



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

Item No. Information Item 2
Transportation Standing Committee
January 26, 2023

TO: Chair and Members of Transportation Standing committee

SUBMITTED BY:



Cathie O'Toole, Chief Administrative Officer

DATE: January 16, 2023

SUBJECT: **Parking Supply and Demand Study**

INFORMATION REPORT

ORIGIN

February 3, 2015, Regional Council motion (Item 11.5.1):

MOVED by Councillor Rankin, seconded by Councillor Walker

The approach to parking as outlined in the Parking Roadmap contained in Attachment 1 of the January 12, 2015 staff report:

1... (c) Direct staff to commence development of supply demand management policy framework based on active parking management strategies including supply management, pricing, demand management and other supporting strategies to optimize parking.

MOTION PUT AND PASSED UNANIMOUSLY

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter (HRM Charter): "The Municipality may...(d) establish or maintain parking"

HRM Charter subsection 34 (3) "The Council shall provide direction on the administration, plans, policies and programs of the municipality to the Chief Administrative Officer"

BACKGROUND

The HRM Regional Parking Strategy Functional Plan¹ was developed in 2008 to provide a 25-year plan to ensure that parking in the HRM will be designed, supplied and managed to:

¹ <https://legacycontent.halifax.ca/council/agendasc/documents/090203cow4.pdf>

- support a choice of integrated travel modes,
- encourage alternatives to the single occupant vehicle trip,
- help mitigate traffic congestion,
- promote efficient land use,
- operate efficiently and equitably; support local business, tourism and service sectors,
- protect the environment; and
- link with other ongoing studies

In 2019, staff presented the first supply and demand management framework and results² to the Transportation Standing Committee with a commitment that staff would conduct such a study bi-annually to report on impacts of parking policy, growth and development on parking supply within the business improvement districts. The second supply and demand study was originally in the 2021/22 Public Works business plan however; staff recommended to Council to defer the study given concerns of COVID affecting behaviour patterns and potentially skewing data.

Staff retained Harbourside Transportation Consultants in 2022 to conduct a Parking Demand Study based on the framework originally created in the 2017/18 study.

DISCUSSION

Harbourside Transportation Consultants have submitted the full report which can be found in attachment A. The discussion below provides an overview of the findings.

Study Scope

The geographic focus of the study encompasses the Halifax Institutional District (hospitals and Universities) and the five business improvement districts within the regional centre.

The study builds on the framework established in 2017 and assesses the current supply and demand for on/off-street parking and provides a projection of the optimal parking supply in the study area. The study also reviewed future and current planned off-street parking to identify areas where the supply of off-street parking is expected to change. A cross-jurisdictional scan was conducted to consider best practices and lessons learned from other cities relative to parking policy.

Supply and Demand Assessment

There are over 22,000 parking spaces within the study area as demonstrated in figure 5 from the report below.

Region	On-Street Parking						Off-Street Parking				Total
	Paid	Time-Based	Un-restricted	Access-ible	Permit	Total	Public Pay/Permit	Free Customer Parking	Private Parking (1)	Total	
Downtown Dartmouth	257	143	126	23	1	550	800	256	44	1,100	1,650
Downtown Halifax	623	58	-	68	8	757	7,035	-	117	7,152	7,909
North End	17	801	218	42	285	1,363	383	198	-	581	1,944
Quinpool	28	236	250	9	27	550	70	543	-	613	1,163
Spring Garden	161	12	-	23	-	196	1,711	8	-	1,719	1,915
Institutional District (2)	687	582	137	76	190	1,672	3,624	-	2,214	5,838	7,510
TOTAL	1,773	1,832	731	241	511	5,088	13,623	1,005	2,375	17,003	22,091

² <https://cdn.halifax.ca/sites/default/files/documents/city-hall/standing-committees/190124tsc112.pdf>

- (1) Private parking are spaces that are not available to the general public. Some of these private lots may allow public parking on evenings and/or weekends but not during the daytime on weekdays.
- (2) The parking supply for the institutional district excludes parking spaces in areas which overlap with the Downtown Halifax BID and the Spring Garden BID and are accounted for in the supply for the BIDS.

To determine demand and utilization, parking occupancy counts were conducted at 36 on-street parking locations in June of 2022. Comparatively occupancy data for the 2017 report was collected in the spring of 2017. Counts can be impacted by weather, events and time of day. Occupancy counts provide a snapshot or moment in time. Parking systems are considered “effectively full” at an occupancy of ~85-90%. This represents the point where a space becomes challenging for drivers, resulting in an increased likelihood of a driver having to search or “continuously cruise” for an available parking space.

Region	Spaces Observed 2017	Spaces Observed 2022	2017 Average	2022 Average
Downtown Halifax	23	78	95%	73%
Downtown Dartmouth	26	61	72%	71%
North End	24	43	83%	80%
Quinpool	17	35	60%	62%
Spring Garden	17	47	69%	65%
Institutional District	68	65	88%	77%

Overall, demand for parking has dropped since 2017. This is likely attributed to a number of factors, the most likely being remote work and changes in behaviour patterns. However, implementing increased time of day paid parking rates, adding additional commuter parking, and implementing parking technology has likely all contributed to the reduction in demand.

Although the study did include an analysis of Transit Park & Ride facilities, it should be noted that the data collected occurred in May 2022, and parking utilization was lower than normal at that time due to the COVID-19 pandemic. Historically, parking utilization has been much higher at most facilities. In addition, the study overemphasized the impact of NSCC students on the Woodside Park & Ride. A more thorough analysis was completed in February 2020 that found that less than 30 of the 515 vehicles in the lot were not parked for the purposes of accessing the ferry service.

Staff will continue to use this information to inform parking policy changes and recommendations to Council such as implementing additional paid parking in select zones, reviewing the current demand-based paid parking rates, and bringing forward changes to the permit program.

Jurisdictional Scan

The report included a jurisdictional scan and found that the municipality’s practices as they relate to regulating supply and demand of on-street parking are in line with other cities including Victoria, Calgary, Winnipeg, and Fredericton.

Conclusions

The report notes that accommodating future parking demand requires a comprehensive strategy that aims to maintain an appropriate equilibrium between parking supply and parking demand. The range of possible parking management strategies can be separated into three categories:

- optimizing the existing parking supply,
- reducing parking demand, or
- increasing parking supply.

The Integrated Mobility Plan (IMP) provides clear guidance that the focus should be on the first two categories to effectively manage and decrease demand over time.

Staff continue to focus on the following objectives:

- Monitor and adjust legislation to implement effective time-of-day and demand-based pricing models for on-street paid parking. Specifically, reports detailing proposed changes to By-Law P-1200 (parking permits) is planned for the January 24th meeting of Regional Council with By-Law P-500 (pay stations) being scheduled for later this year.
- Monitor parking rates and demands in off-street lots to ensure that off-street parking is more attractive for longer visits.
- Develop curbside management guidelines and implement mixed use curb practices such as time-of-day loading.
- Monitor utilization of park & rides and continue to invest in AT and other transit infrastructure to drive an increase in ridership and decrease dependency on parking facilities.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report. Staff intend to budget for another study in 2024/25 estimated to cost \$50,000, with the results continuing to inform parking policy and pricing.

COMMUNITY ENGAGEMENT

This report was presented to the Parking Advisory Committee, which is comprised of business improvement districts, private lot owner/operators, universities, and other levels of government during their fall meeting.

ATTACHMENTS

Attachment A – 2022 Halifax Regional Municipality Parking Demand Study

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.

