

Halifax Regional Parking Strategy Preliminary Recommended Strategies

Presentation for Public Comment

What is the Halifax Regional Parking Strategy?

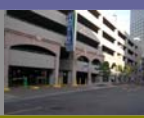
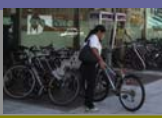
The Regional Parking Strategy will develop a 25-year plan to ensure that parking in the HRM will be designed, supplied, and managed to:

- Support a choice of integrated travel modes
- Encourage alternatives to the single occupant vehicle trip
- Help mitigate traffic congestion
- Promote efficient land use
- Operate efficiently and equitably
- Support local business, tourism, and service sectors
- Protect the environment
- Support other on-going studies as part of the Regional Municipal Planning Strategy

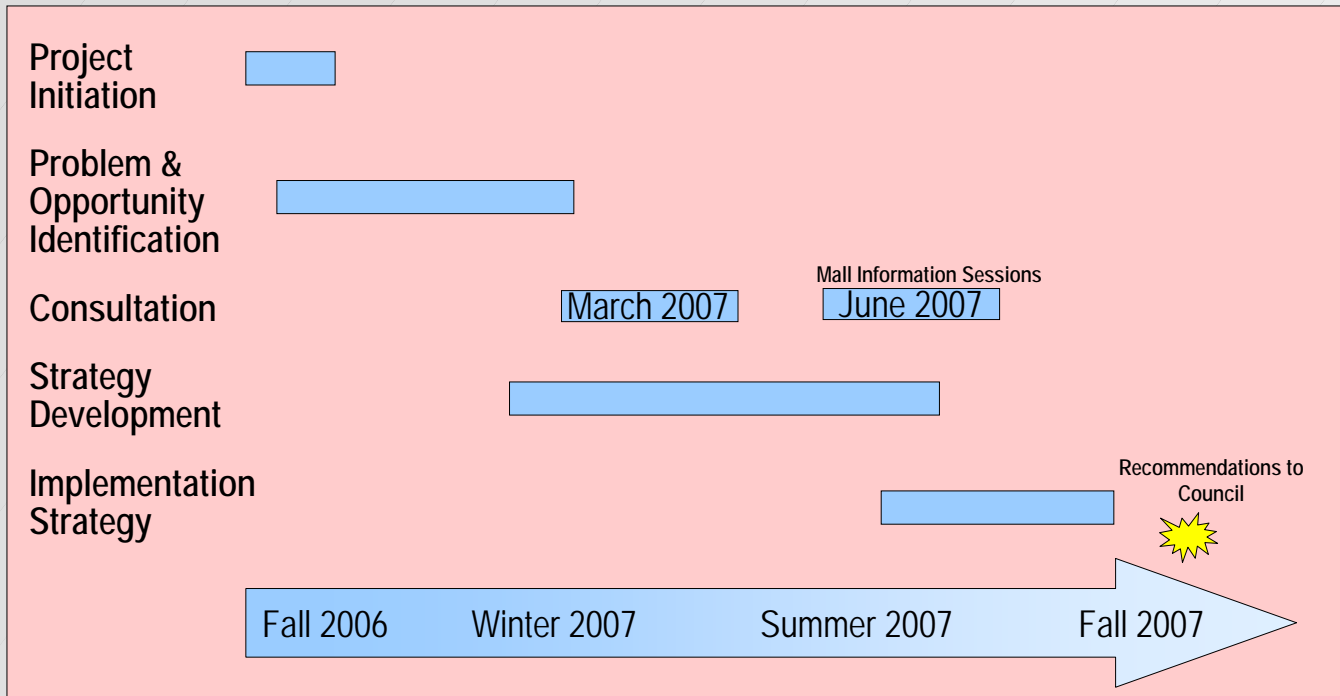
Why are we here today?

Parking affects all residents of HRM. Too little parking can affect transportation accessibility and business viability while too much parking can impede progress towards a more sustainable Region. We need your help in deciding on the best strategies for Halifax!

Please provide your thoughts to one of the representatives here today and don't forget to fill out a comment form before you leave.



