

HALIFAX REGIONAL COUNCIL

October 29, 2002

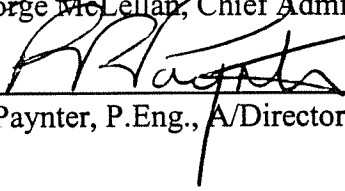
*November 19, 2002*

*December 10, 2002*

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:

  
George McLellan, Chief Administrative Officer

  
R. Paynter, P.Eng., A/Director, Public Works & Transportation

DATE: October 22, 2002

SUBJECT: **RESIDENTIAL ON-STREET PARKING POLICY**

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**ORIGIN**

This report originates from staff.

**RECOMMENDATION**

It is recommended that Regional Council approve the Residential On-Street Parking Policy as outlined in this report.

## BACKGROUND

HRM staff has submitted three previous information reports to Regional Council on this topic, the first was dated May 16, 2000 - Policy on Residential Street Parking Controls, the second was dated October 10, 2000 - On-Street Parking Permit Pilot Study and the third was dated February 27, 2001 - Public Meeting - On-Street Parking Policy for Residential Streets.

In addition to the above stated reports, presentations were made to Harbour East Community Council on May 2, 2002 and Peninsula Community Council May 13, 2002. Information from these meetings and from the subsequent public consultation held as a directive of both Community Councils was used to modify the policy.

## DISCUSSION

Residents have long expressed concerns regarding areas surrounding high parking demand generators such as the hospitals, universities and the downtown business district. Their problems stem from people working or attending classes in these areas parking all day on their streets, leaving no valid parking spaces for the residents to use and/or blocking their driveways rendering them inaccessible. These residents feel their streets have become parking lots and their quality of life has been negatively affected. In the past HRM staff has addressed these concerns by installing limited time parking controls, at the request of the residents, which restrict all day parking.

More recently, there has been a backlash to these restrictions from businesses and institutions who rely on on-street parking. These parking generators cannot provide adequate off-street parking supply due to cost and impact that would be imposed on the community.

HRM is in the process of developing a regional plan which will promote a greater use of the transit system, car-pooling, and bikeways in an attempt to reduce the vehicular traffic and parking demand to these high demand areas. However, the success of these measures may take some time to fully realize and their impact will not likely be great enough to overcome high parking demand in all areas. Therefore, staff has developed the attached Policy to address immediate parking concerns within the HRM.

Adoption of a policy should be viewed as an endorsement by Regional Council of one of the following philosophies related to parking control in residential areas:

### **1. Remove all unnecessary parking restrictions**

Parking restrictions would be implemented in areas only where needed for safety or to maintain adequate traffic flow as determined by staff. This will maximize the supply of parking without giving any preference to residents of the street.

**2. Strike a balance (Staff recommendation)**

The Policy would give consideration to both sides of this issue: improving or maintaining quality of life for those living near high parking demand generators while continuing to provide some level of parking supply for businesses and institutions in the core areas.

**3. Balanced but without permit only parking**

By removing the Parking By Permit Only option from the Policy, the perception that HRM is trying to generate revenue and not manage parking could be dispelled.

**4. Residents determine controls (status-quo)**

Residents, by majority vote, may set restrictive controls on parking. If overly restrictive, these measures could significantly decrease the available parking supply.

**5. Establish residential parking zones**

A policy of this type would set certain zones for parking by residents only. This would result in a severe underutilization of available parking stock and greatly reduce supply to parkers from outside the neighbourhood.

The Policy essentially provides residents who request relief from high parking demand to be considered on their street with a suite of parking control tools to select from. These tools include the traditional timed parking limitations as well as no parking except by permit. Residents on the street are eligible to obtain an exemption from any of the parking controls. The process allows for input from potentially affected businesses nearby and gives staff some control over implementation of overly restrictive measures.

Traffic and Transportation Services held open house information sessions on May 25<sup>th</sup>, 2000 and May 31<sup>st</sup>, 2000 to provide information to and obtain input from the public on the creation of a Policy on Parking Control Guidelines for Residential Streets. See APPENDIX C for a summary of these meetings. Due to the interest at these meetings regarding permit parking, staff has recently conducted a pilot study on Williams Street in Halifax to evaluate the operation of the proposed permit parking option. The results from the pilot study and follow-up Public Meeting were favorable enough to consider its inclusion in the proposed On-Street Parking Policy for Residential Streets. A review of the results from the pilot study is in APPENDIX D and minutes from the Public Meeting are in APPENDIX E.

The above information was presented to the Harbour East and Peninsula Community Councils in May 2002, refer to APPENDIX F. The members of these community councils felt there was a need for further public consultation on this issue. Public meetings were held in Dartmouth on June 12<sup>th</sup>, 2002 and in Halifax on June 13<sup>th</sup>, 2002, see APPENDIX G. As a result of these

meetings some minor changes are being proposed to better address the needs of the public. The changes will allow for transfer of a parking permit between two vehicles registered to a residence and registering a non-resident permit to the person not their vehicle to better accommodate some small home run businesses.

In support of an approved Residential On-Street Parking Policy it will be necessary to modify existing regulations (City of Halifax Ordinance 179 - Respecting Residential Parking Permits and City of Dartmouth By-Law R-200 Residential Parking Permits). It is proposed that a new By-Law P-1000 Respecting On-Street Parking Exemptions and Permits would be presented for consideration of Regional Council upon adoption of a policy.

### **BUDGET IMPLICATIONS**

The revenue generated from the sale of the parking exemptions will be used to defray the cost of program administration and new associated signage. Revenue generated from parking permits over and above administrative costs will be directed to improvement and promotion of Metro Transit's Park & Ride Program.

Start-up costs are estimated to be approximately \$3000 which would include temporary staffing costs, design and printing of new permits and advertising. This would be covered under existing approved capital budgets.

In some areas the time required for enforcement officers to monitor the streets may be reduced if the permit parking option is implemented and will allow for increased monitoring in under patrolled areas.