Report Prepared by: Jeff Nephew, Team Lead Senior Advisor, Parking Services, 902-222-4180

HALIFAX

Halifax Regional Municipality

Parking Demand Study

Final Report

November 2022



Project Summary

Project Name

Halifax Regional Municipality Parking Demand Study

Project No.

222005

Report Version

Final Report

Date

November 2022

Client

Halifax Regional Municipality
P.O. Box 1749
Halifax, NS B3J 3A5

Consultant Project Team

Michael MacDonald, P.Eng.
Florence Allaire, MScE, P.Eng.
Gene Chartier, M.A.Sc., P.Eng., FITE
Andrew Steinsky, P.Eng., PTP

**Harbourside Transportation Consultants**

219 Waverley Road, Suite 200
Dartmouth, NS, Canada B2X 2C3
Tel.: 902.405.4696
Fax: 902.405.4693
www.harboursidetransportation.com

Paradigm Transportation Solutions Limited

5A-150 Pinebush Road
Cambridge ON N1R 8J8
Tel: 519.896.3163
905.381.2229
416.479.9684
www.ptsl.com



Table of Contents

1	Introduction	1
1.1	Study Overview and Objectives	1
1.2	Study Scope.....	1
2	Background	4
2.1	Regional Parking Strategy Functional Plan.....	4
2.2	Current Halifax Regional Municipality Parking Practice	5
2.2.1	On-Street Parking.....	5
2.2.2	Off-Street Parking.....	8
3	Parking Supply and Demand Assessment.....	12
3.1	Regional Centre BIDs and Institutional District.....	12
3.1.1	Parking Supply	12
3.1.2	Parking Utilization.....	14
3.1.3	Parking Demand.....	17
3.1.4	Optimum Target of Parking Supply.....	23
3.2	Halifax Transit Park and Ride Terminals.....	26
3.2.1	Parking Supply	26
3.2.2	Parking Utilization.....	26
3.2.3	Optimum Target of Parking Supply.....	30
4	Projected Changes to the Off-Street Parking Supply.....	32
4.1	Downtown Dartmouth BID.....	32
4.2	Downtown Halifax BID	34
4.3	North End BID.....	37
4.4	Quinpool BID.....	38
4.5	Spring Garden BID.....	39
4.6	Institutional District.....	40
5	Best Practices Review	41
5.1	Jurisdictional Scan	41
5.1.1	Victoria.....	42
5.1.2	Kelowna.....	44
5.1.3	Calgary	47
5.1.4	Regina	48

5.1.5	Winnipeg.....	49
5.1.6	Hamilton	51
5.1.7	Fredericton	54
5.2	Curbside Management.....	55
5.2.1	Planning and Implementation	55
5.2.2	Access to Loading/Unloading Zones	56
5.2.3	Parking	56
5.3	Key Findings and Opportunities	57
5.3.1	Optimize Existing Parking Supply.....	58
5.3.2	Strategies to Reduce Parking Demands.....	62
5.3.3	Increasing the Parking Supply	64
6	Conclusions and Recommendations	65
6.1	Conclusions.....	65
6.1.1	Parking Supply and Demand Assessment.....	65
6.1.2	Projected Changes to the Off-Street Parking Supply.....	68
6.1.3	Best Practice Review.....	69
6.2	Recommendations	70

Appendices

- Appendix A Parking Supply Inventory
- Appendix B On-Street Parking Utilization Data
- Appendix C Parking Demand Assessment
- Appendix D Park and Ride Parking Utilization Data

Figures

Figure 1: Study Area Boundaries	3
Figure 2: Halifax Parking Pay Zones	7
Figure 3: Zone I Off-Street Parking Lot	8
Figure 4: Zone J Off-Street Parking Lot.....	9
Figure 5: Halifax Regional Municipality Municipal Overnight Winter Parking Ban	11
Figure 6: Transit Weekday Ridership	29
Figure 7: Ferry Weekday Ridership.....	29
Figure 8: King's Wharf	33
Figure 9: Parking Lot Bounded by Prince Street, Alderney Drive and King Street	34
Figure 10: New Art Gallery Nova Scotia.....	35
Figure 11: Cogswell District.....	36
Figure 12: Halifax Infirmary Parking Garage	40
Figure 13: City of Victoria Downtown Parking Map	43
Figure 14: City of Kelowna Downtown Parking Map	46
Figure 15: City of Winnipeg Downtown Parking Map	52

Tables

Table 1: HRM Regional Parking Strategy Functional Plan Recommendations	5
Table 2: Halifax Regional Municipality Permit Type	6
Table 3: HRM On-Street Parking Rates by Zone	6
Table 4: HRM Off-Street Parking Rates by Zone	9
Table 5: Parking Supply	13
Table 6: Parking Occupancy Count Locations	15
Table 7: Parking Utilization.....	16
Table 8: Comparison of Parking Utilization in 2017 and 2022.....	17
Table 9: Business Establishments and Employees Range	19
Table 10: Business Establishments by NAICS Classification.....	20
Table 11: ITE Land Use Codes for each NAICS Classification	21
Table 12: Average Employee Densities for Service Land Use.....	22
Table 13: Peak Parking Demand Estimates.....	22
Table 14: Parking Demand Adjustments.....	23
Table 15: Optimum Parking Supply Target	24
Table 16: Parking Supply at Park and Ride Terminals.....	26
Table 17: Parking Utilization at Park and Ride Terminals	28
Table 18: Optimum Parking Supply Target at Park and Ride Terminals	30
Table 19: City of Winnipeg Parking Strategies	50
Table 20: City of Hamilton Parking Strategies.....	53
Table 21: Optimum Parking Supply Target	66

1 Introduction

1.1 Study Overview and Objectives

The Halifax Regional Municipality (HRM) retained the Harbourside Transportation Consultants and Paradigm Transportation Solutions Limited to prepare a Parking Demand Study. The purpose of this study is to provide a comprehensive report examining the current and future parking conditions in the Regional Centre, including demand management, the role of and effects on other modes, and recommendations to accommodate anticipated population growth and development. The information in this report will be used by HRM in partnership with the Business Improvement Districts (BIDs) to inform parking policy decisions.

The scope of the study includes:

- ▶ **Parking Supply and Demand Assessment:** an assessment of current supply and demand for on- and off-street parking and projection of the optimal parking supply in the study area.
- ▶ **Analysis of Future and Current Planned Off-Street Parking:** an analysis of current and future planned off-street public parking to identify areas where the supply of off-street parking is expected to change.
- ▶ **Cross-Jurisdictional Scan:** a review of parking practice and policy from other jurisdictions to ensure HRM is able to consider best practices and lessons learned from other cities.

1.2 Study Scope

The geographic focus of the study encompasses Halifax Institutional District and the five Business Improvement Districts (BIDs) within the Regional Centre:

- ▶ Downtown Dartmouth;
- ▶ Downtown Halifax;
- ▶ North End;
- ▶ Quinpool; and
- ▶ Spring Garden.

Figure 1 illustrate the six geographic regions included in the study.

In addition to the six geographic regions, the study includes a review of parking supply and demand at fourteen Halifax Transit Park and Ride Terminals:

- ▶ Alderney Ferry Terminal;
- ▶ Bridge Terminal;
- ▶ Cobequid Terminal;
- ▶ Downsview Terminal;
- ▶ Fall River Park and Ride;
- ▶ Maybank Field Park and Ride;
- ▶ Mumford Terminal;
- ▶ Porters Lake Park and Ride;
- ▶ Portland Hills Terminal;
- ▶ Sackville Terminal;
- ▶ Shel Drake Lake Park and Ride;
- ▶ Hubley Centre Park and Ride;
- ▶ West Bedford Park and Ride; and
- ▶ Woodside Ferry Terminal.

