



**City of Kingston
Environment, Infrastructure & Transportation Policies Committee
Meeting Number 02-2024
Minutes**

**Tuesday, February 13, 2024 at 6:00 p.m.
Hosted in City Hall in Council Chamber**

Committee Members Present

Councillor Cinanni, Chair
Councillor Amos
Councillor Chaves
Councillor Hassan
Councillor Stephen
Councillor Tozzo

Regrets

None.

Staff Members Present

Henk Brilliams, Project Manager, Transportation
Tarita Diczki, Project Manager, Transportation
Brad Joyce, Commissioner, Infrastructure, Transportation & Emergency Services
Matt Kussin, Manager, Transportation Policy & Programs
Christine O'Connor, Committee Clerk
Heather Roberts, Director, Water & Wastewater, Utilities Kingston
Karen Santucci, Director, Public Works & Solid Waste
Lauren Scanlan, Project Advisor – Risk & Research, Utilities Kingston.
Ian Semple, Director, Transportation & Transit
Iain Sullivan, Committee Clerk

Others Present

Maria King and Eric Stewart, Dillon Consulting Inc.
Members of the public were present.

This is not a verbatim report.

Meeting to Order

The Chair called the meeting to order at 6:02 p.m.

Approval of the Agenda

Moved by Councillor Tozzo
Seconded by Councillor Stephen

That the agenda be amended to include the addendum and re-order the business items to hear items b) and d) prior to briefing a), and as amended, be approved.

Carried

Confirmation of Minutes

Moved by Councillor Stephen
Seconded by Councillor Tozzo

That the minutes of Environment, Infrastructure and Transportation Policies Committee Meeting Number 01-2024, held Tuesday, December 12, 2023, be approved.

Carried

Disclosure of Pecuniary Interest

There were none.

Delegations

- a) Jane Kirby was present and spoke to the Committee regarding the Williamsville Corridor Study, Neighbourhood Cycling Network, and Green Streets Report.

Ms. Kirby spoke to the Committee regarding her research on the topic. She noted that the removal of the cycle lanes would have an impact on her lifestyle. She stated that

she believed that this was an equity issue, as cycle infrastructure provides safety to those who either chose to cycle or have to cycle. She urged the Committee to evaluate the safety of Option 1.

The Committee did not provide comment.

- b)** Roger Healey was present and spoke to the Committee regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report.

Mr. Healey conducted a PowerPoint presentation regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report. A copy of the presentation is available upon request through the City Clerk's Department.

The Committee did not provide comment.

- c)** Nathan Nerdoly was present and spoke to the Committee regarding the Pollinator Gardens Report.

Mr. Nerdoly conducted a PowerPoint presentation regarding the Pollinator Gardens Report. A copy of the presentation is available upon request through the City Clerk's Department.

The Committee did not provide comment.

Moved by Councillor Amos
Seconded by Councillor Tozzo

That section 4.11 of the By-Law Number 2023-204, the Committee By-Law, be waived to allow Joyce Hostyn be added as a delegation to speak to the Pollinator Gardens Report.

Carried

- d)** Joyce Hostyn was present and spoke to the Committee regarding the Pollinator Gardens Report.

Ms. Hostyn conducted a PowerPoint presentation regarding the Pollinator Gardens Report. A copy of the presentation is available upon request through the City Clerk's Department.

The Committee did not provide comment.

Briefings

- a) Ian Semple, Director, Transportation & Transit, was present and spoke to the Committee regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report.

Moved by Councillor Stephen

Seconded by Councillor Tozzo

That Section 12.21 of By-Law Number 2021-41, the Council Procedure By-Law, be waived to allow Mr. Semple 30 minutes for a briefing regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report.

Carried

Mr. Semple conducted a PowerPoint presentation regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report. A copy of the presentation is available upon request through the City Clerk's Department.