### **FINANCIAL MANAGEMENT POLICIES/BUSINESS PLAN**

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

### **ALTERNATIVES**

Council may choose to direct staff to develop a policy and supporting by-law based on one of the alternative philosophies discussed in this report:

1. Remove all unnecessary parking restrictions
2. Strike a balance, but without permit only parking
3. Allow residents to determine parking controls
4. Establish residential parking zones

ATTACHMENTS

Appendix A - Residential On-Street Parking Policy, October, 2002

Appendix B - Draft of By-Law P-1000 Respecting On-Street Parking Exemptions and Permits

Appendix C - Summary of Open House Information Sessions

Appendix D - Review of On-Street Permit Parking Pilot Study

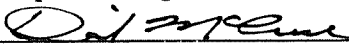
Appendix E - Summary of Public Meeting - March 21<sup>st</sup>, 2001

Appendix F - Summary of the Community Council Presentations May 2002

Appendix G - Summary of the Public Meetings June 12<sup>th</sup> and 13<sup>th</sup>, 2002

Additional copies of this report and information on its status can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report prepared by: Kenda MacKenzie, P.Eng., Development Engineer, 490-4907.

Report approved by: David McCusker, P.Eng.,   
Manager, Traffic & Transportation Services

KSM/bmh



# Traffic and Transportation Services

## Residential On-Street Parking Policy

**October 2002**

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## 1. POLICY GOALS

This goal of this policy is to bring resolution to two competing interests. The policy strives to:

alleviate symptoms of high on-street parking demand in residential areas such as the inability of homeowners to access or provide an on-street parking space and having their driveways blocked;

while at the same time attempting to:

maintain some level of reasonable utilization of on-street parking supply by providing non-local residents with valid parking spaces in high demand areas where parking is limited.

## 2. INTRODUCTION

This policy, represents the Halifax Regional Municipality's commitment to the ensuring the livability of residential neighbourhoods and the ability to address the parking needs of commuters throughout the Municipality.

There is presently a high demand for parking in and around the downtown cores of Peninsular Halifax and Dartmouth resulting from years of residential, institutional and commercial development without requirements to provide adequate parking for tenants, students and employees. In many cases, generators of high parking demand are unable to provide additional off-street parking without significant cost or damage to neighbourhood character. As a result, parkers have had to seek space on neighbouring residential streets.

This has created problems for those living on these residential streets, such as the inability to park their own vehicles, provide space for guests or service delivery and/or the inability to access their driveways due to all-day parkers blocking the driveway. This policy has been developed to assist the Municipality in improving the quality of life for those experiencing parking problems on residential streets. However, in an attempt to balance the needs of all residents in HRM, the policy also strives to avoid underutilization of valuable parking supply.

By changing the parking restrictions of a local street system, the quality of life and livability can be greatly improved in residential neighbourhoods in the following ways:

- The ability of residents to find and provide parking on their street if they require it
- A sense of community and neighbourhood identity
- A sense that their street is not being used as a parking lot
- The ability to achieve a balance of parking between local and non-local residents throughout HRM

This policy deals primarily with existing local streets. It should be recognized adequate off-street parking supply for the parking demand generated is clearly the preferred approach. This policy is intended to be implemented only where increasing off-street parking supply to meet demand is not feasible.



### **3. OBJECTIVES**

The objectives of this parking policy are as follows:

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.
5. To optimize the balance of parking between local and non-local residents.

### **4. PRINCIPLES**

**In developing solutions for parking problems the following principles will act as guidelines:**

1. The application of this policy will be initiated by residents within some limitations, the proposed solution will also be determined by the residents for their street.
2. Streets should generally serve traffic levels for which they were designed and intended. Generally speaking the widths, alignments and grades of a local street along with transit service, emergency access and street maintenance considerations will dictate whether parking can be accommodated on both sides of the street or only one. This determination will be made by HRM Traffic and Transportation Services.
3. Residents without valid off-street parking will be given priority when permit parking restrictions are being implemented.
4. Parking requirements of nearby land uses (such as commercial and institutional) will be considered when determining what restrictions are valid on a street (i.e. 30 minute parking versus permit parking)
5. Reasonable vehicle access should be maintained.
6. Rates for non-local resident parking permits must be set at fair market value so as to not encourage parkers using off-street spaces to park on-street or to compete unfairly with off-street parking provided by the public sector. The rates will be established in the Administrative Order 15 associated with the By-Law P-1000 Respecting On-Street Parking Exemptions and Permits. Zones will be established and assigned a rate which will reflect the market value of parking in that area. Refer to By-Law P-1000 for the zones and associated rates.

### **5. ORGANIZATIONAL REQUIREMENTS**

#### **TRAFFIC ENGINEERING**

Requested parking restrictions will be reviewed by staff and enforced by HRM Parking Enforcement.

In instances where residential exemptions or permits are requested, under By-Law P-1000, application must be made to the HRM through any Customer Service Centre, by those requiring an exemption or permit.

## **6. IMPLEMENTATION PROCEDURE**

### **6.1 PROJECT REQUEST & PRELIMINARY REVIEW**

The policy procedure may be initiated through the completion of a petition with signatures (one per address) representing a majority of households and businesses on the candidate street block. The petition should indicate the street block to be considered for parking restriction review.

Staff will review the street, its existing parking restrictions (if any), width, grade, alignment, and if any special cases exist on the street (i.e. businesses, bus stops). This review will determine the number of valid parking spaces on each street, the number of sides on which parking can be accommodated, which is the preferred side if parking can exist safely on only one side and what parking restrictions (if any) would be acceptable under good traffic engineering practice and in consideration of nearby non-residential land uses.

Traffic and Transportation staff reserves the right to modify parking restrictions that exist on residential streets where there is underutilization of valid parking or where parking restrictions could be improved upon under this policy. Where the interests of nearby businesses or institutions come into question, their input will be solicited by staff either individually or through an appropriate business association. For example, if a street is posted for one hour parking and low demand for this type of parking results in underutilization, modifications to the restriction may be considered. Furthermore, if a nearby commercial business(es) is reliant on on-street parking for customers, restrictions may be limited to short duration parking (i.e. 30 minute or 1 hour)

### **6.2 INITIAL PUBLIC CONSULTATION**

A questionnaire will be circulated to residents of the street asking them to vote on what parking restrictions (if any) they would like to see implemented on their street. The types of restrictions available for consideration by the residents are summarized in APPENDIX A. As discussed previously, staff may eliminate some restrictions from the consideration of residents based on the objectives of this policy. The votes will be tallied and the favoured option will be presented to the neighbourhood in the form of an information mail-out. Information will be presented on how the chosen restrictions will be implemented and what by-laws or exemptions may apply.

