



On-Street Parking Program



Williamsville Area - Public Information Session
January 12, 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
- Review consultation and mapping results
- 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

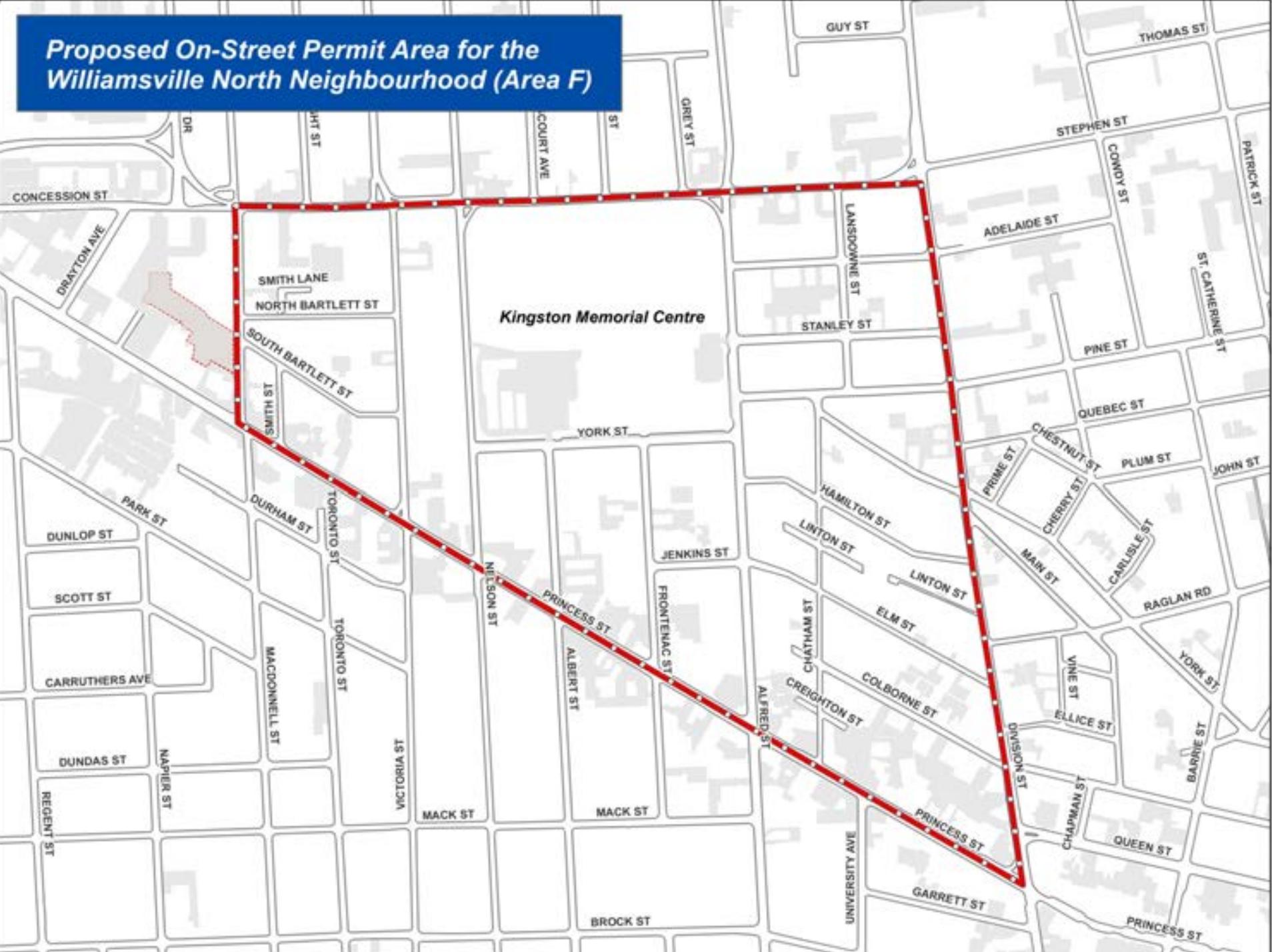


Pressures Faced by Williamsville

- Parking demand created by employees of Princess Street businesses and offices
- Increased development can push commuters and construction workers into residential neighbourhoods
- Patchwork of on-street regulations provides many opportunities for all day parking by commuters
- Older, narrower streets may not be designed to accommodate the parking demand being created



