

Welcome to the Regional Parking Strategy Workshop and Open House!

Please sign in.

Agenda:

6:00-7:00 p.m. Open house: Review display boards

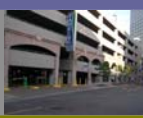
7:00-7:30 p.m. Presentation on Parking Strategy

7:30-8:45 p.m. Break-out sessions

8:45-9:15 p.m. Report back

9:15-9:30 p.m. Fill out evaluations, further questions
and discussion.

Please don't forget to fill out a comment form
before you leave.



WHY IS PARKING IMPORTANT TO CONSIDER?

Parking affects all residents of the Halifax Regional Municipality through its effects on:

- **Travel behaviour and traffic**
- **Accessibility to businesses and tourist sites**
- **Costs of development**
- **Revenue generating potential of development**
- **Neighbourhood quality of life**
- **Quality of our urban spaces**
- **Walking and cycling conditions**
- **Stormwater runoff and water quality**
- **Amount of urban greenspace and vegetation**
- **Equity of the transportation system**



In an HRM commuter survey, 17% of auto commuters responded that they would shift modes, primarily to public transit, if their work parking was priced.



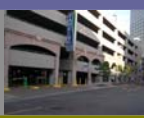
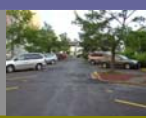
Appropriately regulated on-street parking supports local businesses and reduces parking spillover into residential areas.



The design of parking facilities has a large effect on the quality of urban spaces.



Permeable parking technologies can drastically reduce the stormwater runoff from parking lots.



STUDY PURPOSE & OBJECTIVES

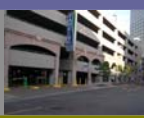
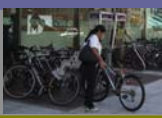
The Regional Parking Strategy will develop a 25-year plan to ensure that parking in the HRM will be designed, supplied, and managed to:

- **Support a choice of integrated travel modes**, emphasizing active transportation, public transit and carpooling
- **Encourage alternatives to the single occupant vehicle trip**
- **Help mitigate traffic congestion** in the Regional Centre and outlying employment and retail centres
- **Promote efficient land use** and support the development of mixed-use, transit and pedestrian oriented centres as outlined in the Regional Plan
- **Operate efficiently and equitably** and be affordable to the Municipality and its citizens
- **Support local business, tourism, and service sectors** and the community's economic development
- **Protect the environment** by minimizing impacts of parking facilities on air, water, land and other natural resources
- **Link with other ongoing studies**, such as the Urban Design Study, Metro Transit Study, and Travel Demand Management Functional Plan



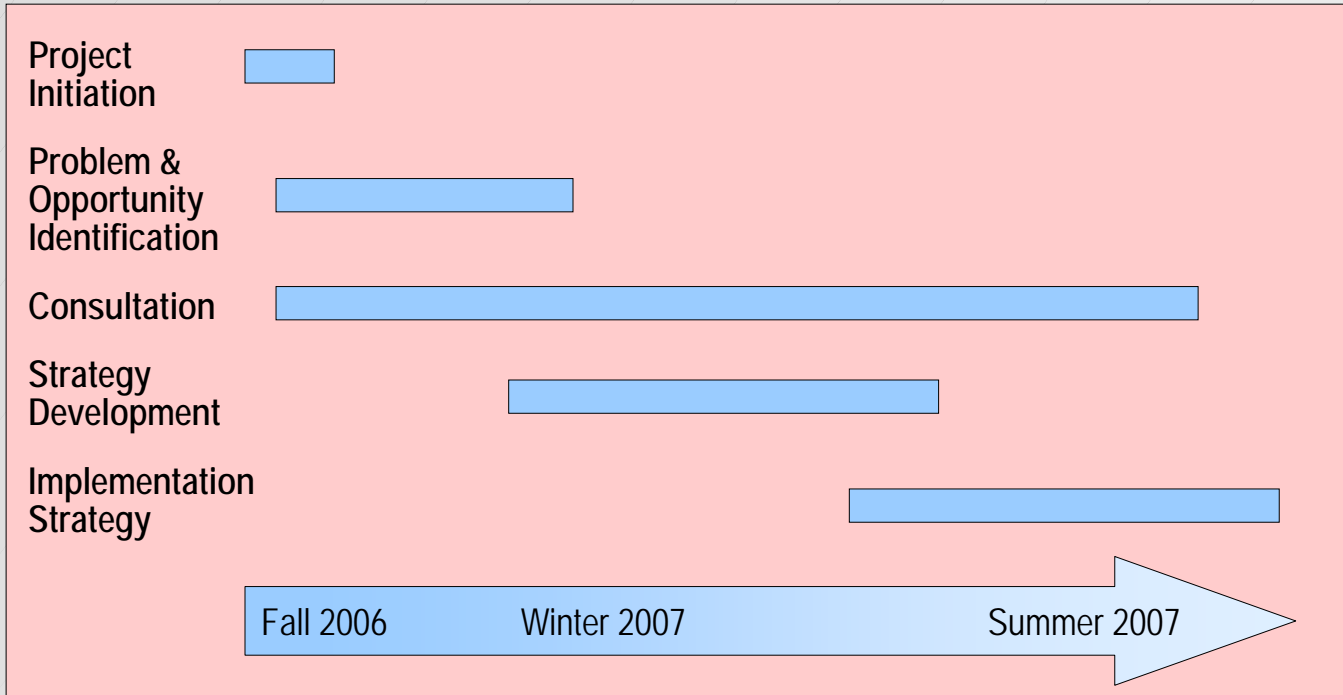
Parking is a major land use. Each surface parking space results in approximately 30 m² (~325 square feet) of paved surface when driveways and access routes are considered.