STUDY OVERVIEW AND RESULTS TO DATE

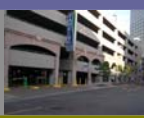
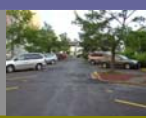


In March 2007, we held three events across the Region. Here is what you told us:

- Parking management must support the competitiveness of Downtown Businesses
- More transportation options are needed, particularly public transit
- Residential on-street parking management needs to be improved
- The design and appearance of parking is important
- Parking pricing should be fair and equitable

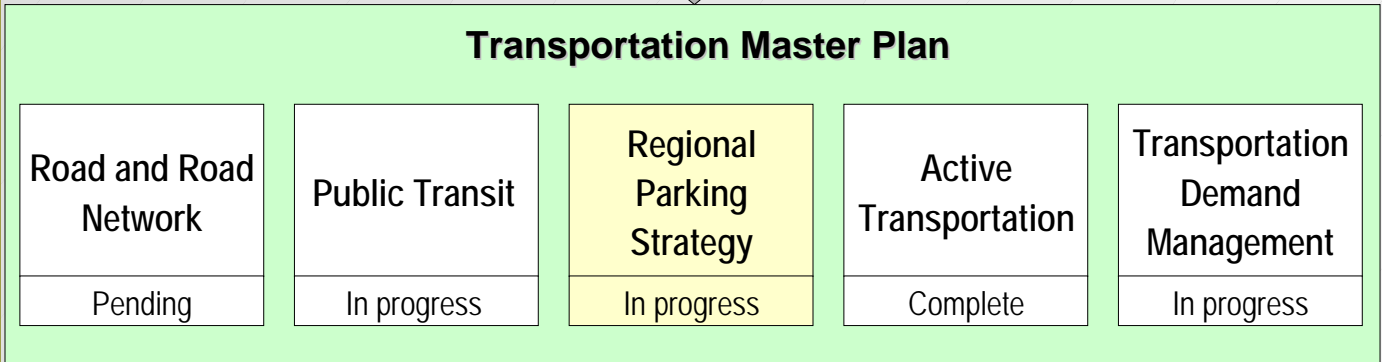


Public meetings/workshops were held in Dartmouth, Halifax, and Sackville.



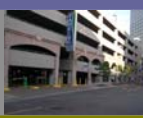
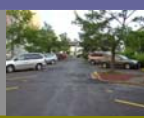
Planning Context

The Regional Parking Strategy is being conducted as part of the Transportation Master Plan as follows:



These principles helped to identify and evaluate the potential parking strategies presented on the following boards:

1. Integration with Other Plans	6. Address Existing Parking
2. Parking and Travel Choice	7. Full Cost Pricing
3. Multimodal Interconnectivity and Access	8. Quality vs. Quantity
4. Efficient Utilization	9. Innovative Approaches
5. Flexibility	10. Consultation



STRATEGY TOPIC: PARKING REQUIREMENTS FOR NEW DEVELOPMENTS

Background and Key Issues

- Parking requirements govern how much parking is required for new development. Parking requirements have a large impact on transportation, urban design and development patterns
- Based on a comparison to 11 other Canadian cities, Halifax Mainland and Rural areas have some of the highest parking requirements for non-residential uses. Conversely, the Peninsula has no parking requirements for commercial uses



Parking is a major land use. When driveways and laneways are considered, an off-street parking space results in approximately 37 m² (~400 square feet) of paved surface.

Key Strategy Recommendations for Discussion and Comment

- Lower minimum parking requirements for new development in all areas
- Implement parking maximums to reduce parking oversupply in certain cases
- Introduce flexibility in parking requirements to promote shared parking and other travel demand management strategies. Examples of where parking requirements could be reduced are where:
 - Uses have different parking peak demands (e.g. offices and restaurants)
 - Good transit is available nearby
 - Off-site parking is available
 - Employers are committed to providing preferential carpool parking, subsidized transit passes, bike parking and other incentives besides free parking
 - Residents are less likely own a car, such as a senior citizens' residences
 - Bicycle parking and change/shower facilities are provided
- Strengthen and harmonize requirements for off-street mobility disabled parking

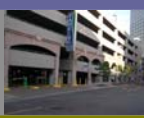


Did you know...

