

Item No 15.1.3.
Halifax Regional Council
October 22, 2019

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original Signed
Brad Anguish, P.Eng., Director, Transportation and Public Works

Original Signed by 

SUBMITTED BY: _____
Jacques Dubé, Chief Administrative Officer

DATE: August 2, 2019

SUBJECT: Parking Program Changes: Amending By-Laws P-500, P-1200 and AO15

ORIGIN

On October 2, 2018, Halifax Regional Council put and passed the following motion:

THAT Halifax Regional Council request a supplemental staff report to address residents of buildings containing more than four (4) dwelling units having access to temporary parking permits for visitors.

On December 13, 2018, the Transportation Standing Committee put and passed the following motion:

That the Transportation Standing Committee request a staff recommendation report that investigates the advantages, disadvantages, and feasibility of allowing vehicles displaying accessible parking identification license plates or permits to park at on-street parking meters, in time regulated parking, or other forms of on-street payment as they are introduced, without putting a coin in the meter or paying during the hours of legal operation. In addition, staff should research other jurisdictions for best practices and exemptions that should be implemented in Halifax for accessible parking.

LEGISLATIVE AUTHORITY

Motor Vehicle Act, R.S.N.S. 1989, c. 293., ss153(1) allowing Council to regulate parking meters by by-law.

Motor Vehicle Act, R.S.N.S. 1989, c. 293., s. 154, allowing Council to make a by-law “exempting person or vehicles from parking restrictions within the city, town or municipality and providing for permits to be issued to those who are exempted”.

Halifax Regional Municipality Charter, 2008, c. 39, Part VII, including subsection 188(2) “...the Council may, in any by-law (e) provide for a system of licenses, permits or approvals....and (f) where decision making is delegated by by-law to a person or committee other than the Council, provide for an appeal of the decision, the body that is to decide the appeal and related matters”

Recommendation on next page

RECOMMENDATION

It is recommended that Halifax Regional Council:

1. Adopt By-Law P-1201, the purpose of which is to amend By-Law P-1200, Respecting On-Street Permits as set out in Attachment B to this report;
2. Adopt By-Law P-507, the purpose of which is to amend By-Law P-500, Respecting Parking Meters for the Regulation of parking of Vehicles left Standing in the Halifax Regional Municipality as set out in Attachment D to this report;
3. Adopt amendments to Administrative Order 15 Respecting License Permit and Processing Fees as set out in Attachment E to this report;
4. Direct the Municipal Clerk to delay publishing By-Law P-1201, By-Law P-507, and the amendments to Administrative Order 15 until advised by the CAO to proceed with publication.
5. Direct the CAO to work with the province to improve the accessible permit program and return to Council in one year with options on how to proceed.
6. Direct the CAO to continue with the planned curb side management policy prioritizing accessible parking spaces and strive to generate more accessible parking spaces on the peninsula.

BACKGROUND

On October 2, 2018, Regional Council adopted By-Law P-1200 Respecting On-Street Parking Permits which replaced P-1000 On-Street Parking Exemptions and Permits. The types of streets to which P-1200 apply are primarily residential streets that have parking restrictions such as a time limit (e.g. one hour or two hours), that restrict parking during particular times of the day (typically for one hour in the middle of the morning and/or the middle of the afternoon) or Permit Parking Only.

Staff had indicated that further changes would be required as a result of the anticipated parking technology and committed to returning in one year with further updates. Council also asked staff to look at further options to the by-law including addressing temporary visitor parking permits for dwellings greater than four units.

This report also addresses the motion from December 2018 where the Transportation Standing Committee asked staff to investigate the pros and cons associated with offering those with a disability placard the ability to park for free at meters and hourly parking across the municipality.

DISCUSSION

1. General staff recommended changes to bylaws

General

Staff has made minor changes to the wording in bylaw P-1200 and P-500 to reflect the changes with parking technology namely, permits are now tied to license plates and residents are no longer required to display a physical permit in their windshield. Residents can now apply for and manage their residential and commuter permits online and are no longer required to visit a customer service center to obtain a permit monthly (commuter permits).

Edits were made to the boundary line in the permit zone based on feedback from residents.

Regulatory Impact Assessment

The *Charter of Governing Principles for Regulation* – Administrative Order Number 2017-002-ADM (*Charter of Governing Principles*) helps to guide the design, adoption, implementation, evaluation and revision of the Municipality's general application by-laws to meet core principles for better regulation. The *Charter of Governing Principles* are used to help determine whether regulation is the best policy instrument compared to other non-regulatory options.

Staff conducted the Regulatory Impact Assessment – Stage 1 Screening Tool (RIA) (attachment I) and has determined that the by-law amendments being considered here are beneficial to the business community to promote high turn over of vehicles in the core and keep rate and zone changes as a regulated process. Technology has enabled staff to reduce the steps and time required by residents to apply for and manage parking permits.

Annual Residential Parking Permit

Based on a market scan and in an attempt to regulate supply and demand in key areas, staff is recommending an increase of \$10 for annual residential parking permits (changing from \$30 annually to \$40).

Jurisdiction	Price	Notes
St. John	\$60 per year + tax	
Ottawa	\$673 per year + tax	
Toronto	\$16.31 per month + HST	No access to onsite parking, first vehicle permit
	\$40.86 per month + HST	No access to on-site parking, second vehicle permit
	\$57.20 per month + HST	Resident does have access to on-site parking (permit is for convenience)
Calgary	Free	First two permits are free
	\$102.10	Third and each additional permit
Vancouver	\$360	

Temporary Resident Parking Permit

Per feedback from Council, staff has removed references in By-law P-1200 to “the individual is a resident of a building containing not more than four dwelling units” to accommodate for buildings and condominiums where municipal work and construction impacts access to private parking.

To address concerns raised by Council regarding removal of mandatory parking requirements for condominiums and apartments in the Center Plan “Package A” areas, staff has removed clause ii. “the individual is a resident of a building containing not more than four dwelling units”. Which means applicants from apartments and condominiums are eligible for the Temporary Resident Parking Permit are subject to the review and approval by the Parking Administrator or designate.

Annual Visitor Parking Permit

The Annual Visitor Parking Permit was created for residents that borrow or rent vehicles and individuals that visit or provide services to residents. The Annual Visitor Parking Permit was created to address some of the concerns raised by Council and community relative to Victorian Order of Nurses (VON) and other service providers where they experience on-street parking challenges where the client has no private driveway or available off-street parking. However, since implementation of the by-law staff has received further feedback that the onus on infirmed residents to obtain a permit is not practical. Further, VON nurses are assigned clients at random and in locations across the municipality. Nurses also expressed concern of exceeding time paid for and not being able to leave their patient to attend to a meter.

Staff believe that the application process will be simplified with the anticipated technology changes: a resident or their representative will soon be able to apply online at their convenience for any permit. Permits can be managed remotely and changed at any time. The permit would continue to be tied to the resident and the zone and not a license plate and therefore could be interchangeable. With the new and improved mobile payment option, users will be able to monitor and manage their parking sessions remotely and can manage a parking session without leaving their client to a maximum time limit for the zone. Staff are not recommending permitting service providers to park at paid parking locations for free at this time.

Based on feedback from residents and purchasing trends, staff has eliminated the temporary visitor parking permit. Residents renting or borrowing vehicles can now apply for the Annual Visitor Parking Permit.

Commuter Parking Permits (formerly monthly parking permits)

Staff propose changing the terminology from monthly parking permits to better reflect the use of the permit: commuter permits. Commuter parking permits currently range from \$30-45 per month, depending on the zone. To better regulate supply and demand and in recognition of the competing priorities for on-street parking, staff propose changing the commuter parking permits to \$40-60 per month depending on the zone and as set out in Attachment E. This pricing is still well below market average for off-street parking and is still less than most other jurisdictions looked at for the purposes of this report.

Jurisdiction	Price	Notes
St. John	\$60-106 per month	
Kingston	\$88-132 per month	Price changes depending on zone
Vaughn	\$55 per month	
Guelph	\$63-106 per month	Permits are sold at certain meters not residential streets

Student commuter parking permits will be offered on specific streets and in limited quantities, neighbouring the institutional district and can be purchased for \$30.00/per month.

Annual CarShare Permits

Staff has conducted a jurisdictional scan and determined that the price for dedicated space in the right of way for carsharing entities was too low at \$30.00. Staff is recommending a rate increase from \$30/per vehicle to \$100/per vehicle.

Jurisdiction	Price	Notes
Toronto	\$845-5,246	+ application fee: \$178 Depending on the permit tier based on amount of spaces designated
Vancouver	\$77 per vehicle	

2. Technology and rationale for rate changes

Staff look forward to implementing the deliverables of the on-street parking technology project with a goal to be on street by Q1 2020. As part of the changes, the municipality is moving away from parking meters to parking pay stations and pay zones. Staff now has the ability to set rates by zone and/or time of day. Dynamic pricing—also known as demand-responsive pricing, variable pricing or performance pricing—means setting parking meter rates based on demand in a particular block or zone at a particular time of day. The goal is to make sure there are always a few open spaces per block and encourage people to park only as long as they need. Theoretically, this dynamic rate pricing should discourage people from parking on street all day and instead encourage greater turn over for customers to visit a business district. The

Integrated Mobility Plan (IMP), section 3.5.5 Policies and Actions suggests “Use the price of parking to encourage active transportation, transit and car-sharing.”:

Action 132: Set downtown parking rates high enough to influence mode choice and ensure a sufficient number of vacant short-term parking spaces, while not unfairly penalizing downtown businesses and institutions over similar uses in suburban areas, where parking is abundant and free.

Action 133: Set price ratios for short and long-term parking to encourage casual use of a vehicle over constant use

Staff is recommending a general and flat rate increase for on street parking across the municipality from \$1.50 to \$2.00/hour in Halifax and from \$1.00 to \$1.50/hour in Dartmouth.

In Halifax, all paid parking zones will have a four-hour maximum parking time limit with the first two hours priced at a standard rate of \$2. Hours three and four will be charged at \$6/hr resulting in a \$16 maximum for any given zone.

In Dartmouth, the paid parking one will have a four-hour maximum parking time limit with the first two hours prices at a standard rate of \$1.50. Hours three and four will be charged at \$4/hr resulting in \$11 maximum for the Dartmouth zone.

Example:

Parker 1 wishes to park in downtown Dartmouth for 1 hour and is charged \$1.50.

Parker 2 wishes to park in downtown Halifax for 3 hours. Their first two hours are charged at \$2.00/hour; their third is charged at \$6.00/hour. Resulting in \$10.00 charge to park on street.

Jurisdictional Scan:

Jurisdiction	Approach
Moncton	Time limits range from 2-12 hours and rates can range from \$1.00 - \$2.00 all depending on the meter location.
St. John	On-street parking is paid from 8:00 a.m. – 6:00 p.m., Monday-Friday and excludes holidays. It is a set rate of \$2.00/hour. Most parking meters have a time limit of two hours.
Toronto	Metered fees range from \$1.00-\$4.00/hour depending on the area in the City in which they are located. In most cases, parking is limited to three hours.
Calgary	On-street parking fees vary depending on the location. The starting rate from 7:00a.m. – 9:00a.m. is \$4.00/hour and the fees increase or decrease depending on time of day.

After successful roll out and better performance and occupation data, staff will return to Regional Council with further rate options to consider including time of day or location-based pricing.

3. On offering parking for free to persons with disabilities

Presently, the Traffic Authority is responsible for the designation and signage of accessible parking in the municipality. Requests for accessible parking spaces are assessed on a case-by-case basis as they come in via 311. When reviewing capital upgrades such as active transportation routes or bus corridor projects, staff consider all parking impacts including displaced accessible parking spaces or opportunities for new accessible parking spaces.

The Winter Works Management Plan places special priority on the maintenance and clearing of bus stops and accessible parking locations (there are approximately 180 accessible parking spaces services which

means these spaces receive priority clearing). Presently there are no standards associated with a regular parking space.

The municipality issued 1,207 tickets to vehicles parked illegally in accessible parking spaces in 2017 and 967 in 2018.

In 2018 the Province issued the following Disability Permits:

- **5,611** Permanent Accessibility Permits
- **1,412** Temporary Accessibility Permits
- **151** Accessible Plates

There were **37,511** active plates and permits in the province of Nova Scotia as of year end 2018.

In anticipation of this report, staff hosted a series of engagement sessions with the public in April regarding accessible parking in the municipality. The sessions covered a wide variety of topics including what is working for residents and what the municipality could improve when it comes to accessible parking. The sessions also asked participants to consider the pros and cons associated with offering free parking for persons with disabilities at current paid parking locations.

The feedback resulting from these sessions was mixed: although participants welcomed the idea of free parking at all locations, there were concerns about how the current permit program is administered by the province and whether or not changes would truly result in better access for persons with disabilities. The participants and survey respondents placed emphasis on creating more designated accessible parking spaces throughout the municipality.

Advantages

- Creates better access for those with disabilities to parking in the downtown
- Aligns with Council's desire to make the city and our services accessible for all

Disadvantages

- Could create further pressure on the limited on-street parking available
- Unable to quantify how many permit holders would park at any given time
- Unable to quantify impact of loss in revenue
- We do not regulate the issuance of accessible parking permits. There is perception that this system is abused.
- Staff would not be able to maintain all parking spaces to the same standard as the accessible parking spaces.
- Could result in the municipality subsidizing parking for non-residents.
- As permits are displayed hanging on the rear-view mirror this presents a challenge for enforcement officers to view and validate, especially in the winter months with snow. This could result in damage to vehicles.
- The permit design has the expiry date displayed on the back of the permit, therefore enforcement will not be able to determine if they permit is valid or not.

Jurisdictional Scan:

Jurisdiction	Approach	Notes
St. John	Provides free on-street accessible parking spaces to those who do not have access to off-street parking via a request-a-space.	Similar to existing HRM practice
Toronto	Vehicles displaying a valid accessible parking permit are exempt from the following:	It has been reported by media that this program has been abused and caused issues for business

	<ul style="list-style-type: none"> • signed prohibited parking areas (no exemptions exist during rush hour periods); • signed on-street permit parking areas; • signed parking limits such as one-hour or two-hour maximums; • unsigned maximum three-hour parking limit in effect on all city streets; and • permit holders may park at on-street parking meters or pay and display machines without paying during hours of operation. 	
<p>London (Ont.)</p>	<p>Council approved the use of Accessible Parking Permits in the following areas:</p> <ul style="list-style-type: none"> • designated parking spaces intended for the sole use of a person with disabilities identified by an official sign • at any on-street meter, without depositing coinage, for up to the time limit of the meter as posted. If the time limit is surpassed an infraction will be issued for parking at an expired meter. • in Municipal Off-Street Parking Lots that use a Pay and Display Master Meter, an APP must be displayed when parking in the designated accessible spots. A daily maximum of two hours free parking is extended in these designated spaces. In all other parking spaces within the lot, time must be purchased from the Master Meter and the receipt displayed on the dash of the vehicle. <p>all other parking zones must be adhered to as posted</p>	
<p>Calgary</p>	<p>Provides designated on-street accessible parking stalls free of charge. Initiated by resident's requests.</p>	<p>Similar to existing HRM practice</p>

Given that the permits are not managed or monitored by the municipality and based on feedback from community, staff anticipate that this type of program will be abused. With Council direction, staff could work with the province to improve the way in which the program is administered and return to Council with better information as to how such a program could work in the municipality. In the absence of allowing for accessible parking at all paid parking locations for free, staff recommend augmenting the existing accessible parking program; using resources to inventory existing spaces, make recommendations for more spaces in the downtown cores and invest in communication and public awareness campaigns.

Permit rate increases

Permit Type	Existing Cost	2017/18 number sold	2017/18 revenue total	New proposed rate	Projected Revenue Total
Annual Residential	\$30	1,199	\$35,970	\$40	\$47,960
Annual CarShare	\$30	69	\$2,070	\$100	\$6,900
Commuter Permit	\$30-45	1,590	\$55,650	\$40-60	\$79,500**

**commuter permit expected to expand into University area with special student rate. Projected revenue is based on 2017/18 permit sales at the mid-range rate.

Parking rate increases

Fiscal Year	Parking Meter Revenue
2015-16 Actual	\$2,658,000
2016-17 Actual	\$2,613,000
2017-18 Actual	\$2,483,000
2018-19 Budget	\$2,400,000

A rate increase of \$0.50 in Halifax (from \$1.50 to \$2.00) and \$1.00 in Dartmouth (from \$1.00 to \$2.00) would result in expected annual revenue of \$3,445,000, resulting in an increase of \$1,045,000. This is based on the existing number of individual meters on the street, for one-hour parking sessions. This number is expected to increase with graduated rates and with technology, as a result of increased accuracy and expansion of the paid parking program.

Implementation

Subject to Council approval of the above recommendations staff will work with the technology contractor to develop and implement the various technology programs including the new permit website, new mobile application and the launch of pay stations and subsequent new zones and pay structures. A fulsome communication and change management plan will be developed as part of the technology project and updates will be shared with residents as the project progresses.

FINANCIAL IMPLICATIONS

Changes to the permit rates and parking rates are projected to increase annual revenue by \$40,670 and \$1,045,000 respectively. The introduction of graduated rates as well as new parking technology is expected to rise revenues further as a result of increased accuracy and expansion of the paid parking program. The pricing structure for the parking rate increases will not change until all meters are converted, which is not expected to happen until next fiscal year 2020/21, at which time it will be included in the operating budget. A portion of the increased permitting revenue might be realized in the 4th quarter of 2019/20, although this is not guaranteed, as it is dependent on when the permitting component of the new technology is completed.

RISK CONSIDERATION

The risks associated with the recommendations in this report are minimal. However, the timeline of the recommendations of this report are contingent on the timing of the parking technology project.

COMMUNITY ENGAGEMENT

Since implementing the changes to by-law P1200 in October, staff has received feedback regarding the amount of time required to wait in line to obtain a permit monthly. This will be addressed with the technology changes and residents will be able to purchase and manage their permits at their convenience.

All of the changes recommended in this report have been discussed with the Parking Advisory Committee (comprised of both BIDS and private parking providers) and has been received positively.

In the summer of 2018 staff in Diversity and Inclusion hosted several engagement sessions relative to municipal services and accessibility and inclusion.

Staff held further, targeted engagement specific to accessible parking in April 2019 (see Attachment H for a report from the consultant).

Feedback from the sessions has been grouped into four categories and presented to the accessibility advisory committee:

1. better signage and space marking
2. better management of existing spaces
3. improve parking permit processes and practices
4. better address misuse of spaces
5. educate the public about the issues
6. consider requirements of different vehicles, people using the space

Some comments of relevance to this report include:

“Downtown accessible parking needs to be improved...parking meters need to be free for people with permits”

“concerns that the program will be widely abused.”