### **6.3 IMPLEMENTATION OF PARKING RESTRICTIONS AND MONITORING**

The required signs will be erected and if applicable and exemptions or permits will be made available to residents through their application to the HRM Customer Service Centres.

HRM staff will monitor the street after restrictions are in place to evaluate the effectiveness of the restrictions, and determine if the needs of the residents are being met and if the potential parking being optimized. In locations where permit-only parking is being applied the goal is to obtain 75% to 95% usage of valid parking by controlling the number of permits issued.

#### **6.4 PERMANENT INSTALLATION VOTE**

A second questionnaire will be sent to the residents approximately three months after the requested restrictions have been implemented to receive feedback from the residents as to the success of the new parking restrictions. A simple majority is required for full acceptance of the parking restrictions.

Staff will review and address any concerns the residents have and consider returning to Step 6.2 if necessary.

#### **6.5 SCHEDULE**

It is the policy of the Halifax Regional Municipality that on-street parking issues be dealt within a timely manner, subject to availability of staff and resources. Under normal circumstances it is expected that the study process from initiation of the study to final installation of a parking program will take approximately six to eight months.

### **7. CONCLUSIONS**

Parking has become an increasing problem within the Halifax Regional Municipality especially in the downtown cores near high demand areas.

The "On-Street Parking Policy for Residential Streets" gives residents an opportunity to determine what parking restrictions will best suit their needs and neighbourhood to improve their quality of life. This policy strives to provide a balance between parking overuse and the neighbourhood problems it creates and the need to provide parking supply on-street to satisfy demands of the greater community.

## **APPENDIX A - On-Street Parking Options**

## On-Street Parking Options

Options	Definition	Best Suited Application	Enforcement	Maintenance Cost	Cost to User	Comments
Unrestricted Parking (Free Parking)	No restrictions anytime during the day, local and non-local residents can park.	Areas where there is sufficient off-street parking and street width	None	None	None	Does not guarantee local residents parking abilities on their streets, allows non-local residents the ability to park on residential streets
Restricted Parking	Various options as indicated below.	Various applications as indicated below	Parking Enforcement	Varies (see below)	Varies (see below)	
1/2 Hour Limit (8am-6pm)	Parking only allowed for 1/2 hour time period during the day selected by the user.	Areas near to a high turn around businesses such as convenience stores	Parking Enforcement	Minor	None	Provides temporary parking at no cost to the user, however, only beneficial in certain areas.
1 Hour Limit (8am-6pm)	Parking only allowed for one hour time period during the day selected by the user.	Areas next to high-medium turn around businesses or institutions	Parking Enforcement	Minor	None	Provides temporary parking at no cost to the user, however, only beneficial in certain areas.
2 Hour Limit (8am-6pm)	Parking only allowed for 2 hour time period during the day selected by the user.	Areas close to numerous businesses or institutions such as shopping centres, hospitals and universities	Parking Enforcement	Minor	None	Provides temporary parking at no cost to the user, however, only beneficial in certain areas.
No Parking (10-11am): (2-3pm)	Parking disallowed for periods of time based time(s) of during the day.	Areas close to numerous businesses or institutions such as shopping centres, hospitals and universities	Parking Enforcement	Minor	None	Pr. vici. parking all day except for one hour at no cost to the user and allows for one visit enforcement.
Parking Meters (8am-6pm) (Except where "No Stopping" Signs are posted during peak hours	Parking allowed for periods of time based on limits of meters and user needs.	Areas close to numerous businesses or institutions such as shopping centres, hospitals and universities	Parking Enforcement	Moderate	\$0.25/15 minutes	Allows non-local residents the flexibility to choose the length of the time they require the space for, however, they may have to continue to feed the meters if they need space longer than the maximum time.
Residential Parking Exemption	Parking allowed in time restricted zones all day with a permit. Exemptions only available to local residents.	Residential Streets in High Demand Areas	Parking Enforcement	Moderate	\$30/ year	Allows non-local residents to park for short time periods and provides local residents the ability to park all day. Does not provide the residents a guaranteed space on their street.
Visitor Parking Exemption	Parking allowed in time restricted zones all day with a permit. Exemptions only available to visitors of local residents.	Residential Streets in High Demand Areas	Parking Enforcement	Moderate	\$5.00/day or \$20.00/14day	Allows non-local residents to park for short time periods and provides guests of local residents the ability to park all day. Does not provide the guests a guaranteed space on their street.
Parking by Permit (8am-6pm)	Parking allowed with a permit only for a period of time during the day. Permits available to local and non-local residents.	Residential Streets in High Demand Areas	Parking Enforcement	Moderate	\$30/year for local residents and \$40 to \$100/month for non-local residents	One step enforcement. Promotes a balance to parking issues faced by local and non-local residents. Requires some time restriction spaces on each street. Both local and non-local residents are given a better opportunity to park.