STUDY PROCESS

Schedule



Parking Problem & Opportunity Identification

Background Research

- Existing Policies and Standards
- Best Practices Review/Review of Other Jurisdictions
- Past studies (e.g. Mayor's Task Force)

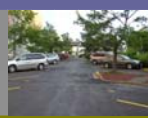
Technical Studies

- Empirical Surveys of Demand/Supply
- Attitudinal Surveys and Commuter Intercept Surveys
- On-street Parking Utilization/Turnover

Stakeholder Consultation

- Community Working Group
- Stakeholder Interviews
- Public Workshop & Information Centre

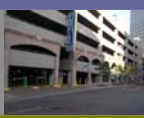
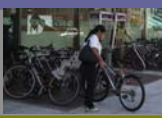




GUIDING PRINCIPLES

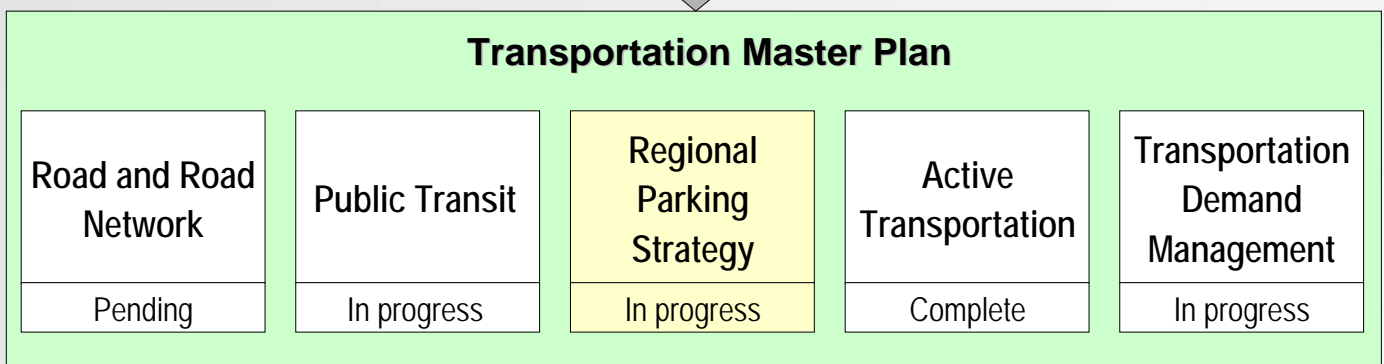
The following principles will guide the identification and evaluation of potential parking strategies and solutions:

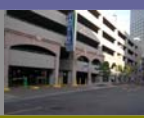
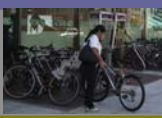
1. Integration with other plans	Parking strategies should integrate with and support land use and transportation objectives of related plans (e.g. Transportation Demand Management Functional Plan).
2. Consumer Choice	People should have a variety of parking and travel options from which to choose.
3. Multimodal interconnectivity and access	Parking facilities are not only for automobiles and should be supplied and designed to support transportation linkages and travel by other modes (e.g., bicycle parking, convenient transit access).
4. Efficient Utilization	Parking facilities should be sized and managed so that spaces are frequently occupied.
5. Flexibility	Parking policies and plans should be flexible to appropriately and equitably deal with varying needs across the HRM. A “one size fits all” approach will not achieve the desired outcomes.
6. Pricing	Users should pay directly for the parking facilities they use as much as possible.
7. Quality vs. Quantity	The quality of parking facilities (e.g., aesthetics, security, convenience) should be considered as important as quantity.
8. Innovative Approaches	HRM has the potential to be an innovator in terms of parking management, and parking solutions should make use of innovative approaches (e.g., electronic fee collections systems, wayfinding systems) wherever appropriate.
9. Consultation	Key stakeholders, including residential, business, and institutional representatives should be involved in developing appropriate parking solutions.