**Proposed On-Street Permit Area for the
Williamsville North Neighbourhood (Area F)**





Review of Williamsville North Study Area

- Wide range of parking time restrictions exist across the area
 - All day, Hourly, Limited Term, Alternate Side
- Streets without parking restrictions just north of Princess Street have all day commuters parked on them
- Some streets are too narrow to accommodate parking on one or both sides especially during the winter



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. Provide permits and short-term exemptions to allow desired parking to continue
4. Regular, pro-active enforcement of regulations



Public Consultation

Heard from 41 Williamsville residents/property owners

- 84% had access to a parking space/driveway at their residence
- 16% said the only place they can park their vehicles is on-street
- 58% said they had issues finding parking on-street when they needed it



Based on the description of the on-street program:

- 56% support concept of the program but many comments received regarding the monthly permit rate for residents being too high
- 24% felt they might need an on-street residential permit
- Other comments noted:
 - Varying comments in support and against alternate side parking
 - Observations that parking not currently an issue and no changes needed
 - Observations of commuter parking shifting into the neighbourhood
 - Concern that parking restrictions will limit visitors, guests, meetings
 - More accessible parking on-street for Community Centres and Places of Worship



Proposed Program for Williamsville North

1. Adopt time of day parking regulations across the study area
2. Phase implementation in north-eastern section
3. Provide limited commuter permits to accommodate current demand generated by Princess Street businesses
4. Maintain current on-street metered parking and monitor usage of the side streets
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.
- 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 southern parts of the neighbourhood while ensuring parkers do not just shift to adjacent blocks in the north.
- Consultation included a number of comments from residents in the northern areas of the neighbourhood that there is no spillover issue at this time.



Phased Implementation



- Program is warranted in areas south of York and Pine Streets
- Expectation that displaced parkers will seek all-day parking on the unregulated streets further north
- Displaced parkers from east of Division Street may seek all-day parking on the eastern streets
- Need plan for the entire study area to allow for the changes to be implemented if spillover observed



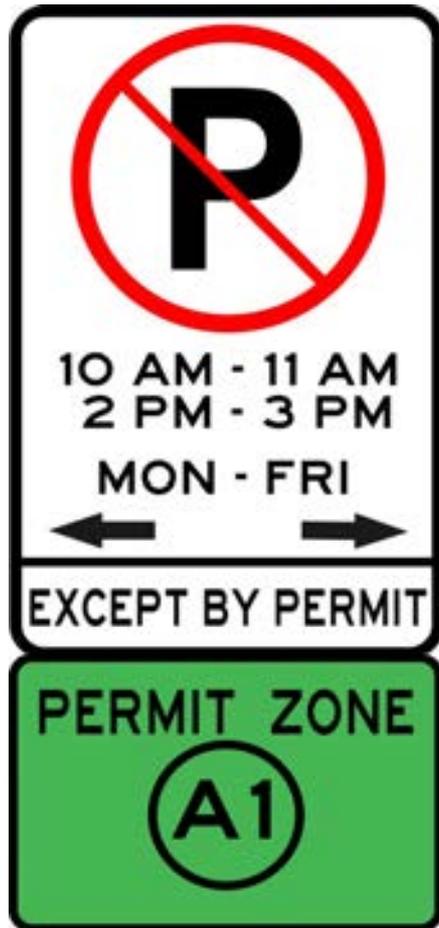
Phased Implementation



- 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
- Monitoring the red north-eastern areas 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 Gorsline 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.



Monitoring On-Street Metered Parking



- Sections of Albert St, Frontenac St, and Alfred St have been previously identified for additional metered parking
- Parkers in these sections right now appear to be commuters
- Recommend monitoring post implementation of time restrictions and convert in the future



New On-Street Accessible Parking Spaces



- Accessible parking is added on-street where demand warrants
- St-François d'Assise has requested an additional space on Frontenac St. with a limited term pick-up/drop-off
- St. Luke's Church has requested an additional space on Nelson St.