It costs about \$150 per month to construct and maintain a parking space in a structured garage. If we can reduce the amount of unused parking, everyone saves money and the environment benefits.



Existing bicycle parking standards in the HRM require short- and long-term bike parking for most new development and allow up to a 10% reduction in motor vehicle parking given enhanced bicycle facilities



STRATEGY TOPIC: PUBLIC PARKING SUPPLY AND MANAGEMENT

Background and Key Issues

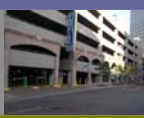
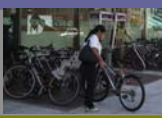
- Public parking, whether operated by HRM or the private sector, leads to more land-efficient development, which allows for more vibrant and higher density urban spaces.
- Most public parking in Halifax is provided by the private sector, which means that HRM has limited control over issues such as signage and pricing



Key Strategy Recommendations for Discussion and Comment

- Strengthen the regulatory and financial ability for HRM to provide public parking to support the development of the Centres and to enable intensification of commercial and transit corridors
 - Establish more clearly defined responsibilities for parking management decisions and align decisions to Regional policy goals
 - Establish a Parking Advisory Committee or similar body with public representation
 - Continue to work with private parking operators to ensure coordination and consistency of parking supply
 - Replace surface parking with structured parking as development intensifies
- Develop a signage and wayfinding system in partnership with the private sector and local business associations
 - Use common colours, logos, etc
 - Provide signage for pedestrians
 - Expand HRM's website to include more information on parking lots and availability





STRATEGY TOPIC: ON-STREET PARKING

Background and Key Issues

- On-street parking can be a highly beneficial resource for both businesses and residents in an urban area when managed properly.
- On the Halifax Peninsula, on-street parking is particularly coveted and demands for on-street parking by different users is the source of on-going tensions. Occupancies close to Downtown Halifax are typically 95%-100%.



Key Strategy Recommendations for Discussion and Comment

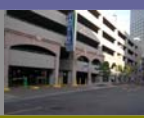
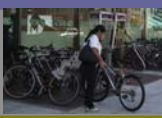
- Maximize on-street parking to support businesses.
 - Price on-street parking in commercial areas to ensure turnover
 - Enforce on-street parking to prevent abuse and to reduce the number of tickets issued over the longer term.
 - Provide on-street parking in all new developments and especially the Centres
 - Recognize the need for improved active transportation facilities, and identify methods to address situations where there are competing demands for road space
- Promote and expand *Residential Parking Exemptions* program and *Parking by Permit Only* program
 - Allow programs to be implemented on an area-wide basis where appropriate
 - Work with residents to customize programs
 - Allow payment/renewal by internet
 - Contribute any revenues to community improvement projects
- Anticipate changes to parking technologies including payment by cell phone and in-car parking meters



To find out more about HRM's Residential Permit Parking programs see www.halifax.ca/traffic/



The option to pay the parking meter by cell phone has been introduced in the City of Saskatoon in the downtown core and at all municipal metered parking lots.



STRATEGY TOPIC: PARKING DESIGN AND LANDSCAPING

Background and Key Issues

- Parking has a significant impact on urban design. Inappropriately designed large surface parking lots can detract from the pedestrian environment, increase surface water run-off, and contribute to heat generation.
- Many intensification projects are contingent on reducing surface area devoted to parking



Large surface lots detract from the urban environment.

Key Strategy Recommendations for Discussion and Comment

- Influence parking design by encouraging or regulating the following:
 - **Pedestrian oriented design for parking structures, including requirements for ground-floor retail or office along streetlines**
 - **Provision of adequate pedestrian connections through parking areas**
 - **Development of smaller parking modules in surface lots as opposed to large open lots**
 - **Consolidated vehicle entry points to minimize pedestrian conflicts**
 - **Amenities within or near vehicle parking lots for cyclists (e.g. bike racks, bike lockers, water stations).**
 - **Minimum standards for landscaping**
- Lead by example by improving design of existing and future HRM facilities
- Set up funding programs to assist with retro-fitting existing parking lots



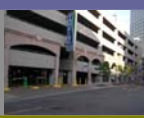
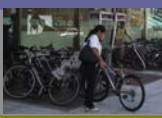
Pedestrian walkways can mitigate the negative impacts of surface lots on the conditions for pedestrians.



