Kingston, 100 Queen St. West, Kingston, Ontario, K7L 1Y1. Tel: 343-8200. Fax: 343-8201. Email: info@kingston.ca