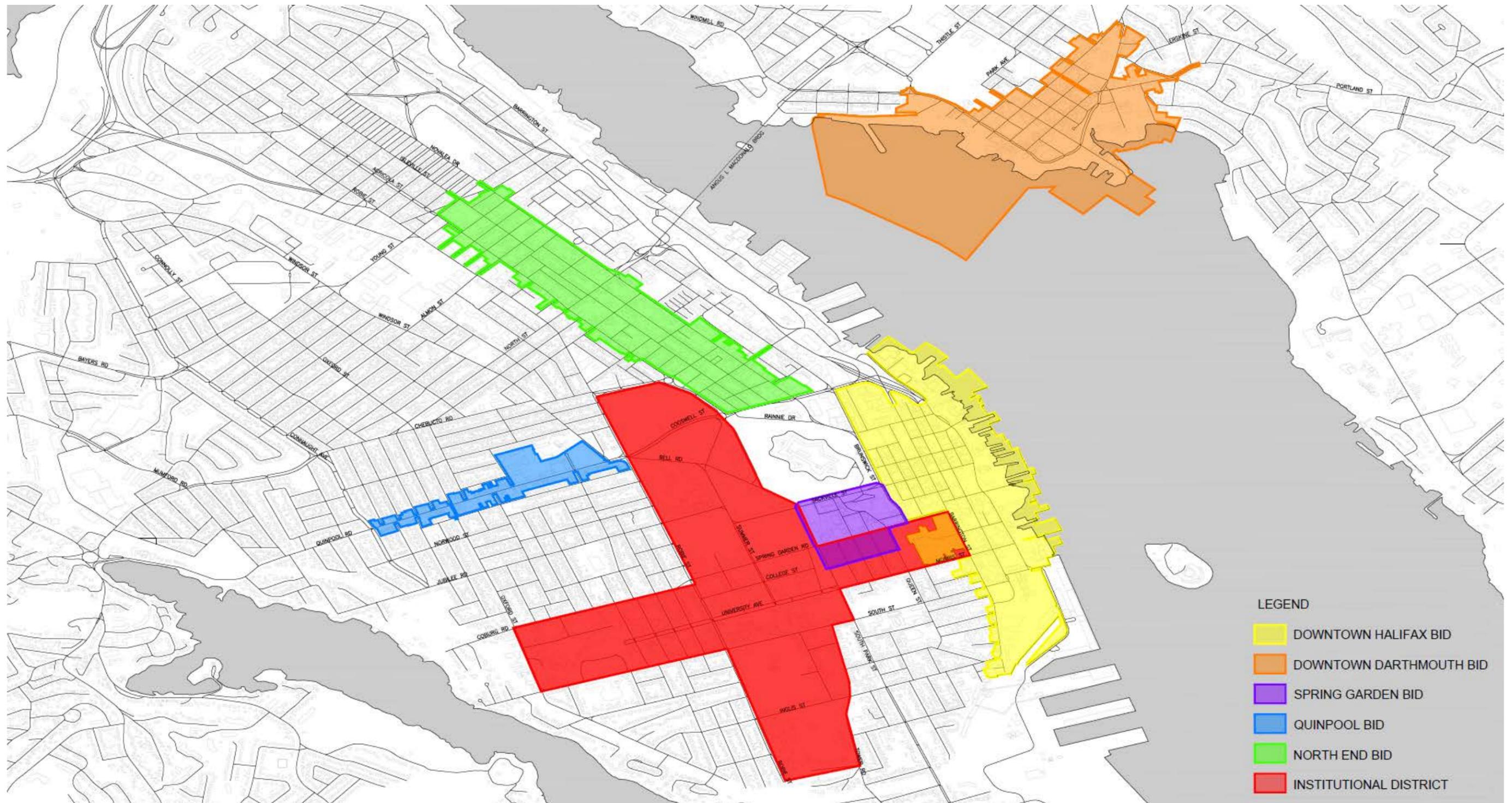


Figure 1: Study Area Boundaries

2 Background

2.1 Regional Parking Strategy Functional Plan

The HRM *Regional Parking Strategy Functional Plan*¹ (herein referred to as *The Plan*) was developed in 2008, to provide a “25-year plan to ensure that parking in the HRM will be designed, supplied, and managed to:

- ▶ support a choice of integrated travel modes;
- ▶ encourage alternatives to the single occupant vehicle trip;
- ▶ help mitigate traffic congestion;
- ▶ promote efficient land use;
- ▶ operate efficiently and equitably;
- ▶ support local business, tourism, and service sectors;
- ▶ protect the environment; and
- ▶ link with other ongoing studies.²

Table 1 summarizes the recommended strategies outlined in *The Plan*. These strategies explore opportunities to increase the efficiency of the parking supply while also reducing the demand for parking. Although *The Plan* is over ten years old, the strategies contained within it remain practical and worthwhile.

Many of the strategies listed in *The Plan* represent living strategies that can evolve with changes in travel trends or improvements to public transit. Examples include

- ▶ revising parking standards to account for an increase in ridesharing (e.g., Uber/Lyft) or lower vehicle ownership characteristics;
- ▶ improving user information through technological advances such as mobile applications; and/or
- ▶ using technology to implement dynamic pricing models that better respond to daily parking demands.

¹ Halifax Regional Municipality. *Regional Parking Strategy Functional Plan*. 2008.

² Ibid. p. ES1

Table 1: HRM Regional Parking Strategy Functional Plan Recommendations

Strategy	Action
Strategies that increase the efficiency of the parking system	<ul style="list-style-type: none"> ▶ Revise Parking Zoning Standards ▶ Improve User Information ▶ Optimize On-Street Parking Management ▶ Expand Municipally Owned Public Parking Supply
Strategies that reduce parking demands	<ul style="list-style-type: none"> ▶ Improve Transit Options ▶ Promote Active Transportation ▶ Encourage Ridesharing and Transportation Demand Management (TDM) ▶ Parking Policy
Supporting strategies	<ul style="list-style-type: none"> ▶ Update Parking Governance Structure ▶ Fund Parking Management and Development ▶ Parking Payment Technology ▶ Urban Design

2.2 Current Halifax Regional Municipality Parking Practice

2.2.1 On-Street Parking

On-street parking is managed through a combination of paid parking, time-based parking and permits.

The Municipality provides six different parking permits, five of which require an application. The sixth (temporary resident parking permits) is provided by the Municipality when a property becomes inaccessible during municipal works. Table 2 summarizes the available parking permits, their cost, and eligibility requirements.

On-street paid parking is pay-by-plate, pay-by-zone with a combination of paid, permit, and hourly parking in each zone. Parking is free on weekdays after 6:00 PM, on weekends and holidays³. Time based on-street parking includes 15 minutes, 30 minutes, and 1, 2 or 3-hour restrictions.

Table 3 summarizes the on-demand parking rates. Figure 2 illustrates the parking zones.

³ “On-Street Parking,” Halifax Regional Municipality, accessed 18 November 2022, <https://www.halifax.ca/transportation/parking/street-parking>

Table 2: Halifax Regional Municipality Permit Type

Permit Type	Cost ¹	Eligibility
Annual Resident	\$40/year	Available to anyone residing in their designated zone in a building with no more than four dwelling units.
Temporary Resident	No fee	Available to anyone whose private driveway is temporarily blocked during municipal works. Resident must reside in a building with no more than four dwelling units.
Annual Visitor	\$40/year	Available to anyone who does not have access to a private driveway located on the property of the resident, residents that borrow or rent vehicles, and individuals that visit or provide services to residents.
Monthly Commuter	\$40/month to \$60/month	Available to any resident that commutes to the Halifax peninsula or downtown Dartmouth.
Student Commuter	\$30/month	Available to any registered student with valid ID at a post-secondary institution such as NSCC, NSCAD, SMU, DAL, Kings, MSVU, etc.
Daily Contractor ²	\$40/day	Available to businesses and contractors with a valid business license.