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

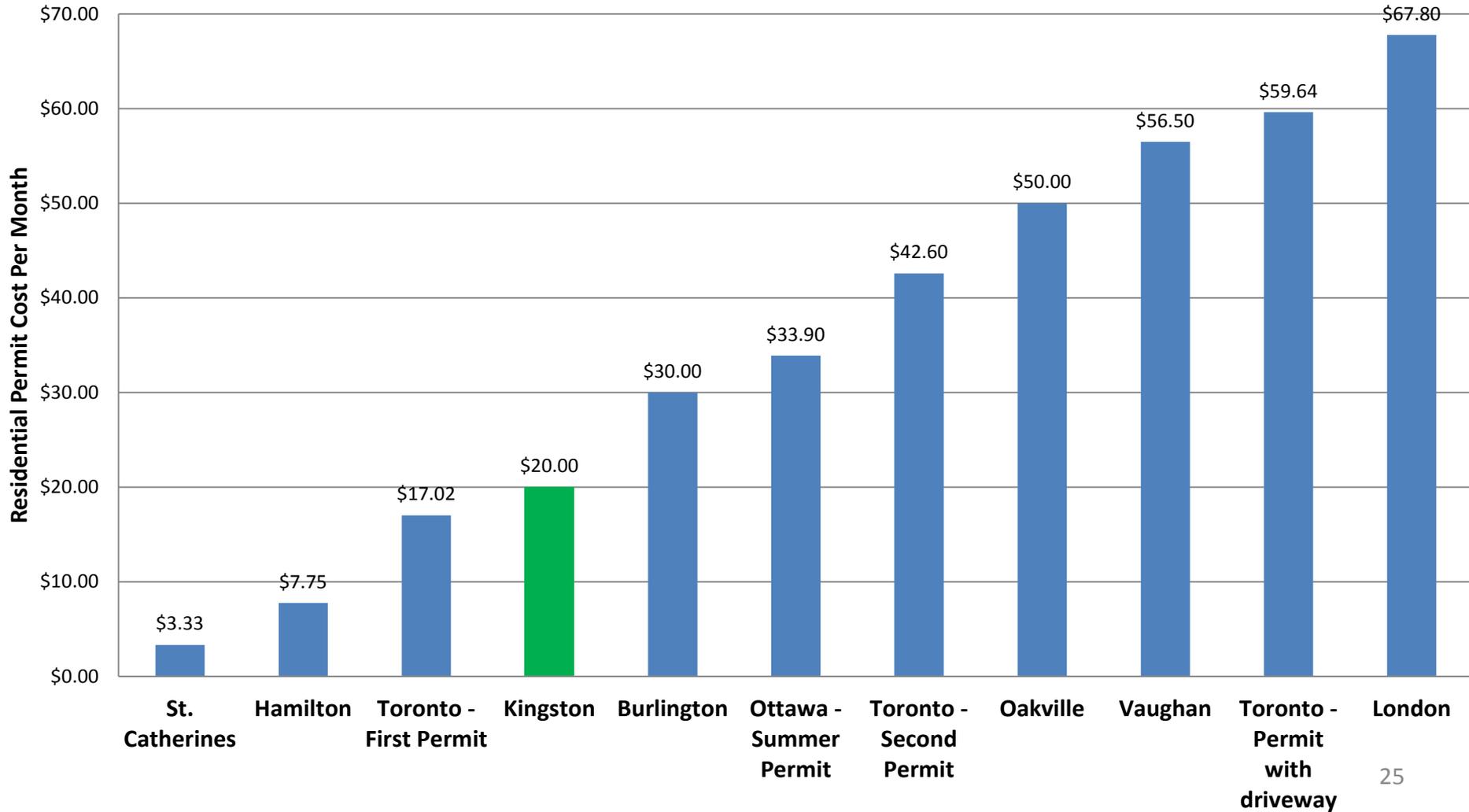


Residential Permit Fees

- 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 Ontario City



Next Steps

- Finalize a report to Council
- 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
Click on On-Street Permits