



# On-Street Parking Program



Inner Harbour Area – Information Presentation  
January 11, 2017



# Project Timeline and Consultation

- Neighbourhood information session – June 2016
- Online survey – August/September 2016
- Stakeholder meetings – August/September 2016
- Data gathering and mapping – Summer/Fall 2016
- Development of On-Street Parking Strategy – Fall 2016
- **Neighbourhood information session – January 2017**
- Recommendation to Council – February/March 2017



# Agenda

- Review why this study is being done
- Preliminary recommendation for Council
  - On-street parking regulation changes
  - Changes to residential parking permit fee
  - Phasing of changes
- Outline next steps



# Parking Issues in Residential Areas

- Residents value on-street parking for their own use and for the short term use of their visitors
- Major activity centres, employers, and institutions can attract parkers that **spillover** into the residential areas
- Residential streets, particularly those with free, unregulated parking, can become overwhelmed by this spillover, especially when it is commuters

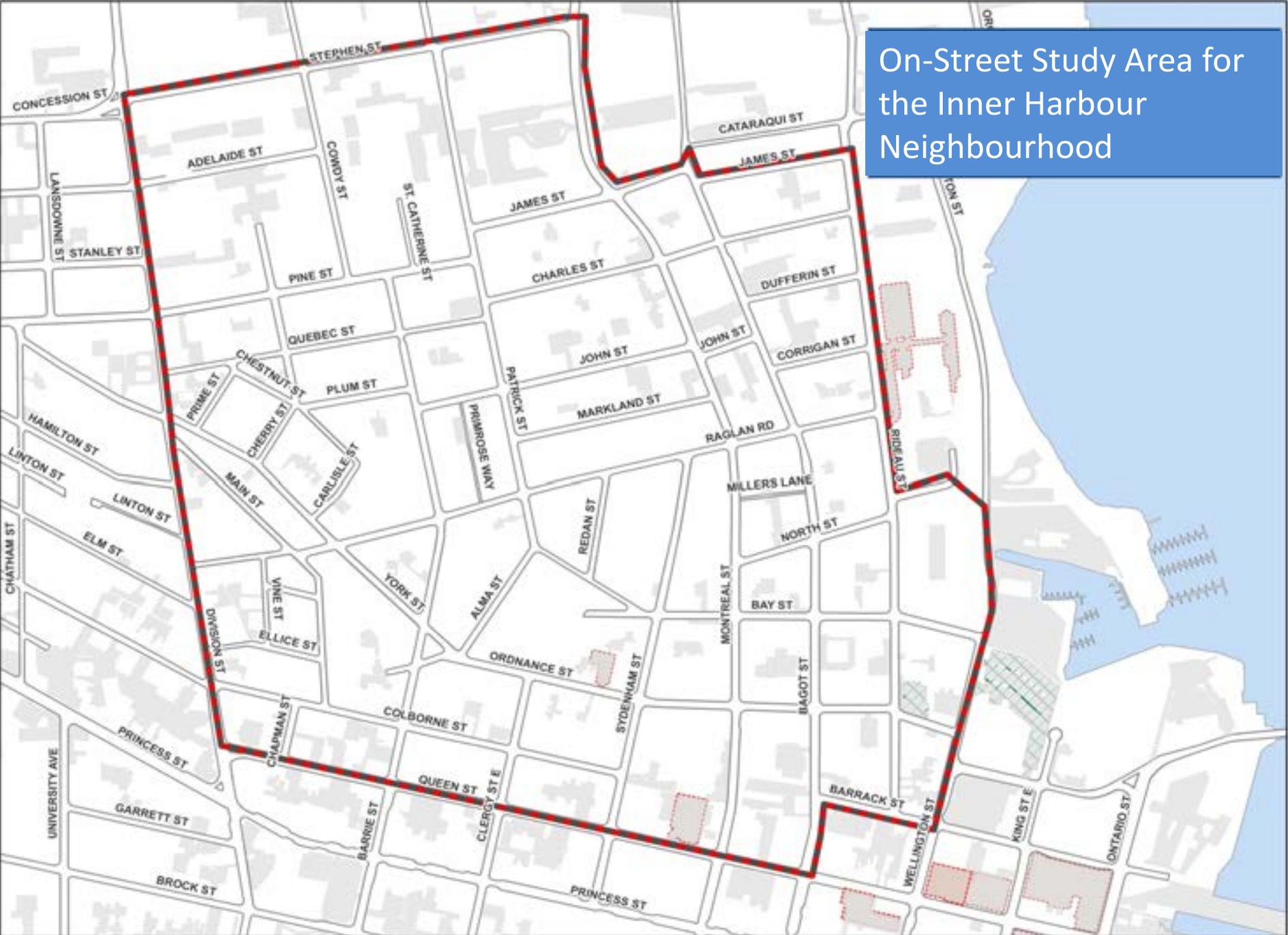


# Pressures Faced by the Inner Harbour

- Parking demand created by employers such as Providence Manor, Artillery Park, and Rideaucrest Home
- Increased development within the downtown is/will shift commuters further out into the neighbourhood
- Patchwork of on-street regulations provide many opportunities for all-day parking by commuters



On-Street Study Area for the Inner Harbour Neighbourhood





# Review of Inner Harbour Study Area

- Wide range of parking time restrictions exist across this area
  - All-day, Hourly, Limited Term, Alternate Side
- Streets without parking restrictions south of Raglan and east of Montreal can fill to capacity on weekdays
- Some streets are too narrow to accommodate parking on both sides, especially during the winter
- On-street short term parking is in high demand in the Artillery Park and Providence Manor areas



# Addressing On-Street Parking

City uses the **On-Street Parking Program** to manage residential areas where spillover is occurring or expected. The goal is to:

1. Improve ability of residents & their visitors to access parking on their streets
2. Achieve a balance between local and non-local parkers, and between short, medium and longer term parkers
3. Provide commuters with limited permitted parking, without having a negative effect



# On-Street Parking Program Overview

1. Provide alternate travel options for commuters
2. Regulate streets in area with parking restrictions  
(No Parking, Time of Day Restrictions)