1. Fees are set by Council through Administrative Order Number 15 Respecting License, Permit and Processing Fees and governed by By-law P-1200 Respecting On-Street Parking Permits.
 2. Daily Contractor permits exist in legislation but are no longer offered by the Municipality.

Table 3: HRM On-Street Parking Rates by Zone

Time of Day	Zone/Rates ¹							
	A	B	C	D	E	F	G ²	H
8 AM	\$1.50	\$2.00	\$2.00	\$3.00	\$1.50	\$1.50	\$1.50	\$2.00
9 AM	\$1.50	\$2.00	\$2.00	\$3.00	\$1.50	\$1.50	\$1.50	\$2.00
10 AM	\$1.50	\$3.00	\$2.00	\$3.00	\$1.50	\$1.50	\$1.50	\$2.00
11 AM	\$1.50	\$3.00	\$3.00	\$3.00	\$1.50	\$1.50	\$1.50	\$2.50
Noon	\$1.50	\$3.00	\$3.00	\$3.00	\$1.50	\$1.50	\$1.50	\$2.50
1 PM	\$1.50	\$3.00	\$3.00	\$3.00	\$1.50	\$1.50	\$1.50	\$2.50
2 PM	\$1.50	\$2.00	\$2.00	\$1.50	\$1.50	\$1.50	\$1.50	\$1.00
3 PM	\$1.50	\$2.00	\$2.00	\$1.50	\$1.50	\$1.50	\$1.50	\$1.00
4 PM	\$1.50	\$2.00	\$2.00	\$1.50	\$1.50	\$1.50	\$1.50	\$1.00
5 PM	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
Daily Maximum	\$14.50	\$23.00	\$22.00	\$23.50	\$14.50	\$14.50	\$14.50	\$17.50

1. Rates are set by Council through Administrative Order Number 15 Respecting License, Permit and Processing Fees and governed by By-law P-500 Respecting Parking Meters and Pay Stations for the Regulation of Parking of Vehicles Left Standing in the Halifax Regional Municipality.
 2. There is currently no Zone G parking.

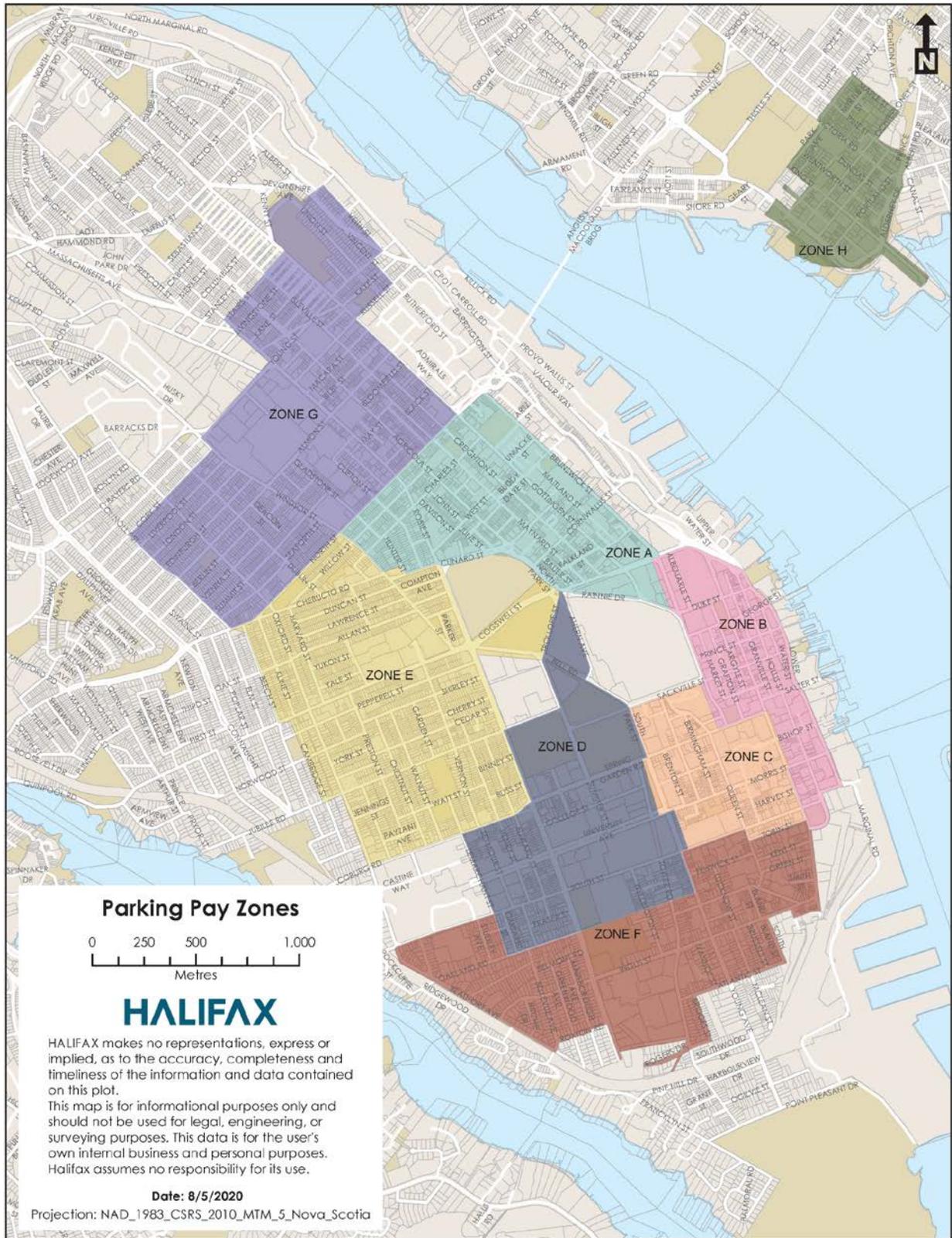


Figure 2: Halifax Parking Pay Zones

2.2.2 Off-Street Parking

Off-street parking is generally managed by private property owners through a combination of private parking lots (e.g., customer parking only, employee parking only) or parkades operated by private companies (e.g., Indigo, Impark).

The municipality manages two off-street parking lots: one located in Zone I at the corner of Alderney Drive and Ochterloney Street in Downtown Dartmouth, and one in Zone J at the corner of Sackville Street and Bell Road in Halifax⁴.

Figure 3 and Figure 4 illustrate the off-street parking lots. Table 4 summarizes the off-street parking rates.