Councillor Tozzo asked staff to expand on the discussion of land acquisitions for Option 5. He noted that the chart stated that the option would meet the requirements of the *Accessibility for Ontarians with Disabilities Act* (AODA) and sought confirmation that the City would meet all requirements. He asked if emergency services vehicles commonly use cycle lanes for access. He inquired about how many left-turn lanes would be removed from Princess Street. Mr. Semple explained that there was a minimum requirement of 1.5 metres for a sidewalk, which in some areas would only be possible via land acquisition. He highlighted the difficulty of land acquisition in Williamsville due to the amount of approved development on the corridor. He noted that the concepts presented were only conceptual.

Ms. King explained that if any changes were started on the sidewalks they would have to be made AODA compliant if not already. She further stated that even if the changes needed to bring the sidewalks into compliance were drastic they would be necessary. Mr. Steward confirmed that three left-turn lanes would be proposed to be removed. Mr. Semple noted that emergency vehicles using the lanes had been discussed. He stated a mountable curb could be a solution to allow access. He further commented on the short size of the blocks in the area and that vehicles could turn off Princess Street quickly.

Councillor Stephen thanked staff for the briefing. She asked if cyclists could be prioritized at intersections if the City went for Option 1. She commented that Option 5

provided the most benefits for cyclists. Mr. Semple stated that the cyclists would be in the same lane as vehicles in Option 1. Ms. King noted that there would not be sufficient space at the intersections for a bike box to be installed. She stated that other options could be investigated.

Councillor Amos asked for confirmation that AODA compliance would not be compromised with either option. He pointed to a construction project in his district that had involved having cyclists merge into traffic and he stated he was concerned with the safety of Option 1. He asked for confirmation that cyclists would be safe based on the volume projections for Option 1. He highlighted that merging had been well signed but motorists did not care. He further stated Princess Street has very high volumes of traffic and that eliminating traffic lights may help. Ms. King confirmed that any work done would be AODA compliant. Mr. Semple stated that staff would provide the Councillor with additional information at a later date regarding the volume numbers. He noted that the example had been due to construction challenges. He stated that traffic lights provided benefits for traffic flow management and are needed for transit priority. He further noted that traffic lights allow for pedestrian crossings.

Councillor Chaves asked how the removal of on-street parking would impact businesses. He further asked if additional parking would be added elsewhere. He sought confirmation on the difficulties that would potentially exist in Option 1 for sharing the street and if the addition of physical barriers would assist. Mr. Semple noted that it was understood by staff that parking would be accommodated on the side streets. He confirmed that no extra parking was planned by the City. He stated that the plans did not envision the bollards like those on Brock Street and Johnson Street. He commented that the short blocks limited the utility of physical barriers.

Councillor Chaves asked for confirmation on which option would be in more compliance with the AODA. He further inquired about adding cycle lanes on the side streets in Williamsville. He inquired about the legal requirements of the City to follow the AODA. He asked how planters and street furniture would impact snow removal and if it would be easier with the removal of on-street parking. Ms. King stated that either option would comply with the AODA. Mr. Semple confirmed the legal requirements of the City to follow the AODA and stated that turn lanes could be sacrificed to ensure compliance. He explained that staff planned to add connections to the north and south to the cycle lanes and alternates on Park Street and Mack Street. He noted that there was more space for snow storage in Option 1.

Councillor Chaves highlighted the green street concepts and expressed concern regarding the removal of more on-street parking. He pointed to the raised intersections

proposed in the 'green heavy' concept and asked if they could be implemented in other options. Mr. Semple agreed that losing parking on both the side streets and Princess Street could pose risks. He stated that the green streets would bring new benefits in place of the lost spots. He confirmed that raised intersections could be incorporated in other plans.

Councillor Chaves asked for confirmation that Option 1 allowed for more rest spaces, tree plantings, and accessibility features. He asked if traffic circles could be explored for some of the intersections on Princess Street as part of the project. Mr. Semple confirmed that Option 1 provided the most opportunities for new street furniture. He stated that staff had not contemplated replacing any intersections with traffic circles. He noted that the footprint of that style of intersection was larger than others.