3. Add metered parking where short term parking is in very high demand
4. Provide permits and short-term exemptions to allow desired parking to continue
5. Regular, pro-active enforcement of regulations



# Public Consultation

Heard from 110 Inner Harbour residents/property owners

- 62% had access to a parking space/driveway at their residence
- 28% said the only place they can park their vehicles is on-street
- 44% said they had issues finding parking on-street when they needed it



## Based on the description of the on-street program:

- 50% support general concept of the program but many comments received regarding the monthly permit rate for residents being too high
- 40% felt they might need an on-street residential permit
- Other comments noted:
  - On-street parking not an issue in northern/western areas
  - Current parking restrictions can be confusing to understand
  - Concern that parking restrictions will limit visitors, guests, meetings, and families visiting Providence Manor



# Consultation with Stakeholders

- Providence Manor needs parking options for visitors and staff
- Schools, Daycares, and Boys and Girls Club need pick-up/drop-off zones for buses and parents
- Funeral Home needs options for on-street parking to support daytime visitations
- More short term parking is needed on-street in areas around Artillery Park



# Proposed Program for Inner Harbour

1. Approval for time of day parking regulations across area with residential permit options for those that need it
2. Phase implementation of the program as warranted
3. Provide limited commuter permits to accommodate current demand generated by Providence Manor and others
4. Convert sections of on-street parking adjacent to Providence Manor and Artillery Park to paid parking
5. Provide residential permit option at a reduced rate



# Parking Regulations Changes



- All streets are standardized to a time of day restriction
- Either 9am-10am or 10am-11am on weekday morning
- Either 1pm-2pm or 2pm-3pm on weekday afternoon
- Details and summary of changes available at the maps



# How do the changes impact Residents?

- On-street parking supply is better managed to ensure spaces are available for visitors and residents
- No permit is required to park in the evening, overnight or on the weekend
- No permit is required to park during the day if you can abide by the one hour restriction in the morning and the afternoon.
- Residents who require a parking space on the street all-day are eligible for a permit
- Exemptions can be obtained for short term visitors and other needs as warranted.



If you live on a street that...

