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Item No. 9.1.1
Transportation Standing Committee
March 26, 2015
May 28, 2015

TO: Chair and Members of Transportation Standing Committee

Original Signed

SUBMITTED BY:

Mike Labrecque, Deputy Chief Administrative Officer

DATE: March 3, 2015

SUBJECT: Residential Parking Permits, Parking Ticket Exemptions and Dedicated On-Street Car Share Parking

ORIGIN

1. Item 9.2, Transportation Standing Committee, August 7 2013, MOVED by Councillor Watts, seconded by Councillor Walker that staff prepare a report examining the possibility of developing a short-term visitor parking exemption for Permit Parking Only areas to facilitate parking for care givers, service providers and other related short-term resident parking needs and would give staff the direction to examine the possibilities more fully and come back to TSC with a recommended approach.
2. Item 8.1, Transportation Stranding Committee, October 2, 2013, MOVED by Councillor Mason, seconded by Councillor Hendsbee, that the Transportation Standing Committee (TSC) requests a staff report outlining the establishment of temporary on street parking for residents who temporarily lose access to their parking due to road and sidewalk construction.
3. Item 9.2, Transportation Standing Committee, February 28, 2013, MOVED by Councillor Walker, seconded by Councillor Hendsbee, that the Transportation Standing Committee request a staff report examining the possibility of making VON workers exempt from parking tickets at parking meters in HRM.
4. Item 10.2, Transportation Standing Committee, October 1, 2014, MOVED by Councillor Mason, seconded by Councillor Hendsbee that the Transportation Standing Committee request a staff report on the feasibility of having designated car share spots in the right of way in locations approved by the Traffic Authority.

LEGISLATIVE AUTHORITY

Motor Vehicle Act, s.153, allowing Council to make by-laws prohibiting or restricting “the parking or leaving standing of vehicles except in accordance with a sign or device on a parking meter”.

Motor Vehicle Act, s.154, allowing Council to make a by-law “exempting person or vehicles from parking restrictions within the city, town or municipality and providing for permits to be issued to those who are exempted”.

Halifax Regional Municipality Charter, Part VII, including Section 188(2) “...the Council may, in any by-law (e) provide for a system of licenses, permits or approvals... and (f) where decision making is delegated by by-law to a person or committee other than the Council, provide for an appeal of the decision, the body that is to decide the appeal and related matters.

Halifax Regional Municipality Charter, Part XII, Section 321 (8), Traffic Authority

RECOMMENDATIONS

It is recommended that the Transportation Standing Committee recommend that Halifax Regional Council:

1. Request staff to initiate amendments to By-law *P-1000 On-Street Parking Exemptions and Permits* as identified in Table 1 in the Discussion section of this report to provide improved resident parking options to accommodate caregivers, service providers, guests, borrowed vehicles and to accommodate residents who cannot access their private driveways during municipal capital works projects;
2. Not request changes to By-law P-500, *Parking Meter By-law* to exempt VON nurses from paying parking tickets;
3. Not request the designation of parking spaces specifically for car share vehicles within the right-of-way for implementation within Halifax; and,
4. Request staff to initiate changes to By-laws P-500 and P-1000 to exempt municipal vehicles from on-street parking and parking meter regulations.

BACKGROUND

This report provides recommended approaches for responding to the above motions respecting on-street parking.

Recommendation One is related to parking management and access on streets that are primarily residential in nature. These streets typically have parking restrictions in force such as a time limit (e.g. one hour or two hours), no parking during particular times of the day (typically for one hour in the middle of the morning and/or the middle of the afternoon), or parking by permit only. Almost all such streets are located in the Regional Centre and are in, or adjacent to, commercial or institutional areas that have non-residential parking demands for customers and employees. The lack of private driveways for residences on some of these streets further impacts the management of on-street parking.

Residents who live on a street block with “exemptible parking” (or within adjacent block if there is no exemptible parking on their own block) are now eligible for the following permits:

- 1) Annual Residential Parking Exemption. This permit is registered on up to two resident vehicles and costs \$30 per year;

- 2) Visitor Parking Exemption. This must be registered to a particular vehicle and costs \$5.00 for one day and \$20 for 14 days.