Councillor Chaves sought assurance that trees planted would not cause damage to surrounding properties. He pointed to the proposed Advisory Bike Lanes in the report and noted that motorists already have difficulty with shared lanes. He asked if green streets could be included in future residential developments. Mr. Semple stated that staff would use trees that have proven to be successful in the area. He noted that advisory lanes were a new concept and that staff would work to produce education and enforcement tools regarding it. He further noted it was staff's intention that green streets be incorporated both in new developments and older areas of the city.

Councillor Hassan noted that purchasing additional land on Princess Street would be difficult and asked where land would be purchased. He asked if the businesses on Princess Street had been consulted prior to the meeting. He inquired to Ms. King which option would be more family-friendly and provide more beautification opportunities to the corridor. Mr. Semple explained that he could not go into specifics on what land could be purchased but agreed with Councillor Hassan that land acquisition would be difficult. He further explained that if land could not be purchased, other aspects would be satisfied to ensure AODA compliance. He confirmed that local businesses had been included during the secondary plan's development and that information would be shared with them. Ms. King stated that Option 1 had the most opportunities for beautification.

The Chair was passed to Councillor Stephen

Councillor Cinanni stated that the expected result was the reduction of traffic in the corridor and sought clarification if there would be changes in transit times. He inquired about the feasibility of installing full cycle tracks using Option 5. He asked if removing more left-turn lanes would allow for continuous cycling infrastructure. Mr. Semple noted that staff wanted to better understand traffic patterns in the area. Regarding the idea of

removing left-turn lanes he stated that staff had been directed in 2020 to ensure transit could function on the corridor and that traffic would not be shifted onto Brock Street, Johnson Street, and Concession Street.

Mr. Steward highlighted that the reduction in traffic would come from an increase in active transportation but that it could be negated by increased development on the corridor. Ms. King stated that the City was hoping to install a consistent type of cycle lane. She further noted that Option 5 anticipates the removal of left-turn lanes and that it would impact traffic patterns.

Councillor Cinanni asked if metred parking would be installed on the side-streets. Mr. Semple commented on the changes to parking on the side streets and stated that metred parking would be a low priority.

The Chair was returned to Councillor Cinanni.

Business

a) Williamsville Corridor Study, Neighbourhood Cycling Network, and Green Streets

This report was introduced via Briefing a).

The Committee did not have additional questions.

The Chair provided an opportunity for members of the public to speak.

Kevin Anderson stated that before his retirement he had been the only person in his office that cycled to work. He noted that many considered cycling in Kingston to be dangerous. He expressed his concern with Option 1 being considered by the City. He asked why Princess Street could not be converted into a pedestrian and cycling thoroughfare. He reiterated the safety issues in Option 1 and that vehicles would park in the lanes in Option 5 causing additional safety concerns.

John Granville noted that he had been part of the original consultation on the Williamsville Secondary Plan and highlighted the amount of time that had passed since it had been conducted. He expressed concern regarding the number of units that have been added to the corridor and the subsequent lack of greening that was proposed. He asked if staff could release a schedule of when trees and greenery would be planted on Princess Street.

Annette Burfoot commented that she was speaking on behalf of the Williamsville Community Association. She explained that Williamsville was the densest neighbourhood in the city and that the main thoroughfares were very narrow. She further noted that side-streets like Victoria Street and Mack Street were not safe for cycling. She agreed that it was a difficult choice regarding the installation of new cycle lanes. She asked if the City had the courage to implement a plan.

Carole Russell commented that she was speaking on behalf of the Kingston Velo Club. She highlighted the recent death of Patrick Lynch in a cycling accident and stated that the roads were not safe for cyclists. She emphasized the need for infrastructure on the roads to protect cyclists from speeding vehicles and opening doors. She pointed to the 'ghost ride' conducted for Patrick Lynch and stated that she did not want to have to organize another.