RELATIONSHIP TO OTHER HRM PLANS

- Regional Municipal Planning Strategy (RMPS) is a guide for the development of the HRM over the next 25 years
- The RMPS is a framework that outlines how future growth should take place in the HRM in a way that preserves the environment, while maintaining a strong economy
- The RMPS outlines a framework for the Transportation Master Plan (TMP), which will guide management and development of the transportation system over the next 25 years
- Key objectives of the TMP are to improve traffic movements and shift the trend away from single occupant vehicles
- The TMP is comprised of 5 functional plans, one of which is the Regional Parking Strategy Functional Plan

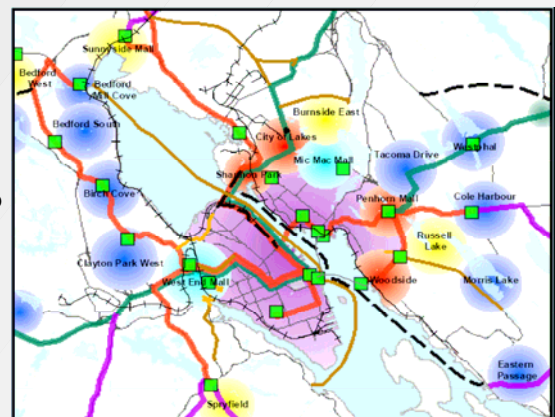
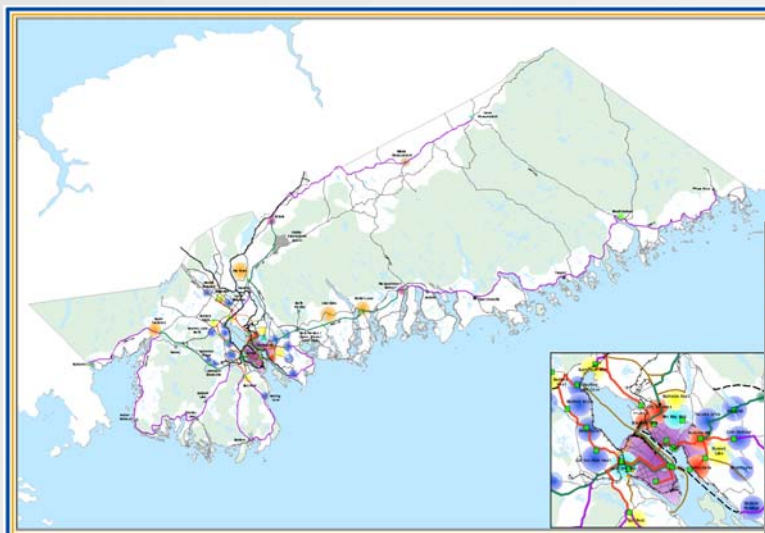


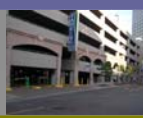
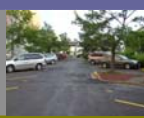


REGIONAL MUNICIPAL PLANNING STRATEGY: SETTLEMENT & TRANSPORTATION PLANS

- The Regional Municipal Planning Strategy intends to shape settlement in such a way that transit and other alternatives to commuting will become more viable.
- Over the next 25 years, HRM will direct much of its investment to a series of centres, which will accommodate much of the new growth
- These centres have been strategically located where services such as transit, wastewater and water distribution services can be economically provided to support development.
- The centres are envisioned as mixed-use transit-oriented areas
- **The appropriate design of parking and park and ride facilities will be a key factor in the success of the centres vision**

Regional Municipal Planning Strategy: Settlement & Transportation Map



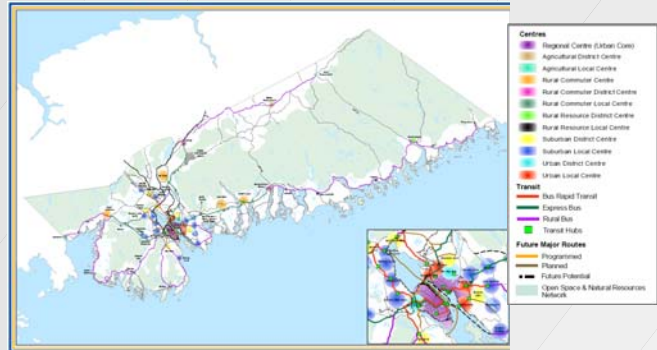


STUDY SCOPE

Geography

Entire HRM including:

- Downtown Halifax and Dartmouth
- Regional Centre
- Suburban Local/District Centres
- Rural Centres



Parking Types

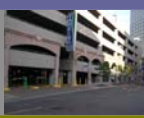
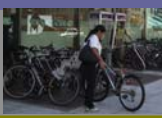
- Off-street parking
 - Publicly accessible
 - Private parking
 - Disabled parking
- On-street parking
 - Winter parking
 - Permit parking
- Park and ride lots



Parking Management/Control

- Public parking supply and pricing
- Revenue collection from public parking
- Parking enforcement and control
- Parking regulation and by-laws
 - Parking supply standards
 - Urban design
 - Accessible parking
 - Bicycle parking
- User information: signage, wayfinding