“[spaces] won’t always be closer to the door or cleared of snow”

The report and the feedback from community was shared with the Accessibility Advisory Committee on May 22, 2019.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with the recommendations in this report. The adoption of technology allows staff to move away from printed permits. Parking rate increases have been shown to influence mode share and commuter behavior and aligns with the municipality’s carbon reduction strategy.

ALTERNATIVES

1. Regional Council may direct the CAO to consider additional amendments be made to this By-law. This may require a supplementary report based on any amendments proposed.

2.Regional Council may direct the CAO to implement a pilot permitting those with a provincially-issued accessible parking permit to park for free at paid parking locations and report back on the impacts.

ATTACHMENTS

- Attachment A: Showing Proposed amendments to By-Law P-1200
- Attachment B: By-Law P-1201, amending By-Law P-1200
- Attachment C: Showing Proposed amendments to By-Law P-500
- Attachment D: By-Law P-507, amending By-Law P-500
- Attachment E: Amending Administrative Order – Amending AO 15
- Attachment F: Permit Parking Zones
- Attachment G: Parking Pay Zones
- Attachment H: HRM Parking Services Public Consultation (April 2019)
- Attachment I: Regulatory Impact Assessment (RIA)

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

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**Attachment A
(Showing Proposed Changes)**

**HALIFAX REGIONAL MUNICIPALITY
BY-LAW NUMBER P-1200
RESPECTING ON-STREET PARKING PERMITS**

BE IT ENACTED by the Council of the Halifax Regional Municipality under the authority of section 154 of the *Motor Vehicle Act*, R.S.N.S., 1989, c. 293, as amended, as follows:

Short Title

1. This By-law may be cited as the “*On-Street Parking Permits By-law*”.

Interpretation

2. In this By-law,

(a) “Annual Resident Parking Permit” means an annual permit that is issued to a resident for use only in the zone in which the resident resides, as set out in sections 10-15;

(b) “Annual Carshare Vehicle Permit” means an annual permit that is issued to a carshare vehicle organization for use in zones designated as set out in sections 45-49;

(c) “Annual Visitor Parking Permit” means an annual permit that is issued to a resident for use only in the zone in which the resident resides, as set out in sections 24-28;

(d) “building owner” means the owner or owners of a building containing not more than four (4) dwelling units;

(e) “CAO” means the Chief Administrative Officer of the Municipality;

(f) “carshare vehicle” means a four-wheeled automobile, van, or pick-up truck owned and operated by a carshare vehicle organization;

(g) “carshare vehicle organization” means a legal entity whose principal business is to provide its members, for a fee, with a vehicle-sharing service by which such members have access to a fleet of shared vehicles, numbering no fewer than ten, which they may reserve for use on an hourly basis and which the Parking Administrator has approved;

(h) “commercial motor vehicle” means a motor vehicle having attached thereto a truck or delivery body and includes an ambulance, hearse, casket wagon, fire apparatus, police patrol, motor bus, and other motor vehicles used for the transportation of goods;

(ha) “Commuter Parking Permit” means a monthly permit issued to any individual

for use only on a street or street block approved by the Parking Administrator, as set out in section 34-39;

- (i) “day” means a calendar day;
- (j) “dwelling unit” means living quarters that
 - (i) are accessible from a private entrance, either outside the building or in a common area within the building,
 - (ii) are occupied or, if unoccupied, are reasonably fit for occupancy,
 - (iii) contain kitchen facilities within the unit, and
 - (iv) have toilet facilities that are not shared with the occupants of other dwelling units;
- (k) “employee” means an employee of the Municipality;
- (l) “exemptible traffic sign” means a sign erected by the Traffic Authority:
 - (i) permitting one hour parking,
 - (ii) permitting two hour parking,
 - (iii) prohibiting parking for an hour in the morning or the afternoon,
 - (iv) prohibiting parking for an hour in both morning and afternoon, or
 - (v) prohibiting parking except by permit;
- (m) “inspector” means a construction inspector of the Municipality, or such other persons as designated by the CAO;
- (n) ~~“Monthly Parking Permit” means a monthly permit issued to any individual for use only on a street or street block approved by the Parking Administrator, as set out in sections 34-39;~~ **repeal;**
- (o) “Municipal Parking Permit” means a permit issued to the Municipality or an employee of the Municipality, as set out in sections 40-44;
- (p) “Municipality” means the Halifax Regional Municipality;
- (q) “Parking Administrator” means the person appointed by the CAO to be the Parking Administrator and includes a designate of the Parking Administrator;

(r) “parking meter” means a mechanical or electronic device that indicates that a period of time shall be purchased by payment during which parking is permitted in the parking space to which such meter relates;

(s) “pay station” means a mechanical or electronic device that indicates a period of time shall be purchased by payment during which parking is permitted in the pay parking zone to which such station relates, excluding a parking meter;

(t) “recreational vehicle” means a motor vehicle designed, constructed or reconstructed, equipped and used or intended to be used primarily for sleeping, eating and living quarters, and includes a motorized home or a bus converted for such purposes;

(ta) “Student Commuter Parking Permit” means a monthly permit issued to any student for use only on a street or street block approved by the Parking Administrator, as set out in sections 39A to 39D;

(u) “Temporary Resident Parking Permit” means a temporary permit that is issued to a resident for use only in the zone in which the resident resides, as set out in sections 16-23;

~~(v) “Temporary Visitor Parking Permit” means a temporary permit that is issued to a resident or building owner for use by visitors, as set out in sections 29-33; repeal;~~

(w) “Traffic Authority” means the Traffic Authority of the Municipality appointed pursuant to section 321 of the *Halifax Regional Municipality Charter* and section 86 of the *Motor Vehicle Act*;

(x) “vehicle owner” means the person issued the vehicle’s license plates, as indicated on the Vehicle Permit for the vehicle, and includes any other person who holds the legal title of the vehicle; and,

(y) “zone” means a geographical area set out in Schedule A of this By-law in respect of which a permit may be issued.

Application of By-law

3. The Municipality is divided into zones as set out in Schedule A.

4. A permit issued under this By-law shall be an exemption for the particular permit issued.

5. This By-law creates the following permits:

(a) Annual Resident Parking Permit;

(b) Temporary Resident Parking Permit;

- (c) Annual Visitor Parking Permit;
- (d) ~~Temporary Visitor Parking Permit~~ **repeal**;
- (e) ~~Monthly~~ **Commuter** Parking Permit;
- (ea) Student Commuter Parking Permit;**
- (f) Municipal Parking Permit; and
- (g) Annual Carshare Vehicle Parking Permit

6. For the Annual Resident Parking Permit, the Temporary Resident Parking Permit, and the Carshare Vehicle Parking Permit this By-law shall apply only to the following eligible vehicles:

- (a) a private passenger vehicle other than recreational vehicle;
- (b) a motorcycle; and
- (c) trucks of less than one ton capacity.

7. For the Annual Visitor Parking Permit, ~~the Temporary Visitor Parking Permit~~, the ~~Monthly~~ **Commuter** Parking Permit, **the Student Commuter Parking Permit**, and the Municipal Parking Permit, this By-law shall apply to all vehicles:

- (a) private passenger vehicles other than recreational vehicles;
- (b) motorcycles; and
- (c) commercial motor vehicles.

8. Any permit issued pursuant to this By-law is an exemption from certain parking restrictions within the Municipality as set out in this By-law.

Required Information for Parking Permits

9. An applicant for every permit ~~other than the Temporary Resident Parking Permit~~ shall provide the following information to the Parking Administrator:

- (a) the completed Application; and,
- (b) any fee prescribed by *Administrative Order 15*.

Annual Resident Parking Permit

10. The purpose of the Annual Resident Parking Permit is to increase access to on-street parking for residents that own or lease vehicles.

11. A person is eligible for an Annual Resident Parking Permit if:

(a) the person resides in the zone in which the Annual Resident Parking Permit will apply;

(b) a valid Annual Resident Parking Permit has not already been issued for the dwelling unit where the applicant resides; and,

(c) the person is a resident of a building containing not more than four (4) dwelling units.

12. The Parking Administrator may only issue one (1) Annual Resident Parking Permit per dwelling unit.

13. An Annual Resident Parking Permit:

(a) shall only be used in the zone for which it was issued;

(b) may be ~~transferred between two vehicles~~ registered to two licence plates;

(c) shall only be used ~~on the vehicle or vehicles displaying the license plate number as shown on the copy of the valid Vehicle Permit or Vehicle Permits provided to the Parking Administrator pursuant to clause 13(b)~~ by one registered licence plate at any one time;

(d) shall be immediately void if a permit holder changes his or her place of residence, ~~but the Parking Administrator may issue a new Annual Resident Parking Permit to the permit holder without an additional charge for the remainder of the term of the voided permit;~~

(e) shall allow the operator of a vehicle to which the Annual Resident Parking Permit is affixed assigned to park at exemptible traffic signs; and,

(f) shall expire one (1) calendar year after the date of issue.

14. In addition to the information required pursuant to section 8 9, an applicant for an Annual Resident Parking Permit shall provide the Parking Administrator with the following information:

(a) written proof of the residential address of the applicant dated within thirty (30) days from the date of the application;

(b) a copy of the valid Vehicle Permit or Vehicle Permits to which the parking permit will apply; and,

(c) if the applicant is not the vehicle owner of one or both of the vehicles:

(i) a written authorization signed by the vehicle owner authorizing the applicant to use the vehicle; or,

(ii) a signed authorization by vehicle use contract.

15. If an Annual Resident Parking Permit is issued to a vehicle owner and that vehicle owner transfers his or her license plate to another vehicle:

(a) the Annual Resident Parking Permit shall not be used for the vehicle to which the license plate was transferred until the permit holder provides the Parking Administrator with a copy of the Vehicle Permit for the vehicle to which the plate was transferred; and,

(b) the Annual Resident Parking Permit shall not be used on the vehicle from which the plate was transferred.

Temporary Resident Parking Permit

16. The purpose of the Temporary Resident Parking Permit is to increase access to on-street parking for residents that have access to privately owned driveways substantially limited by municipal works.

17. An individual is eligible for a Temporary Resident Parking Permit if:

(a) the individual resides in the zone in which the Temporary Resident Parking Permit will apply;

(b) ~~the individual is a resident of a building containing not more than four (4) dwelling units; repeal;~~

(c) the individual has access to a private driveway; and,

(d) in the inspector's opinion, access to that private driveway is, or will be, substantially limited by the Municipality or its contractors in the course of completing work for the Municipality.

18. The Parking Administrator ~~may~~ **shall** not issue more than two (2) Temporary Resident Parking Permits to each dwelling unit.

19. A Temporary Resident Parking Permit:

(a) shall only be used in the zone for which it was issued;

(b) shall be immediately void if a permit holder changes his or her place of residence;

(c) shall allow the operator of a vehicle to which the permit is affixed assigned to park at exemptible traffic signs; and,

(d) shall expire on the date determined by the Parking Administrator as outlined in sections 20 or 21.

20. If an inspector determines that access to a private driveway is, or will be, substantially limited by the Municipality or its contractors in the course of completing work for the Municipality, the inspector shall request the Parking Administrator issue Temporary Resident Parking Permits and provide to the Parking Administrator the number of such permits required and how long the permits are needed.

21. Upon receiving the request from the Inspector, the Parking Administrator may:

(a) issue the Temporary Resident Parking Permits to the resident upon receipt of an application; and,

(b) set dates upon which the Temporary Resident Parking Permits will commence and expire, but the expiry date shall be no greater than ninety (90) days from the date of issue.

22. If the inspector determines that the work being conducted by the Municipality or its contractors will extend beyond the expiration date listed on the permit:

(a) the inspector shall inform the Parking Administrator of the need to extend the permit; and,

(b) the Parking Administrator may extend the expiration date of the permit to a date recommended by the inspector, but in no case shall any extension exceed ninety (90) days.

23. (1) For the purposes of the Temporary Resident Parking Permit, the Parking Administrator may appoint an inspector or inspectors to stand in the place and stead of the Parking Administrator.

(2) The Parking Administrator may set a period of time for which the appointment is valid and may rescind any appointment made pursuant to subsection 22(1).

(3) An inspector appointed pursuant to subsection 22(1) shall provide the Parking Administrator with any information the Parking Administrator requires.

Annual Visitor Parking Permit

24. The purpose of the Annual Visitor Parking Permit is to increase access to on-street parking for:

- (a) residents that borrow or rent vehicles; and,
- (b) individuals that visit or provide services to residents.

25. An individual is eligible for an Annual Visitor Parking Permit if:

(a) the individual resides in the zone in which the Annual Visitor Parking Permit will apply;

(b) a valid Annual Visitor Parking Permit has not already been issued for the dwelling unit where the applicant resides; **and,**

(c) the individual is a resident of a building containing not more than four (4) dwelling units;

~~(d) the applicant does not have access to a private driveway located on the property of the resident.~~ **repeal.**

26. The Parking Administrator may only issue one (1) Annual Visitor Parking Permit per dwelling unit.

27. An Annual Visitor Parking Permit:

(a) is transferrable between vehicles;

(b) shall only be used in the zone for which it was issued;

(c) shall only be used:

(i) by an operator of a vehicle who:

(A) does not reside at the residence of the permit holder; and,

(B) is visiting the permit holder at their place of residence; or,

(ii) by a permit holder if the permit holder is not the vehicle owner of the vehicle to which the permit is affixed;

(d) shall only be used by a commercial vehicle when that vehicle is being used to support the provision of a service to the resident to whom the Annual Visitor Parking Permit was issued;

(e) shall be immediately void if a permit holder changes his or her place of residence, but the Parking Administrator may issue a new Annual Visitor Parking Permit to the permit holder without an additional charge for the remainder of the term of the voided permit;

(f) shall allow the operator of a vehicle to which the permit is affixed to park at exemptible traffic signs; and,

(g) shall expire one (1) calendar year after the date of issue.

28. In addition to the information required pursuant to section 8, an applicant for an Annual Visitor Parking Permit shall provide the Parking Administrator with written proof of the residential address of the applicant dated within thirty (30) days from the date of the application.

Temporary Visitor Parking Permit

~~29. The purpose of the Temporary Visitor Parking Permit is to increase access to on-street parking for residents and building owners that have short term parking needs.~~
Repeal.

30. ~~An applicant is eligible for a Temporary Visitor Parking Permit if:~~

~~(a) the applicant:~~

~~(i) resides in the zone in which the Temporary Visitor Parking Permit will apply; and,~~

~~(ii) is a resident of a building containing not more than four (4) dwelling units;~~
or,

~~(b) the applicant is a building owner in the zone in which the Temporary Visitor Parking Permit will apply.~~ **Repeal.**

31. ~~(1) There is no maximum number of Temporary Visitor Parking Permits that the Parking Administrator may issue per dwelling unit or per building owner, provided that there shall be no more than one permit issued at any given term.~~

~~(2) For greater certainty, the Parking Administrator shall not issue an additional Temporary Visitor Parking Permit to an applicant if the applied for Temporary Visitor Parking Permit covers any portion of the term of any other Temporary Visitor Parking Permit already issued to the applicant.~~

~~(3) If a building is owned by more than one person, only one building owner may hold a valid Temporary Visitor Parking Permit for that building at any given time.~~ **Repeal.**

32. A Temporary Visitor Parking Permit:

~~(a) shall only be used in the zone for which it was issued;~~

~~(b) may be issued for a term of one (1) day, fourteen (14) days, or thirty (30) days;~~

~~(c) is transferrable between vehicles;~~

~~(d) shall only be used by a commercial motor vehicle when that vehicle is being used to support the provision of a service to the permit holder;~~

~~(e) shall allow the operator of a vehicle to which the Temporary Visitor Parking Permit is affixed to park at exemptible traffic signs;~~

~~(f) shall expire one (1) day, fourteen (14) days, or thirty (30) days after the date of issue, depending on the term for which the Temporary Visitor Parking Permit was issued; and,~~

~~(g) shall be immediately void if:~~

~~(i) for a permit holder that is a resident of a building containing not more than four (4) dwelling units, the permit holder changes his or her place of residence;~~

~~(ii) for a permit holder that is a building owner, the permit holder sells his or her interest in the building for which the permit was issued,~~

~~but the Parking Administrator may issue a new Temporary Visitor Parking permit to the permit holder without an additional charge for the remainder of the term of the voided permit. **Repeal.**~~

~~33. In addition to the information required pursuant to section 8, an applicant for a Temporary Visitor Parking Permit shall provide the Parking Administrator with:~~

~~(a) for a resident of a building containing not more than four (4) dwelling units, written proof of the residential address of the applicant dated within thirty (30) days from the date of the application;~~

~~(b) for a building owner, written proof that the applicant owns an interest in the building for which the permit will be issued. **Repeal.**~~

Monthly Commuter Parking Permits

34. The purpose of the Monthly **Commuter** Parking Permit is to increase access to on-street parking.

35. All individuals are eligible for a Monthly **Commuter** Parking Permit.

36. The Parking Administrator shall issue no more than one (1) Monthly **Commuter**

Parking Permit to any individual.

37. A Monthly **Commuter** Parking Permit:

- (a) shall set the street block;
- (b) shall only be used on the street or street block for which it was issued;
- (c) shall enable the permit holder to park only in an area designated by the Traffic Authority as parking by permit only;
- (d) ~~is transferrable between two vehicles~~ **may be registered to two licence plates;**
- (e) ~~shall only be used on the vehicle or vehicles displaying the license plate number as shown on the copy of the valid Vehicle Permit or Vehicle Permits provided to the Parking Administrator pursuant to subsection 37(a)~~ **by one registered licence plate at any given time;** and,
- (f) shall expire at 11:59 pm on the last day of the month for which the permit was issued.

38. In addition to the information required pursuant to section 8 **9**, an applicant for a Monthly **Commuter** Parking Permit shall provide the Parking Administrator with the following information:

- (a) a copy of the valid Vehicle Permit or Vehicle Permits to which the parking permit will apply; and,
- (b) if the applicant is not the vehicle owner of one or both of the vehicles:
 - (i) a written authorization signed by the vehicle owner authorizing the applicant to use the vehicle; or
 - (ii) a signed authorization by vehicle use contract.

39. ~~If a Monthly Parking Permit is issued to a vehicle owner and the vehicle owner transfers his or her license plate to another vehicle:~~

- ~~(a) the Monthly Parking Permit shall not be used for the vehicle to which the license plate was transferred until the permit holder provides the Parking Administrator with a copy of the Vehicle Permit for the vehicle to which the plate was transferred; and,~~
- ~~(b) the Monthly Parking Permit shall not be used on the vehicle from which the plate was transferred. **Repeal.**~~

Student Commuter Parking Permits

39A. The purpose of the Student Commuter Parking Permit is to increase on street parking access to students close to post-secondary educational institutions.

39B. The Parking Administrator shall issue no more than one (1) Student Commuter Parking Permit to an individual.