Hugh McKenzie stated that the current cycle lane on Princess worked well for him. He noted that the challenge was on Brock Street as vehicles pass too quickly and there is no protection until Division Street. He further noted that street engagement was a goal of the City in the area but that there were no grocery stores nearby. He stated that without access to one, pedestrianization would be not worth the investment. He agreed with other public speakers about the issues regarding Option 1.

The Committee recessed from 8:19 to 8:29 p.m.

In response to the public comments Mr. Semple noted that staff had recently finished a review regarding stopping in school zones. He stated that schedules could form part of the direction staff would seek from Council but that there were no committed concepts yet. He noted that there were no current plans for updates to Frontenac Street.

The Chair provided an opportunity for additional members of the public to speak.

Margaret Cowtan asked if solutions like raised curbs, planters between lanes, or moving the lanes closer had been investigated. She asked about the planned funding for cycling infrastructure on Princess Street and what would happen to it if Option 1 was selected. She inquired if Kingston could adopt a snow removal system similar to Montréal and not require the storage of snow. She pointed to the heights of the buildings on the corridor and expressed skepticism that any tree would grow due to the shading.

Lizzy Morland explained that she often cycled on Princess Street to get around the city. She expressed concern regarding the safety of Option 1. She stated that removing cycle lanes would negatively impact those that have to cycle to get around. She asked if staff had modeled the traffic flow Option 1 would produce.

Megan Quinn noted that she was a disabled cyclist and that many of the proposed improvements were focused on able-bodied users of either vehicles or bicycles. She asked what safety measures would be installed on Princess Street at the intersections.

Gordon Smith asked why the Active Transportation Plan was being modified when it had not been completed. He noted that the City had installed lanes on Princess Street several years ago and asked what the justification was for removing them. He pointed to an item of correspondence that the Kingston Coalition for Active Transportation had submitted and stated that it provided several solutions to the issues. He further noted that traffic had dropped since the opening of the Waaban Crossing.

In response to the public comments Mr. Semple explained that a variety of features like raised curbs were being explored. He confirmed the funding schedule for the current Princess Street upgrades and that the neighbourhood funding was not yet approved. He stated that the final report to Council would detail how the upgrades under way would be folded into the project. He stated that there would be further conversations with public works regarding snow removal. He commented that any vegetation planted on the street would be appropriate for the light levels it would receive.

Mr. Stewart stated that the traffic flow modeling in Option 1 noted that cyclists would not impact traffic. Mr. Semple noted that the safety of pedestrian crossings was a major consideration in both options. He confirmed that Option 1 would have more space in the public realm. He explained that since the creation of the Active Transportation Plan the vision for Williamsville has changed and that the plan required refinement. He confirmed that there were more cycle lanes planned in the downtown area around Division Street and King Street and that the City was following its implementation plan. He further noted that Princess Street can become quite narrow and that major traffic planning decisions had to be made regarding the corridor.

b) Pollinator Gardens

Ms. Santucci introduced the report.

Councillor Amos asked for a definition of the type of support staff would provide to the community groups. He inquired about how often staff communicated with the groups. He further asked if existing gardens could receive extra support. Ms. Santucci explained that staff would assist in providing materials, soils, and educational items. She stated that staff would be in regular contact with the groups moving forward.

The Chair provided an opportunity for members of the public to speak. There were no comments received from the public.

Moved by Councillor Stephen

Seconded by Councillor Hassan

That the Environment, Infrastructure & Transportation Policy Committee recommend to Council:

That Council endorse the community perennial/wildflower/pollinator garden model, which is currently being practiced, and direct staff to incorporate it into the Community Gardens Policy as part of the scheduled review; and

That Council approve the creation of a simplified process for allowing community groups to convert designated naturalized areas within parks to pollinator gardens and to enhance existing pollinator gardens; and

That Council endorse Public Works continuing to assist community groups in the ongoing development and maintenance of pollinator gardens, and Public Works supporting efforts to educate residents on planting pollinator gardens; and

That Council approve the community groups maintaining community perennial/wildflower/pollinator gardens in using seed stock from the garden to expand pollinator gardens on other public or private lands; and

That Council authorize the Director, Public Works & Solid Waste to approve any documents or agreements required to implement the pollinator garden program described in Report Number EITP-24-002 and to create, administer, manage, operate, and amend, as required, any and all policies or procedures required to give effect to the pollinator garden program; and

That the Mayor and Clerk be authorized to execute any documents or agreements approved by the Director, Public Works & Solid Waste in respect of the pollinator garden program, in a form satisfactory to the Director of Legal Services.