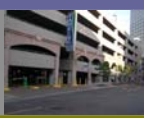
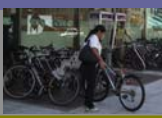
GEOGRAPHIC AREAS OF INTEREST

- **Parking needs and objectives vary by land use and location in the HRM**
- **While some parking solutions will apply across the municipality, others will be directed towards key areas of interest**
- **Key areas of interest for the Parking Strategy include:**

REGIONAL CENTRE			
Downtown Downtown Halifax Downtown Dartmouth	Commercial Corridors Quinpool Road Spring Garden Road Gottingen Street	Urban Centres West End Mall Mic Mac Mall Shannon Park Woodside City of Lakes Business Park	Institutional Dalhousie University St. Mary's University QE2 Health Sciences Centre

SUBURBAN	
Suburban Centres Spryfield Bedford West Sunnyside Mall Russell Lake Burnside East	Business Parks Burnside Ragged Lake Bayers Lake Aerotech

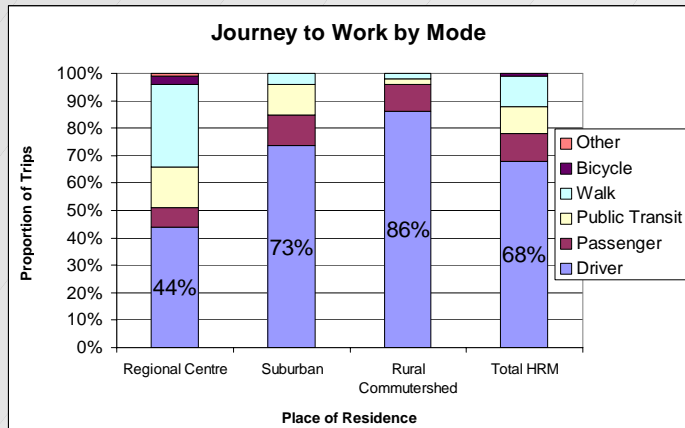
RURAL	
Rural Centres Upper Tantalou Lake Fall River Musquodoboit Harbour	Lake Echo Porters Lake Other Rural Commuter District and Local Centres as identified in the Regional Plan



EXISTING CONDITIONS: JOURNEY TO WORK

How do you get to work?

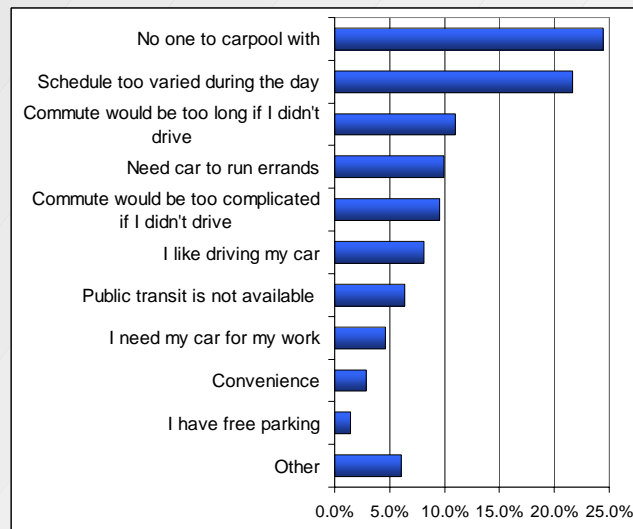
- Many Halifax Peninsula and inner Dartmouth residents walk and take transit to work
- Trips by automobile are more prevalent in suburban and rural areas



Source: Statistics Canada, 2001 Journey to Work Data

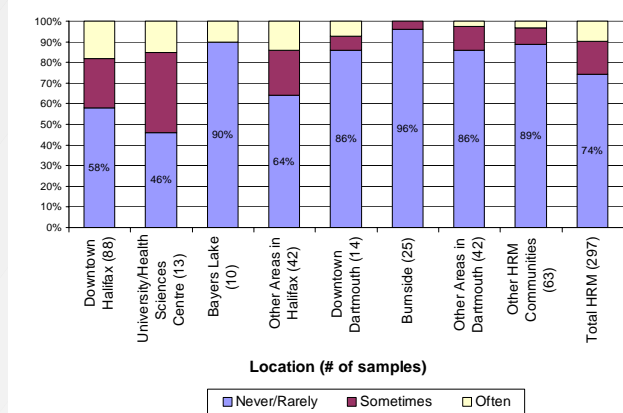
Why do you choose to drive alone?

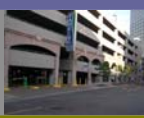
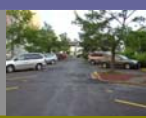
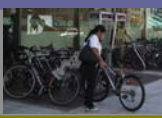
- Results based on survey of 600 adult residents randomly distributed throughout the HRM
- Expressed willingness to carpool if it is convenient
- >25% of single-occupant vehicle trips could potentially be influenced through improved transit



Do you ever have trouble finding parking at your commute destination?