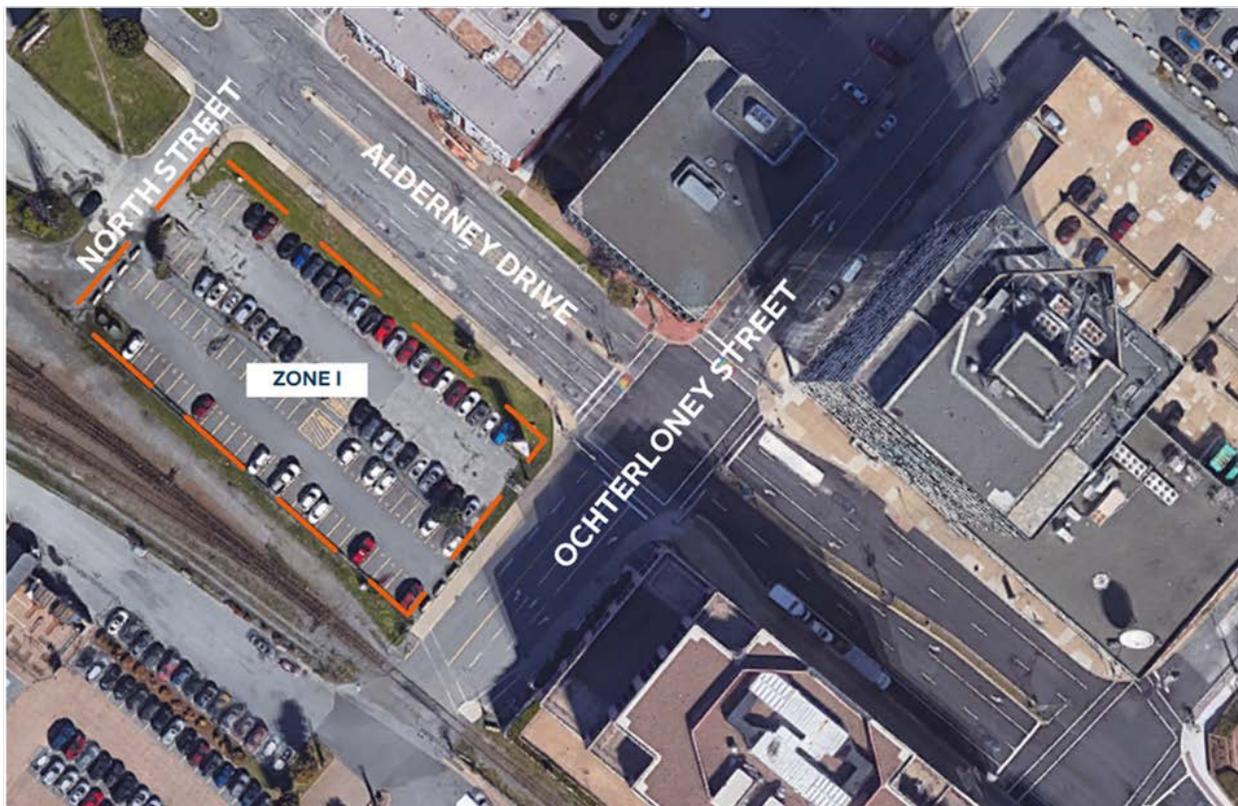


Figure 3: Zone I Off-Street Parking Lot

⁴ "Off-Street Parking," Halifax Regional Municipality, accessed 18 November 2022, <https://www.halifax.ca/transportation/parking/off-street-parking>

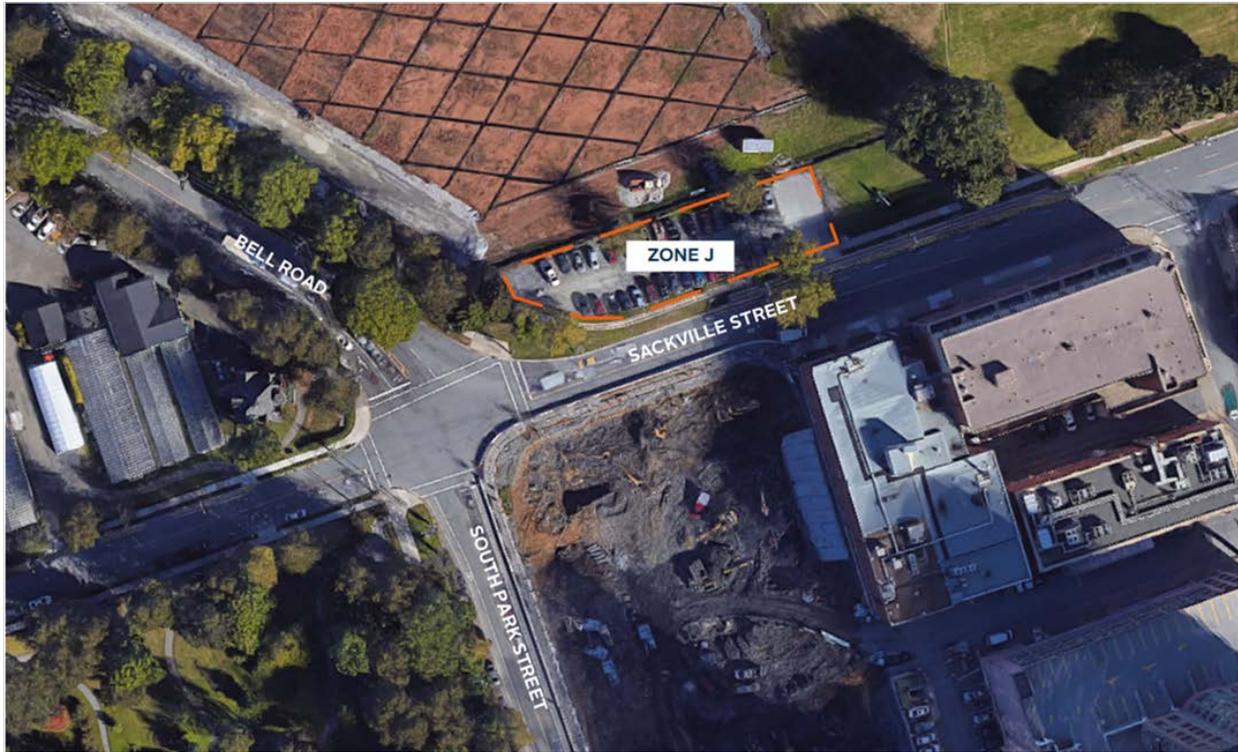


Figure 4: Zone J Off-Street Parking Lot

Table 4: HRM Off-Street Parking Rates by Zone

Time of Day	Zone/ Rates ¹	
	I	J
Weekday Daytime Zone I: 8 AM – 6 PM Zone J: 6 AM – 6 PM	\$2.00/hr	\$4.00/hr
Weekday Daytime Maximum	\$12.00	\$12.00
Weekday Evening 6 PM – 10 PM	-	\$2.00/hr
Weekday Evening Maximum	-	\$5.00
Weekend 6 AM to 10 PM	-	\$2.00/hr
Weekend Daily Maximum	-	\$10.00
1. Rates are set by Council through Administrative Order Number 15 Respecting License, Permit and Processing Fees and governed by By-law P-500 Respecting Parking Meters and Pay Stations for the Regulation of Parking of Vehicles Left Standing in the Halifax Regional Municipality.		

Between 15 December and 31 March annually when declared weather events or ongoing clearing operations occur, HRM enforces a municipal overnight winter parking ban. During the municipal overnight winter parking ban, vehicles cannot be parked on the street and must be parked off-street.⁵ The parking ban is enforced using two zones:

- ▶ Zone 1 - Central: the Halifax Peninsula and Downtown Dartmouth within Highway 111 (the Circumferential Highway) and some surrounding areas; and
- ▶ Zone 2 - Non-Central: a designated area outside of Zone 1 – Central.

Figure 5 shows the designated area of the parking ban. It should be noted that the winter parking ban pertains to the overnight time period when HRM does not manage parking the parking supply. The overnight time period was not considered in this study.