39C. A Student Commuter Parking Permit:

(a) shall set the street block;

(b) shall only be used on the street or street block for which it was issued;

(c) shall enable the permit holder to park only in an area designated by the Traffic Authority as parking by permit only;

(d) may be registered to two licence plates;

(e) shall only be used by one registered licence plate at any given time;

(f) shall expire at 11:59 pm on the last day of the month for which the permit was issued.

39D. In addition to the information required pursuant to section 8, an applicant for a Student Commuter Parking Permit shall provide the Parking Administrator with the following:

(a) a copy of the valid Vehicle Permit or Vehicle Permits to which the parking permit will apply;

(b) if the applicant is not the vehicle owner of one or both of the vehicles:

(i) a written authorization signed by the vehicle owner authorizing the applicant to use the vehicle; or

(ii) a signed authorization by vehicle use contract; and

(c) proof of valid student identification.

Municipal Parking Permit

40. The purpose of the Municipal Parking Permit is to increase access to on-street parking for the Municipality and for municipal employees in order to promote the efficient operation of the Municipality.

41. A Municipal Parking permit may be issued by the Parking Administrator:

(a) to an applicant

(i) only if ~~he or she~~ the applicant is an employee of the Municipality, and

(ii) the position of the applicant requires a Municipal Parking Permit; or,

(b) to the Municipality for use on a vehicle owned by the Municipality.

42. The Parking Administrator shall issue no more than one (1) Municipal Parking Permit per eligible vehicle.

43. A Municipal Parking Permit:

(a) shall, if issued to an employee, only be used in the course of employment with the Municipality;

(b) shall allow the operator of a vehicle to which the permit is affixed assigned to park at exemptible traffic signs;

(c) shall exempt the operator of a vehicle to which the permit is affixed assigned from payment at parking meters or pay stations;

(ca) subject to clauses (b) and (c), shall only exempt the vehicle to which the permit is assigned for the posted time limit;

(d) may be used in any zone;

(e) shall, if issued to an employee, expire on the earlier of:

(i) ~~one (1) calendar year after the date of issue; or~~ repeal

(ii) at 11:59 pm on the day the employee ceases employment with the Municipality.

(f) ~~shall, if issued to the Municipality, expire one (1) calendar year after the date of issue;~~ repeal. and,

(g) shall only be used on the vehicle displaying the license plate number as shown on the copy of the valid Vehicle Permit provided to the Parking Administrator pursuant to section 43.

44. In addition to the information required pursuant to section 8 9, an applicant who applies for a Municipal Parking Permit shall provide the Parking Administrator with the following information:

(a) if the applicant is the Municipality, a copy of the valid Vehicle Permit for the vehicle to which the Municipal Parking Permit will apply; or

- (b) if the applicant is an employee:
 - (i) a copy of the valid Vehicle Permit for the vehicle to which the Municipal Parking Permit will apply; and,
 - (ii) confirmation from the CAO or a designate of the CAO:
 - (A) that the applicant is an employee of the Municipality; and,
 - (B) that the employee requires the Municipal Parking Permit for the purposes of their employment.

Annual Carshare Vehicle Parking Permit

45. The purpose of the Annual Carshare Vehicle Parking Permit is to increase access to on-street parking for carshare vehicles.

46. An Annual Carshare Vehicle Parking Permit may be issued by the Parking Administrator to an approved carshare vehicle organization.

47. The Parking Administrator shall issue no more than one (1) Annual Carshare Vehicle Parking Permit per eligible carshare vehicle.

48. The applicant must provide the Parking Administrator the license plate number and valid Vehicle Permit for which the Annual Carshare Vehicle Parking Permit is to be issued.

49. An Annual Carshare Vehicle Parking Permit shall:

- (a) allow the driver or operator of a vehicle to which the permit is affixed to park in areas marked as “No Parking Except with Carshare Permit”;

- (b) allow the operator of a vehicle to which the permit is affixed to park at exemptible traffic signs in any zone;

- (c) expire one (1) calendar year after the date of issue; and,

- (d) only be used on the vehicle displaying the license plate number as shown on the copy of the valid Vehicle Permit provided to the Parking Administrator.

GENERAL CONDITIONS

Issuance of Parking Permit

50. (1) The Parking Administrator may only issue a permit under this By-law if:

- (a) all the information required to be provided to the Parking Administrator

has been so provided;

(b) the prescribed fee, if any, has been paid; and,

(c) the requirements for the particular permit as outlined in this By-law have been met.

(2) Notwithstanding subsection (1), the Parking Administrator may refuse to grant a permit to an applicant if, in the Parking Administrator's opinion, there is insufficient availability of on-street parking on any street, street block, or in any zone, as the case may be.

Affixing Permits

51. **Unless otherwise specified, Any a permit issued pursuant to this By-law shall be affixed assigned digitally and tied to a licence plate as specified in the application.:**

(a) ~~for all vehicles other than motorcycles, to the upper portion of the front windshield on the passenger side of the vehicle so as to be clearly visible from the exterior; or,~~ **repeal.**

(b) ~~for motorcycles, on the front forks or rear mud guard.~~ **repeal.**

51A. The Annual Visitor Parking Permit shall be displayed in the front windshield on the passenger side dashboard of the vehicle with the permit number clearly visible from the exterior of the vehicle.

Use of Parking Permit

52. The issuance, receipt, or use of a parking permit shall not guarantee a permit holder a parking space.

53. A parking permit shall only be used in respect of one vehicle at a time.

Compliance with Regulations

54. A vehicle owner or a driver or an operator of a vehicle in respect of which any permit has been issued pursuant to this By-law or the driver or operator or person using any permit issued pursuant to this By-law shall:

(a) comply with all the terms and conditions of the permit;

(b) comply with all the terms and conditions of the sign with respect to the date and time parking is permitted by permit;

(c) except to the extent this By-law provides otherwise, comply with any parking regulations including parking meters, pay stations, winter parking regulations, and any other temporary parking controls established by the Traffic Authority; and

- (d) comply with all other parking signs and requirements pursuant to:
 - (i) the *Motor Vehicle Act*,
 - (ii) any rules or regulations made pursuant to the *Motor Vehicle Act*; and
 - (iii) any other By-law, except to the extent this By-law provides otherwise.

Transferability

55. (1) Any permit issued pursuant to this By-law shall not:

- (a) be sold; or
- (b) used for purposes other than the purposes for which such permit was issued.

(2) Unless otherwise authorized by this By-law, any permit issued pursuant to this By-law shall not be transferred or assigned from:

- (a) one person to another; or
- (b) from one vehicle to another.

Powers of Parking Administrator

56. The Parking Administrator is authorized and empowered to:

- (a) grant a permit;
- (b) refuse to grant a permit;
- (c) revoke a permit; and
- (d) approve a carshare vehicle organization to purchase Annual Carshare Vehicle Parking Permits.

57. The Parking Administrator may, at their sole discretion, revoke any permit issued pursuant to this By-law that is misused or abused, including if:

- (a) the permit holder fails to comply with any term or condition of the permit or this By-law, including contravening section 54;
- (b) the permit holder is convicted of an offence under this By-law; or
- (c) the continued use of the permit would unreasonably interfere with the ability of Municipality, or any utility or service commission, to have access to or maintain a street.

Replacement Permit

58. A replacement fee may be charged by the Municipality to replace a permit that is lost or stolen.

59. Any fee pursuant to section 57 shall be set out in Administrative Order 15.

Offence and Penalty

60. A person who:

- (a) violates any provision of this By-law;
- (b) fails to do anything required by this By-law;
- (c) permits anything to be done in violation of this By-law;
- (d) obstructs or hinders any person in the performance of their duties under this by-law;
- (e) provides false information to the Parking Administrator; or,
- (f) violates any provision of any permit issued under this By-law,

is guilty of an offence.

61. A person who commits an offence is liable, upon summary conviction, to a penalty of not less than one hundred dollars (\$100) and not more than five hundred dollars (\$500).

62. Every day during which an offence pursuant to section 59 continues is a separate offence.

63. In addition to a fine imposed for contravening a provision of this By-law, a judge may order the person to comply with the By-law.

Schedule

64. Schedules A attached hereto shall form part of this By-law.

Repeal

65. By-law P-1000, *The On-Street Parking Exemptions and Permits By-law*, is repealed.

Effective Date

66. This By-law shall come into force on November 5, 2018.

Transition

67. Any permit issued under By-law P-1000 prior to the coming into force of this By-law shall remain valid until the expiry date of that permit.

Done and passed in Council this 2nd day of October 2018.

Mayor

Municipal Clerk

I, Kevin Arjoon, Municipal Clerk for the Halifax Regional Municipality, hereby certify that the above-noted By-law was passed at a meeting of the Halifax Regional Council held on October 2, 2018.

Kevin Arjoon, Municipal Clerk

Notice of Motion:	August 14, 2018
First Reading:	September 11, 2018
Notice of Public Hearing – Publication:	September 15, 2018
Second Reading:	October 2, 2018
Approval by Service Nova Scotia and Municipal Relations:	N/A
Effective Date:	October 6, 2018

**Attachment B
(Amending By-law)**

**HALIFAX REGIONAL MUNICIPALITY
BY-LAW NUMBER P-1201
RESPECTING ON-STREET PARKING PERMITS**

BE IT ENACTED by the Council of the Halifax Regional Municipality under the authority of section 154 of the *Motor Vehicle Act*, R.S.N.S., 1989, c. 293, that By-law P-1200, the *On-Street Parking Permits By-law*, is amended, as follows:

1. section 2 is amended by:

(a) adding the following definition after clause (h) and immediately before clause (i):

(ha) "Commuter Parking Permit" means a monthly permit issued to any individual for use only on a street or street block approved by the Parking Administrator, as set out in section 34-39;

(b) repealing clause (n);

(c) adding the following definition after clause (t) and before clause (u):

(ta) "Student Commuter Parking Permit" means a monthly permit issued to any student for use only on a street or street block approved by the Parking Administrator, as set out in sections 39A to 39D;

and,

(d) repealing clause (v).

2. section 5 is amended by:

(a) repealing clause (d);

(b) striking out the word "Monthly" at the beginning of clause (e) and before the word "Parking";

(c) adding the word "Commuter" at the beginning of clause (e) and before the word "Parking"; and

(d) adding the following clause after clause (e) and immediately before clause (f):

(ea) Student Commuter Parking Permit;

3. section 7 is amended by:

(a) striking out the words and punctuation "the Temporary Visitor Parking Permit," after the word and punctuation "Permit," and before the words "the Monthly";

(b) striking the word "Monthly" after the word "the" and before the words "Parking Permit";

(c) adding the word "Commuter" after the word "the" and before the words "Parking Permit"; and

(d) adding the words and punctuation "the Student Commuter Parking Permit," after the word and punctuation "Permit," and before the words "and the".

4. amend section 9 by striking out the words “other than the Temporary Resident Parking Permit” after the word “permit” and before the words “shall provide”.
5. amend section 13 by:
 - (a) striking out the words “transferred between two vehicles” after the words “may be” and before semi-colon punctuation mark in clause (b);
 - (b) adding the words “registered to two licence plates” after the words “may be” and before the semi-colon punctuation mark in clause (b);
 - (c) striking out the words “on the vehicle or vehicles displaying the license plate number as shown on the copy of the valid Vehicle Permit or Vehicle Permits provided to the Parking Administrator pursuant to clause 13(b)” after the word “used” and before the semi-colon punctuation mark in clause (c);
 - (d) adding the words “by one registered licence plate at any one time” after the word “used” and before the semi-colon punctuation mark in clause (c);
 - (e) striking out the comma punctuation mark and the words “, but the Parking Administrator may issue a new Annual Resident Parking Permit to the permit holder without an additional charge for the remainder of the term of the voided permit” after the word “residence” and before the semi-colon punctuation mark in clause (d);
 - (f) striking out the word “affixed” after the words “Permit is” and before the words “to park” in clause (e); and
 - (g) adding the word “assigned” after the words “Permit is” and before the words “to park” in clause (e).
6. amend section 14 by:
 - (a) striking out the number “8” after the word “section” and before the comma punctuation mark and words “, an”; and
 - (b) adding the number “9” after the word “section” and before the comma punctuation mark and words “, an”.
7. amend section 17 by repealing clause (b).
8. amend section 18 by striking out the word “may” after the word “Administrator” and before the word “not”, and adding the word “shall” after the word “Administrator” and before the word “not”.
9. amend section 19 by striking out the word “affixed” after the words “permit is” and before the words “to park”, and adding the word “assigned” after the words “permit is” and before the words “to park” in clause (c).
10. amend section 20 by adding the letter “s” to the first instance of the word “permit” in the last line of the section.
11. amend section 21 by adding the words “upon receipt of an application” after the word “resident” and before the semi-colon punctuation mark and the word “; and” in clause (a).
12. amend section 25 by:

- (a) adding the word and comma punctuation mark “and,” at the end of clause (b);
 - (b) striking out the semi-colon punctuation mark at the end of clause (c);
 - (c) adding a period punctuation mark at the end of clause (c); and
 - (d) repealing clause (d).
13. striking out the header “Temporary Visitor Parking Permit” after section 28 and immediately before section 29.
14. repealing sections 29, 30, 31, 32 and 33.
15. striking the word “Monthly” in the header immediately before section 34.
16. adding the word “Commuter” before the word “Parking” in the header immediately before section 34.
17. striking the word “Monthly” and replacing with the word “Commuter” in section 34, 35, 36, 37 and 38.
18. further amend section 37 by:
- (a) striking out the words “is transferrable between two vehicles” in clause (d);
 - (b) adding the words “may be registered to two licence plates” in clause (d);
 - (c) striking out the words “on the vehicle or vehicles displaying the license plate number as shown on the copy of the valid Vehicle Permit or Vehicle Permits provided to the Parking Administrator pursuant to subsection 37(a)” after the word “used” and before the semi-colon punctuation mark at the end of clause (e); and
 - (d) adding the words “by one registered licence plate at any given time” after the word “used” and before the semi-colon punctuation mark at the end of clause (e).
19. further amend section 38 by:
- (a) striking out the number “8” after the word “section” and before the comma punctuation mark and words “, an”; and
 - (b) adding the number “9” after the word “section” and before the comma punctuation mark and words “, an”.
20. repeal section 39.
21. adding the following header and sections after the newly repealed section 39 and immediately before the header “Municipal Parking Permit”:

Student Commuter Parking Permits

39A. The purpose of the Student Commuter Parking Permit is to increase on street parking access to students close to post-secondary educational institutions.

39B. The Parking Administrator shall issue no more than one (1) Student Commuter Parking Permit to an individual.

39C. A Student Commuter Parking Permit:

- (a) shall set the street block;
- (b) shall only be used on the street or street block for which it was issued;
- (c) shall enable the permit holder to park only in an area designated by the Traffic Authority as parking by permit only;
- (d) may be register to two licence plates;
- (e) shall only be used by one registered licence plate at any given time;
- (f) shall expire at 11:59 pm on the last day of the month for which the permit was issued.

39D. In addition to the information required pursuant to section 8, an applicant for a Student Commuter Parking Permit shall provide the Parking Administrator with the following:

- (a) a copy of the valid Vehicle Permit or Vehicle Permits to which the parking permit will apply;
- (b) if the applicant is not the vehicle owner of one or both of the vehicles:
 - (i) a written authorization signed by the vehicle owner authorizing the applicant to use the vehicle; or
 - (ii) a signed authorization by vehicle use contract; and
- (c) proof of valid student identification.

22. amend section 41 by:

- (a) creating a new subclause (i) in clause (a) after the word "applicant" and beginning with the words "only if";
- (b) striking out the words "he or she" after the words "only if" and before the words "is an" in the newly created subclause (i);
- (c) adding the words "the applicant" after the words "only if" and before the words "is an" in the newly created subclause (i);
- (d) adding the words "of the Municipality, and" at the end of the newly created subclause (i); and
- (e) adding the following subclause after the newly created subclause (i):
 - (ii) the position of the applicant requires a Municipal Parking Permit;

23. amend section 43 by:

- (a) striking out the words "affixed" and replacing with the word "assigned" in clauses (b) and (c);
- (b) adding the following clause after clause (c) and immediately before clause (d):
 - (ca) subject to clauses (b) and (c), shall only exempt the vehicle to which the permit is assigned for the posted time limit;

- (c) repealing subclause (i) of clause (e); and
 - (d) repealing clause (f).
24. amend section 44 by:
- (a) striking out the number “8” after the word “section” and before the comma punctuation mark and words “, an”; and
 - (b) adding the number “9” after the word “section” and before the comma punctuation mark and words “, an”.
25. amend section 51 by:
- (a) striking out the word “Any” at the beginning of the section;
 - (b) adding the words and comma punctuation mark “Unless otherwise specified, a” at the beginning of the section and before the word “permit”; and
 - (c) repealing clauses (a) and (b).
26. adding the following section after section 51 and before the header “Use of Parking Permit”:
- 51A. The Annual Visitor Parking Permit shall be displayed in the front windshield on the passenger side dashboard of the vehicle with the permit number clearly visible from the exterior of the vehicle.

Done and passed in Council this day of 2019.

Mayor

Municipal Clerk

I, Kevin Arjoon, Municipal Clerk for the Halifax Regional Municipality, hereby certify that the above-noted By-law was passed at a meeting of the Halifax Regional Council held on , 2019.

Kevin Arjoon, Municipal Clerk

**Attachment C
(Showing Proposed Changes)**

**HALIFAX REGIONAL MUNICIPALITY
BY-LAW P-500
RESPECTING PARKING METERS AND PAY STATIONS FOR THE REGULATION
OF PARKING OF VEHICLES LEFT STANDING IN THE
HALIFAX REGIONAL MUNICIPALITY**

BE IT ENACTED by the Council of the Halifax Regional Municipality pursuant to Section 153 of the Motor Vehicle Act as follows:

1. Short Title

This By-law shall be known as By-law P-500 and may be cited as the “Parking Meter By-law.”

2. Application

The public streets and highways in the Halifax Regional Municipality and parts thereof to which this By-law applies are those upon which, under Council authority, parking meters and pay stations, have from time to time been installed.

2A. Interpretation

In this By-law,

- (a) repealed.
- (b) "commercial motor vehicle" means a commercial motor vehicle as defined in the *Motor Vehicle Act*;
- (c) “electronic payment” means payment by means of a device to the Municipality or to a person contracted with the Municipality to accept payment;
- (ca) “mobile application (mobile app)” means a system established by or on behalf of the Municipality, accessible by way of a cell phone or other device, which, when activated by the owner or operator, records the pay parking zone in or the parking meter at which the vehicle is parked, the licence plate of the parked vehicle, and the time required for the use of the parking space;
- (d) “Municipality” means Halifax Regional Municipality;
- (e) “parking meter” means a mechanical or electronic device that indicates a period of time shall be purchased by payment during which parking is permitted in the parking space to which such meter relates;
- (f) “parking space” means a space for parking a vehicle controlled and regulated by a parking meter or pay station;

(g) “pay parking zone” means an area of a roadway marked by signs that indicates a period of time to park shall be purchased from a pay station;

(h) “pay station” means a mechanical or electronic device that indicates a period of time shall be purchased by payment during which parking is permitted in the pay parking zone to which such station relates, excluding a parking meter; and

(i) “Peace Officer” means a police officer, by-law enforcement officer or a special constable appointed pursuant to the *Police Act*.