- Approximately 15% of commuters to Halifax often have difficulty finding parking
- Commuters to Burnside almost never have difficulty finding parking

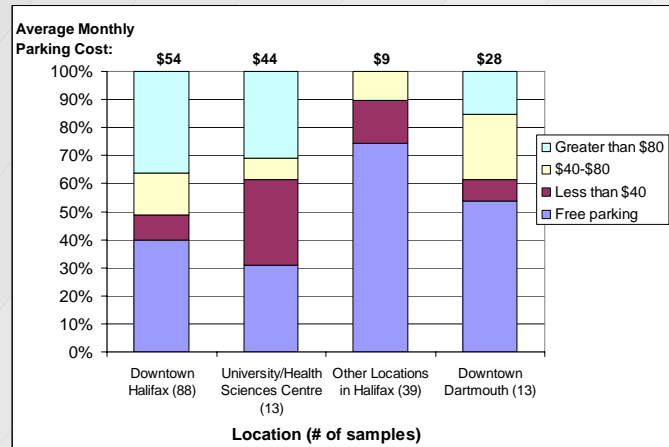




EXISTING CONDITIONS: Parking Pricing

How much do you pay for parking at your commute destination?

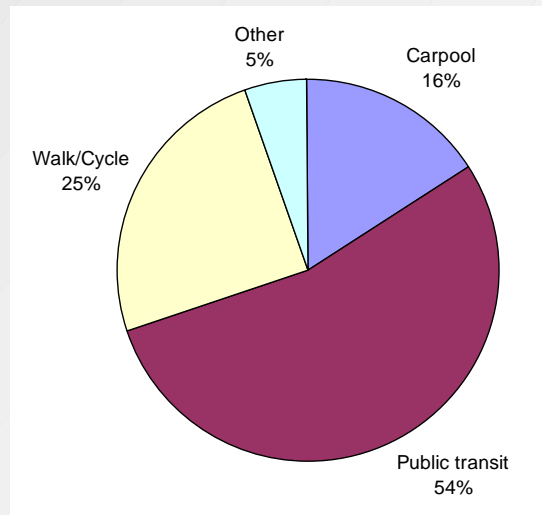
- High rates of free parking in Downtown Halifax (40%) and Downtown Dartmouth (54%)
- 97% of respondents working outside of Halifax & Downtown Dartmouth have access to free parking

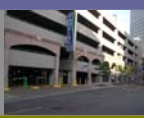
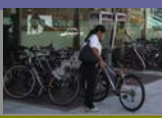


Would you continue to commute by car if parking was not free?

- 17% of auto commuters responded they would definitely shift to another mode if parking was priced
- An additional 12% of auto commuters would shift depending on the price

Alternative Commute Mode if Parking was Sufficiently Priced



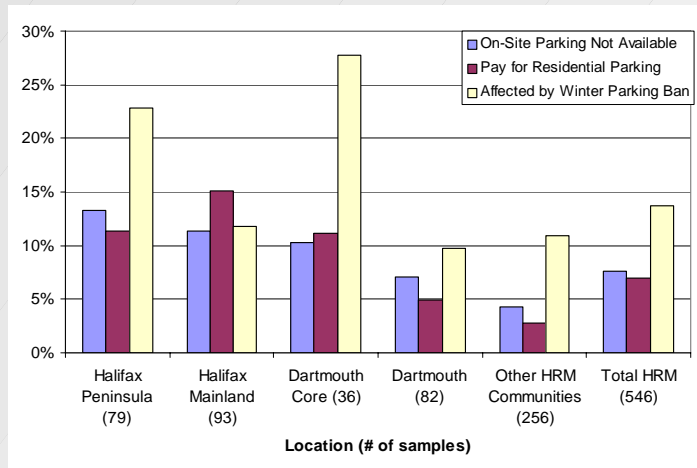


EXISTING CONDITIONS: RESIDENTIAL PARKING

Do you have access to free on-site parking at your place of residence?

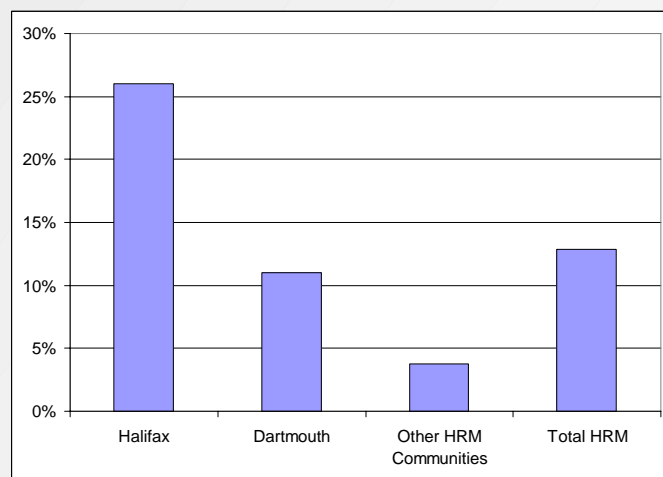
Are you affected by the winter parking ban?