⁵ “Parking Ban,” Halifax Regional Municipality, accessed 18 November 2022, <https://www.halifax.ca/transportation/cycling-walking/service-updates/parking-ban>

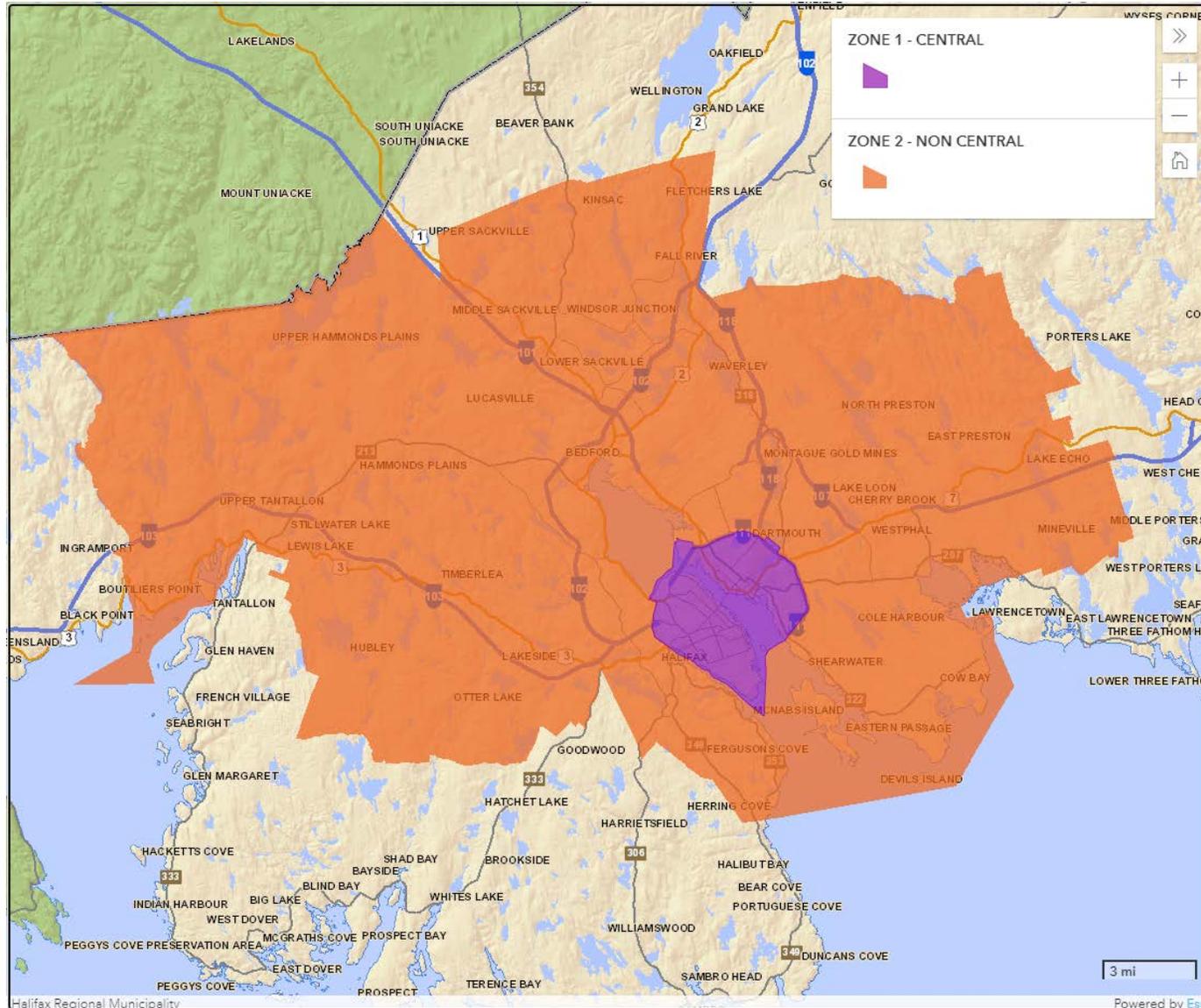


Figure 5: Halifax Regional Municipality Municipal Overnight Winter Parking Ban

3 Parking Supply and Demand Assessment

The objective of this task is to assess the current supply and demand for parking and project the optimal parking supply in the study area.

3.1 Regional Centre BIDs and Institutional District

3.1.1 Parking Supply

The parking capacity or supply is the total number of parking spaces provided at a location or within a specific area. An inventory of existing facilities in each of the six geographic regions was compiled from site visits, aerial photography, and information provided by parking lot operators to determine the current on-street and off-street parking supply.

Marked spaces on paved surfaces were counted. Unmarked on-street parking spaces were estimated by measuring the length of parking area and applying a parking space length dimension of 6.0 metres for parallel parking. For off-street parking lots with unmarked off parking spaces, the supply was estimated based on observed parking patterns.

The off-street parking supply includes parking facilities operated by HRM, private sector parking operators and large institutions such as Dalhousie University, Saint Mary's University and NS Health. The off-street parking supply used for the purposes of this report does not represent a comprehensive inventory off all off-street parking.

Table 5 summarizes the parking supply within each region. Appendix A contains the detailed inventory of the existing parking inventory including information about location, number of parking spaces, and time restrictions or reserved parking spaces details (i.e., permit parking, specific business use, car share, etc.).

There are over 22,000 parking spaces in the study area. The on-street parking supply consists of approximately 5,088 parking spaces, approximately 36% are time-based spaces, 35% are paid spaces, 14% are unrestricted spaces, 10% are permit spaces and 5% are accessible spaces.

Table 5: Parking Supply

Region	On-Street Parking						Off-Street Parking				Total
	Paid	Time-Based	Un-restricted	Accessible	Permit	Total	Public Pay/Permit	Free Customer Parking	Private Parking ¹	Total	
Downtown Dartmouth BID	257	143	126	23	1	550	800	256	44	1,100	1,650
Downtown Halifax BID	623	58	-	68	8	757	7,035	-	117	7,152	7,909
North End BID	17	801	218	42	285	1,363	383	198	-	581	1,944
Quinpool BID	28	236	250	9	27	550	70	543	-	613	1,163
Spring Garden BID	161	12	-	23	-	196	1,711	8	-	1,719	1,915
Institutional District ²	687	582	137	76	190	1,672	3,624	-	2,214	5,838	7,510
Total	1,773	1,832	731	241	511	5,088	13,623	1,005	2,375	17,003	22,091

1. Private parking are spaces that are not available to the general public. Some of these private lots may allow public parking on evenings and/or weekends but not during the day time on weekdays.

2. The Institutional District boundary overlaps with the Spring Garden BID and the Downtown Halifax BID. The parking supply for the Institutional District excludes parking spaces in areas which overlap with the Downtown Halifax BID and the Spring Garden BID and are accounted for in the supply for the BIDs.

3.1.2 Parking Utilization

To determine the availability of parking in the five BIDs and the Institutional District an analysis of parking utilization of on-street parking spaces was conducted. Parking utilization refers to the proportion of parking spaces that are occupied by parked vehicles at a given time, expressed as a percentage of spaces occupied.

Parking occupancy counts were conducted at 36 on-street parking locations in June 2022. The number of parked cars were recorded every ten minutes from 11:00 a.m. to 4:00 p.m. on two consecutive weekdays. Table 6 summarizes the parking occupancy count locations. A total of 329 parking spaces were recorded including paid, time-limited and accessible parking spaces.