These permits enable the resident or visitor to park in areas with a time limit (e.g. one hour or two hours), no parking during particular times of the day (typically for one hour in the middle of the morning and/or the middle of the afternoon), or parking by permit only areas.

The Residential On-Street Parking Policy (2002) provides guidance for the management of on-street residential parking. The objectives of the Residential On-Street Parking Policy are to:

1. improve the ability of local residents to obtain required parking on their street;
2. reduce the incidence of blocked driveways by all day parkers on local streets;
3. provide non-local residents with valid parking in high demand areas without having a negative effect on residential neighbourhoods; and,
4. optimize the balance of parking between local and non-local residents.

The “Regional Parking Strategy Functional Plan” was approved by Regional Council February 17, 2009. This Plan makes a number of recommendations related to residential on-street parking management related to the recommended approaches in this report. These include:

- implementation of a zone-based permit system; and
- more options for visitor parking.

On June 28, 2011, Regional Council approved the ecoMOBILITY Project: Second Initiative. This included endorsement for the expansion of the Neighbourhood Parking by Permit Only project. Since this approval, over a dozen residential streets have voted to implement this parking control permanently. This expansion is resulting in improved access to on-street parking for residents, more reliable access to parking for commuters who purchase monthly parking permits, and revenue that is directed to sustainable transportation projects. However, increased permit parking areas have been an impediment to visitor parking (e.g. care givers) and to parking for borrowed vehicles (e.g. car share vehicles or car rentals).

Regional Council considered and approved the recommendations of the Parking Roadmap project on February 3, 2015. The proposed changes are complimentary to this initiative. For example, one regular request by residents to improve the convenience of the parking permit system is electronic options for acquiring or renewing permits. The Parking Roadmap envisions such improvements under the “Parking Permit Tracking and Service Solution”.

Recommendation Two relates to exempting VON nurse vehicles from parking meter tickets. This context is that sometimes VON nurses are unable to return to their vehicles parked at parking meters before the time limit expires. This issue occurs primarily on streets in the areas bounded by (approximately) Sackville Street and South Street and between Barrington Street and Robie Street. Professional caregivers have to park on-street if their clients do not have access to off-street visitor parking on the property of their residence (typically a multi-unit residential building) in this area.

Recommendation Three is related to the provision of dedicated on-street parking spaces for car share vehicles. Car share services provide members with access to cars without the expense of ownership. Members of car share programs can use the vehicles hourly, daily or weekly. Car share services may be cooperatively run by community groups, or by for-profit organizations.

Car share service in Halifax began in December of 2008 when the business CarShare HFX began operations with nine vehicles. The service currently has 25 cars with ten (10) more being added in the spring and another five (5) later in the year, to bring their total to 40 vehicles by the end of 2015. The service has its high and low usage times (spring and summer being busiest) but usage is continuing to expand throughout the remainder of the year as well. Overall, the service is seeing continued increases in usage/uptake, evidenced by the continued addition of vehicles to their fleet.

Parking requirements associated with operation of car share services includes accommodation of long-term, “home base” parking to facilitate the storage of a vehicle when not in use as well as short-term, residential parking for times when the vehicle is in use by service members. Currently in Halifax, home base parking for car share vehicles is accommodated at private off-street locations at businesses, private parking lots, apartments and educational institutions and short-term, residential parking requirements can be accommodated via visitor parking exemptions in areas with on-street parking restrictions.

Recommendation Four is related to accommodating municipal vehicle parking when they are being used in the provision of municipal services (e.g. for inspections, maintenance and repairs). Currently such vehicles receive parking tickets if they are parking contrary to the signed restriction or the parking meter time limit even if they are performing municipal work. A new parking permit would recognize this unique situation.

DISCUSSION

This section is divided into four sub-sections:

- 1) Consideration of options to accommodate visitor and borrowed vehicle parking, and parking during municipal capital projects that inhibit private driveway access;
- 2) Consideration of exempting VON nurses from parking meter fines;
- 3) Consideration of designation of parking spaces specifically for car share vehicles within the right-of-way within Halifax;
- 4) Consideration of a new parking permit that would exempt vehicles parked for municipal operations purposes (e.g. by-law inspection, maintenance on traffic signals) from parking restrictions and parking meter fees.