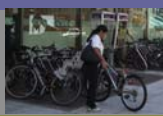
- Vast majority of respondents have access to free, on-site parking at their place of residence
- Winter parking ban affects 28% of respondents in Dartmouth Core, 14% across HRM



Does parking spill-over onto your street from nearby business establishments?

- Very few instances of spill-over outside of Halifax & Dartmouth
- Over 25% of Halifax residents experience spill-over
- Parking spill-over is very much of a nuisance for approximately 20% of those affected





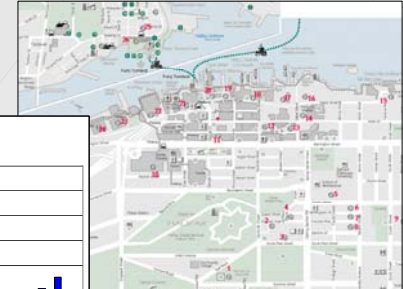
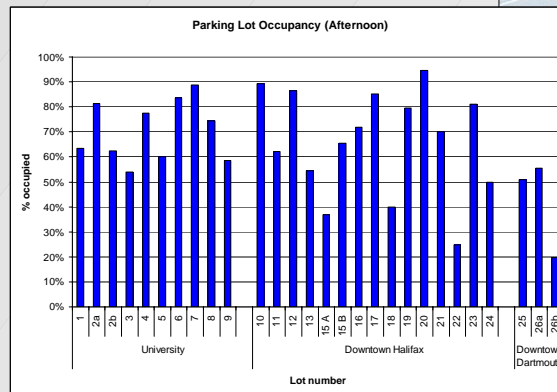
EXISTING CONDITIONS: PARKING AVAILABILITY

- Parking surveys conducted between Dec 2006 and Jan 2007

Public Off-Street Lots

Average Occupancy:

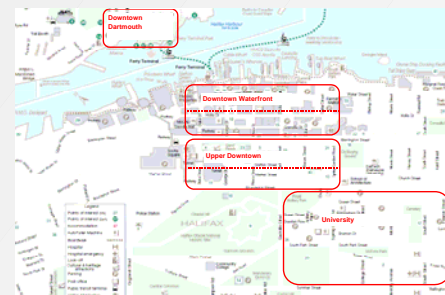
- University: 70%
- Downtown Halifax: 66%
- Downtown Dartmouth: 42%



On-Street Parking

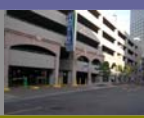
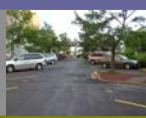
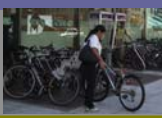
Area	From	To	Parking Segments	Num of Spots	Maximum Occupancy % (9 - 12)	Maximum Occupancy % (12 - 6)	Average Length (Hours)	Turn-Over
Upper Downtown			9	75	81%	95%	1.2	5.7
Downtown	Brunswick	Grafton	10	79	100%	99%	1.2	5.3
	Grafton	Barrington	11	94	97%	97%	1.3	5.5
	Upper Downtown subtotal		21	173	98%	98%	1.3	5.4
Downtown Waterfront								
	Barrington	Hollis	7	49	94%	98%	1.1	6.8
	Hollis	Water	4	20	95%	100%	1.7	5.0
Lower Downtown subtotal		11	69	94%	96%	1.3	6.3	
Downtown Dartmouth			8	72	63%	68%	0.9	4.3

- Maximum on-street occupancies near 100% in Downtown Halifax
- Higher on-street parking prices may be warranted



Commercial/Retail Lots

- 45 commercial retail lots throughout region sampled
- Average occupancy 20-40%
- Highest occupancy (Sunnyside Mall) – 95%



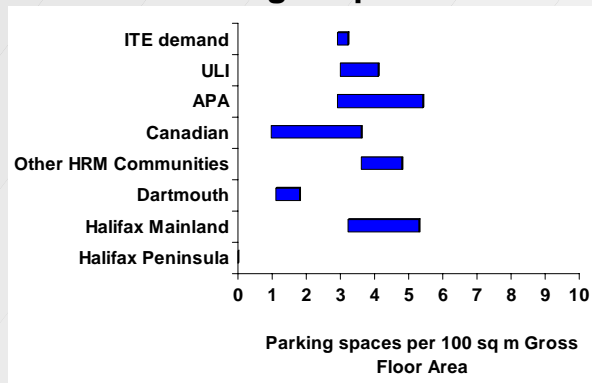
EXISTING CONDITIONS: Minimum Parking Requirements

- Land use by-laws regulate the amount, location, landscaping, and accessibility of parking facilities
- Minimum parking requirements, in particular, have a large effect on off-site parking supply
- Halifax Peninsula generally does not specify minimum parking requirements and relies largely on public parking