Table 6: Parking Occupancy Count Locations

Area	ID	Name	Spaces ¹	Total
Dartmouth	D1	Ochterloney Street – Edward Street to King Street	5	61
	D2	Prince Street - Portland Street to Alderney Street	17	
	D3	Portland Street - King Street to Wentworth Street	7	
	D4	King Street - Queen Street to Portland Street	6	
	D5	Wentworth Street - Ochterloney Street to North Street	9	
	D6	Dundas Street - Ochterloney Street to Queen Street	9	
	D7	Victoria Road - Queen Street to Portland Street	8	
Halifax	H1	Cogswell Street - Gottingen Street to Brunswick Street	11	78
	H2	Duke Street - Hollis Street to Granville Street	5	
	H3	Albemarle Street - South of Cogswell Street	11	
	H4	Brunswick Street - Carmichael Street to Prince Street	12	
	H5	Barrington Street - North of George Street	4	
	H6	Hollis Street - Prince Street to Sackville Street	10	
	H7	Prince Street - Bedford Row to Lower Water Street	4	
	H8	Grafton Street - Blowers Street to Spring Garden Road	10	
	H9	Hollis Street - South of Salter Street	11	
North End	N1	Agricola Street - Charles Street to Willow Street	6	43
	N2	Buddy Daye Street - Gottingen Street to Creighton Street	9	
	N3	Agricola Street - Harris Street to Woodill Street	9	
	N4	Gottingen Street - Cornwallis Street to Cunard Street	9	
	N5	Cornwallis Street - Gottingen Street to Creighton Street	5	
	N6	Portland Place - Gottingen Street to Maitland Street	5	
Quin-pool	Q1	Harvard Street - North of Quinpool Road	5	35
	Q2	Quinpool Road - Monastery Lane to Quingate Place	22	
	Q3	Quinpool Road - Quingate Place to Windsor Street	8	
Spring Garden	S1	Birmingham Street - North of Spring Garden Road	6	47
	S2	Queen Street - North of Morris Street	18	
	S3	South Park Street - Spring Garden Road to Brenton Place	23	
Institutional	X1	Robie Street - North of Bliss Street	5	65
	X2	Spring Garden Road - West of Summer Street	6	
	X3	Cathedral Lane - North of University Avenue	10	
	X4	Lemarchant Street - South of Coburg Road	10	
	X5	University Avenue - East of Robie Street	9	
	X6	Robie Street - University Avenue to South Street	8	
	X7	Inglis Street - Robie Street to Wellington Street	8	
	X8	Morris Street - Barrington Street to Hollis Street	9	
Total			329	329
1. Number of spaces estimated based on 6 metres				

The average parking utilization over the nine busiest 10-minute increments for the region was calculated and averaged for both days. Table 7 summarizes the parking utilization for each region. Appendix B contains the detailed parking utilization data.

The highest levels of utilization were observed in the North End BID (80%), followed by the Institutional District (77%) and the Downtown Dartmouth BID (73%). The lowest levels of utilization were observed in the Quinpool BID.

Based on the parking utilization results the parking demand is less than the available supply indicating that generally each of the five BIDs and the Institutional District has adequate parking supply to accommodate its demand.

Table 7: Parking Utilization

Region	Spaces Observed	Day 1	Day 2	Average
Downtown Dartmouth BID	61	67%	79%	73%
Downtown Halifax BID	78	73%	68%	71%
North End BID	43	76%	83%	80%
Quinpool BID	35	54%	70%	62%
Spring Garden BID	47	67%	64%	65%
Institutional District	65	77%	77%	77%

The parking utilization results when compared to the results of the *HRM Parking Roadmap Implementation* study⁶ which included parking utilization data at most of these location in 2017, indicate a significant reduction in parking demand in the Downtown Halifax BID and in the Institutional District. In 2017 the highest levels of utilization were observed in the Downtown Halifax BID (95%), followed by the Institutional District (88%).

Table 8 summarizes the comparison of the parking utilization results to the 2017 parking utilization results.

⁶ CBCL Limited. *Parking Roadmap Implementation - Combined Tasks*, July 2018.

Table 8: Comparison of Parking Utilization in 2017 and 2022

Region	Parking Utilization		Difference
	2017	2022	
Downtown Dartmouth BID	72%	73%	+1%
Downtown Halifax BID	95%	71%	-24%
North End BID	83%	80%	-3%
Quinpool BID	60%	62%	+2%
Spring Garden BID	69%	65%	-4%
Institutional District	88%	77%	-11%

There are a number of factors that could have contributed to the reduction in parking demand observed in the Downtown Halifax BID and Institutional District including:

- ▶ the Municipality has implemented significant changes in parking policy since 2017 including implementing time of day rates, higher prices for commuter parking and more paid parking; and
- ▶ the COVID-19 pandemic has had a lasting impact on workplaces with higher numbers of employees continuing to work from home. Fewer people commuting to work translates into a lower demand for parking. This shift has primarily impacted office-type workplace, the significant change in parking demand in the Downtown Halifax BID could be due to the high proportion of office-based employment in the area.

Parking utilization levels were comparable ($\pm 5\%$) in the remaining four BIDs. While the parking demand in these BIDs did not significantly increase or decrease, 2020 employment data (further discussed in Section 3.1.3) indicates that there has been significant growth in the number of business establishments in these BIDs since 2018. The fact that employment growth did not translate into a corresponding increase in parking demand, further suggests that factors such as changes to parking policy and the shift towards working from home have contributed to reducing parking.

3.1.3 Parking Demand

Parking demand is defined as the total number of vehicles seeking a parking space at a location or within a specific area over a specified period. Peak parking demand for the five BIDs and the Institutional District was estimated.

The accepted industry standard for the determination parking demand is the Institute of Transportation Engineers (ITE) *Parking Generation Manual*⁷. The *Parking Generation Manual* provides average peak period parking demand rates for different land uses based on data from parking surveys across the United States and Canada. The average peak period parking demand rates for non-residential land uses are typically expressed as vehicles per employee or vehicles per 1,000 square feet of gross floor area (GFA).

The 2020 businesses database from Environics Analytics was used to calculate peak parking demand for each BID and the Institutional District. The Businesses database provides the location coordinates of businesses tracked by InfoCanada and includes SIC or NAICS code and employee size range.

As per the requirements of the RFP, the parking demand estimates were calculated using the methodology employed in the *HRM Parking Roadmap Implementation* study. The methodology includes the following steps:

1. Identify the geographic locations of all business establishments based on latitude and longitude information in the dataset.
2. Extract the business establishment location points within the boundary of each BID in GIS.
3. Classify the business establishments within each BID into 20 land use categories according to the North American Industry Classification System (NAICS).
4. Identify ITE land use codes similar to each NAICS land use classification to determine the peak period parking demand rates for employees relating to land use types.
5. Convert the employee numbers calculated from the business establishment data to GFA in square feet for land use types which are related to service (i.e. shopping centre, medical-dental office building, recreational community centre and restaurants).
6. Apply the parking demand rates to the calculated total number of employees or total GFA under each land use type to estimate the total parking demand within the BID.

⁷ Institute of Transportation Engineers. *Parking Generation Manual, 5th Edition*, January 2019.

Due to limitations to how the data could be shared, the first three steps were completed by HRM. Table 9 summarizes the information provided by HRM including the total number of businesses and the range of employees in each region. Table 10 summarizes the total number of businesses by NAICS classification.

Each NAICS land use classification was assigned a corresponding ITE *Parking Generation Manual* land use code to determine the peak period parking demand rates for employees by land use type. The Institutional District was assigned different land use codes than the BIDs for two NAICS classifications: Educational Services and Health Care and Social Assistance to reflect the presence of hospitals and universities. Table 11 summarizes the ITE Land Use Codes for each NAICS classification.