Roadway width 9 m and greater can best accommodate 2 sided parking (grades and alignments may affect this)

Street Cleaning and Winter Parking Restrictions will override any chosen option

Refer to By-Law P-1000

The times noted under restricted parking may vary depending on the street location and needs of the residents and are typically in effect Monday to Friday only

**APPENDIX B - On-Street Parking - Street Evaluation Form**

**Halifax Regional Municipality Public Works and Transportation  
Traffic & Transportation Services**

**On-Street Parking - Street Evaluation Form**

Date: \_\_\_\_\_

Recorded By: \_\_\_\_\_

Street Name: \_\_\_\_\_

Bounded By: \_\_\_\_\_  
\_\_\_\_\_ and \_\_\_\_\_

Width: \_\_\_\_\_

Parking Available on Both Sides of Street: \_\_\_\_\_ If No, which side: \_\_\_\_\_

Request for Alternating Sides and Frequency: \_\_\_\_\_

Number of Dwelling Units: \_\_\_\_\_

Number of Residents Requesting Parking Restrictions: \_\_\_\_\_

Number of Off-Street Parking Spaces: \_\_\_\_\_

Number of Dwelling Units Without Off-Street Parking Spaces: \_\_\_\_\_

Number of Valid On-Street Parking Spaces - Side: \_\_\_\_\_

Side: \_\_\_\_\_

Number of Residents Requesting an On-Street Parking Space: \_\_\_\_\_

Number of Parking Spaces Available to Non-Local Residents: \_\_\_\_\_

On-Street Demand Generated by: \_\_\_\_\_

Number of Parking Spaces with Time Restrictions: \_\_\_\_\_

Length of Time Restrictions: \_\_\_\_\_

Total Number of Signs Required: \_\_\_\_\_

Parking by Permit: \_\_\_\_\_

1 Hour Parking: \_\_\_\_\_

2 Hour Parking: \_\_\_\_\_

Handicapped Parking: \_\_\_\_\_

Special Considerations Requested (i.e. Local Business): \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Follow Up: \_\_\_\_\_

Date/Time: \_\_\_\_\_ Percent Usage: \_\_\_\_\_

Date/Time: \_\_\_\_\_ Percent Usage: \_\_\_\_\_

Date/Time: \_\_\_\_\_ Percent Usage: \_\_\_\_\_

## APPENDIX C - Summary of Open House Information Sessions

### Summary of Open House Information Sessions

#### Summary of Responses from May 25th and 31st, 2000 Open House Information Session

Only one person who attended the May 31st, 2000 meeting responded to two of the questions. Below it is evident that the residents feel they should be able to determine what parking restrictions should be placed on their street.

The majority of respondents were in favour of permit only parking and did not feel that "no parking restrictions" or the use of parking meters would work.

Option	Would Work					Will Not Work	Total
	1	2	3	4	5		
<b>Residents Determine *</b>	7	3	6			1	17
<b>Balanced Approach</b>	5	2		1		5	13
<b>Permit Only</b>	6	3	2			5	16
<b>No Restrictions</b>				1		15	16
<b>Parking Meter</b>		1	4	1		10	16

Other Approaches	Total
<b>Need for more enforcement of existing signs</b>	4
<b>Streets becoming carpool lots</b>	2
<b>Focus alternative modes (trains, ferries, bikes)</b>	8
<b>Subsidize public transit with parking revenue</b>	2
<b>More longer term meters</b>	1
<b>User pay for parking</b>	2
<b>Meter rates should be higher than off-street rates</b>	1
<b>Universities/hospitals encourage car pools/public transportation</b>	2
<b>Include transit passes as part of tuition</b>	1
<b>Air quality - why encourage more automobiles</b>	3
<b>Poor public transit system/more express routes</b>	2
<b>Residents should have access to parking near home</b>	2
<b>Residential parking permits and timed parking for non residents *</b>	4
<b>Lack of residential parking discourages living on peninsula</b>	1
<b>Regional Transportation Strategy encourages more traffic</b>	2
<b>Homes without driveways need parking considerations</b>	1
<b>Parking Policy has to be flexible for each area</b>	1
<b>Permits for residential/meters for non-residents</b>	1

Comment from Respondent

Why do our strategies encourage more traffic onto the peninsula and allow institutions to provide



inadequate parking leaving the residential streets with the problem?

\* Total includes the only respondent from the May 31st, 2000 meeting

## APPENDIX D - Review of On-Street Parking Permit Policy Pilot Study

### Review of On-Street Parking Permit Policy Pilot Study

HRM staff conducted a pilot study on Williams Street in Halifax from December 1, 2000 to March 1, 2001 to review the idea of providing permit parking on residential streets for a combination of both local and non-local residents.

#### **Background**

The pilot study was implemented as a result of public meetings held in May 2000. The meetings were held for residents of Halifax living on streets that were used by all-day parkers in high demand areas, close to the universities, hospitals and the downtown core. These residents have been unable to obtain adequate parking on their streets and/or have had their driveways blocked rendering them inaccessible. In some cases residents do not have driveways or other available off street parking and must rely on the ability to park on their street. These problems are most evident during the daytime from 7:30am until 5:30pm Monday to Friday.

At these meetings HRM staff presented options to the public on possible parking restrictions that could be implemented on their streets. These options were as follows:

- No Parking restrictions
- No Parking Anytime
- Time controlled restrictions either signs or parking meters
- Parking by Permit

Of those in attendance, 62% strongly felt that they should be given ability to determine what parking restrictions were implemented on their street. Of the options presented to the residents, 54% felt a balanced approach to parking restrictions would work and 56% felt that parking by permit only would work. None of the residents were in favour of no restrictions and only 6% felt that parking meters would be effective on their streets.

Based on results from these initial meetings, staff decided to conduct a pilot study to assist in the development of a parking policy and determine if permit parking would be a valid option within the proposed policy. There were a number of residents from Williams Street in attendance at these initial meetings, therefore, it was decided that Williams Street would be a good candidate street to host the pilot study for on-street parking permits.

A public meeting was held for the residents of Williams Street in November 2000 to approach them on hosting the study and those in attendance were very receptive to the idea. The meeting continued to explain how the proposed parking pilot study was going to be conducted and staff obtained feedback from the residents. The overall response from this meeting was positive.

It was determined that there were 33 valid parking spaces on Williams Street, 30 were to be assigned "Parking by Permit Only, 8am to 4pm, Monday to Friday" and the remaining three were designated "2-hour Parking Only" to accommodate short-term visitors. The biggest concern raised was how parking could be made available for use by long-term visitors to the residences.

Residents were sent an information letter and an application form if they wished to receive a parking permit for the study period. Residents without off-street parking were given priority in obtaining permits. A total of 27 permits were issued to the local residents. Only one permit was issued to a dwelling unit however, consideration was given to fact that two of the local residents operated small businesses from their homes and required additional parking permits, which were granted. Once the permits were issued to local residents, the general public was given the opportunity to obtain permits.