- 1) Options to accommodate visitor and borrowed vehicle parking, and parking during municipal capital projects that inhibit private driveway access

The following table considers and proposes options to improve parking for visitors and borrowed vehicles and for residents during municipal capital projects that inhibit private driveway access. These respond to the first three motions listed above. A number of “housekeeping” changes are also proposed.

In developing proposed changes, staff considered recommendations in the Regional Parking Strategy Functional Plan and also reviewed approaches used in comparable jurisdictions across Canada. The approaches used in other jurisdictions vary, but there is, generally, a distinction between developing permits that residents can use for specific purposes (e.g. “home services parking permit” in Hamilton or the “contractor temporary permit” in Saskatoon) and more general permits that cover a range of purposes as long as they relate to a specific resident need for visitor parking (e.g. Edmonton and Calgary). See Attachment 1 for a scan of resident and visitor parking permit approaches in other jurisdictions.

The approach recommended for Halifax is to make visitor parking permits more convenient and flexible so that a range of visitor parking requirements can be accommodated under one permit type. The means by which to make them more convenient and flexible is to make them transferable from one vehicle to another. Examples of how this would benefit residents and their visitors include:

- i. If a resident requires temporary home nursing services (e.g. VON) and they do not have a private driveway to accommodate the nurse’s vehicle, they could either use the proposed annual visitor parking permit or could purchase a visitor parking permit for a month. Any nurse, regardless of their vehicle, could use this permit to be exempted from on-street parking controls while visiting the resident. The same permit could also be used by friends and family coming by to help the resident;
- ii. If a resident engages a company to undertake home renovations the same visitor permit could be shared among a number of service providers as required. If the resident did not have a private driveway, they could also use the proposed annual visitor parking permit for such purposes; or,

- iii. If a resident does not own a vehicle, but borrows them from a car share or car rental business, and they do not have a private driveway, the proposed annual visitor parking permit would be able to accommodate their on-street parking requirements while the borrowed vehicle is in the resident's possession.

There are other examples of how more flexible visitor permits would benefit residents and their visitors. The proposed approach in Halifax is to provide a simpler, resident-based system that can respond to a range of resident visitor parking requirements rather than identifying the specific visitor parking needs that may arise and developing a corresponding permit for each. The approach would also clearly establish the purposes of such permits and the penalties for misuse.

Table 1, Issues and Recommended Changes to By-law P-1000

| Issue | Recommended changes to By-law P-1000 |
|---|---|
| <p>Under the current By-law P-1000, holders of residential parking exemptions and visitor parking exemptions must park on their street-block (or an adjacent street block if there is no exemptible parking on their block (Sections 5.(1) and 5.(2)).</p> <p>Residents who live on streets with no parking at any time or bike lanes are currently ineligible to acquire resident and visitor parking permits.</p> | <p>1. Develop a zone-based system for residential (including visitor) parking permits. Residents and their visitors would then be eligible to park anywhere within their zone.</p> <p>Overall flexibility for residents is improved by extending their eligible area to park from this limited area to a multi-block zone. A zone system is recommended in the Regional Parking Strategy Functional Plan. Most jurisdictions in Canada appear to use a zone system to define the eligible areas for resident-related parking permits.</p> |
| Issue | Recommended changes to By-law P-1000 |
| <p>Access to on-street parking for providers of personal nursing care or other types of in home support from professionals, families and friends is challenging when the resident does not have a private driveway, when there is high occupancy (difficulty finding parking spot),</p> | <p>2. Make visitor parking exemptions more convenient and flexible to be used by both professional and family/friend care givers by:</p> <ul style="list-style-type: none"> • making them transferable from one |