Office Parking Standards

- Downtown Dartmouth/ Dartmouth standards require a basic level of parking - ~30%-50% auto commuting for typical offices
- Standards are higher in the Mainland and other HRM Communities than most Canadian jurisdictions – sufficient for 100% auto commuting for typical offices

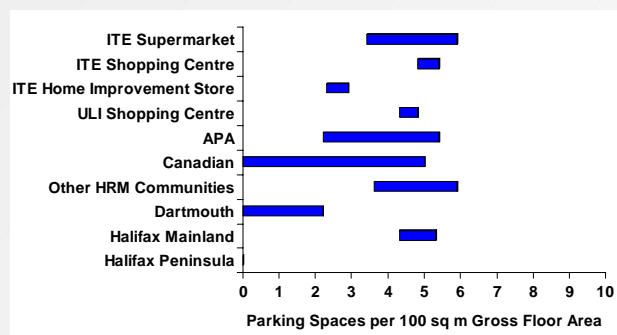
Comparison of General/Government Office Parking Requirements



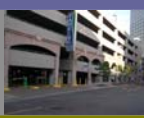
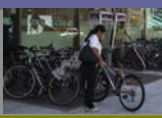
Retail Parking Standards

- Dartmouth standards are at the lower end of Canadian jurisdictions
- Standards are higher in the Mainland and other HRM Communities than most Canadian jurisdictions
 - ***The full parking supply may never be used at many retail establishments in these areas***

Comparison of General Retail/Shopping Centre Parking Requirements



Canadian = Municipalities surveyed include Vancouver, Calgary, Winnipeg, Niagara Falls, London, Hamilton, Mississauga, Markham, Toronto, Kingston, and Ottawa



POTENTIAL STRATEGIES: SUPPORT INCREASED TRANSPORTATION CHOICE

Potential Strategy

Benefits/ Challenges

Park and Ride

Parking facilities that allow patrons to access transit by car or bicycle.

- Increase transit ridership & reduce traffic entering Regional Centre
- Good for businesses in close proximity to Park and Ride facilities
- Facilities can be costly, particularly if parking spaces are offered free of charge

Example Action: Continue to expand size and number of facilities to support bus and high-speed ferry transit improvements



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.

Preferential Parking

Desirable parking spaces and/or parking discounts are offered to car and vanpools.

- Price reductions are a strong incentive to carpooling
- May attract transit riders to carpooling in certain cases
- Only attractive in certain cases (e.g., large well-utilized lots)

Example Action: Allow reductions in minimum required parking supply with implementation of preferential parking measures.



Bicycle Parking and Amenities

Secure and convenient bicycle parking and appropriate shower/change facilities.

- Promotes active transportation and reduces parking demand
- Bicycle parking is relatively cheap and requires minimal space
- Many employers/destinations do not currently provide bicycle parking

Example Action: Subsidize bicycle parking racks and market to Business Improvement Associations and existing businesses.



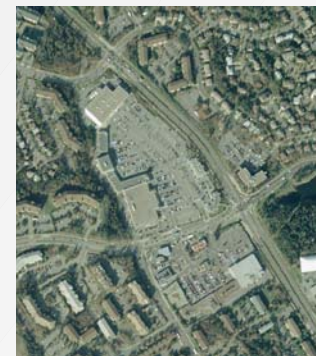
Existing bicycle parking standards in the HRM require short- and long-term bike parking for most new development and allow up to a 10% reduction in motor vehicle parking given enhanced bicycle facilities

Institute Parking Pricing Approaches

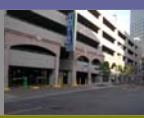
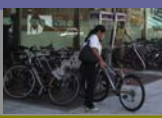
- Effective strategy in reducing auto use and traffic congestion
- Encourages parking turnover and parking availability for high priority users
- Revenues from parking can be used to improve the transportation system
- Public opposition to pricing previously free parking

Example Action: Encourage parking to be paid for separately (unbundled) from apartment/condo rental/purchase agreements. Consider parking tax on non-residential spaces (potentially revenue neutral)

Example Action: Parking tax on non-residential spaces (potentially revenue neutral).



In 2006, the Greater Vancouver Transportation Authority instituted a tax on all non-residential parking spaces in the Greater Vancouver Regional District of approximately \$25-\$40/space/yr, which helps to fund the expansion of roads and transit services in the region.



POTENTIAL STRATEGIES: PROMOTE EFFICIENT LAND USE

Potential Strategy

Benefits/ Challenges

More Accurate & Flexible Minimum Parking Standards

Minimum parking standards that are flexible and reflect actual parking demand.

- Reduce instances of parking oversupply
- Reduced parking supply allows developers to save on parking costs
- Lenders and developers may be reluctant to provide less parking for marketing reasons

Example Action: Lower minimum parking standards for developments with walking distance of a MetroLink stop or with access to on-street parking.



Existing minimum parking standards outside of the Halifax Peninsula and Dartmouth require new office development to supply enough parking to support **100% auto commuting** for a typical office.