During the study the permits issued to local residents were registered to the residence and were transferable between vehicles registered to that dwelling and visitors. This was done at the request of the residents. The permits issued to non-local residents were issued to the vehicle.

Residences located on the corners of Williams Street and Robie Street or Windsor Street were allowed to participate in the study. It is anticipated that a residence that fronts more than one street can obtain a permit for only one street, preferably on the street with the greater parking capabilities.

Articles ran in both local papers and flyers were placed on cars parked on Williams Street informing the public of the study, its purpose, start date and provided them with a contact name to obtain a permit. A total of 6 permits were sold to the non-local residents at a cost of \$60 for the three-month study period. The money generated from the sale of these permits was used to defray the cost of the new signs installed for the pilot study.

It was our goal to maintain a minimum of 75% and maximum of 95% usage of the street, as will be the case in the future. Staff monitored the street and found on average there was 43% usage of the spaces designated "permit parking" and 27% usage of the spaces designated "2 hour only". Staff did "oversell" the permits, but did not aggressively pursue selling additional permits to obtain the 75% to 95% usage as it was a pilot study. Parking enforcement monitored the street and issued a total of 17 tickets, 6 of which were canceled, to violators in the "permit parking only" spaces. Staff did receive inquiries about the possibility of this type of parking restriction being implemented on other streets in the Municipality, both from local and non-local residents.

Staff sent out questionnaires to all the residents of Williams Street and the non-local residents of Williams Street and non-local residents who purchased permits at the end of February 2001. Of the 14 residents and 4 non-local residents of Williams Street who responded to the questionnaire, all felt it was an effective solution to their problem. See Table 1 for a complete summary of the questionnaires.

Staff also received comments from both local and non-local residents that viewed this as a government "tax-grab" and were not in favour of the implementation of such parking restrictions.

### **Recommendations**

The following recommendations were made after reviewing the data collected from the pilot study in conjunction with good traffic engineering practice.

It is recommended that an On-Street Parking Policy for residential Streets be developed for use throughout HRM. The purpose of this policy is to present parking restriction options for residents to choose from for use on their streets. With the completion of this study it is recommended that permit parking be considered as one of the options presented in this policy. This will provide local residents with a second parking permit option for use on their street, the first being the existing residential parking permits (their differences are explained in APPENDIX A of the proposed On-Street Parking Policy for Residential Streets). It is recommended that a petition be required from the residents to implement this type of parking restriction on their street as outlined in the proposed On-Street Parking Policy for Residential Streets.

On streets in high demand areas that are fronted by institutional buildings, HRM staff, should have the right to designate the streets as parking by permit only. This would occur only if there is no direct negative effect to residents on neighbouring streets and if there is an apparent benefit seen to doing so.

As part of the recommendations for an On-Street Parking Policy for Residential Streets, a by-law should be developed to regulate permit parking and for conformity it should encompass the present Residential Parking Permit Ordinance 179 for the City of Halifax and the Residential Parking Permits By-Law R-200 for the City of Dartmouth. This new by-law could then be used within the proposed On-Street Parking Policy for Residential Streets.

A few changes will be required to the permit parking option from what was implemented in the pilot study.

In the Pilot Study a permit was registered to a residence, it is recommended that all permits be registered to a vehicle, this prevents permit holders from re-selling their permits to non-local residents for profit.<sup>1</sup>

It is recommended that permits only be issued to local and non-local residents for personal use, and not for use by businesses.<sup>2</sup> It is also recommended that a permit be issued to a resident of a building containing not more than four dwelling units. To accommodate long-term visitors, parking exemptions should be made available to guests of local residents.

### **Conclusions**

HRM staff found the On-Street Permit Parking Pilot Study to be a helpful tool in developing a policy for On-Street Parking Policy for Residential Streets. It generated public input necessary to address issues and needs of numerous residents within the HRM both from the local and non-local residents of Williams Street.

In conclusion staff believe an On-Street Parking Policy for Residential Streets should be adopted by Regional Council for use with the Municipality. That permit parking be included in the policy as a potential option to address parking issues within high demand areas in the HRM. In concert with this proposed policy should a new by-law incorporating regulations for permit parking and existing residential parking regulations to replace those of the Former Cities of Halifax and Dartmouth.

<sup>1</sup> Upon further consultation with the public and parking enforcement in June 2002, it was decided to propose that one (1) residential parking exemption could be issued to a dwelling unit and registered to a maximum of two (2) license plates. This would allow the residents to switch the parking exemption between two vehicles while at the same time allows parking enforcement the control they need to enforce the parking restrictions that exist on a street.

<sup>2</sup> Upon further consultation with the public and parking enforcement in June 2002, it was decided that the non-residential parking permits could be issued to a person and do not have to be tied to a vehicle license plate. This will allow small home run businesses the ability to purchase permits at the area rate once the demand for residential exemptions has been met. The only vehicles eligible to obtain parking permits are as described in the By-Law P-1000.

**Table 1 - Summary of Results**

<b>Residents of Williams Street</b>	
Number of residential permits issued	27
Total number of responses	14
Number of respondees who obtained parking permits	11
Number of residents with permits unable to find a parking space during the study	0
Total number of times residents with permits unable to find a parking space	0
Number of residents had their driveways blocked during the study	0
Total number of times residents had their driveways blocked during the study	0
Total number of times residents switched permits between their vehicles	26
Total number of times residents switched permits with their visitors	30
Number of residents who feel a permit should be registered to a vehicle	5
Total number of times a maintenance vehicle visited their street	81
Number of residents who had service vehicles unable to find parking	2
Number of residents who feel businesses should be issued permits	9
Average residential rate	free to \$30/yr
Average commercial rate	\$50/yr to \$30/month
Average non-local residential rate	\$30/month to \$50/month
Number of commercial users whose patrons could not find parking	0
Number of residents who feel the time restricted parking should be more centralized	2
Number who felt it is an effective solution to their problem	14
<b>Non-local Permit Holders</b>	
Number of non-residential permits issued	6
Total number of responses	4
Number of permit holders unable to find a parking space	0
Number of times unable to find a parking space	0
Average number of times unable to find a parking space	0
Number who felt parking permits are an effective option	4