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| <p>or there are parking controls that don't accommodate caregivers (permit parking or a time limit that is too short).</p> <p>Under the current By-law P-1000, a visitor parking exemption could be acquired for such purposes, however, they are not practical or convenient for residents. A key issue in these cases is that visitor parking exemptions currently must be registered to a particular vehicle and are non-transferable (Section 4(7) of By-law P-1000). So, if there is a different family member or a different professional caregiver (e.g. VON nurse) coming in their distinct vehicles, a separate visitor parking exemption is required for each vehicle.</p> <p>Residents without private driveways face a particular challenge with respect to care giver parking.</p> | <ul style="list-style-type: none"> vehicle to another; and, adding a monthly visitor permit in addition to the one day and fourteen day options; <p>3. Recognize the particular issues faced by residents without private driveways by providing an annual visitor parking permit for such residents that would have the same cost as an annual resident parking permit.</p> <p>4. Manage the potential for abuse of the transferable visitor exemption by establishing clear purposes for their use as well as penalties for misuse.</p> |
| <p>Other residential visitor parking requirements experience similar limitations as with care givers. This includes resident use of car share vehicles or rental cars and the vehicles of service providers (e.g. contractors) and personal guests (e.g. out-of-town visitors). A key issue in these cases is that visitor parking permits currently must be registered to a particular vehicle and are non-transferable (Section 4(7) of By-law P-1000).</p> | <p>5. The above recommended changes (numbers 2-4) to have a flexible, transferable visitor permit address these issues.</p> <p>6. Ensure that borrowed vehicles (e.g. car share, car rental) are eligible for visitor parking exemptions.</p> |
| <p>Landlord (building owner) visitor parking requirements for service providers (e.g. renovation) are not accommodated. Currently only residents can acquire visitor parking permits. This means that there is no option for landlords to acquire a permit for service providers conducting work on their properties.</p> | <p>7. Property owners should be eligible to acquire visitor parking permits as described in #2 above.</p> |
| <p>Residents who cannot park their vehicles in their own driveways due to Municipal capital projects (e.g. sidewalk or curb renewal) currently have limited alternative parking options. In such cases, they must park on neighbouring streets and are subject to the posted parking controls.</p> | <p>8. Creation of a Temporary Resident Parking Permit. The permit would be offered to residents on streets where access to a private driveway is substantially limited by the Municipality or its contractors in the course of completing work for the Municipality. This Permit would be free and would allow affected residents to park within their zone. It would be made available to residents as part of the standard notifications that are issued to residents as part of the construction process.</p> |
| <p>Issue</p> | <p>Recommended changes to By-law P-1000</p> |
| <p>Staff has identified a number of issues that are identified in the "Regional Parking Strategy Functional Plan" that are proposed for consideration by Regional Council. These include:</p> <p>i. The names of the permits under By-law P-1000 are: "Residential Parking Exemption" and "Visitor</p> | <p>9. Use terms such as "Annual Resident Parking Permit" and "Temporary Visitor Parking Permit" to better communicate their purpose in plain language.</p> <p>10. Change the term of Annual Resident Permits to 12 months, regardless of</p> |

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| <p>Parking Exemption”.</p> <p>i. The term of Annual Resident Parking Permits Under P-1000 the term of a Residential Parking Exemption is fixed from June 1 to May 31 (Section 6.4)). This means that residents who buy the exemption after June 1, have less than 12 months to use the permit. It also results in a surge in renewals at one time of year.</p> | <p>when it was purchased. This is beneficial for residents who are guaranteed a full year for their \$30 fee and, over time, it is expected that this will result in a reduced administrative burden associated with renewing all residential permits at one time during the year.</p> |
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2) Consideration of exempting VON nurses from parking meter fines

Staff reviewed the request to exempt VON caregivers from paying parking tickets at parking meters. The VON and other caregivers (both professional and family and friends) provide important services to support the health and well-being of residents. According to figures provided by the VON, about 25% of their clients are located on peninsular Halifax. Also according to the VON, the use of their services has been increasing steadily in recent years and is expected to continue to grow in the future. The VON reports on-street parking challenges in two contexts:

- i. on more residential areas with on-street parking controls (e.g. permit parking or two hour time limit); and
- ii. on streets with parking meters.

The VON is one of a number of organizations providing professional homecare services in Halifax, however, their focus is on nursing care, while other organizations may be more in the category of “home support”.