Maximum Parking Standards

Upper limit on supply of parking allowed at individual sites or over an area.

- Limits the supply of excess parking
- Supports transit and pedestrian oriented development
- Businesses may oppose maximums

Example Action: Office and retail parking maximums in key Centres (as defined in the Regional Plan) to encourage compact, infill development.



More than 60% of the land area in MicMac Mall is dedicated to parking. Maximum parking standards may be required to achieve the high density mix of uses for this Centre envisioned in the Regional Plan.

Improve Walking and Cycling Conditions

Site design that considers pedestrian/cyclist safety, comfort, and convenience.

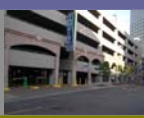
- Increases park-once trips, reducing the amount of parking required at each destination
- Increases feasibility of sharing parking facilities between uses
- On-street parking may conflict with cycling

Example Action: Parking facility design guidelines detailing approaches to ensure good site access by all modes.



Parking facilities should be designed for pedestrian safety, comfort, and convenience.





POTENTIAL STRATEGIES: SUPPORT LOCAL BUSINESS, TOURISM, AND SERVICE SECTORS

Potential Strategy

Benefits/ Challenges

User Information

Information provided to travelers about parking availability, regulation, price and alternative travel options.

- Optimize use of existing parking supply
- Increase willingness of public to travel downtown and improve tourists' transportation experience
- Reduce competition between short-term and long-term parkers and traffic from "cruising" for parking
- Initiatives may be hindered by competition between various privately owned lots

Example: A consistent signage system for public parking in the Regional Centre.



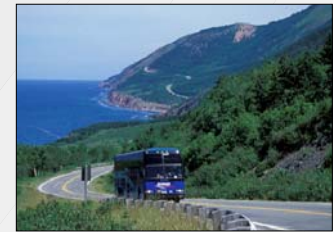
Maps, signs, brochures, and more innovative approaches (e.g., electronic message signs) can all be used to provide more parking user information and enhance wayfinding.

Remote Bus and Tourist Parking

Designate parking areas outside of the Downtown to meet parking demands during tourist peaks.

- Reduce Downtown congestion and pollution from tourist-related traffic
- Provide parking options to tour bus operators
- Remote parking must be accessible to bus drivers

Example: Remote parking can be served by regular shuttle service to Downtown Halifax.



Strengthen the Role of Public Parking

Increase the amount of parking controlled and operated by HRM and develop a body that is responsible for public parking supply and enforcement.

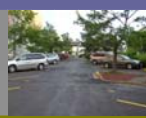
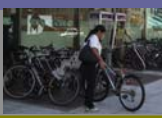
- Allows for land and cost-efficient collective parking to substitute for private parking in key areas
- Provides mechanism for HRM to address areas with parking shortages to support businesses
- Public parking management decisions cannot be made in isolation of other planning objectives

Example: A Parking Division could oversee development of collective parking for Spring Garden Road (e.g., Clyde street lots)



Parking Authorities contribute significant revenues to the City's general reserves while successfully providing safe, attractive, conveniently located and competitively priced public parking, required by commercial strips and neighbouring residential areas to survive.





POTENTIAL STRATEGIES: OPERATE EFFICIENTLY AND EQUITABLY

Potential Strategy

Benefits/ Challenges

Fair Enforcement and Control

Enforce parking regulations and pricing more effectively and considerably.

- Encourages parking turnover and efficient utilization of existing supply
- Reduces parking spillover
- Parking costs and fines are a revenue source
- Financial investment required for adequate enforcement

Example: Offer "First Free Time" exemptions of parking infractions along with brochures explaining parking regulations.



Residential Parking Permits

Cars must have permits to park in certain areas at certain times. Only local residents can obtain permits.

- Ensures neighbourhood residents have priority use of on-street parking
- Number of permits issued must be smaller than number spaces
- Conflicts may arise over permit allocation



Reduce Parking Standards for Low-Income Housing

Require less parking for dwelling types whose residents typically have below average auto ownership.

- Reduce construction and operating costs of more affordable housing (e.g., subsidized housing, senior citizen residences, etc.)
- Reduce instances of residential parking oversupply

Example: Reduce parking standards for rental housing in Regional Centre and with good transit accessibility.

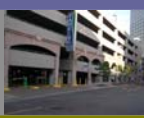
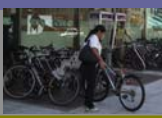


Management Approaches to the Winter On-Street Parking Ban

- Reduce burden on those affected by winter parking ban
- Current service standards require HRM to clear snow from curb to curb

Example: Designate appropriate parking locations when the on-street parking ban is in place.





NEXT STEPS

- Collect information from public and other stakeholders
- Develop specific recommendations
- Estimate costs
- Further consultation (Website and newsletters)
- Develop implementation plan
 - Short-term implementation plan
 - Recommended policies for Transportation Master Plan
 - Recommendations for Land Use By-Laws
- Public open house

**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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