Usage of spaces designated Permit Only \* 43 %  
 Usage of spaces designated 2-hour Parking \* 27%

\* Based on random monitoring of Williams Street by HRM Staff

## APPENDIX E - Summary of the Public Meeting March 21<sup>st</sup>, 2001

### Summary of the Public Meeting March 21<sup>st</sup>, 2001

Topic: Proposed On-Street Parking Policy for Residential Streets

Where: St. Patrick's High School Cafeteria

When: 7-9 PM

In Attendance: Approximately 90-100 persons, Councillor Fougere, Councillor Uteck, Kate Carmichael, Rachel Brighton, Robert McKelvey, High Pullen, David McCusker, Taso Koutroulakis, Kevin McEachern

#### **Overview:**

It was evident that the policy was commonly misunderstood, and that it was going to be implemented by HRM staff with little or no input from the public and everyone was going to have to purchase or obtain a permit to park.

Some of the common comments made were:

Why should we be forced to buy a permit?

Why do we have to buy one for our own street and for where we work too?

Why do we have to give up our right to park for free on our street?

Is this just another tax grab?

We pay enough taxes as it is now.

*It was explained that this proposed policy was simply a tool for taking parking control options to the next step beyond signs for those who really have a need or want for it.*

#### **Residential vs. Commercial:**

Mr. McKelvey spoke using the Quinpool Road merchants as an example, asked if the businesses could also obtain permits for their specialized parking needs? Will "Permit Only" zones be allowed on residential side streets where parking is required by adjacent businesses?

*As the policy is now, businesses are not able to obtain permits. On streets designated as "Permit Only" parking will still have some time limited parking spaces available to the general public for use.*

#### **Enforcement:**

Owen Carrigan, Coburg Rd

Bob McKelvey

Carrigan felt that an increase level of parking enforcement was needed to address the parking problem, and if this was done then there would be no need to adopt this policy. He also felt the policy was too broad, not specific enough, and that there was not enough public input into the policy.

McKelvey said that parking violations os signs are basic civil disobedience that can be addressed by enforcement.

**Williams' Street Residents:**

Mr. McInnis  
Nicole  
Peter Stevens  
Rob McMann  
Plus 3 others

All spoke on how they were very much in favor of the policy (except Nicole who felt it was only a band-aid solution). The 3-month trial on their street worked very well for them and solved most of their problems. Their street which had been pretty much full of outside vehicles all day, now had spaces for residents to park. The street scape was improved. Mr. Stevens felt strongly that residents had the right to park on their streets and should not have to give up that right by having to pay for their permit.

**John Street Residents:**

These residents were upset about having the policy forced upon them and that they would have to pay for permits, notwithstanding that their street is monopolized all day by outside parkers from O'Reagans car dealership. Many of the residents do not have driveways.

*The residents have never asked to have time restricted parking implemented on their street, and this proposed policy could be of benefit to them.*

**Parking Meters:**

Mike Grice, Brenton Street  
Janet Brush, Summit Street

Mike Grice suggested that meters should be installed on residential streets and that residents should be exempt from having to pay at those meters. That way, everybody would win! We have his written submission

Janet Brush suggested that the meters on Summer at the public Gardens (as well as the parking on streets such as Trollope, Cogswell, Ahern etc.) could be made available for non-local permit parking rather than turning residential streets over to outside area employees. She is afraid that this permit system would have a domino effect (as our signs do now).

**Transportation:**

Many felt the HRM staff were not doing enough to address the overall transportation needs of the peninsula of which parking is just one symptom.

**Other Comments:**

How can we expect tourists to visit if they cannot find places to park?  
Why did we change the rules from the William's Street Pilot Study, businesses are not included in the proposed policy. - *We said we would review that.*

Residents without driveways should get the permit for free. *There would be several*

Does the petition process allow renters to vote? One building could control the entire street.  
*Buildings with 4 or less dwelling units are eligible*



There should be a menu of choices for residents to choose from. *We have that now, and we are simply adding permits to it.*

Based upon the meeting, in what form will the policy be presented to Council? (DHBC & Quinpool Merchants) *The policy will be presented in an information report.*

How will we address heterogeneous streets (i.e. Victoria Road)? *Each street will be reviewed by HRM staff, and where possible and required the street can be defined in segments between intersecting streets.*

Mr. Eric Thompson from Westmount Street made the following comments:

Policy should be very clear on whether it is the tenant or homeowner who votes.

Streets are public property be rented to a few.

Impact of policy upon assessments. Houses without driveways now have a parking space.

What about HRM's insurance and liability of renting spaces?

He was also concerned for the domino effect.

## APPENDIX F - Summary of the Community Council Presentations May 2002

### Summary of the Presentations to Community Councils

The On-Street Parking Policy was presented to Harbour East Community Council and Peninsula Community Council on May 2<sup>nd</sup>, 2002 and May 13<sup>th</sup>, 2002 (respectively). The purpose of these presentations was to explain the proposed policy to the Councillors whose areas would be the most affected by this proposed policy and to receive feedback from them. The following are the comments generated by the Community Council presentations (minutes are available from the HRM website):

#### Harbour East Community Council May 2<sup>nd</sup>, 2002

It was felt by the Dartmouth area councillors that most of the parking problems exist in Halifax and there was a need for further public consultation for the Dartmouth area residents. One of the things that should be discussed at these public meetings would be the proposed fee of \$30/year that would now be charged to the residents of Dartmouth.

*There are approximately 57 parking permits issued within Dartmouth now. Since the meeting, there have been numerous inquiries regarding this proposed parking policy and how it can be implemented in Dartmouth. From this a public meeting was scheduled for June 12<sup>th</sup>, 2002 at the Alderney Library to address the concerns of the Dartmouth residents.*

Concern was raised that on streets where there are commercial and residential developments that the permits could be shared with the commercial businesses.