In response to the request to consider exempting VON from parking meter fines, the proposed approach is to improve parking options for caregivers on more residential streets with parking controls (e.g. permit parking only) as described in the above table. The improvement is to make all visitor parking permits transferable and creating a new visitor permit for residences without off-street parking.

Exempting VON staff from parking meter fines is not recommended for the following reasons:

- If residents live on a street with parking meters in a building with four units or less, and no visitor parking, the move to a zone system as well as the new visitor permits will help residents who need to accommodate caregivers. Eligible residents will be able to obtain visitor permits and those permits could be used by caregivers on a nearby cross-street with timed parking controls or permit parking only.
- There would be a challenge in administering an exemption for VON at parking meters as it would have to be offered to all professional caregivers, and not just the VON. There appear to be at least a dozen private home health care providers in the municipality. A system would have to be created to properly identify this “class” of permit holder.
- Most parking meters in the municipality are located in downtown Halifax on streets adjacent to commercial and institutional buildings, however, there are some areas where residential buildings are the adjacent land use. While some of these residential buildings are smaller (i.e. under four units) most are larger, multi-story buildings with on-site parking. In such cases, it is anticipated that most resident parking needs should be accommodated on-site (e.g. in the parking garage) as there is limited curb space. The forthcoming Centre Plan process will consider the parking requirements for residential buildings in the Regional Centre and this may be an opportunity to explore if and how the short-term parking requirements of caregivers could be met in new developments. There may also be an opportunity to raise this need with the owners of existing buildings and to encourage them to consider how to accommodate caregivers in their on-site parking areas.
- Finally, the parking meter regulations of approximately ten Canadian cities were reviewed. It appears that only one of these cities (City of Toronto) provides an opportunity for professional caregivers to

have parking meter fines dismissed. In the case of Toronto, it appears that professional caregivers are one of about ten categories of “parkers” who are eligible to have parking meter tickets dismissed. This suggests that the City of Toronto have staff resources and a system to support the review of requests to dismiss tickets. Development of an expanded system in Halifax would likely require additional resources.

3) Consideration of designation of parking spaces specifically for car share vehicles within the right-of-way within Halifax

Many municipalities where car share services operate do not reserve on-street spaces for their exclusive use. In cases where the car share service is provided with a reserved on-street parking spot, they are charged a fee for the space. Fees range from \$40 per space, per month, or costs similar to that of monthly parking permits, to as much as \$4600 per space, per year. See Attachment 2 for additional information.

Although existing parking exemptions do technically provide for the short-term residential parking needs related to use of car share vehicles, the process is somewhat cumbersome. As discussed earlier in this report, proposed changes to By-Law P-1000 specifically address short-term parking needs for those who use car share vehicles and will result in a much more flexible and user friendly system.

Providing reserved, home base parking spaces in the right of way for long term parking of car share vehicles is not recommended. The most likely areas where reserved spaces would be required are those that already have a high demand on the use of limited curb space for parking, loading, transit, etc. and have restrictions in place such as timed parking or parking meters to encourage turnover (i.e., Halifax Peninsula). Because of the demands placed on the limited curb space in areas like the Peninsula, it would not be reasonable to reserve space within the public right of way for one specific business when other businesses or residents in the area also have a need for this highly valued space. In addition, vehicles left standing for extended periods can interfere with maintenance activities (street cleaning, snow removal, etc.).

Aside from the concerns raised above, establishing reserved, on-street parking spaces for long-term parking of car share vehicles would be in conflict with certain regulations set out in the Motor Vehicle Act, including:

Section 155 (1); “It shall be an offence for the driver of a vehicle to park or leave standing the vehicle on any highway for a period of time longer than twenty-four hours.” This would require that a car share service vehicle be moved from a spot in the right of way at least once per twenty-four hours or be subject to ticketing;

Section 139; “ Notwithstanding Section 138, no person wilfully shall park or leave standing a vehicle whether attended or unattended, upon a highway or any part thereof in such manner that it might interfere with or obstruct snow removal or winter maintenance operations on the highway. (2) Where a vehicle is parked or left standing on a highway in such manner that it interferes with or obstructs snow removal or winter maintenance operations, the Department or a peace officer may cause the vehicle to be moved or towed to some other place.” Based on this, cars parked on the street can be ticketed or towed during any snow event.