3. Placing of Parking Meters and Pay Stations

(1) A parking meter installed in the Municipality shall be placed on the sidewalk, ~~near the curb or edge of the roadway,~~ and shall designate the parking space associated with it as hereinafter set forth.

(2) A pay station installed in the Municipality shall be placed in a roadway near **the right of way in** the pay parking zone associated with it.

4. Parking Spaces

(1) The parking space provided with each parking meter shall be of sufficient size to be accessible and accommodate one standard passenger automobile. The placing of vehicles shall be as follows:

(a) when parking is parallel to the curb or edge of the roadway, the foremost part of the vehicle shall be placed within a space measured along the curb not more than 100 millimeters beyond the parking meter nor more than one meter in measurement to the rear of the parking meter;

(b) when the parking is established at an angle to the edge of the roadway, this shall be appropriately marked or signed, and unless otherwise indicated, a vehicle parked at an angle where parking meters have been installed shall be placed in contact with the curb immediately to the right of the parking meter which applies to the vehicle; and

(c) when two parking meters are supported by one standard, a vehicle shall be parked in the parking space in front of or to the rear of the standard.

(3) Repealed.

(3A) No part of the vehicle shall be parked beyond the standard, and the nearest part of the vehicle to the standard shall be no farther than one meter from it, measured parallel to the curb.

4A. Where a pay parking zone is established **by the Traffic Authority** and a period of time is purchased at a pay station:

- (a) a vehicle shall be parked parallel to the curb or edge of the roadway; or
- (b) where appropriately marked and signed, a vehicle shall be parked at an angle to the curb or edge of a roadway.

5. Marking of Space

(1) Notwithstanding anything contained in this By-law, special limitations of a parking space may be marked and where so marked, such limitation shall govern the permissible location of a vehicle.

(2) It shall be an offence and a violation of the By-law for any driver to park or leave standing any vehicle beyond such line or marking, except as provided for in subsection 1 of this section.

(3) Not more than one motor vehicle shall be parked in each parking space described in Section 4 and subsection 5(1) above.

5A. Meter Number

A parking meter or pay station shall be identified by a number which shall be known as the meter number.

5B. Pay Parking Zone Number

Every Pay Parking Zone shall be identified by a unique set of alphanumeric characters which shall be known as the Pay Parking Zone number.

6. Large Vehicles

In the case of parallel parking, where the dimensions of a large vehicle are such that the vehicle extends into an adjacent parking space, the vehicle shall be considered to occupy all spaces so affected, and the driver shall be responsible for payment in all applicable parking meters ~~or pay stations~~.

7. Indication of Time for Parking Meter

(1) Each parking meter installed shall have thereon an appropriate sign or display stating the parking time permitted in the individual parking space to which it relates.

(2) When in operation, each parking meter shall indicate by a receipt, digital display or notification to a remote device the period of time acquired by a payment during which parking is permitted in the parking space to which such parking meter relates.

(3) Upon the expiration of the period of time permitted for parking, the parking meter or remote device shall indicate that parking in such space is in violation of this By-law.

(4) Each parking meter shall bear thereon directions indicating the days and hours when payment is required and the period of time that may be purchased for parking.

(5) Each parking meter and remote device shall retain electronically, for at least 24 hours, the license plate number and the amount of time purchased for each transaction during which parking is permitted via electronic payment.

(6) The amount of time retained under subsection (5) of this section, may be accessed remotely or otherwise by a Peace Officer to determine if a vehicle has purchased an amount of time to park at the parking meter or whether the amount of time purchased to park at the parking meter has expired.

8. Repealed.

8A. Indication of Time for Pay Station

(1) A sign in the pay parking zone shall indicate the hours and days when payment is required to park in the pay parking zone, and the maximum amount of time that a vehicle may be parked in the pay parking zone in a twenty-four hour period.

(2) The maximum time a vehicle may be parked under subsection (1) of this section shall include the total of any intervals of time that may be purchased.

(3) Parking is permitted in a pay parking zone when:

(a) the following is entered into the pay station or submitted through electronic payment **or mobile app**;

(i) the license plate number of the vehicle parked in the pay parking zone,

(ii) the period of time to be purchased, and

(iii) the required fee for the time entered in sub clause (ii) is paid in full; and

(b) the maximum amount of time that a vehicle may be parked in the pay parking zone has not been exceeded.

~~(4) If any period of time is purchased under this section, the purchaser may request a receipt indicating the time when permitted parking will expire. **Repeal.**~~

(5) Each operational pay station shall retain electronically, for at least 24 hours, the license plate number and the amount of time purchased for each transaction during which parking is permitted in the pay parking zone.

(6) The amount of time retained under subsection (5) of this section, may be accessed remotely or otherwise by a Peace Officer to determine if a vehicle has purchased an amount of time to park in the pay parking zone or whether the amount of time purchased to park in the pay parking zone has expired.

9. Payment

(1) When used in directions on a parking meter or pay station the required payment shall refer only to lawful money of Canada.

(2) Council may, by resolution, allow for electronic payment **and mobile app** for parking.

(3) Where so indicated on the parking meter or pay station, payment shall be made by:

(a) coin,

(b) credit card, or

(c) if subsection 2 applies, by electronic payment **and mobile app**.

10. Parking Rates

The rate for parking meters and pay stations within the Municipality shall be set by the Council of the Municipality from time to time.

11. Parking in Excess of Time Allowed

(1) It shall be an offence and a violation of this By-law for the driver of a vehicle to park or leave the same standing in any parking space regulated by a parking meter or pay station for a period of time in excess of the maximum period allowed by the direction set forth on such parking meters or pay station regardless of the payment deposited or whether the word "expired" is visible in the observation window of the parking meter or where the meter has a digital display reading "00:00" or the time indicated on the receipt provided under section 8A has expired.

(2) When the driver of any vehicle has parked or left standing in any parking space for a period of time in excess of the maximum period of time allowed by the directions set forth on such parking meter or pay station it shall be a new and separate offence for each additional hour that an offence continues.

12. Repealed.

12A Commercial

(1) The driver of a commercial motor vehicle, may park or leave such commercial motor vehicle standing in any parking space for the purpose of loading or unloading goods, wares, merchandise, materials or passengers for any period of time not exceeding thirty minutes, without depositing any payment in the parking meter or pay station relating to such parking space.

(2) It shall be an offence and a violation of this By-law for the driver of a commercial motor vehicle:

(a) to park or leave a commercial vehicle standing in any parking space for any period of time in excess of thirty minutes; or

(b) notwithstanding subsection 1 of this section, to fail to comply with the direction set forth on the parking meter or pay station relating to such parking space.

13. Repealed.

13A Repealed.

13B. Unlawful to Park

(1) It shall be an offence and violation of this By-law for the driver of a vehicle to park or leave standing a vehicle in a parking space that is not part of a pay parking zone:

(a) if a period of time for parking has not been purchased from a parking meter;

(b) if the parking meter display window related to the parking space indicates that the time purchased has expired by showing the word "Expired" or the digits "00:00"; or

(c) if the remote device indicates that the time purchased by electronic payment has expired.

(2) It shall be an offence and violation of this By-law for the driver of a vehicle to park or leave standing a vehicle in a pay parking zone:

(a) if a period of time for parking has not been purchased from a pay station **or mobile app**;

(b) if the pay station related to the parking space in the pay parking zone indicates that the time purchased for parking has expired; ~~or~~

(c) if the remote device indicates that the time purchased by electronic payment has expired; **or**

(d) if the pay station or mobile app indicates that parking is unavailable in the zone.

(3) Unless the vehicle is parked in excess of the maximum time allowed pursuant to Section 11, there is no violation of subsection (1) or (2) of this Section if:

(a) the vehicle is parked pursuant to the provisions of Section 12A of the By-law;
or

(b) the phrase “Out of Order” is visible in the observation window of the parking meter or pay station relating to the parking space or pay parking zone where the vehicle is parked or left standing.

14. Unlawful to Deposit

It shall be an offence and a violation of this By-law for any person to deposit or cause to be deposited in any parking meter or pay station in the Municipality any device, slug, dice, metallic substance, or other substitute for the payment permitted to be deposited in accordance with this By-law.

15. ~~Traffic Authority~~ Parking Administrator to be in Charge of Parking Meters and Pay Stations

The operation, maintenance, regulation and use of all parking meters and pay stations installed in the Municipality shall be under the authority of the Council of the Municipality and under the management, supervision, and direction of the ~~Traffic Authority~~ Parking Administrator for the Municipality.

16. Enforcement

This By-law may be enforced by any Peace Officer.

17. Penalty

(1) A person who contravenes any section of this By-law is liable upon summary conviction to a penalty of not less than twenty five dollars (\$25.00) and in default of payment, to imprisonment for a term not less than seven (7) days.

(2) A person who has violated this By-law and is given notice of the violation may pay twenty five dollars (\$25.00) for each hour of violation to the Municipality, however, provided that such payment is made within a period of seven (7) days following the day on which the alleged violation was committed, then the said payment shall be reduced to twenty dollars (\$20.00) for each hour of violation and, in any case, such payment shall be in full satisfaction, releasing and discharging all penalties and imprisonments incurred by the person for the violation or violations.

17A. Liability of owner and driver

(1) It is an offence to be the registered owner of a vehicle that is parked or left standing in violation of this By-law, whether or not the registered owner is the driver at the time of the violation.

(2) The owner of a motor vehicle shall incur the fine provided for any violation of this By-law unless at the time of such violation the motor vehicle was in the possession of some person other than the owner without the owner’s consent, either expressed or implied, and the driver of a motor vehicle not being the owner shall also incur the penalties or other consequences provided for any such violation.

(3) The owner of a motor vehicle who incurs a fine under subsection (2) is not in any event liable to imprisonment.

Exemption from Parking Restrictions

17B. Council has adopted the *On-Street Parking Permits By-law* which exempts certain persons or vehicles from parking restrictions within the Municipality, including parking meters and pay stations, and provides for permits to be issued to those who are exempted.

18. By-law P-200 of the City of Dartmouth, as amended, and the Parking Meter By-law of the City of Halifax, as amended, are repealed.

Mayor

Municipal Clerk

I, Vi Carmichael, Municipal Clerk of the Halifax Regional Municipality, hereby certify that the above noted by-law was passed at a meeting of the Halifax Regional Council held on December 16, 1997.

Vi Carmichael
Municipal Clerk

BY-LAW P-500

Notice of Motion:	November 4, 1997
First Reading:	November 18, 1997
Notice of Intent Publication:	November 22, 1997
Second Reading:	December 16, 1997
Third Reading:	December 16, 1997
Approval of Minister of Housing & Municipal Affairs:	N/A
Effective Date:	December 27, 1997

Amendment # 1 (By-law P-501)

Notice of Motion:	October 21, 2003
First Reading:	October 28, 2003
Notice of Public Hearing Publication:	November 8, 2003
Second Reading:	November 25, 2003
Approval of Service Nova Scotia and Municipal Affairs:	N/A
Effective Date:	November 29, 2003

Amendment # 2 (By-law P-502)

Notice of Motion:	July 13, 2004
First Reading:	August 17, 2004
Notice of Public Hearing - Publication:	August 21, 2004
Second Reading:	September 7, 2004
Approval of Service Nova Scotia and Municipal Affairs:	N/A
Effective Date:	September 11, 2004

Amendment # 3 (By-law P-503)

Notice of Motion:	August 2, 2005
First Reading:	August 9, 2005
Notice of Public Hearing - Publication:	August 27, 2005
Second Reading:	September 13, 2005
Approval by Service Nova Scotia and Municipal Relations:	N/A
Effective Date:	September 17, 2005

Amendment # 4 (By-law P-504)

Notice of Motion:	August 8, 2006
First Reading:	September 5, 2006
Notice of Public Hearing - Publication:	September 16, 2006
Second Reading:	October 3, 2006
Approval by Service Nova Scotia and Municipal Relations:	N/A
Effective Date:	October 1, 2006

Amendment # 5 (By-law P-505)

Notice of Motion:	August 1, 2017
First Reading:	August 15, 2017
Notice of Public Hearing - Publication:	August 19, 2017
Second Reading:	September 5, 2017
Approval by Service Nova Scotia and Municipal Relations:	N/A
Effective Date:	September 23, 2017

Amendment # 6 (By-law P-506)

Notice of Motion:	August 14, 2018
First Reading:	September 11, 2018
Notice of Second Reading Publication:	September 15, 2018
Second Reading:	October 2, 2018
Approval by Service Nova Scotia and Municipal Relations:	N/A
Effective Date:	October 6, 2018

**Attachment D
(Amending By-law)**

**HALIFAX REGIONAL MUNICIPALITY
BY-LAW P-507
RESPECTING PARKING METERS FOR THE REGULATION OF PARKING OF VEHICLES LEFT
STANDING IN THE HALIFAX REGIONAL MUNICIPALITY**

BE IT ENACTED by the Council of the Halifax Regional Municipality pursuant to Section 153 of the Motor Vehicle Act, amend By-law P-500, the *Parking Meter By-law*, as follows:

1. adding the words “AND PAY STATIONS” after the word “METERS” and before the words “FOR THE” in the title line of the By-law.
2. adding the following definition after clause (c) and immediately before clause (d) in section 2A:
 - (ca) “mobile application (mobile app)” means a system established by or on behalf of the Municipality, accessible by way of a cell phone or other device, which, when activated by the owner or operator, records the pay parking zone in or the parking meter at which the vehicle is parked, the licence plate of the parked vehicle, and the time required for the use of the parking space;
3. amending section 3 by:
 - (a) striking the comma punctuation marks and the words “,near the curb or edge of the roadway,” after the word “sidewalk” and before the words “and shall” in subsection (1);
 - (b) striking the words “a roadway near” after the words “placed in” and before the words “the pay” in subsection (2); and
 - (c) adding the words “the right of way in” after the words “placed in” and before the words “the pay” in subsection (2).
4. amending section 4A by adding the words “by the Traffic Authority” after the word “established” and before the words “and a”.
5. amending section 8A by:
 - (a) adding the words “or mobile app” after the word “payment” and before the semi-colon I clause (a) of subsection (3);
 - (b) repealing subsection (4).
6. amending section 9 by:
 - (a) adding the words “and mobile app” after the word “payment” and before the words “for parking” in subsection (2);
 - (b) adding the words “and mobile app” after the word “payment” and before the period punctuation mark at the end of clause (c) of subsection (3).
7. amending section 13B by:
 - (a) adding the words “or mobile app” after the word “station” and before the semi-colon punctuation mark in clause (a) of subsection (2);

- (b) striking out the period at the end of clause (c) in subsection (2);
- (c) adding a semi-colon punctuation mark and the word “and” at the end of clause (c) in subsection (2); and
- (d) adding the following clause after clause (c) and immediately before subsection (3):
 - (d) if the pay station or mobile app indicates that parking is unavailable in the zone.

8. amending section 15 by:

- (a) striking out the words “Traffic Authority” at the beginning of the title of the section and before the words “to be”;
- (b) adding the words “Parking Administrator” at the beginning of the title of the section and before the words “to be”;
- (c) striking the words “Traffic Authority” after the words “of the” and before the words “for the”; and
- (d) adding the words “Parking Administrator” after the words “of the” and before the words “for the”.

Done and passed in Council this day of 2019.

Mayor

Municipal Clerk

I, Kevin Arjoon, Municipal Clerk for the Halifax Regional Municipality, hereby certify that the above-noted By-law was passed at a meeting of the Halifax Regional Council held on , 2019.

Kevin Arjoon, Municipal Clerk

**Attachment E
(Amending Administrative Order)**

**HALIFAX REGIONAL MUNICIPALITY
ADMINISTRATIVE ORDER NUMBER 15
Respecting License, Permit and Processing Fees**

BE IT RESOLVED by the Council of the Halifax Regional Municipality that Administrative Order 15, the License, Permits and Processing Fees Administrative Order, is further amended as follows:

1. Section 9A is repealed and replaced as follows:

By-law #	Short Title	Section	Permit	Fee
P-1200	<i>On-Street Parking Permits By-law</i>			
		5(a)	Annual Resident Parking Permit	\$40.00/year
		5(b)	Temporary Resident Parking Permit	\$0.00
		5(c)	Annual Visitor Parking Permit	\$40.00/year
		5(e)	Commuter Parking Permit:	
			Zone 7, 8, 9	\$60.00/month
			Zone 2, 5, 6, 10	\$50.00/month
			Zone 1, 3, 4, 11, 12, 13, 14	\$40.00/month
		5(f)	Student Commuter Parking Permit	\$30.00/month
		5(g)	Municipal Parking Permit	\$0.00
		5(j)	Annual Carshare Vehicle Parking Permit	\$100.00/year
		57	Replacement Permit	\$15.00

2. Section 12 is repealed and replaced as follows:

By-law#	Short Title	Section	Fee
A. By-law P-500	Parking Meter By-law	10	Zones A,B,C,D,E,F & G \$2/hr for the first two hours \$6/ hr for hours 3 and 4 up to a maximum of 4 hours in any zone
B. By-law P-500	Parking Meter By-law	10	Zone H \$1.50/hr for the first two hours \$4/hr for hours 3 and 4 up to a maximum of 4 hours in any zone

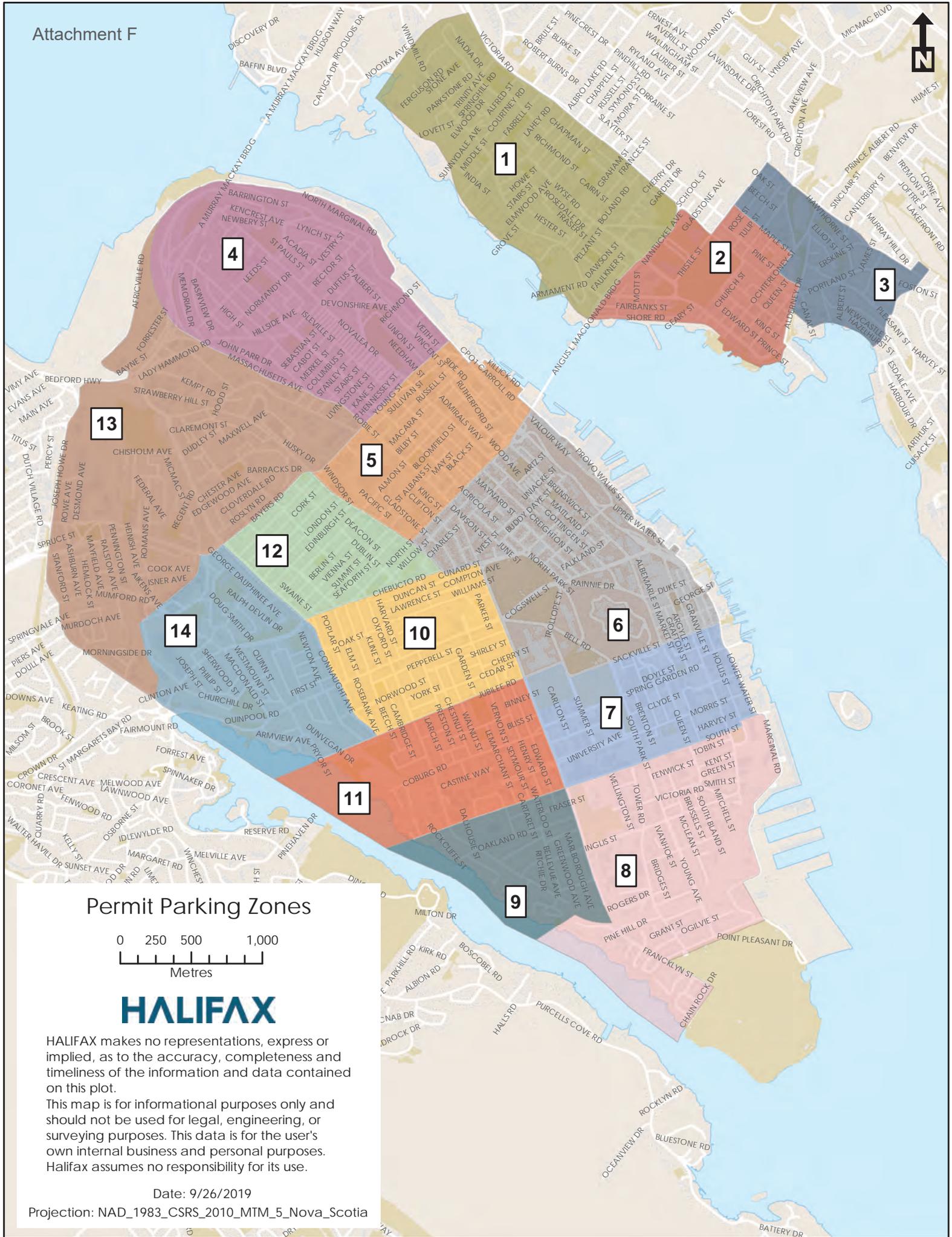
Done and passed in Council this day of 2019.