...currently has time restrictions:

- No/little change to the way that you park on-street
- No/little change to the way that visitors park on-street
- Permits will be available to you if you want additional parking options
- A limited number of all-day parkers with permits may be present on your street



## If you live on a street that...

### ...currently allows free, all-day parking:

- Time of day restrictions will be added that will prohibit parking for 1 hour in the morning and 1 hour in the afternoon on weekdays
- If street has alternate side parking then one side will be chosen to continue to allow parking other side will be “No Parking”
- You may continue to park in the evening, overnight, and on the weekend
- You may continue to park on the street during the day without a permit except during the time restricted periods. A residential permit will be available if you need all-day parking. The majority of residents do not require one.
- Spillover parking from commuters will be removed. A limited number of all-day parkers with permits may be present on your street
- More spaces will be available on the street for resident and visitor parking



# Phased Implementation

- Experience in other areas of the City is that changes in one part of the neighbourhood can create problems in other parts
  - Distance some commuters are willing to walk for free all-day parking can be in excess of 1500m.
- Boundary set to balance addressing spillover parking occurring in the south/east parts of the neighbourhood while ensuring parkers do not just shift to adjacent blocks in the north and the west.
- Consultation included a number of comments from residents in the northern and western areas of the neighbourhood that there is no spillover issue at this time.



# Phased Implementation



- Program is warranted in areas south of Raglan and east of Montreal
- Expectation that displaced parkers will seek all-day parking on the unregulated streets further west and north
- Need plan for the entire study area to allow for the changes to be implemented if spillover observed



# Phased Implementation



- Recommend phasing the program so that by-law changes are all made now but signage installation is phased
- Summer 2017 implementation in the green areas south of Raglan Road and east of Montreal Street
- Monitoring the red north-west area for future implementation based on:
  - Observed weekday occupancy of more than 60% of on-street spaces occupied
  - Concerns from neighbourhood residents, stakeholders, and/or City maintenance



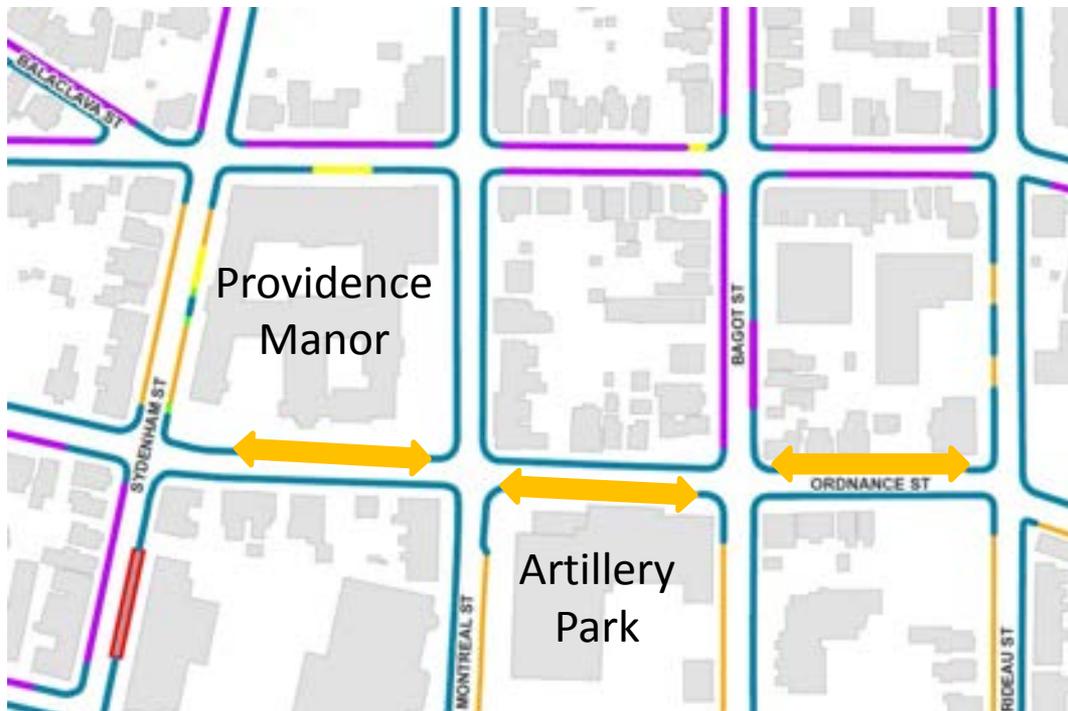
# Commuter Parking Permits



- A limited number of commuter permits will be issued such that commuter parking is distributed across the area
- Availability of short term and residential parking will be protected in each permit zone
- Permit fee will be \$83.25/month, the same as the Ordnance Lot
- For passenger vehicles only.
- Does not guarantee a dedicated parking space.
- Vehicle permitted to stay a maximum of 12 hours
- Supply will be limited and can be reduced if residential needs are not being met.