It is recognized that car sharing may be an important factor in reducing both parking demand and overall vehicle trip generation when developing new residential sites, however staff does not consider it to be reasonable to provide space within the public right of way for the exclusive use of one particular private business. As indicated above, by the end of 2015 it is anticipated that the service in Halifax will have 40 vehicles and trends seem to indicate that they are likely to continue to grow. If available on-street parking

were to be reserved for exclusive use of car share vehicles, the current and anticipated demand could put significant pressure on the availability of already limited on-street parking in high demand areas. Land use by-law measures related to parking were specifically excluded from the scope of the Parking Strategy Roadmap but will be pursued as part of the development of the Centre Plan.

4) Consideration of a new parking permit that would exempt vehicles parked for municipal operations purposes (e.g. by-law inspection, maintenance on traffic lights) from parking restrictions and parking meter fees

A proposed Municipal Parking Permit would be issued to the Municipality and to employees of the Municipality who require the use of a municipal fleet or personal vehicle to perform their duties. The intent of this permit is to allow employees to park in areas that have meters or restricted parking while performing duties. The permit will enable the employee to execute their duties without obtaining a parking ticket. These exemptions will apply to:

- parking meters;
- 1 and 2 hour parking;
- parking which includes time of day restrictions; or
- parking except by permit.
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The employee must comply with all other parking signs and requirements and the assignment of the permits will require confirmation from the CAO or a designate of the CAO that the employee will require the permit for the purposes of the employee's employment.

FINANCIAL IMPLICATIONS

No significant financial implications are expected as a result of the proposed changes. While there may be minor changes from proposed features, such as new permit options and exempting Municipal vehicle from parking meter fees, the impacts should be minimal, particularly in relation to overall parking revenue.

COMMUNITY ENGAGEMENT

Many of the new permit types proposed in this new by-law are based on feedback from residents, often as part of formal resident engagement process associated with the implementation of Permit Parking Only. Some of the changes in this report are based on recommendations of the Regional Parking Strategy Functional Plan, for which engagement was conducted. The VON was consulted related to caregiver parking.

ENVIRONMENTAL IMPLICATIONS

There are no implications.

ALTERNATIVES

Regarding options to improve resident parking options for visitors, borrowed vehicles and during municipal capital projects that inhibit private driveway access the Transportation Standing Committee may wish to direct staff to come back to the Committee with other options to improve access and convenience than are outlined in the above table.

Regarding the issue of making VON workers exempt from parking tickets at parking meters in HRM, the Transportation Standing Committee may recommend to Regional Council to direct staff to amend By-Law

P-500 to provide this exemption. Such an exemption would likely have to be extended to all professional home health care organizations and would require the development of additional processes to implement.

Regarding dedicated car share vehicle parking, the Transportation Standing Committee may wish to direct staff to contact the Minister of Transportation and Infrastructure Renewal to inquire about amending the Motor Vehicle Act to permit long-term parking in the right of way. This would be the first step required in establishing long-term car share parking within the right of way which could then be considered as part of the overall Parking Strategy Roadmap.

Regarding the proposed municipal parking permit, the Transportation Standing Committee may recommend to Regional Council not to pursue the development of this permit.

ATTACHMENTS

- Attachment 1: Jurisdictional Scan of Residential Parking Permits
Attachment 2: Jurisdictional Scan of On-Street Car Share Parking

A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/index.php> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