Mayor

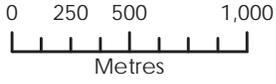
Municipal Clerk

I, Kevin Arjoon, Municipal Clerk for the Halifax Regional Municipality, hereby certify that the above-noted By-law was passed at a meeting of the Halifax Regional Council held on , 2019.

Kevin Arjoon, Municipal Clerk



Permit Parking Zones

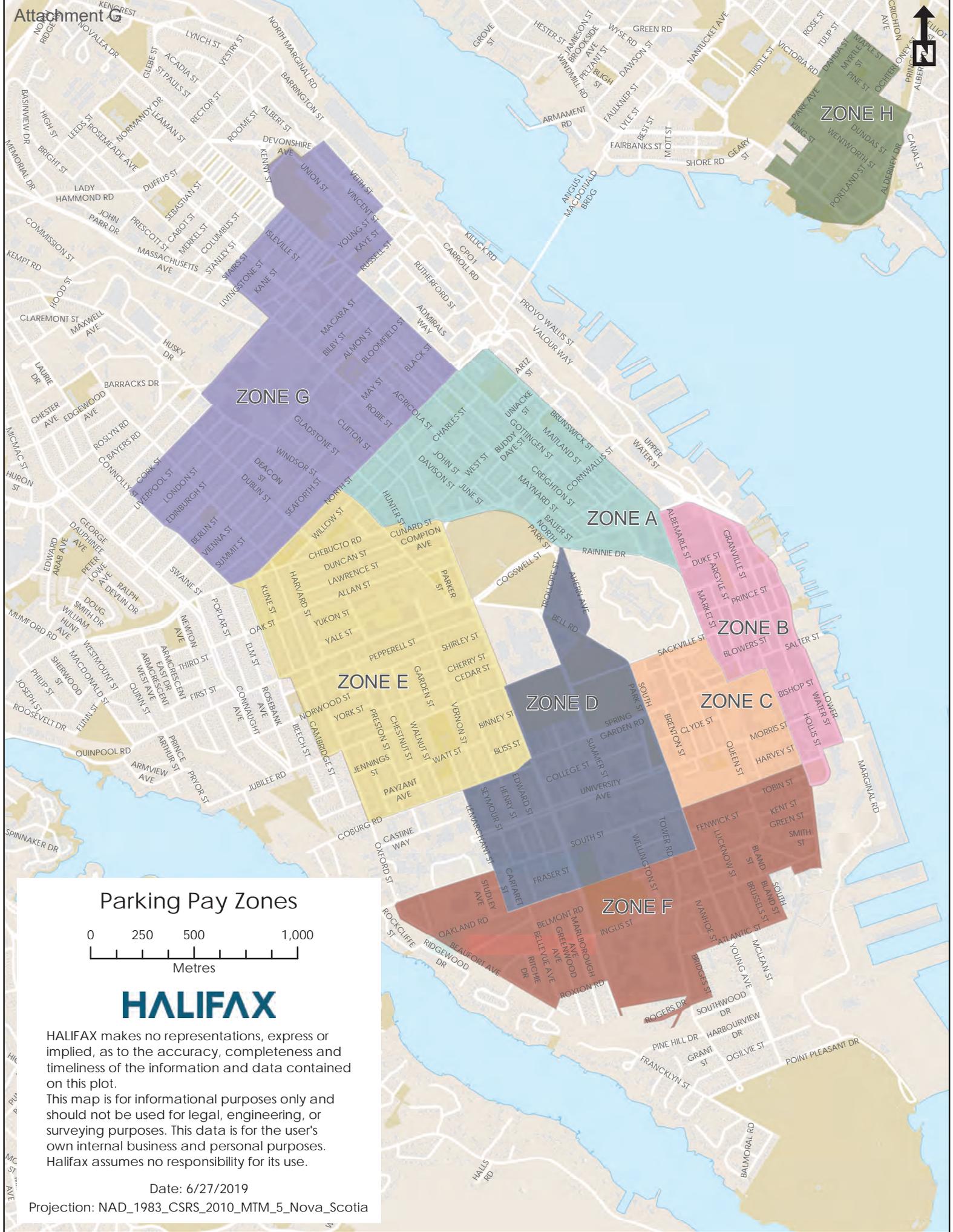


HALIFAX

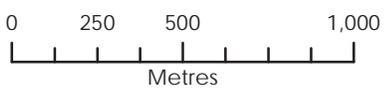
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Date: 9/26/2019

Projection: NAD_1983_CSRS_2010_MTM_5_Nova_Scotia



Parking Pay Zones



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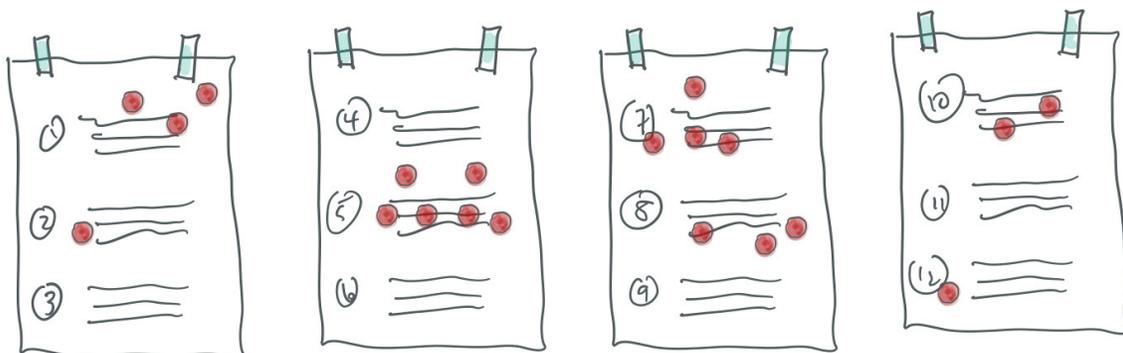
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Date: 6/27/2019

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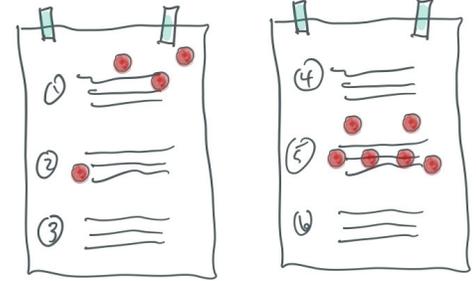
HRM Parking Services Public Consultation

APRIL 2019



SUMMARY REPORT

By the numbers



74



Better Signage and Space Marking

More consistent parking sign content and design, and more responsive layout, marking and placement of parking spaces.

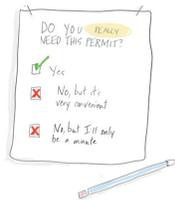
60



Better Management of Existing Spaces

Improved maintenance and use of currently available spaces.

49



Improve Parking Permit Processes

Improved processes and practices in issuing and regulating the use of parking permits

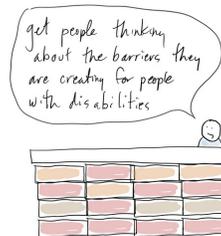
42



Better Address Misuse of Spaces

More active and proactive responses to parking violations, improved enforcement, more effective penalties and greater public awareness.

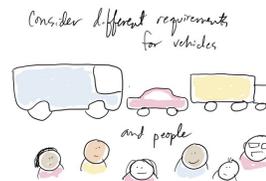
24



Educate Public About the Issues

Promote clarity on who is permitted to use accessible parking and educate the public about the concerns of persons with disabilities.

22



Consider Requirements

Consider the parking requirements of a range of unique individuals and vehicle types.

13



Have Plentiful Spaces

Have an abundance of accessible parking spaces.

9



Develop a Formula

Regulate the number of dedicated spaces by defining a percentage of total spaces within private lots.

8

Look for Good Practices

Consider initiatives already in place in BC and ON: accessible parking anywhere and dedicated parking contact number.

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INTRODUCTION AND ACKNOWLEDGEMENTS



In April, 2019, the Halifax Regional Municipality Parking Services hosted four public consultation sessions to explore concerns and recommendations related to the use of accessible parking in HRM. These sessions emerged as an area for further investigation from 18 public consultations conducted by HRM in 2018 to identify priority accessibility requirements for persons with disabilities. Both initiatives support the municipality's ongoing development of a corporate accessibility framework.

We are grateful to the 50 residents of HRM who took part in the four consultation sessions held in Halifax and Dartmouth in April of this year. Participants shared their thoughts, experiences and recommendations for supporting and enhancing accessible parking in the municipality, and these insights are offered in the following pages. Participant recommendations spanned a wide array of suggestions related to parking space design and signage, management of existing accessible parking options, processes for parking enforcement and issuance of permits, and the need for public education about disability issues and barriers to parking access. Participants in the consultation sessions also offered their views on some parking options under consideration by the municipality, and provided examples of sites within HRM where optimal parking is already provided. Finally, the members of the public who took part in these sessions made suggestions about the ways in which any changes to parking practices in the municipality might be best communicated to the community.

THE CONSULTATION SESSIONS

Four two-hour focus groups were held to explore a series of questions related to accessible parking in HRM. The table below provides an outline of the numbers of participants, times and locations of these sessions.

Date and Location	Time	Number of Participants
April 4, 2019 Halifax Central Library, Halifax, NS	2:00-4:00 pm	23



	6:00-8:00 pm	16
April 11, 2019 Alderney Gate Dartmouth, NS	2:00-4:00 pm	7
	6:00-8:00 pm	5

Group Process and Agenda

The public consultations were designed and carried out by an external consulting firm contracted by HRM to conduct the sessions. Participants shared their views in a series of guided discussions to share what they believe is needed to support accessible parking within the municipality. Comments shared during each discussion were captured on flip charts which were posted around the room for subsequent prioritizing of the recommendations. The same questions were posed to participants during each of the four sessions, which were structured around the discussions outlined below.

<p>DISCUSSION ONE</p> <p>What is good accessible parking?</p>
<p>What important factors should HRM keep in mind when planning good accessible parking on streets? Some factors we would like you to think about are size, signage, markings, closeness to ramp, etc.</p>
<p>DISCUSSION TWO</p> <p>What's working?</p>
<p>Can you think of some examples of where there is good accessible parking that meets your needs?</p>
<p>DISCUSSION THREE</p> <p>What needs to be improved and how?</p>
<p>What does HRM need to improve right now regarding accessible parking and how should they improve it?</p>
<p>DISCUSSION FOUR</p> <p>Analyzing Accessible Parking Options</p>

Participants were invited to identify some advantages and disadvantages associated with two accessible parking options.

Option 1 Improved version of the current accessible parking service

Option 2 Improved version of the current accessible parking service **plus** free parking at metered spaces (but with current metered standards)

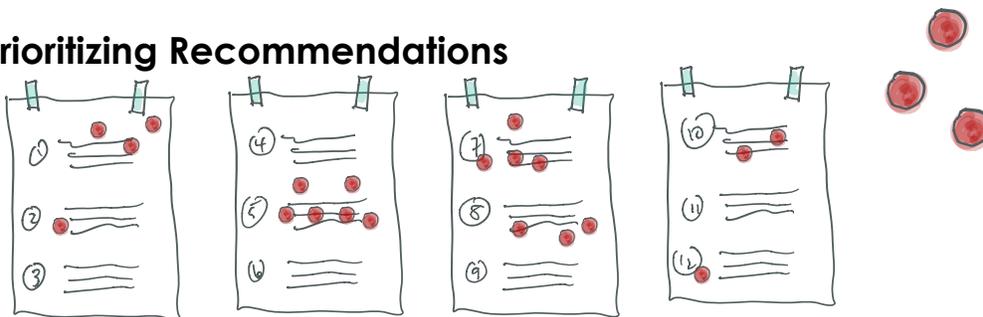
DISCUSSION FIVE Final Suggestions

Participants were invited to offer any final thoughts about ways to make parking more accessible. Core areas for discussion included communication methods, information sharing, and timing for notification of changes .

CLOSING ACTIVITY Identifying Priorities

Participants were asked to consider the advice they offered in Discussions 1 and 3 and to rank the recommendations according to what they believed were the most important for people who require accessible parking. The process for ranking priorities is described below.

Prioritizing Recommendations



At the end of the consultation session, participants were asked to consider the set of recommendations captured and posted for discussions one and three, and to vote for the suggestions they believed would most positively impact parking accessibility in HRM. The result of the voting process gives the Parking Services insight into which recommendations were supported most deeply by most people. In total, 6 core recommendations emerged from the almost 300 individual votes generated during the prioritizing process. These findings are described in the following sections.



RECOMMENDATIONS TO IMPROVE ACCESSIBLE PARKING

SUMMARY



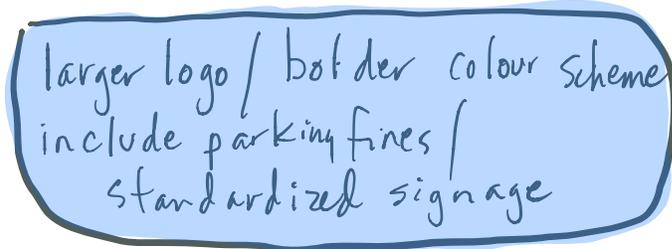
The recommendations described below emerged from discussions one and three, which explored what constitutes accessible parking from the participants' perspectives, and what the municipality could be doing to better support accessible parking in HRM. The suggested actions are ranked by the number of votes received for each theme. The six core recommendations outlined in the table below are described in more detail in the following section.

Core recommendations

1. Better signage/marketing of parking spaces
 - improve parking sign content and design, parking space design and locations
2. Better management of currently accessible spaces
 - address barriers caused by snow removal and construction
 - consider impacts of proposed change
3. Improve processes and practices for permits
 - revise placard/permit content to support appropriate use of spaces
 - regular audits of permits in circulation
 - tighter control on issuing permits
4. Better address misuse of spaces
 - more attention to effective monitoring and penalties for violations
 - use technology to support enforcement
 - promote greater public awareness about parking barriers
5. Educate the public about accessible parking issues and the community's role in creating accessibility barriers
6. Consider requirements for different vehicles, people using space

DETAILED RECOMMENDATIONS FOR ACCESSIBLE PARKING BY THEME

1. BETTER SIGNAGE/SPACE MARKING



Recommendations for improved parking signs and markings for accessible parking spaces received the most votes from participants taking part in the sessions. A total of 74 votes were cast related to these concerns, which included suggestions for better, more consistent parking sign content and design, and more responsive layout, marking and placement of parking spaces.

Parking Sign Content and Design

29 of the 74 votes supported changes to parking sign content and design to better demarcate accessible spaces and reduce misuse of parking spots. Participants suggested that parking signs contain a more prominent depiction of a person in a wheelchair and feature a more noticeable colour scheme. Suggestions included use of an enlarged “blue man” image, making the entire sign blue with a reverse contrast of the logo, and use of a metallic blue colour. Other options supported by the group were inclusion of fines for parking violations and promotion of standardized signage across the country for accessible parking.

Design of Parking Space

Suggestions for better design of accessible parking spaces received 22 votes across the 4 groups. Recommendations in this category included curb cuts long enough to allow vehicle doors to fully open and level parking spaces to help overcome the challenges posed by hills. Participants also supported improved clearance of areas around the entire parking space, with a focus on snow removal and greater attention to uneven surfaces or obstacles impeding access. Three votes were given for making all parking spaces the same, and designed to maximum standards.

Marking the Parking Space

Fourteen votes across the four groups were given to recommendations related to better delineation of accessible parking spaces. The use of blue paint to make parking spaces more visible received more than half of the votes, with participants suggesting painting curbs or the entire space in this colour. Four votes supported use of a

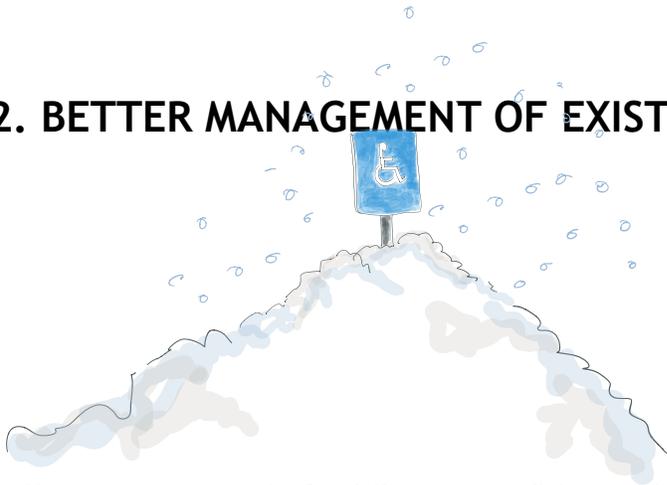


checkered pattern to demarcate the parking space. The use of yellow curb markers that can be detected underfoot was supported with three votes as a means of helping people with visual impairments. Also recommended (two votes) was painting the curb in a similar fashion to US “red zones” for no stopping, and the adoption of consistent standards across the country.

