

## EXECUTIVE SUMMARY

---

### INTRODUCTION

This report presents a strategic parking management plan for downtown Kingston. The proposed plan forms a Transportation Demand Management strategy. The primary objective is to provide a background analysis

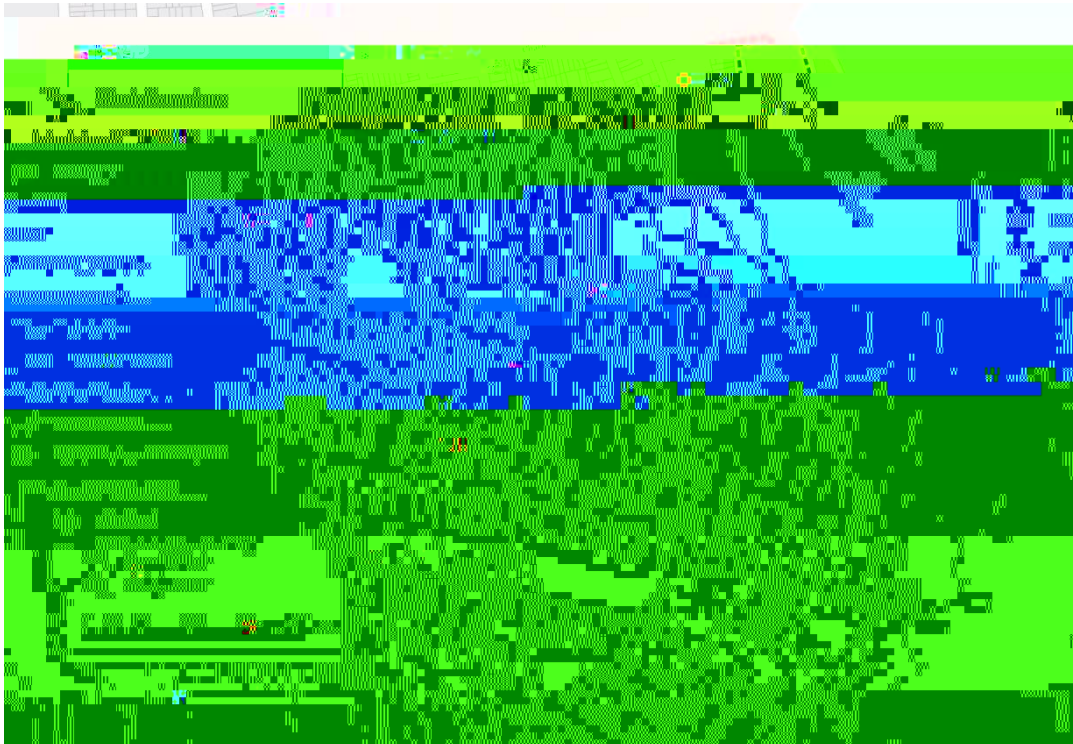
including an evaluation of both the existing parking utilization and future parking demand projections; and second, a phased implementation strategy.

### BACKGROUND ANALYSIS

The built environment of downtown Kingston is a unique blend of employment, entertainment, and housing. It is necessary purposefully protect the unique characteristics of the area and maintain its vibrant public realm. The City has recognized this need and acted on it by initiating a comprehensive Transportation Demand Management (TDM) study. The TDM study will examine all aspects of the City of

and sustainability. One important aspect of TDM that is particularly challenging to planners, and sensitive to residents, is the provision of vehicular parking.

#### *Study Area*



The proposed plan covers the area bounded by Barrie St. in the west, Ontario St. in the east, Johnson St. in the South, and a non-linear northern boundary extending past Raglan Rd. Figure 1 shows the extent of the study area and locations of major public and privately owned parking facilities.

*Policy Context*

Two key policy documents regulate parking supply in the downtown: the Official Plan (OP) and the Zoning By-Laws. An updated OP was adopted in January 2010 by the City of Kingston. This current OP provides the future direction for parking supply in the city, which is supportive of progressive initiatives involving parking management. The existing zoning by-laws, however, were last updated in the mid-1990s and do not align with current policies. As a result, the zoning by-laws are not always consistent with the goa

RECOMMENDED PARKING MANAGEMENT S

information system also makes utilization data more accessible, meaning that the city will have extensive data on-hand in order to better project future parking needs based on existing utilization rates.

It is recommended that the City implement a real-time parking information system for its downtown parking garages.

#### CARPPOOL PROGRAMS - MEDIUM-TERM (3 TO 8 YEARS)

Privately owned automobiles presently are, and will likely remain, the most common mode of transportation in Kingston. Incentivizing carpooling can cut down the total number of vehicles on the roads and reduce parking demand. For a carpooling program to be successful, added benefits must outweigh the personal freedom of travelling alone. To do this, prime parking spaces should be reserved for carpools and rates should be reduced.

It is recommended that the City implement a pilot carpool program in the Hanson Memorial Lot for re-evaluation at a later date

#### PARKING MAXIMUMS - MEDIUMM