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Attachment One: Jurisdictional Scan of Residential Parking Permits Approaches in Canadian Cities

| Jurisdiction | Resident Permit Types | Visitor Permit Types |
|-------------------|---|--|
| St. John's, NL | Permits available for resident-owned vehicles that cannot be accommodated on their property. | <ol style="list-style-type: none"> 1) One annual transferable visitor permit for residents without off-street parking. 2) Contractor's Permit (one per vehicle for duration of project). 3) Service Provider Permits are non-transferable and available for businesses who regularly provide services to residents. |
| Charlottetown, PE | One permit per vehicle per household without private driveways | n/a |
| Saint John, NB | One permit per vehicle for residents without private driveways. | Temporary residential zone parking permit for out-of-town guests. |
| Kingston, ON | One permit per residence | Temporary permits for visitors or contractors for up to one week, renewable. |
| Toronto, ON | Six and twelve month permits available for residents. Residents without private driveways have priority for the permits. | <ol style="list-style-type: none"> 1) Temporary parking permits available for 24 hour, 48 hour and weekly on-street parking. 2) There is a special visitor parking permit that is also available for up to eight consecutive weeks. |
| Hamilton, ON | One permit per residence in permit parking only areas (with some exceptions for more if possible). Unlimited number of permits in time-limited parking areas. | <ol style="list-style-type: none"> 1) "Home Service Parking Permit" for residents confined to homes who require essential services (e.g. homecare). 2) Special permits for contractors. |
| Saskatoon, SK | One parking permit available per residence Temporary permit of up to 30 days per calendar year | <ol style="list-style-type: none"> 1) Annual transferable visitor permit. 2) Contractor temporary permit. |
| Calgary, AB | Residents are eligible for two annual resident parking permits. | Two transferable visitor parking permits per residence. |
| Edmonton, AB | Residents eligible for an annual resident parking permit. | <ol style="list-style-type: none"> 1) Two annual transferable visitor parking permits per residence. 2) Temporary parking permits available for a number of circumstances. |
| Vancouver, BC | One permit per resident. | <ol style="list-style-type: none"> 1) Contractor permit (non-transferable). 2) Short-term parking permits for out-of-town visitors. 3) Care giver permit (transferable). 4) Car Share vehicles can park without restriction in residential parking zones. |

Attachment Two: Jurisdictional Scan of On-Street Car Share Parking

| Jurisdiction | Provides Reserved On-Street Space | Accommodation for Car Share Parking |
|---|-----------------------------------|---|
| Calgary, AB | No | <ul style="list-style-type: none"> • Users can park in unrestricted ParkPlus zones or time limited residential permit areas that do not have stopping or time of day restrictions. • Parking fees included in rental fee. |
| Baltimore, MD | Yes | <ul style="list-style-type: none"> • Spaces provided by Baltimore Parking Authority under contract since 2010. • 90 on-street/12 off-street spaces currently provided. • Car share service charged \$40 per space, per month. |
| Toronto, ON | Yes | <ul style="list-style-type: none"> • Space provided in car share vehicle parking areas (CVPA). • Currently have 20 on-street spaces with a program to implement 40 per year. • Locations are subject to application process. • Three tier annual fee structure related to type of parking space occupied by the car share vehicle. • Tier 1 - \$744/space/year (no impact/reduction to residential parking spaces). • Tier 2 - \$1370/space/year (reduce or eliminate a parking space in residential permit area). • Tier 3 - \$4620/space/year (eliminates metered/paid parking space). |
| Ottawa, ON | No | <ul style="list-style-type: none"> • By-law permitting car share spaces in certain planning zones on private property. • Non-reserved on-street spaces provided in residential permit areas. • Permit fee is paid by the car share service for specific home area in residential permit areas. • Cars must be picked up in, and returned to, their particular home area. • Off street spaces provided in private lots. |
| Montreal, PQ | No | <ul style="list-style-type: none"> • Cars can park in unrestricted residential areas. • Certain residential permit parking areas are available if the vehicle has a permit. |
| Hamilton, ON | Yes | <ul style="list-style-type: none"> • Undertaking a 1-year pilot to provide on-street parking for car share. • Local Parking Authority is hesitant to allow car share parking in the R.O.W. • Parking space would be free for non-revenue generating spaces with a charge for revenue generating spaces. |
| Southern Ontario (<i>Kitchener-Waterloo, Hamilton, Guelph, St. Catherine's, London and Brampton</i>) | No | <ul style="list-style-type: none"> • Some of these municipalities provide car share parking space in municipal owned lots. • Local businesses provide off-street spaces. |