Location of Parking Space

Nine votes for better locations of parking spaces were given by participants. These recommendations supported the placement of curb cuts close by the parking spaces and having parking spots located in “predictable” places, such as at the corner. Also recommended was the application of “common sense” in planning where parking spaces will be situated to ensure locations such as rehabilitation centres, hospitals and other places with “obvious need” are well equipped with accessible parking.

2. BETTER MANAGEMENT OF EXISTING SPACES

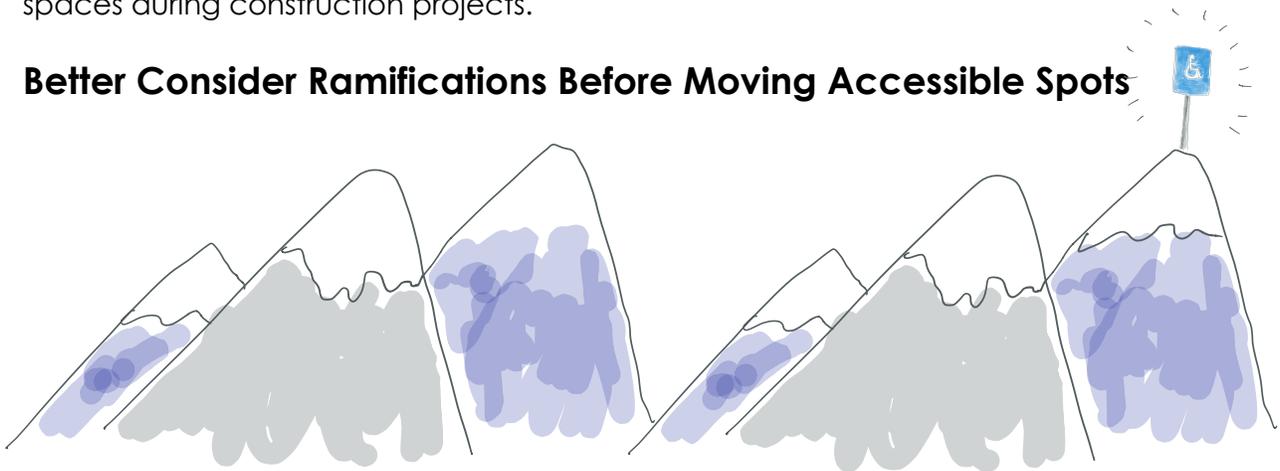


Better management of existing accessible parking resources received significant attention in discussions across the four groups. Participants gave 60 votes to recommendations for improved maintenance and use of currently available spaces.

Maintenance/Construction

Nineteen of the 60 votes called for better snow removal, with some typical comments including “take snow removal seriously” and “a little bit of snow makes it impossible” (to get around). Misuse of accessible parking spaces during construction projects was highlighted in the ten votes given to recommendations calling for the replacement of parking spaces lost during construction work. Two votes demanded that “more respect” be shown by eliminating the practice of dumpsters being placed in accessible spaces during construction projects.

Better Consider Ramifications Before Moving Accessible Spots



Twelve votes supported recommendations encouraging HRM to better consider the impacts of removing or changing existing spaces. The displacement of accessible spaces by bike lanes was flagged as a problem with nine votes. Examples were also given of less than optimal relocations of parking spaces, notably from Gottingen Street to a hill on Buddy Daye Street and “poorly situated” new spaces at Point Pleasant Park. Included in the recommendations were suggestions that better analysis of change impacts be made before relocating spaces and that if viable options can’t be found, the space not be moved.



Other Suggestions for Better Managing Current Spaces

Eight votes supported the use of technology to enhance transparency in parking availability, specifically, the use of an App linked to Google Maps that identifies currently free spaces. Six votes urged the use of unused spaces (such as vendor parking during the off season or after hours HRM employee parking) as accessible spaces. The suggestion that parking on the peninsula be capped at four hours across the board received five votes from participants.



3. IMPROVE PARKING PERMIT PROCESSES AND PRACTICES



Forty-nine votes were cast in favour of recommendations supporting improved processes and practices in issuing and regulating the use of parking permits.

Revise Placard/Permit Content to Support Appropriate Use of Spaces

Twenty-two of the 49 votes were cast in support of recommendations for better managing the legitimate use of permits and tracking permit expiry dates. Suggestions for helping police expiry dates were to implement a sticker system similar to safety inspections (4 votes) or use of a bar code to allow quick validation by parking enforcement officers (3 votes).

Participants suggested that appropriate use of permits could be aided by developing better methods for identifying legitimate permit holders. While recognizing the need to protect permit holders' privacy, three votes were cast in support of placing some sort of identifier (perhaps through bar coding) on the card so that people misusing accessible parking would be more visible. On a practical level, daily wear and tear on placards (identified as a concern in three votes) was recommended to be addressed through use of Q-square identifiers (five votes).

Regular Auditing

Eighteen votes were given in favour of regular audits of circulating permits to ensure they are being used appropriately. HRM was urged to partner with the province to conduct permit audits at regular intervals (perhaps every five years) to remove "floaters" from the system. Floaters were identified as permits remaining in use after the expiry of the permit, or the death of the permit holder. Participants felt that more could be done to ensure that permits which are no longer valid are taken out of circulation.

Other Suggestions for Improving Permit Processes

Develop "triage" approach to permit issuance

Five votes supported development of a "triaged" or tiered approach to issuing accessible parking permits. The idea of different levels of permits was linked to



durations of permit coverage (temporary or permanent) more reflective of the needs of the permit user.

Tighter controls on issuing permits

Four votes were cast in favour of greater scrutiny of those receiving permits, through better provision of proof of need at the time of permit renewal or issuance, and better collaboration between the municipality and the province in relation to permits being issued.



4. BETTER ADDRESS MISUSE OF SPACES



The misuse of accessible parking spaces by the public at large, and strategies for addressing this problem, led to recommendations receiving 42 votes from people taking part in the consultations. Participants urged a range of more active and proactive responses to parking violations, encompassing improved enforcement practices and more effective penalties, and the promotion of greater public awareness of the impacts of parking violations on people with disabilities.

Greater Vigilance and Attention to Violations

Twelve of the 42 votes were cast in support of improved HRM responses to accessible parking violations. Participants identified non-disabled people using accessible parking, including using accessible spaces as idling or waiting areas, and overstaying the designated time as common misuses of the limited available spaces. They called for better, quicker policing of HRM parking and improved responses to violations in private lots. Suggestions for the latter approach included more automatic enforcement versus having to call the city to address violations, including granting HRM authority to police both public and private parking.

Penalties

Fourteen votes supported more effective penalties to discourage misuse of accessible parking. Suggestions included imposing higher fines large enough to discourage infractions, having points taken off violators' licenses, and requiring people who park illegally to take sensitivity training about the impacts of misusing accessible spaces. In cases where someone other than the permit owner is found to be parking in an accessible space, two votes supported placing permit owners at risk of losing their pass. Options for putting "more muscle" behind enforcement included towing and impounding vehicles in addition to issuing fines (4 votes) and giving the city the right to "boot" cars (3 votes).

Use Technology to Help Enforcement

Eight votes were cast supporting the use of technology to help with parking enforcement. Six of those votes suggested using an App to report parking violations,



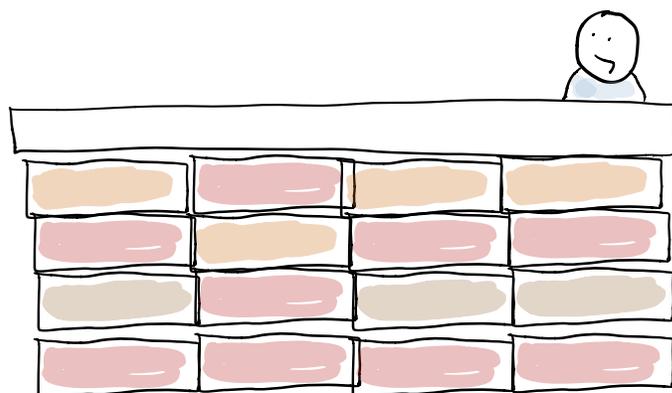
and two votes were given for using QR codes to facilitate identification of people misusing parking.

Promote Better Public Awareness

Some participants believed that HRM could help promote better public awareness about the barriers created by accessible parking violations. Eight votes were given to suggestions for a public relations campaign describing the impacts of misusing accessible spaces on the daily lives of people with disabilities.



5. EDUCATE PUBLIC ABOUT THE ISSUES



get people thinking about the barriers they are creating for people with disabilities

Education about accessible parking and disability in general emerged as a strong theme across the consultations. Twenty-four votes were cast for recommendations related to this theme.

Awareness/Sensitivity



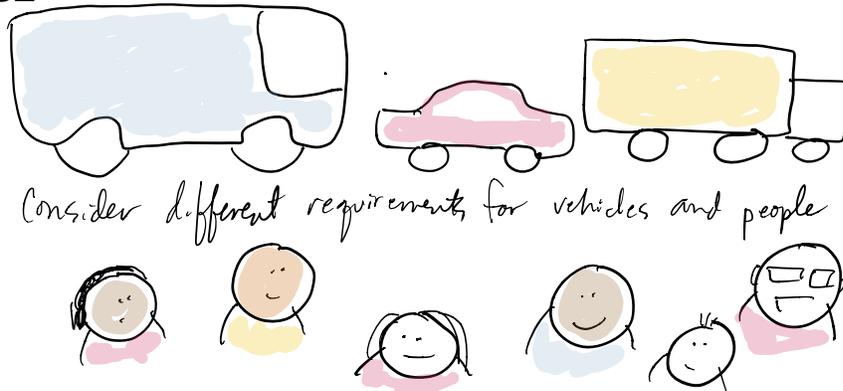
Thirteen votes supported the promotion of greater awareness and sensitivity to the concerns of persons with disabilities, emphasizing the impacts of rendering the already limited number of accessible parking spaces inaccessible due to misuse. Participants suggested better education for business and contractors about appropriate use of accessible parking spaces, and training for HRM staff on issues of sensitivity and inclusion when working with people with disabilities. Also suggested as an educational target was the “I’m only here for a minute” excuse encountered as one frequently used by members of the public who misuse accessible parking. A focus on providing a “gentle reminder to be good citizens” by not misusing spaces, rather than using a confrontational approach (two votes) was also recommended. Attention to the limits that language can impose—using terms such as “handicapped” rather than “accessible” parking—was also flagged as an important consideration in increasing awareness and sensitivity to barriers imposed on persons with disabilities.

Permits

Public education on the appropriate use of accessible parking permits generated nine votes of support. Suggestions in this theme included providing clarity on who is permitted to use accessible parking, and not using permits belonging to others.



6. CONSIDER REQUIREMENTS OF DIFFERENT VEHICLES, PEOPLE USING SPACE



Recommendations emphasizing a need to consider the parking requirements of a range of unique individuals and vehicle types received 22 votes of support. Seventeen of the 22 votes were given to suggestions for development of spaces accommodating a variety of vehicle sizes and access configurations, such as rear entrance vans. These recommendations included providing ample space around the actual parking spot to allow safe and easy access for a variety of vehicles. Five votes were given in support of recognizing different barriers in place for different people, depending on their disability. Participants noted that challenges such as balance issues, mobility or visual limitations may translate into different requirements for accessibility. These requirements can include the need for parking situated on flat surfaces, close proximity to services, room to unload wheelchairs, safe access to sidewalks and sufficient curb cuts.



7. OTHER SUGGESTIONS SUPPORTING ACCESSIBLE PARKING

Have Plentiful Spaces

Thirteen votes were cast in favour of having an abundance of accessible parking spaces, with some typical comments being, (there) “can’t ever be too much” and “accessible parking is a human right.” Suggestions for boosting available parking stock included increasing allotments in private lots and allowing accessible parking in regular parking spots.

Develop a Formula for Providing Accessible Spaces

Creating a formula to define the number of accessible parking spaces in HRM received nine votes of support. Suggestions for achieving this outcome included use of an HRM by-law to regulate the number of dedicated accessible parking spaces, perhaps defined as a percentage of total spaces within a lot or parking area. Two of the nine votes supported the idea of ratios for accessible vans and cars within this percentage.

Look for Good Practices Being Used Elsewhere

Eight votes underlined the importance of not reinventing the wheel in terms of good ideas for accessible parking. Participants endorsed initiatives already in place in BC and Ontario allowing accessible parking anywhere, including in no parking zones. They also supported a model from Ontario which provided a dedicated phone number for parking enforcement (versus calling into a general switchboard) for ease of reporting parking violations.



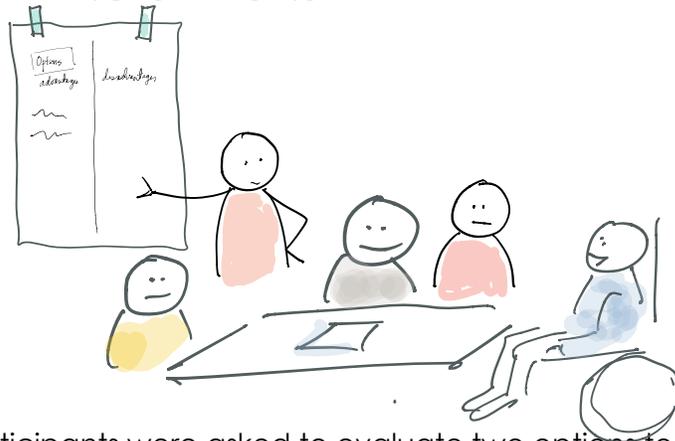
8. WHAT'S WORKING? SOME EXAMPLES OF GOOD ACCESSIBLE PARKING IN HRM

The second discussion in the consultation sessions sought actual examples, from the participants' perspectives, of good accessible parking spots in HRM. By identifying specific locations of well-designed parking, participants sketched out some elements which, in their view, helped support accessible parking. Some qualities of good accessible parking identified by participants, linked to physical locations as examples, are outlined below.

What Makes a Good Parking Spot?	Good Examples of this Found at...
Spaces big enough to access/all around accessible	Costco Bayers Lake, Spring Garden Rd., Public Gardens, BMO centre
Close to door; safe, wide, and/or on corner	New playground at Needham, McDonalds at Larry Uteck, St. Louis in Sackville, Kenneth Rowe Building, University Ave, Bedford Row by old post office
Signed, "triaged", plowed	Costco, Dartmouth
No curbs or curb cuts present; clearly marked curb cuts	Nova Centre, Seaport on Boardwalk (Unspecified) Shopping Centre



9. ADVANTAGES AND DISADVANTAGES OF TWO ACCESSIBLE PARKING OPTIONS



Participants were asked to evaluate two options to better support accessible parking in HRM. Option One was identified as maintaining the current system of free, accessible, timed parking with some incorporated improvements based on the recommendations from the consultation process. Option Two involved maintaining the current system (with improvements) plus free access to metered parking with the current level of service provided metered parking.

Option 1: Advantages and Disadvantages

The benefits of Option One were identified as providing greater access to/enforcement of accessible parking in HRM and being easier for the public to accept. Drawbacks to the scheme were described as the persistence of insufficient accessible parking spaces to meet demand, the continuance of time limits, and the absence of solutions to the impacts of construction on space availability.

Option 2: Advantages and Disadvantages

Option 2 generated a broad range of responses framed as both benefits and disadvantages. On the plus side, participants suggested the plan would lessen worries about accessing spaces by creating a larger pool of options without the risk of being ticketed. Some thought that having more spaces to choose from could help free up hard-to-large spots for those who specifically need them, and help reduce competition for spaces generally. Other participants felt the option would help them financially and could benefit the city by better enabling people to come downtown. The latter point was perceived as a double edged sword in that it could lead to more vehicles in the downtown core.

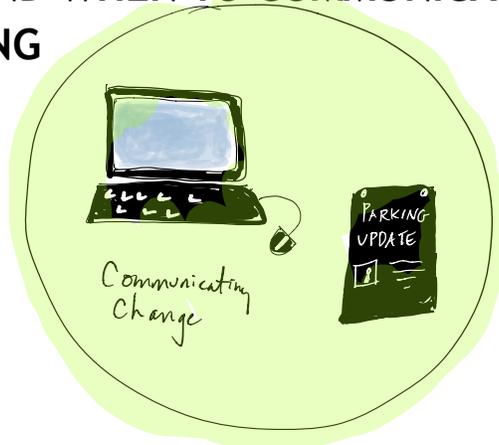
Participants suggested other disadvantages attached to the free option would lead to more misuse by drivers not requiring accessible spaces, and add to existing problems with enforcement. Others cited the disadvantages of accessing spaces not obligated



to meet accessible parking standards related to snow removal, or which may not be otherwise maintained. The perceived learning curve attached to adapting to this change was seen to be steep, with the need for an awareness campaign identified to support the initiative. Some participants also thought the move would mean less revenue for the city, and would not help those in need of larger parking spaces or those relying on a cleaned sidewalk to use a parking space.



10. WHAT, HOW, AND WHEN TO COMMUNICATE ABOUT ACCESSIBLE PARKING



Participants were invited to offer their thoughts about the ways in which the municipality should consider communicating any changes to accessible parking. People taking part in the sessions were asked to focus on communication methods, information content and timing for release of information. The table below outlines the commentary that emerged from this discussion.