*It was explained that the residential parking permits/exemptions are issued to a dwelling unit and will be tied to a license plate, preventing illegal use of a permit. As well, within the proposed bylaw, only passenger vehicles, motorcycles and trucks smaller than 1 ton are eligible for parking permits or exemptions.*

Concern was raised that the all day parkers would move from street to street and there would be a requirement for additional parking enforcement.

*It is not our intention to create a problem on a neighbouring street, but the tools found within the policy are available for everyone to use and if a problem appears to develop on a neighbouring street, those residents can have their street reviewed as well. Parking enforcement believe that this policy will create a "one-stop" enforcement situation allowing officers to spend more time on less patrolled, and sometimes problem streets.*

#### Peninsula Community Council, May 13, 2002

The question of whether a street could have their parking existing restrictions reviewed and changed was asked.

*This can happen under the policy.*

It was asked how does staff determine if a street is acceptable or unacceptable.

*Staff will review the classification, traffic volume and type, width, proximity to businesses and institutions and if any safety concerns exist.*

The principles behind the visitor exemptions were requested.

*The visitor exemptions are available for residents of a street with time-based parking*

*(with the exception of parking meters) or permit parking to obtain for their guests that are visiting for a period of time of 1 to 14 days.*

Concern was raised that with the parking permit option, a street may still experience overcrowding and driveways may still be blocked. As a well, with some of the long streets within HRM, a person could live at one end, obtain a permit and park on the other end near their place of work or school.

*The number of permits issued will be monitored by staff to maintain a 75% to 95% usage, so there should always be a space on a resident's street for them to park and there should be sufficient space available that all day parkers do not encroach on driveways. Due the possibility of unforeseen circumstances such as violators of the bylaw HRM cannot give a 100% guarantee that a permit holder will always find a space on their street, however, the odds are very much in favour of it.*

*Through the new bylaw, parking permits and/or exemptions will be issued for a street block, as defined by the Traffic Authority. This will restrict the section of a street which a permit holder can park.*

Concern was raised regarding the high student population without valid off-street parking and the vehicle they have is not registered to them or their apartment, but to their parents.

*With a situation like this, possibly the students could show proof of their lease and written authorization from their parents for use of their vehicle, this could enable them to obtain a residential parking permit or exemption.*

An explanation was requested regarding the decreasing rates as you move westward from the waterfront.

*The rates were set to match fair market value, which is the highest along the waterfront, as you move westward within the peninsula, the rates decrease as does the need for on-street parking. For simplicity a parking rate is assigned for all streets within the Municipality, however, once you move out of the downtown core there is a reduced probability that he the parking permit option will be implemented and the fee is meaningless.*

Concern was expressed as to the enforcement of such a policy and due to these issues one of the Councillors would not be able to support it.

## APPENDIX G - Summary of the Public Meetings June 12<sup>th</sup> and 13<sup>th</sup>, 2002

### Summary of the Public Meetings June 12<sup>th</sup> and 13<sup>th</sup>, 2002

These public meetings were a result of the presentations made to Community Council in May 2002.

#### **June 12<sup>th</sup> meeting held in the Alderney Library 6:30 PM to 8:30 PM** **Eight (8) people in attendance**

Maya Warnock - Dundas Street  
Stephen Warnock - Dundas Street  
Rosalie Hunter - Queen Street  
John MacPherson - Williams Street (Hfx)  
Peter Majeau - Harris Road  
Norman Wiechert - Dundas Street  
Dennis Doyle - Pine Street Extension - Kiwanis Parking Lots  
David Richey - Elwin Crescent

**Mr Doyle:** submitted a sheet showing off-street parking lots and areas where there are all day illegal parkers and areas where there are no parking restrictions. Victoria/Prince Albert - concern about providing long term parking. Enforcement is weak in his areas and it needs to be increased if this policy is to go through.

*Enforcement believes there will be more available officers to patrol under patrolled areas with the implementation of the policy*

**Mr. Majeau:** Illegal parking in his area cuts sight distances at the intersections.

**Mr. Wiechert:** Anxious for this policy to be implemented and questioned the timing. Inquired about the ability to remove the parking meters.

*We hope to go to Regional Council when they resume in the Fall of 2002. Staff could review the usage of meters on streets as requested by residents and propose other parking restrictions if any are applicable.*

**Mr. MacPherson:** Explained the location of his street, with its proximity to the high schools. QEII Hospital, resulting in a lot of people wanting to park on his street. Spoke highly of how well the parking permit option worked on his street during the pilot study. Felt that the policy met its objectives. Only concern was the requirement to tie the permit to one vehicle.

**Mr. Doyle:** Suggested that the average rate should be determined for parking structures in an area and that rate should be set as the non-resident rate within a half mile radius of those structures. Businesses should be responsible to provide adequate parking to handle the problem through a bylaw or development policy.

*Staff is attempting at implementing such a fee structure.*

**Ms. Warnock:** Clarification of the minimum 75% usage, availability of permits to commercial development, residents given priority and how are increases in resident demands met?

*Explained that we want to maintain an acceptable utilization of on-street parking, while not over-crowding the streets. Priority will be given to those without driveways, then*

*other residents could obtain a permit, then they would be available to non-residents. If a commercial operation is on a residential street with parking by permit only, and an employee wishes to purchase a permit they can, provided there are some available. Staff will maintain a reasonable buffer to address changes on the street, such as someone moving to the street who would require a permit.*

**Mr. Ritchie:** A commercial establishment operates on his street, curious how employee parking would be handled through this policy. Enquired about the enforcement on Williams Street during the pilot study - was anything special done?

*Employees of a local business could purchase a permit if the street was designated "Parking by Permit Only", again provided there are some available. During the pilot study, enforcement officers maintained their regular level of service for Williams Street.*

**Mr. Doyle:** Preference should be given to on-street employees

**Mr. MacPherson:** He emphasized the permit has provided good control on availability.

**Ms. Warnock:** Thinks more parking is needed for those who ride on the ferries.

**Mr. Ritchie:** Wanted a definition of a street with respect to how parking will be assigned.  
*A street block will be assigned parking restrictions as requested by the residents. The street block is defined as a street located between any given intersecting streets and will be defined by the Traffic Authority.*

**Mr. Weichert:** Likes the 2 Hour Parking restriction combined with the permit option to allow for better flexibility for "stopovers".