Well-designed parking structures can contribute to good urban design.



Appropriate landscaping can improve the aesthetics of parking lots and reduce stormwater run-off and urban heating.



FINANCIAL STRATEGIES

Background and Key Issues

- Currently, the cost of most parking in HRM, with the exception of the Capital District, is absorbed by employers, residents and business owners.
- It is estimated that HRM's employment will grow by about 40,000 workers by 2025. If just half of these workers require a new parking space, this translates into a direct capital cost of \$15 million dollars for new parking annually! This assumes a conservative average cost of \$60 per month per parking space. Clearly, it is in the interest of both residents and businesses to reduce the amount of parking that is required in the coming decades.

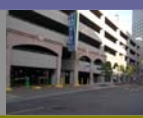


Key Strategy Recommendations for Discussion and Comment

- Gradually change fiscal policies to reflect the full cost of parking. Potential options could include user fees or surcharges, parking space levies or stormwater management fees reflecting the amount of surface area of parking.
- Any fiscal strategy should not impact the viability of businesses or regional competitiveness and should be equitable between different areas of the Region.
- Currently, HRM is looking into the possibility of rebuilding the municipal tax system. Financial strategies for parking will be influenced by the outcome of this process and vice versa.



For more information on HRM's tax reform initiative see: <http://www.halifax.ca/taxreform>



SUPPORTING STRATEGIES

Background and Key Issues

- Reducing the number of commuters traveling in single occupant vehicles is a key strategy of the Regional Municipal Planning Strategy and will help to reduce the overall need for parking.
- Reducing auto commuting is contingent on the availability of travel alternatives that are financially viable, safe and convenient.



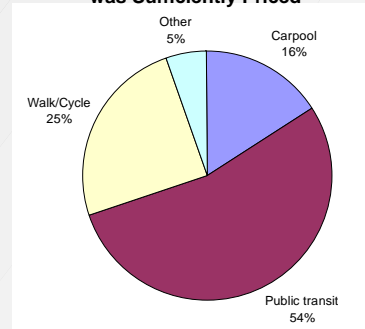
Key Strategy Recommendations for Discussion and Comment

- Strategies that could be considered as part of other functional planning studies to support the overall parking strategy include:
 - Expanding the successful U-Pass program to all post-secondary institutions and introducing a similar discounted transit pass program to employers after evaluation of the pilot program is complete
 - Providing bicycle lockers and other cyclist amenities throughout the Centres
 - Fostering the development of car-sharing (e.g. provide free spaces in HRM owned lots on interim basis)
 - Expand local feeder bus systems in the long-term
 - Establishing and support Travel Management Associations (TMAs) to provide transportation and parking management services in specific areas



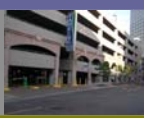
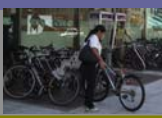
Metro transit currently provides more than 1,100 park and ride spaces across 13 lots, 10 of which offer free parking. Each lot has bicycle racks and two offer bicycle lockers.

Alternative Commute Mode if Parking was Sufficiently Priced



Based on a survey of HRM Residents, 17% of auto commuters would definitely shift to another mode of travel if parking was priced. Most would shift to public transit as shown.





NEXT STEPS

- Refine preliminary strategies based on public feedback
- Develop implementation plan
 - Short-term implementation plan
 - Recommended policies for Transportation Master Plan
 - Recommendations for Land Use By-Laws
- Present Final Strategy Report to Council (Fall 2007)

**THANK YOU FOR YOUR INTEREST!
PLEASE FILL OUT A COMMENT FORM.**

For more information see www.halifax.ca/tdm/parkingstrategy/ or contact:

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