



P.O. Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

**Item No. Info. 2**  
**Transportation Standing Committee**  
**October 26, 2017**

**TO:** Chair and Members of Transportation Standing Committee

**SUBMITTED BY:** **Original Signed**  
\_\_\_\_\_  
Bruce Zvaniga, P.Eng., Director of Transportation & Public Works

**DATE:** July 27, 2017

**SUBJECT:** Parking on Quinpool Road

---

**INFORMATION REPORT**

**ORIGIN**

September 22, 2016 meeting of Transportation Standing Committee agenda item 11.1.

**LEGISLATIVE AUTHORITY**

The Halifax Regional Municipality Charter, Section 235 states:

- (4) A land use by-law may
  - (i) require and regulate the establishment and location of off-street parking and loading facilities.

Sections 151 and 152 of the Motor Vehicle Act provide the Traffic Authority with powers to regulate parking on public streets.

**BACKGROUND**

The Transportation Standing Committee passed a motion requesting a staff report to address:

1. Evaluate and provide options for adequate reserved underground, retail, and designated car share parking in the Quinpool Road catchment area when considering new development and;
2. That traffic services evaluate and provide recommendations on new on-street parking opportunities such as removing the loading zone and no parking signage on the north side of Pepperell and the East side of Kline Street near Quinpool Road.

## **DISCUSSION**

Off-street parking requirements for new development in the Quinpool Road area are regulated under the Halifax Peninsula Land Use By-law. Through the Centre Plan planning process currently underway, a new Regional Centre Municipal Planning Strategy and Land Use By-law will be developed for Council's consideration. These documents will contain new policies relative to vehicle parking requirements.

The draft Centre Plan document identifies the Quinpool Road area as a "Centre". Under that designation, with the expectation that new commercial developments will determine and meet their own parking requirements based on market demand, a minimum quantity of parking spaces for commercial uses will not be required. To encourage underground parking, there will also be some restrictions relative to surface parking. Within Centres, it is expected that the Regional Centre Land Use By-law will limit "accessory surface" parking on sites to the side and rear yards only, and to a maximum of eight spaces. Further, it is anticipated that the Regional Centre Land Use By-law will not require reserved parking spaces except for Mobility Disabled spaces.

The draft Centre Plan document and the draft Integrated Mobility Plan have policies that recognize the value of accommodating and creating incentives for car sharing which will result in more designated parking spaces for car share vehicles both on- and off-street.

Parking controls on Pepperell Street had previously been designed to accommodate the operations of a bakery facility that was located on the street. Since the closure of that operation, modifications to parking controls (including removal of the loading zone on the north side of the street) have been made to better accommodate current parking demands.

The Traffic Authority has determined that, like many local streets in the Regional Centre, Kline Street has sufficient width to safely and functionally accommodate parking on one side of the street only.

## **FINANCIAL IMPLICATIONS**

There are no financial implications.

## **COMMUNITY ENGAGEMENT**

Extensive public engagement has been undertaken during the development of the Centre Plan including discussion regarding parking.

## **ATTACHMENTS**

There are no attachments.

---

A copy of this report can be obtained online at [halifax.ca](http://halifax.ca) or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: David McCusker, P.Eng., Parking Strategy Co-ordinator, 902.490.6696

---