Communication Methods	Information to Share	Timing
Social media (Facebook, Twitter)	Share through "What We Heard" mechanism that is easy to locate online	At least a week's notice for consultations to allow booking of Access-a-Bus
Ads on buses and in bus stops, TV monitors in terminals	Twitter and social media campaigns	One to two months; advance notice for street closures
HRM and other websites, radio, television, newspapers and other print media	Brief, simple to read format (one page)	Before changes are made so there is opportunity for feedback
Posters/Billboards/Mailers	Promote change as a positive; focus on being community-minded	As soon as decisions are made that affect parking



<p>Registration with HRM/ Councillors to receive cell or email alerts; councillor newsletters</p>	<p>Keep people informed about the changes being considered</p>	<p>Temporary changes: 4 days to a week's notice; Permanent changes: 30 days in advance; three months afterwards (as done for new stop signs)</p>
<p>Apps with push notification for updates on closures/for searching available spots</p>	<p>Inform people about how changes will be enforced, collaboration with feds and province</p>	
<p>311 Bulletins</p>	<p>Online parking map</p>	
<p>Library posting on dedicated HRM notice board</p>	<p>Updates on out of commission/new spots due to construction</p>	
<p>Notices on water/utility bills</p>	<p>Emphasize importance of not using spaces: create personal connection</p>	
<p>5 second You Tube videos Use wind-resistant signage in construction zones</p>		

APPENDIX A: SESSION TRANSCRIPTS AND VOTING RESULTS

HALIFAX SESSIONS: APRIL 4, 2019

Attendance for 2:00 - 4:00 Session: 23 Participants

Attendance for 6:00 - 8:00 Session: 11 Participants

DISCUSSION ONE: WHAT IS GOOD ACCESSIBLE PARKING?

What important factors should HRM keep in mind when planning good accessible parking on streets?

VOTES	HALIFAX SESSION 1: What is good accessible parking?
9	Don't take parking away with bike lanes
8	App for all available accessible parking spots, current availability, link to Google maps
6	More spots for Metro Centre events: 2 spots on Argyle, not on other surrounding streets; unused mobile canteen spots, city employee, taxi spots
6	Spaces need to be available; boomers increasing, seniors using passes. Sign picture should show person in wheelchair; tiered parking
5	Take snow removal seriously
5	Education re: use of permits
4	Exiting on passenger side: snow banks, uneven surfaces, tree-should have space all around car
4	address abuse where people are using owner's passes-PR campaign to show impacts; "embarrass" [people] into stopping [abuse of passes]
4	Parking needs to be obvious; take away excuses for [non-disabled people to take accessible spots]; the blue sticker guy should be bigger; fines should discourage infractions; have a PR campaign pointing out how excuses [for taking parking spaces] impact people
4	Construction-when roads closed, provide temporary replacement spots
4	There are Rehab spots, problem with timed out spots. Doctor appointments take longer than allotted time; no time restrictions
4	Dangerous to assume people "don't look disabled"; [speaker] has temporary pass, renews every 6 months; different levels of permits: agrees with triage approach



VOTES	HALIFAX SESSION 1: What is good accessible parking?
9	Don't take parking away with bike lanes
8	App for all available accessible parking spots, current availability, link to Google maps
6	More spots for Metro Centre events: 2 spots on Argyle, not on other surrounding streets; unused mobile canteen spots, city employee, taxi spots
6	Spaces need to be available; boomers increasing, seniors using passes. Sign picture should show person in wheelchair; tiered parking
3	How to determine number of accessible spaces? Consider HRM by-law
3	Needs to be policed-too often see people idling, waiting, taking spot
3	Advantage to triaged parking-vans need extra space; can accommodate more vehicles, same amount of space
2	Post fine [for violation] on sign-"more meaningful"
2	Use common sense in where spaces are-e.g. IWK, Rehab, hospitals; there are places with obvious need
2	Should be bylaws on number of accessible spaces-consider aging population, obese people unable to walk distances
2	Private parking spots, e.g. malls, NSCC, need to call city—more automatic enforcement
2	Increase allotments in private lots
2	When spots created, don't allow snow to be piled in spots, construction dumpster to use spot-"need more respect". Don't use [space] unless new spot is created.
1	Doctors should be more discriminating-people have different needs. Some people "don't look handicapped"; doctors should look at temporary vs. permanent passes
1	App to report [parking] abuse problems; let city "triage problem"
1	How people get in and out of vehicles: buffer space, curb cuts; slope of ramp important too; example: curb cuts too steep, not taking grade into account
1	Accessible spaces for all people-should met everyone's needs; same standards for all
1	Clear signage; paint stalls to clearly identify spot; fill in whole space with blue



VOTES	HALIFAX SESSION 1: What is good accessible parking?
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8	App for all available accessible parking spots, current availability, link to Google maps
6	More spots for Metro Centre events: 2 spots on Argyle, not on other surrounding streets; unused mobile canteen spots, city employee, taxi spots
6	Spaces need to be available; boomers increasing, seniors using passes. Sign picture should show person in wheelchair; tiered parking
1	Training for HRM staff-empathy and inclusion; sensitivity to needs of people parking
1	Point Pleasant Park [lot] revamped and new accessible parking poorly situated
1	How people get in and out of vehicles: buffer space, curb cuts; slope of ramp important too; example: curb cuts too steep, not taking grade into account
0	Need ramps at all parking spots
0	Senior (speaking)-need accessible parking, has temporary pass: "I feel guilty" using accessible parking spot; likes tiered idea
0	Gave up license because not sure can get out (ramp) when parking-suggests extensions to 'normal' parking spots-wider spaces

VOTES	HALIFAX SESSION 2: What is good accessible parking?
6	Bigger dip-cut in 6" to 1' in curb-enough to give door full swing
6	Paint curbs blue to clarify, make more visible, especially after winter
5	Peninsular parking-make across the board 4 hours
5	Sign-better metallic blue, make logo blue, reverse contrast
5	Level parking spaces-hills are difficult
5	Large enough spaces for different sized vehicles, different ways of accessing, e.g. rear access-need to accommodate all
4	Passenger side sidewalk quality, cutaways-clear footing, even ground
4	Whole sign should be blue
4	not just accessible parking-other barriers-e.g. Access-a-Bus, poor sidewalk access-better clearance of sidewalks



VOTES	HALIFAX SESSION 2: What is good accessible parking?
6	Bigger dip-cut in 6" to 1' in curb-enough to give door full swing
6	Paint curbs blue to clarify, make more visible, especially after winter
5	Peninsular parking-make across the board 4 hours
5	Sign-better metallic blue, make logo blue, reverse contrast
4	Checkered lines to demarcate spots
4	Curb cuts close by vs. long travel to
3	"Accessible" vs. "Handicapped" parking-language important
3	HRM should educate business/contractors on appropriate use of spots
3	Violators: take sensitivity course, points off license
2	"punish" people who park illegally-"laziness/rudeness not a disability"; big fines to deter
2	Park in fire lanes-two hours, like Toronto
1	Bike lanes, Uber put pressure on available parking. Be able to park free at meter if you have permit
1	Time limits on spots-some with none, what's the rationale? Limit times for parking (4 hours) vs. all day. Get rid of all day parking.
1	Eye-level by-law signs in front of spots
0	Take away incentive for "people to act like jerks"-take away excuses: "little blue guy"-higher contrast, bigger wheelchair symbol
0	HRM spot checks once a month for illegal parking-use of another's pass, for example-and fine
0	Deaf community mainly don't use passes but may have dogs-spots are too narrow; person and dog at risk-bigger, longer, wider spaces
0	Progressive fines
0	Ramp-lots of people use planks. Raise grade to accommodate, e.g. could use at Bedford Row
0	Empower us to call in violators-like 311, send photo. "Rat Line"



DISCUSSION TWO: WHAT'S WORKING?

Can you think of some examples of where there is good accessible parking that meets your needs?

HALIFAX SESSION 1: What's working? Good Examples?
St. Louis in Sackville—accessible spots in front, stripe zone to door
Costco Bayers Lake—all big enough to access
Spring Garden Rd. All around accessible, Nova Centre, Seaport on Boardwalk-no curbs
Airport by doors-safety
Kenneth Rowe Building, University Ave-right in front on corner
Costco Dartmouth-signed, triaged, all plowed
New playground at Needham: safe, close to door
Costco good but don't have accessible carts-recommended. Parents' carts not safe for children
New developments, e.g. BMO centre "fabulous"; older buildings restricted [in their] mandate
"I wear AFOs"-when on, can walk far; when not, disabled without. Micmac Mall, don't need a spot when I have a walker but hard to shop with a walker
Make sure flat, level space all around

HALIFAX SESSION 2: What's working? Good Examples?
Bedford Row by old post office-tucked in, one way
Shopping Centre-clearly marked, bright yellow curb cuts; depth perception [challenge]-needs to be clearly marked
Dal-missed classes due to no parking
Airport-1 parking spot; more work needed, more spots, bus stop in bad place; make more room for accessible buses
Public Gardens, Spring Garden Rd.
How much control does city have over airport parking? HRM should be in contact with appropriate person to improve parking
City Hall by Trade and Convention Centre-used to be there, good spot



DISCUSSION THREE: WHAT NEEDS TO BE IMPROVED AND HOW?

What does HRM need to improve right now regarding accessible parking and how should they improve it?

VOTES	HALIFAX SESSION 1: What needs to be improved and how?
9	HRM bike lanes shouldn't eliminate accessible spaces and make it harder. Bus corridors Gottingen spaces moved to hill on Buddy Daye. Cohn-lots of users need accessible concert spaces. Analyse needs/use for better access.
5	We all see infractions; need a mechanism for reporting/ticketing-need an App to enforce/catalogue/document abuse
4	Snow removal-curb cuts full of snow, restricted to underground parking. Clean, prioritize snow removal: " a little bit of snow makes it impossible"
3	Victoria, Toronto, can park anywhere-do the same here
2	Need to [provide] better proof when permit renewal comes up-clarify permit process
2	Policing: if people use other's pass, responsibility should be put on owner to be at risk of losing pass
2	Provincial audit every 5 years (or suitable time)-get back extra passes when no longer used, e.g. due to death
1	Put identifier on card so if owner is not using, will be apparent, limit abuse
1	Bar code vs. photo ID (privacy issue)
1	When changes rolled out, have a positive message: "good for everybody when everybody included"; "differing ability" vs. "disability"; make sure people are valued
0	Focus on what HRM can influence-important to know what HRM can do vs. provincial jurisdiction. HRM response: important to hear all feedback regardless of jurisdiction
0	Every counsellor who voted against [better] snow removal should have to get around in a wheelchair and document it
0	Provincial access pass-trying to get second pass-law is only one per person-six step process to get second pass, needs to change-2 car family
0	Identifier should be on bottom front
0	Photo ID for owner of permit



VOTES	HALIFAX SESSION 1: What needs to be improved and how?
9	HRM bike lanes shouldn't eliminate accessible spaces and make it harder. Bus corridors Gottingen spaces moved to hill on Buddy Daye. Cohn-lots of users need accessible concert spaces. Analyse needs/use for better access.
5	We all see infractions; need a mechanism for reporting/ticketing-need an App to enforce/catalogue/document abuse
4	Snow removal-curb cuts full of snow, restricted to underground parking. Clean, prioritize snow removal: " a little bit of snow makes it impossible"
3	Victoria, Toronto, can park anywhere-do the same here
0	Disability tax credit-should people have to have this designation in order to qualify for permit?
0	Add handrails (accessible)to buildings on steep streets

VOTES	HALIFAX SESSION 2: What needs to be improved and how?
6	Clear sidewalks
5	Permits "stay in the family" when people die. Need to partner with province every five years to take expired passes out of circulation
5	Likes Q-square idea-signs wear out
4	People keeping expired passes-no follow up from province. Municipalities need to get tougher an co-ordinate this.
4	Blue sticker for car above safety inspection-front and back coverage
3	Make signs bigger, brighter, colour code, for example-for van spots. Parking enforcement can validate through bar code: "Click-that's a valid pass"
3	Placards wear out-design something easier to move/remove
2	Municipalities meet with province-identify on license have disability; more scrutiny of who's using spots through licensing
2	Spots are for physically disabled people: I need accessible parking because I have a wheelchair-it's clear who is operating the vehicle. "Open your eyes; watch them like hawks"
2	Develop better method for identifying who's operating vehicle
1	Permit maybe identifies people legitimately using car



VOTES	HALIFAX SESSION 2: What needs to be improved and how?
6	Clear sidewalks
5	Permits "stay in the family" when people die. Need to partner with province every five years to take expired passes out of circulation
5	Likes Q-square idea-signs wear out
4	People keeping expired passes-no follow up from province. Municipalities need to get tougher an co-ordinate this.
1	Police in HRM should be given authority to police in all lots—private and public
0	Enforce time limits
0	More education about ways people use spots
0	Fines should be posted on the parking sign

DISCUSSION FOUR: ANALYZING ACCESSIBLE PARKING OPTIONS

Participants were invited to identify some advantages and disadvantages associated with two accessible parking options:

Option 1: Correct system of free, accessible, timed parking-"Status Quo Plus"	
Advantages	Disadvantages
HALIFAX SESSION 1	
no input	no input
HALIFAX SESSION 2	
Easier for public to adapt to change	Still limited number of spots
Easier enforcement	Might not be any change-public and enforcement
Adding-add parking pass for regular meters	
Increase acceptable parking spots on peninsula	

Option 2: Paid parking offered for free but with different standards. Enhancement, not replacement: keeping designated spaces	
Advantages	Disadvantages
HALIFAX SESSION 1	
Wouldn't have to worry about access, getting ticket later	Will be widely abused
Good, but keep developing designated spots	Won't have smooth surfaces
Opens up more spots	"Wild West"
Safer vs. going along the street, in traffic, unstable surfaces	Not always close to door or cleared of snow
More options for people	Need to reduce wait time for snow clearing
	Encourages more driving vs. transit; counterpoint on this offered: problems with accessibility, especially in rural areas; problems with Access-a-Bus
HALIFAX SESSION 2	
Keeps status quo for parking	How will we enforce/challenge "able bodied"
Different tiers of parking	More "jerk faces" taking advantage of free all day parking downtown (or is there a time limit?)
Gives us more options	Misuse/abused parking those with accessibility tag
Will free up larger spots-not everyone needs one	Learning curve-need PR/awareness campaign
More options for parking for those who need it	Less revenue for city
Helps financially	Education/PR
	Spot sizes-new spots could be larger

	Will require better enforcement
	Snow clearing needs to improve for all street parking
	Lost revenue to HRM (where does parking \$\$ go?)
	Does not help those who need large spot or a cleaned sidewalk

DISCUSSION FIVE: FINAL SUGGESTIONS

Participants were invited to offer any final thoughts about ways to make parking more accessible.

HALIFAX SESSION 1: Final Suggestions
Communication methods
Social media (3)
Advertisements on buses and bus stops
Radio (2)/TV (2)/Newspaper (4)
Posters/Billboards/Mailers
Print
Facebook (2)
Register with HRM website or councillors to receive alerts re: accessible issues
Councillor newsletters
Format: simple to read, one page brief
Information
Social media campaign similar to "no drinking and driving"
"What We Heard" but make the document easier to find
Twitter and social media campaigns
Timing
2 months (2)
Minimum one month
Other



Identification on front of accessible tag
HRM projects like bike lanes and bus corridors shouldn't take away accessible parking and put it on hills or further away (Cohn on University and Gottingen bus corridors). Less mobile people need home care, Meals on Wheels, grocery delivery, not bike lanes.
HALIFAX SESSION 2: Final Suggestions
Communication methods
Must haves: <ul style="list-style-type: none"> • Seasonal alerts-cell • HRMsiter • 311 Bulletins • Print/TV/Internet • Events • Facebook/Twitter • Multi-level announcements
Today-Facebook; Future-Facebook or email
Heard today-Facebook Event
New info-all forms of media-Socials, websites, TV, newspapers, etc.
Would like to see all means of communication used-reach as wide an audience as possible
How did you hear?- Facebook event
Information
Option 2: marketing-every quarter, keep it in the forefront until it is seen as working
Coles Notes-clear, short, point form
What do you want to hear? -What changes are being considered; how will they enforce changes and improve accountability of drivers; whether the city is working with province/Feds on issues identified
Timing
At least a week- Access-a-Bus
When do you want to hear?-Before changes are made so there is opportunity for feedback
As soon as decisions are made that affect parking
Other
SGR: Winter months, side streets not acceptable; clear, side streets fine



Consistent spots on corners is great

Texturize curb cuts (similar to visually impaired corners) and bright yellow for depth perception

Must haves:

- Location/moving spots
- snow clearing!
- better enforcement/accountability

sidewalk cuts to facilitate exiting vehicles



WRITTEN SUBMISSION

Halifax Session 1 April 4, 2019

1
April 4, 2019
2-4

Input:

Training for HRM employees who deal with parking issues (empathetic, inclusive and to understand challenges faced by those with mobility issues and their family members – including cost). Years ago ticketed while at 3 hour long neurology apt and told I could have been ticketed for meter feeding. Didn't receive a response for over 8 months for request for accessible parking, only after I followed up and then was told NO, because most doctors appts don't take longer than 2 hours and that accessible parking spots would be filled and wouldn't help me anyway

Need accessible spaces in areas that make common sense. Note, there is not one space on the block with the IWK, nor on the block with the NS rehab clinic. Does anyone in this city who design accessible parking face accessible issues??

Would like to see an app, whereby residents can report inaccessible spaces, and they can be triaged as to municipal, provincial or federal and directed appropriately

Funding: With new provincial legislation and federal accessibility legislation in the senate – access to funding for improving accessibility.

Accessible spots, where possible, should be located close to accessible entrances (i.e. The Scotiabank centre)

Accessible spots and entrances need ramps (not curbs), need to be wider (maybe not possible for street parking) but necessary for those with heavy mechanical wheelchairs and vehicles with ramps

Tiered system: where symbols with wheelchairs are truly meant for people in wheelchair. Next tier, for persons with assistive devices (canes, walkers), finally, spaces for those who can walk unassisted, but experience pain.

NS has the highest per capita aging population. With baby boomers coming into the age of accessibility issues, it is nearly impossible, for those with life long disabilities to find accessible parking – example, grocery store. Regularly all 10 -12 spaces are taken, and not one person in the store is in a wheelchair or using a walker.

Concern with free parking for all those with accessible passes is abuse: Will affect HRM revenue. And many persons with passes can afford parking as they have not faced life long disabilities. It is easy to get a pass and also, family members use the passes for convenience. Not sure if municipality has a role to play in enforcement, other than via the HRPD

I would love to see an ad campaign (with a person, family struggling with a wheelchair, while to fit young people jump into a car parked in an accessible spot. I run into this daily.

If this city takes accessibility seriously, then councilors need to take action on issues with snow removal. It doesn't matter how accessible parking is if PWD can't navigate this city for 3 to 4 months of the year because of snow and ice and construction. Gottingen street example, where both sides of the sidewalk (due to construction were closed at the same time).

City allows construction companies to use accessible spaces for dumpsters, and has allowed plows to deposit snow in accessible spots.



DARTMOUTH SESSIONS: APRIL 11, 2019

Attendance for 2:00 - 4:00 Session: 6 Participants

Attendance for 6:00 - 8:00 Session: 4 Participants

DISCUSSION ONE: WHAT IS GOOD ACCESSIBLE PARKING?

What important factors should HRM keep in mind when planning good accessible parking on streets?