Carried

c) Street Patio Program Update

Mr. Kussin introduced the report.

Councillor Amos asked for confirmation that the exempted patios noted in the report would remain so. He sought further confirmation that the City had no obligation under the AODA regarding them. He inquired about the fate of the platforms purchased last year and how to facilitate the program moving forward. Mr. Kussin confirmed the patios would remain acceptable. He stated that as long as 1.5 metres of walkway was

preserved then the patio would be permitted. He explained that the Downtown Business Improvement Area (BIA) would assist in the roll-out of the platforms for the coming season and that the City and BIA would assist in the construction of private platforms.

Councillor Tozzo asked for confirmation that the issue of the colour of umbrellas had been addressed. Mr. Kussin confirmed that the matter had been settled.

Councillor Chaves asked about the consequences for an on-street patio that is installed but not used. He further inquired about the status of the platforms purchased last year. Mr. Kussin explained the minimum use policy and that enforcement was on a complaint-based model. He stated that the platforms were in storage and that staff were seeking direction from Council on their usage in the coming season.

The Chair provided an opportunity for members of the public to speak.

Hugh McKenzie thanked staff for listening to patio operators. He asked if staff knew the impact of patios on the economic activity generated by the city's patios over the previous years. He further asked if the guidelines covered instances of food and beverage commerce that did not occupy a sidewalk or street. He expressed concern that the exemptions in the policy are temporary and would not transfer to a new owner. He asked what notice would be given if a non-conforming patio would be ordered removed or altered.

In response to the public comments Mr. Kussin stated that a specific study on the impacts in Kingston had not been conducted but that broader ones had been completed. He commented that the program was designed specifically for patios and did not cover other aspects. He explained that staff intended to lay out when and why an exemption would be lifted and noted that licence agreements are with specific owners and not the business itself. He noted all licence agreements require renegotiation.

Moved by Councillor Tozzo

Seconded by Councillor Hassan

That the Environment, Infrastructure and Transportation Policies Committee recommends to Council on February 20, 2024:

That Council approve the updated Street Patio Program as outlined in Report Number EITP-24-006, and as per Exhibit A to Report Number EITP-24-006, "Street Patio Standards and Application Guide"; and

That Council approve temporary exemptions to the approved Street Patio Standards, in the form attached as Exhibit B to Report Number EITP-24-006, “Temporary Exemptions – Non-Compliant Patios”, for existing non-conforming street patios that were established prior to the City’s COVID-19 temporary patio program and that are or were authorized by a valid licence agreement with the City.

Carried

d) Update on the Municipal Class Environmental Assessment for the Kingston Regional Biosolids & Biogas Facility

Ms. Roberts introduced the report.

Councillor Chaves asked if Option 1 would allow for more processing of raw materials. Ms. Roberts noted that Option 1 had a treating step before digestion but that it did not have additional capacity for processing.

The Chair provided an opportunity for members of the public to speak. There were no comments received from the public.

Motions

There were none.

Notices of Motion

There were none.

Other Business

There was none.

Correspondence

See Agenda and Addendum.

Date and time of Next Meeting

The next meeting of the Environment, Infrastructure and Transportation Policies Committee is a Special Meeting scheduled for Tuesday, March 26, 2024 at 6:00 p.m.

Adjournment

Moved by Councillor Tozzo

Seconded by Councillor Stephen

That the meeting of the Environment, Infrastructure and Transportation Policies Committee adjourn at 9:13 p.m.

Carried