



Traffic and Transportation Services

Residential On-Street Parking Policy

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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 under utilization 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	Provides 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: _____