**Mr. Doyle:** Thinks restrictions such as no parking between 10-11 AM and/or 2-3 PM is ideal for Dartmouth and is easier to enforce.

**Mr. Weichert:** Disagrees that the level of enforcement is lacking in Dartmouth, also likes the time of day restrictions and stated that the signs are old and the existing restrictions need to be revisited.

**Mr. Doyle:** Notes that some on-street parking interferes with local truck and traffic flow in the area.

**Ms. Warnock:** Stated Erskine Street had problems with all-day parking.

**Ms. Hunter:** Asked if parking permits as they are now are available for Queen Street.  
*They are not available and parking restrictions will not be reviewed until the policy is presented to Regional Council*

**June 13<sup>th</sup> meeting held in North Memorial Library  
Eight (8) people in attendance**

Todd Yeadon - Maynard Street  
Laura Harvey - Williams Street  
James Harvey - Williams Street

Joe Bowlby-Lalonde - Williams Street  
Sherry MacPherson - Williams Street  
Susan Kenney - Agricola Street  
Carol Sifton - Williams Street  
Eric Thomson - Peter Lowe Ave

**Ms. Kenney:** There is too much all-day parking occurring and those needing short-term spaces are left without any valid parking.

**Mr. Yeardon:** Has lived on his street for nine years and only in the past two years have things gotten worse with downtown workers parking on his street and walking to work. Suggest restrictions needed for part of the day. Requested clarification regarding visitor permits for occasional visits. Wanted clarification that the Thursday night street cleaning still applies.

*Correct*

**Mr. Thomson:** Owns a law office on Windsor. See this as an opportunity to hamper illegal commercial operations. Halifax is perpetrator of development without requiring parking. Investment made in businesses reliant on on-street parking. Assessment should go up with parking now available on-street.

*HRM will not use this parking policy as a tool to locate illegal commercial or multi-residential operations. Conversations with the assessment officer with the Nova Scotia Provincial Government, indicate that there is a difference of \$500 between two identical properties, with the only difference being, one has a driveway. However, on a real-estate side, a property that now has available parking would be more valuable and could sell for more. However, the real-estate agents are unable to place a value on the availability of an on-street parking permit (space), since parking requirements vary between their clients, and it will be the client who determines the value such a parking option has. The Assessment office reviews recent values of properties when reviewing assessments in an area, so if re-sale values in an area have increased, then all assessments could go up for that area.*

**Ms. Kenney:** Over demand for parking shows the need for better transit.

*HRM realizes this and is working towards a better Park & Ride system and increasing the ridership on transit*

**Ms. Sifton:** Stated this (parking permit option) works Williams Street as is.

**Mr. & Ms. Harvey:** Asked what was next for Williams Street.

*Williams Street has gone through the pilot study portion of the policy and if the policy is approved the residents can vote on whether or not they wish to have the parking by permit only option implemented on their street permanently. Traffic Services would then proceed accordingly depending on the result of the vote.*

**Ms. Sifton:** The big difference in the policy and the pilot study is the assignment of a permit to a vehicle not a residence.

*Staff still feel the need to register the resident parking permit or exemption to a license plate to avoid illegal use or reselling of the permits. See notes below*

**Mr. Thomson:** Asks about 4 plus apartments, this can serve as a check for illegal apartments.

*HRM is not trying to obtain information on illegal apartments existing within the Municipality, this clause is already in the two parking bylaws for the former cities of Halifax and Dartmouth, we do not anticipate any changes in this regard.*

**Mr. Yeadon:** Opportunity to encourage owners of vacant land to provide parking off-street. How will it be implemented? Invited?

*It will be up to the private industry to determine if there is a market for off-street parking structures and if constructing one would create a viable business. The parking policy will only be implemented on a street after the residents of that street petition the Municipality to do so. The Municipality will not go looking for streets to implement new (or change) parking restrictions on.*

**Mr. Thomson:** Someone trying to help HRM with parking should get consideration of tax relief. Council must recognize parking must be provided and managed.

**Williams Street Residents:** Asked if there is anything being considered by the QEII for providing parking.

*Those at the meeting were informed that there are plans for a parkade on the existing parking lot at the QEII site. The status of this construction is unknown at this time.*

**Mr. Yeadon:** Can a floating permit be given? Still very inconvenient having permits assigned to a vehicle, residents can do self-policing. They were informed of the proposed permit being affixed to rear window, and he commented that he pay more if it allowed for the ability to transfer the permits between vehicles.

*See comment below.*

**Mr. Thomson:** Do we know where the cars are coming from that are creating the problem?

*We do not know exactly where all the vehicles are coming from and what streets they are parking on. To determine this would require an extensive origin-destination study.*

**Mr. Yeadon:** People park on residential streets because it is free. Pushing all-day parking from downtown fringes will increase the demand for pay parking downtown where it should be.

**Mr. Thomson:** When people couldn't afford apartments, rent controls were put in place. Same is needed for downtown with regards to off-street parking.

**Ms. Harvey:** One permit per car, what if you need two permits? Her final comment was the Pilot Study is a godsend.

*For residents requiring two permits, the first would be made available at the rate of \$30/year and the second would be available at the area rate and only after everyone on the street requiring a residential permit had obtained one.*

### **Additional Notes from Staff**

After conducting these two meetings, staff had further discussions and are prepared to make the following changes to the original policy and bylaw. These should address the main concerns raised by those in attendance at these meetings.

**Staff proposes that:**

Only one residential parking permit or exemption can be issued to a dwelling unit, the permit/exemption will be registered to a maximum of two license plates which are registered to that dwelling unit. This will allow the residents to switch the parking permit/exemption between their vehicles, while still allowing parking enforcement control tools they need to minimize illegal uses of the permits/exemptions.

Non-residential parking permits are issued only to the owner of the permit. They do not have to be registered to a license plate since there will be no benefit to non-residents re-selling a permit. This will address concerns raised by small home run businesses.

Staff would like to note that the proposed rates, how they were established and where the revenue was going to go, were discussed at both meetings and there were no objections to the rates.