VOTES	DARTMOUTH SESSION 1: What is good accessible parking?
8	size of spot-allow different configurations-side, rear access; size of space large enough to permit (various vehicles); size of space 4-5 meters from side of van to outside striped zone
5	(parking spots): plentiful, flat, level- "can't ever be too much"
4	obviously signed (spots) blue guy with chair- bigger, higher contrast
3	people with visual impairment-mark to help people leave vehicle-for example, wide yellow curb markers that can be felt with feet
3	spots in "predictable places" e.g. all corners-create patterns
2	make spots exactly the same, designed to maximum standards
2	consistent standards across country; make conspicuous, consistent-e.g. paved markings on asphalt, blue paint
2	clear blue markings
1	set % of lot, regardless of lot size with dedicated accessible spots in all lots
1	mix of van/car sizes, for e.g. older people "don't need full size"; also ratios to spell out van/car ratios in lots-write into regulations, for e.g. 1/2 or 6/10 van size-find standards that may already exist
0	remove curbs-ease of movement (vs. corners only)
0	Micmac Mall-striped zones used by police etc.-enforce



VOTES	DARTMOUTH SESSION 2: What is good accessible parking?
4	Differs from person to person. For me, (I am) mobile, but have balance issues-Flat Surface. I tire easily walking distances or on a slope- Closeness, proximity to places. Room to unload wheelchairs, safe access/distance to sidewalks, curb cuts
2	Options-Ontario-regular spot. Can park in any without paying, can park in no parking zones; conveniently situated. Hardly any on street. Accessible spots. People abusing space.
2	E.g. US red zone no stopping-paint length of curb where spots are (snow cover visibility)
1	Never have seen one that wasn't accessible-should be plentiful
1	Ambulatory people can use smaller spots than van. Size of spots- formula for number of car/van spots
1	Signage-Blue man sign-indicate time limit, include fine. Blue guy should be bigger-gets used as excuse, but "general civilians" may gloss over. Standardize image across country-more high contrast.
1	Regulations-can't find definition for accessible space in this country- needed generally. Americans define this-transferable. E.g. appropriate signage, zebra-striped
0	US- American Disabilities Act defines 8 x 8; accessible is 11, not counting 3-4' striped zone
0	Zebra-striped segments help keep people away safe distance
0	Stop other vehicles from parking too close

DISCUSSION TWO: WHAT'S WORKING?

Can you think of some examples of where there is good accessible parking that meets your needs?

DARTMOUTH SESSION 1: What's working?
McDonalds at Larry Uteck-wide, close to door
Good number of spaces from my perspective-from water to banks. Original spots on down slope-addressed (rapidly) by HRM. Need by Janet's Flowers. Likes idea of every block before/after bumpouts.

DARTMOUTH SESSION 2: What's working?

No input

DISCUSSION THREE: WHAT NEEDS TO BE IMPROVED AND HOW?

What does HRM need to improve right now regarding accessible parking and how should they improve it?

VOTES	DARTMOUTH SESSION 1: What needs to be improved and how?
6	Partner with province-Venn diagram-meet in middle and do audit every five years to get "floaters" out of system
5	Enforcement-raise fines. Advocate to province to double fine. (Have) impacts (for) driving ability of violators
4	Construction companies should be made to replace spots they remove during construction
4	Improve signage
3	Public education-be community minded, considerate-positive message. Use TV monitors in terminals
1	Public education re: who gets to use the spot
1	More towing vs. higher fines: higher deterrent, more visual, frees up space-institutionalize as practice
1	Education-many varieties of disability and access (requirements). (As a driver, I) don't use street parking because driver side opening into oncoming traffic. Diagonal parking could help.
0	Citizen tags for windows of violators- print off online
0	People parking too close to spots-increase awareness-PSA-community animations, college videos
0	"Blitz"-remind people about appropriate use of accessible spaces
0	Tim's at Young and Robie-2 spots: violators doing 5 minute coffee runs. PSAs-only one purpose for spot
0	Plant seed diplomatically-have people see value in accessible parking. PR initiative, for example, ads on buses; part of message- "it's the right thing"; accessible parking a human right



VOTES	DARTMOUTH SESSION 2: What needs to be improved and how?
3	E.g. Ontario in the 90s-dedicated phone number in parking enforcement (vs. main switchboard). Easy to call-reporting violations, would ticket with fine
2	Allow parking in regular parking spaces
2	Consequences for violations? Boot car. Fine not enough-tow/impound. Remove option for going home and paying months later. Points off license-a point or third offense, lose point
2	When calling 311, takes a while for enforcement to get out-couple of spots on Brenton-illegal use, but not towed. Speed up enforcement; tow, not just ticket-"more muscle"
2	Educate public on what can/can't do, e.g. not misusing permits-using others' permits. Social media, flyer to house.
2	Accessible parking is a human right
2	QR codes for enforcement person to scan-protect privacy but allows identification
2	If there's no viable (flat, etc.) alternative option to a space being removed, it should not be removed
1	Expiry dates-different colour coding for permits, or at least put date on front
1	Blue man placards. New Brunswick has initials for months/dates-can tell by looking whether expired or not. Had to be able to produce card to go with placard. Easier than sticker on back.
1	Misusing others' permits-educate not to do. Hard to enforce violations
1	Put as many in place as possible
1	Have clear parameters around booting. HRM should look at dedicated bodies to deal with accessible parking violations-rapid response capability, be able to enforce in timely manner. Goal of booting? Awareness
1	Advertise on the bus, beside the bus: "gentle reminder to be good citizens"-collaborative vs. confrontational, (get) better buy-in. Challenge "I'm only here for a minute" mentality. Public education on this



1	Partner with province. Five year audits. Recall floaters-permits expired, still in use
0	Some dissent on booting: better to double fine vs. adding "another layer of jerk." Booting is predatory-doesn't teach, creates anger
0	Halifax should maybe be in business of booting vehicles-not currently
0	Province should change fourth condition on placard
0	[Q and A on policing private lots-HRM response]: <ul style="list-style-type: none"> • No municipal booting policy, no provincial regulations on practice • Depends on zoning by-laws, loose provisions • Private properties enforce their own-could call city
0	Don't deputize citizens to ticket-places people at risk. Only applies to private parking. Not legal for city parking.
0	You can't just tell people "tough luck," go park somewhere else

DISCUSSION FOUR: ANALYZING ACCESSIBLE PARKING OPTIONS

Participants were invited to identify some advantages and disadvantages associated with two accessible parking options:

Option 1: Free, accessible, timed parking	
Advantages	Disadvantages
DARTMOUTH SESSION 1	
no input	no input
DARTMOUTH SESSION 2	
It works!	We need more options to deal with changes in construction, etc.
4 hours would give enough time	Time limits
	Still wouldn't provide enough spaces



Option 2: Paid parking offered for free but with different standards. Enhancement, not replacement: keeping designated spaces.	
Advantages	Disadvantages
DARTMOUTH SESSION 1	
You'd get more customers downtown	Parking a limited resource-will increase number of cars downtown
This would increase number of accessible spots, (reduce) competition for spots	Might increase abuse because people might have tag and park there all day
It would give people who use the meter the opportunity to do so, access to spots	
Some seniors who use their cars-easier than taking the bus	
For those who need accessible parking, access to cars and parking spots is a lifeline. Accessible taxis	
DARTMOUTH SESSION 2	
More is always better	Abuse
Gives people more choice, one more option	
More options	
The more you can do to make parking accessible, the less you'll have to worry about finding a designated parking spot	

DISCUSSION FIVE: FINAL SUGGESTIONS

Participants were invited to offer any final thoughts about ways to make parking more accessible.

DARTMOUTH SESSION 1: Final Suggestions
Communication methods
Radio
Library posting-designated HRM notices

Facebook
Water/utility bills
Information
Street closures-notify people in advance, especially people with seeing eye dogs
Online info for locations for parking-map
Ad-parking accessibility info, updates
Construction blocking parking spots-updates on out of commission/new spots
Crowd source App-sidewalk closures-create one? e.g. Access Now, Rate a Spot
Timing
Temporary changes
7 days' notice
1 week/4 days
Use wind-resistant signage system-construction zones-safety
Permanent changes
App with real time information vs. updates
30 days in advance, three months afterwards, as is done for new stop signs
Other
After winter blue paint fades-repaint after winter
Stop plowing into accessible spots and sidewalks nearby
DARTMOUTH SESSION 2: Final Suggestions
Information
Education-wide reaching. Drive home importance of not using spaces: "If this was your mother/father"-create personal connection
Facebook, social media-the sooner the better for best input
The Coast with link to website for more information
YouTube-5 second video-image, not much text, illustrating problem
Timing
Enough notice to attend (engagement sessions)
If changes are reasonable or (maintain) status quo, not a problem-2 months wouldn't make a difference.

Communication methods
App-push notification to request updates, e.g. when spots are replaced
Find a way to notify non-social media users-e.g. Herald, Senior Supplement in Metro
App to identify spots—especially helpful when searching in (unfamiliar) locations
PSAs-e.g. CBC mention on program
Updates in the moment-easy and intuitive
Other
HRM asks: consistent locations for spots on each corner? Responses-support vs. “willy nilly” (locations)
Don't re-invent the wheel. Check with other provinces-what works, what doesn't work
Support standardized practices/guidelines nationally (jurisdictional scan): Vancouver/Toronto leaders in free, accessible parking



APPENDIX B: ENSURING AN ACCESSIBLE CONSULTATION PROCESS

The public consultation process was designed to ensure that every HRM resident who attended would be able to do so in a barrier-free, welcoming environment. The following steps were taken to achieve this goal:

WHEEL CHAIR ACCOMMODATION

We left table space in each for session free of chairs to accommodate participants who used wheelchairs.

SEEING EYE DOG CONSIDERATION

We provided the option of one table per session for participants with seeing eye dogs.

SIGN LANGUAGE INTERPRETATION

Each session provided sign language interpretation for the duration of the focus group.

CART

Each session provided CART transcription.

MULTIPLE TEXT FORMATS

Each table was provisioned with participant information in multiple formats, including enlarged font and Braille texts.

GUIDE ASSISTANCE

HRM staff supporting the focus groups were provided with guide training to help them assist participants during the sessions.

INCLUSIVE LARGE GROUP DISCUSSION

Some part of each session was conducted in large group format with one facilitator leading the discussion and one facilitator recording participant comments on flip chart paper. Each person's comments were verbally restated as they were captured on the flip charts.

MULTIPLE MODES OF PARTICIPATION

Participants had the option of writing their comments on Post-It notes for placement on flip chart paper located throughout the room. Alternatively, participants could choose to take part in a one-on-one interview with HRM staff who recorded their comments in an interview template. The variety of participation formats gave everyone an opportunity to take part in a way that best accommodated their specific preferences.



MULTIPLE MEANS OF VOTING

The final exercise of the consultation process asked participants to consider all of the input offered by all participants and identify the recommendations they believed to be most important for HRM to follow. Individuals were given an opportunity to either cast ballots on their own or to have HRM staff assist in this process.



Regulatory Impact Assessment (RIA) - Screening Tool

Overview:

Through the Joint Project for Regulatory Modernization with the Province of Nova Scotia, Halifax Regional Municipality (HRM) adopted Administrative Order 2017-002-ADM Charter of Governing Principles for Regulation (the AO) to achieve two Municipal objectives: 1.) regulation that achieves measurable policy outcomes, and 2.) regulation that is free from unnecessary cost and burden, known as red-tape. The AO establishes a set of requirements and considerations for staff and Council when developing, adopting and implementing new (general-application) By-law regulation. The AO can be viewed here: <https://www.halifax.ca/city-hall/legislation-by-laws/administrative-order-2017-002-adm>

The AO does not apply to land use by-laws or by-laws imposing local improvement charges. Use of the RIA tool is required for all *general-application by-law* regulatory proposals including:

- Consideration of a new by-law and/or non-regulatory options
- Consideration and development of amendments to existing by-laws
- Implementation of by-law regulation (administrative process, customer service, and compliance)

The AO is to be used to determine whether regulation, a non-regulatory alternative, or no intervention, is the most effective approach to address a Municipal issue. Staff use the AO and RIA tool to help formulate recommendations to Regional Council and to implement Council's directions.

Instructions for Use:

1. The RIA tool is to be used as a guide for staff when implementing the AO. The check-list format is meant to help interpret the AO principles in a simple and consistent manner however, the RIA template does not replace the comprehensive analytical process that staff undertake when assessing a policy matter or developing a regulatory framework. It is used to help develop evidence-based decisions.
2. The RIA tool should be introduced at the earliest point of identifying a problem and considering regulatory and non-regulatory options as a policy solution. Even when Council directs staff to develop regulation and not consider other options, the AO and RIA tool is to be used to guide the design of the regulation and its implementation, including measurable outcomes and red tape reduction.
3. The staff lead for the regulatory proposal is accountable to consult the AO and become familiar with the required considerations and provisions and to ensure that the AO and supporting operational tools (RIA, BIA, Report Centre, information guides, etc.) are used to help shape recommendations to Council and the ongoing implementation of regulation.
4. The completed RIA and all supporting background leading to the Council recommendation or the implementation strategy will be filed with the lead staff for the regulatory proposal and circulated to project collaborators where required.
5. Staff may contact Holly Richardson Project Lead for Regulatory Modernization at richarh@halifax.ca or 902.818.8430 for current templates, questions related to the implementation of the AO, and to give input on how the RIA process can be improved.

PART 1: Regulatory Proposal Overview**1. Title of the regulatory proposal and date**

Title: Revisions to bylaw P1200, P500 and AO15
RIA Start: March 14, 2019

2. Origin and scope of the Regulatory Proposal (Council initiated by-law review? Options to consider new By-law? Direction to develop new regulation? Etc.)

On October 2, 2018, Councillor Austin moved that

THAT Halifax Regional Council:

Adopt proposed By-law P-1200, Respecting On-Street Parking Permits, repealing and replacing By-law P-1000, Respecting On-Street Parking Exemptions and Permits as set out in Attachment 1 of the staff report dated August 1, 2018 and; 2. Adopt proposed By-law P-506, Amending By-law P-500, Respecting Parking Meters for the Regulation of Parking of Vehicles Left Standing in the Halifax Regional Municipality as set out in Attachment 4 of the staff report dated August 1, 2018; and 3. Adopt amendments to Administrative Order 15, Respecting License Permit and Processing Fees as set out in Attachment 2 of the staff report dated August 1, 2018.

And;

MOVED by Councillor Austin, seconded by Councillor Whitman

THAT Halifax Regional Council request a supplemental staff report to address residents of buildings containing more than four (4) dwelling units having access to temporary parking permits for visitors.

On December 13, 2018 Councillor Cleary requested

That the Transportation Standing Committee request a staff recommendation report that investigates the advantages, disadvantages, and feasibility of allowing vehicles displaying accessible parking identification license plates or permits to park at on-street parking meters, or other forms of on-street payment as they are introduced, without putting a coin in the meter or paying during the hours of legal operation. In addition, staff should research other jurisdictions for best practices and exemptions that should be implemented in Halifax for accessible parking.

At the initial October 2 reading staff had indicated that they would return closer to roll out of the parking technology with further required changes to facilitate roll out.

3. Lead Business Unit and Staff Lead(s)

Business Unit: Transportation and Public Works
Staff Lead: Victoria Horne

4. Manager Review of RIA and Date

Date RIA reviewed by Manager:	<i>B. ANGLISH.</i>
Manager Signature:	<i>15 Mar/19</i>

PART 2: Regulatory Impact Checklist

Step 1.0: Understanding the Problem and Outcomes

Principle #1: The policy objectives and the purpose of the regulation should be clear at the outset

Principle #2: Regulation should respond to an existing community need rather than a current event and be proportionate and targeted at the stated purpose

Principle #3 Success of a regulation should be measurable and its outcomes monitored.

1. Regulatory Intent and Scope			
	Yes	No	N/A
1.1 Has the problem that the regulation would address been clearly identified? If the answer is no – do not continue	X		
1.2 Is the proposed regulation related to a current policy objective?	X		
1.3 Is there convincing evidence that the regulatory proposal is responding to a regulatory need rather than reacting to a recent event?	X		
1.4 Is the proposed regulation proportionate to the scale of the issue?	X		
1.5 Would the proposed regulation have clear outcomes and impacts that could be measured?	X		
1.6 Have affected stakeholders and groups been identified and considered for consultation?	X		

Step 2: Exploring the Alternatives and Costs

Principle #4: Regulation should not impose undue costs and obligations on business, social enterprises, individuals and community groups unless a cost benefit analysis shows that the regulation is warranted.

Principle #5: Regulation should be easy to comply with and include administrative processes and customer service to achieve efficient and effective regulatory performance with the minimum impact.

1.0 Policy Options			
	Yes	No	N/A
1.1 Are there non-regulatory options like education or engagement, that could effectively address the issue?		X	

1.2 Have the non-regulatory options been considered and assessed?	X		
1.3 Would the non-regulatory options achieve the outcomes at lower cost than regulation?		X	
1.4 In stead of developing a new by-law, have opportunities to align with existing regulation, or existing voluntary efforts or program delivery been considered?	X		
1.5 Is there a likelihood that the regulation would result in any negative environmental or community impacts?		X	Maybe?

2.0 Costs and Market Impact			
	Yes	No	N/A
2.1 Could the regulation negatively impact business productivity by adding to business costs?		X	Indirectly, employees may be affected by the increased price in monthly parking permits
2.2 Would there be any new restrictions imposed on business that could require an increased investment of time or money?		X	
2.3 If new restrictions are being imposed, has a business impact assessment been conducted? If no, do not proceed until a BIA has been carried out			X
2.4 Have the required administrative resources and costs to implement the regulation been calculated?	X		
2.5 Is there a likelihood of administrative costs increasing over time to impose increased burden on the Municipality?		X	The changes stand to increase revenue for the municipality

3.0 Implementation, Compliance, and Service Standards			
	Yes	No	N/A
3.1 Is the regulation written to be understandable in everyday language to help ease compliance for those being regulated?	X		Extensive re-write has occurred to offer clarity and remove

			some conditions
3.2 Will the implementation of the regulation include any of the following: <ul style="list-style-type: none"> • reducing the length of processes or wait times for decisions by coordinating services or reducing steps • eliminating duplication • reducing the complexity of rules, forms or information • increasing access to information • Improved customer service 	Yes	No	N/A
	X		
	X		
	X		
	X		
3.3 Is there an intention to monitor the success of the regulation using performance indicators and measures?	X		

PART 3: Selecting the Course of Action

Step 1: Choosing Regulation or other Option

Principle #6: Regulation should never be an instrument of first resort and should only be used when necessary and where there is clearly no better policy alternative.

3.0			
	Yes	No	N/A
3.1 Do the costs outweigh the benefits?		X	
4.2 Are you confident that regulation is the appropriate response and the right tool to solve the problem?	X		
4.3 If regulation is not the right tool has an alternative been identified?			X
3.3 Is municipal regulatory intervention needed now for this issue?		X	