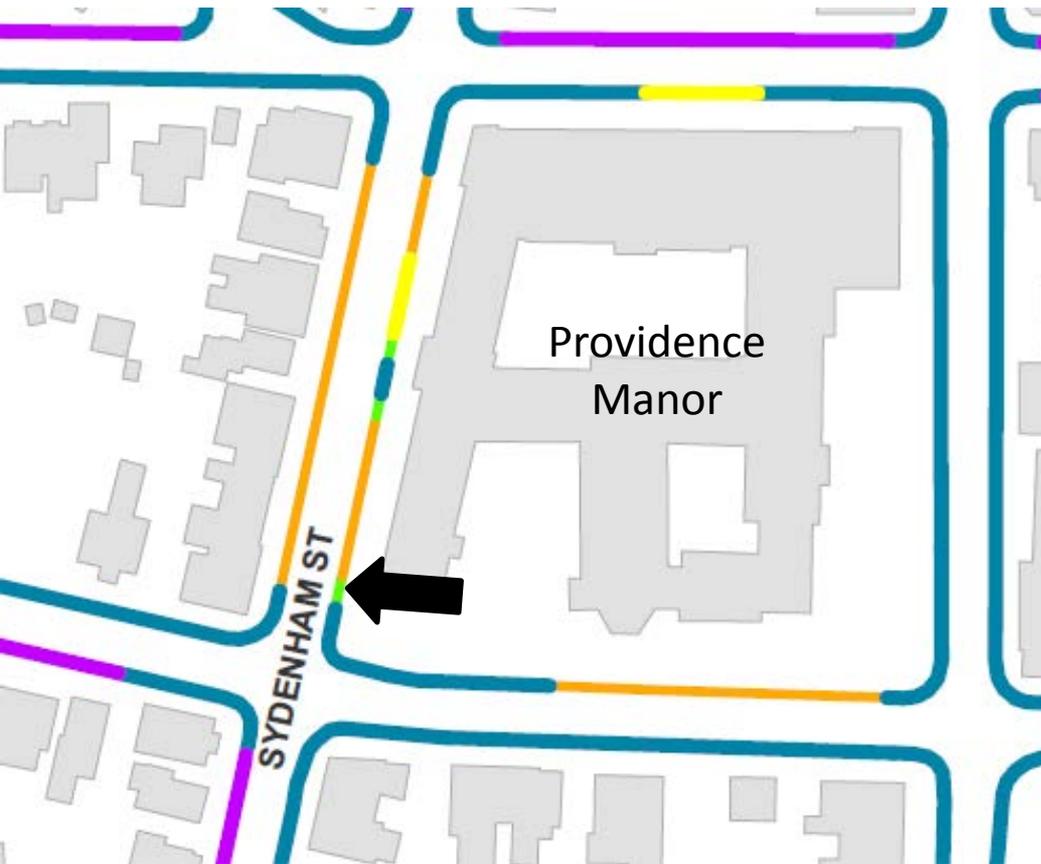
# New On-Street Metered Parking



- Meters added when there is high demand for short term parking
- Providence Manor and Artillery Park identified need for additional short term parking adjacent to their sites



# New On-Street Accessible Parking Space



- Accessible parking is added on-street where demand warrants
- Providence Manor has two accessible spaces with a curb ramp
- Add 1 more space at corner of Sydenham and Ordnanace



# Residential Permit Fees

- Current residential permit fee is \$30/month (since 2009)
  - Permit fee is intended to recover costs of the program (administration and enforcement)
  - Permit fee also controls demand to those that need it as there are not enough on-street spaces to provide a permit to every resident
- Review of internal administration and enforcement costs completed
- External review completed of on-street permit programs in other Ontario municipalities
- Recommend fee of \$20/month (HST included) for residential permits

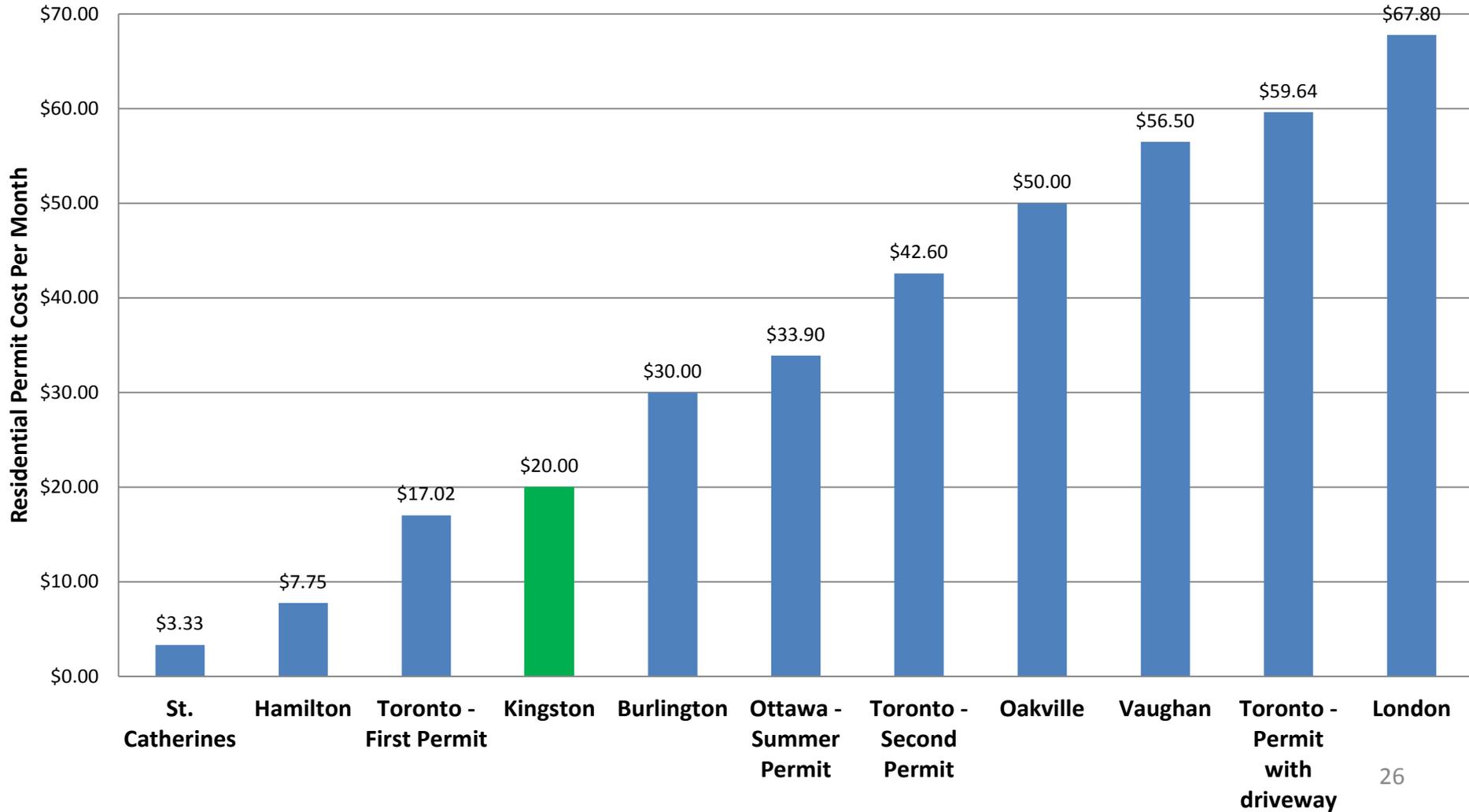


# Residential Permit Fees

- External review shows that Kingston's proposed residential permit fee of \$20/month is low-mid range of Ontario municipalities that charge for on-street residential parking
- Some Ontario municipalities provide residential permits for no charge (Oshawa, Niagara Falls, Barrie) however this is not recommended for Kingston given the available supply
- Many Ontario municipalities do not provide residents with an on-street parking option (Guelph, Peterborough, Brampton, Whitby, Waterloo, Kitchener)



## Monthly Residential Parking Permit Fee by City's



# Next Steps

- Finalize a report to City Transportation Committee
- Implement Council decision with recommended timeline of early Summer 2017
- Communicate upcoming changes to residents and stakeholders
- Monitor utilization and refine regulations as needed





# Any other questions or comments?

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More Information:  
[cityofkingston.ca/parking](http://cityofkingston.ca/parking)  
Click on On-Street Permits