Table 9: Business Establishments and Employees Range

Region	Total Business Establishments	Employees (Minimum)	Employees (Maximum)
Downtown Dartmouth BID	393	1,869	4,251
Downtown Halifax BID	828	11,556	25,172
North End BID	307	1,586	3,616
Quinpool BID	163	973	2,216
Spring Garden BID	372	2,573	5,656
BIDs Total	2,063	18,557	40,911
Institutional District	576	12,488	34,880

Table 10: Business Establishments by NAICS Classification

NAICS Classification	Downtown Dartmouth BID	Downtown Halifax BID	North End BID	Quinpool BID	Spring Garden BID	Institutional District
Accommodation and Food Services	28	159	29	29	48	47
Administrative and Support and Waste Management and Remediation Services	7	38	8	5	9	13
Agriculture, Forestry, Fishing and Hunting	0	2	0	0	0	1
Arts, Entertainment, and Recreation	3	26	7	2	4	11
Construction	8	12	12	0	1	3
Educational Services	5	13	9	9	10	33
Finance and Insurance	19	50	8	12	19	22
Health Care and Social Assistance	82	44	42	15	43	227
Information and Cultural Industries	5	23	20	2	11	10
Manufacturing	4	14	11	1	0	2
Mining, Quarrying, and Oil and Gas Extraction	0	2	0	0	1	0
Other Services (except Public Administration)	60	70	56	22	55	59
Professional, Scientific, and Technical Services	96	136	29	23	53	42
Public Administration	7	54	3	3	6	14
Real Estate and Rental and Leasing	15	46	5	3	12	19
Retail Trade	36	94	56	35	90	53
Transportation and Warehousing	5	17	1	0	1	3
Utilities	0	3	0	0	0	0
Wholesale Trade	6	7	7	1	1	2
Unclassified Establishments	7	18	4	1	8	15
Totals	393	828	307	163	372	576

Table 11: ITE Land Use Codes for each NAICS Classification

NAICS Classification	ITE Land Use Code 5 th edition	Parking Demand Rate	
		veh/ employee	veh/1000 sq. ft. GFA
Accommodation and Food Services	932 - High-Turnover (Sit-Down) Restaurant, Family, Dense Multi-Use Urban	-	6.47
Administrative and Support, Waste Management, Remediation Services	710 - General Office Building, General Urban/Suburban	0.84	-
Agriculture, Forestry, Fishing and Hunting	710 - General Office Building, General Urban/Suburban	0.84	-
Arts, Entertainment, and Recreation	495 - Recreational Community Centre, Dense Multi-Use Urban	-	1.15
Construction	180 - Specialty Trade Contractor, General Urban/Suburban	0.71	-
Educational Services	710 - General Office Building, General Urban/Suburban	0.84	-
	Institutional District: 540 – Junior/Community College, General Urban/Suburban ¹	2.52	-
Finance and Insurance	710 - General Office Building, General Urban/Suburban	0.84	-
Health Care and Social Assistance	720 - Medical-Dental Office Building, General Urban/Suburban	-	3.23
	Institutional District: 610 - Hospital, Dense Multi-Use Urban	0.59	-
Information and Cultural Industries	710 - General Office Building, General Urban/Suburban	0.84	-
Manufacturing	140 – Manufacturing, General Urban/Suburban	0.81	-
Mining, Quarrying, and Oil and Gas Extraction	710 - General Office Building, General Urban/Suburban	0.84	-
Other Services (except Public Administration)	710 - General Office Building, General Urban/Suburban	0.84	-
Professional, Scientific, and Technical Services	710 - General Office Building, General Urban/Suburban	0.84	-
Public Administration	710 - General Office Building, General Urban/Suburban	0.84	-
Real Estate and Rental and Leasing	710 - General Office Building, General Urban/Suburban	0.84	-
Retail Trade	820 – Shopping Centre, General Urban/Suburban, December	-	3.77
Transportation and Warehousing	150 - Warehousing, General Urban/Suburban	0.78	-
Utilities	170 – Utility	0.72	-
Wholesale Trade	710 - General Office Building, General Urban/Suburban	0.84	-
Unclassified Establishments	710 - General Office Building, General Urban/Suburban	0.84	-

1. ITE University/College Code does not provide parking generation rates by employee.

The average employee numbers were calculated from the provided range of employees. For land use types which are related to service) employee numbers were converted to GFA in square feet using the average employee densities from the *HRM Parking Roadmap Implementation* study. Table 12 summarizes the average employee densities by land use.

Table 12: Average Employee Densities for Service Land Use

Land Use	Average Employee Density
Restaurants	4 employees/1000 sq. ft.
Recreational community centre	1 employee/4300 sq. ft.
Medical-dental office building	4 employees/1000 sq. ft.
Shopping centre	4 employees/1000 sq. ft.

The parking demand rates were applied to the calculated number of employees or GFA for each land use type to estimate the total parking demand within the region. Table 13 summarizes the peak period parking demand estimates. Appendix C contains the detailed parking demand calculations.

It should be noted that the peak period parking demand estimates include both short-term and long-term parking demand and assume that all land uses peak at the same time of day.

Table 13: Peak Parking Demand Estimates

Region	Employees	Peak Parking Demand
Downtown Dartmouth BID	3,065	2,862
Downtown Halifax BID	18,368	20,781
North End BID	2,605	2,580
Quinpool BID	1,599	1,894
Spring Garden BID	4,119	4,547
Institutional District	23,689	24,139
Total	53,445	56,803

3.1.4 Optimum Target of Parking Supply

As part of the Parking Strategy Roadmap, HRM intends to closely monitor and report on changes in parking supply. Doing so will require a target to be set on how much parking is appropriate while recognizing the objective of the HRM to reduce the demand of single-occupant vehicle trips and support walkable complete communities.

To determine an optimum target of parking supply for each BID and the Institutional District the following adjustments were made to the calculated peak parking demand:

1. Time of day (TOD) factors for each land use were applied to the peak parking demand in each BID and the Institutional District. The TOD factors are sourced from the 5th edition of ITE *Parking Generation Manual* and generally match the filters used to select each peak parking demand rate (e.g., general/urban suburban, weekday, etc.).
2. The regional centre target mode split of no more than 40% motor vehicles identified in the *Integrated Mobility Plan*⁸ was applied to the peak parking demand.

The peak parking demand estimate calculated in Step 6 assume all land uses peak at the same time. These adjustments refine Step 6 to try and better estimate a more reasonable parking demand for each BID that can be used to determine the optimum target of parking supply. Table 14 summarizes the parking demand adjustments.

Table 14: Parking Demand Adjustments

Region	Peak Parking Demand (ITE Parking Generation, 5th Edition)	Estimated Parking Demand (ITE TOD Adjustments)	IMP Mode Split Target for Regional Centre	Estimated Parking Demand (IMP Mode Split Target and ITE TOD Adjustments)
Downtown Dartmouth BID	2,862	2,536	40%	1,014
Downtown Halifax BID	20,781	18,662	40%	7,465
North End BID	2,580	2,224	40%	890
Quinpool BID	1,894	1,728	40%	691
Spring Garden BID	4,547	4,013	40%	1,605
Institutional District	24,139	23,261	40%	9,304
Total	56,803	52,424	-	20,969

⁸ Halifax Regional Municipality. *Integrated Mobility Plan*, 2017,

Based on industry standards, parking systems are considered “effectively full” at an occupancy of approximately 85-90%. This represents the point where finding a space becomes challenging for drivers, resulting in an increased likelihood of a driver having to search for an available parking space. The optimum target of parking supply for each BID and the Institutional District was calculated to ensure that the peak parking demand would represent 85% capacity of the parking supply.

Table 15 summarizes the optimum target of parking supply for each BID and the Institutional District and identifies if there is a parking surplus or deficit based on the current parking supply. Note that the parking supply used for the purposes of this report does not represent a complete inventory of all off-street parking facilities as it excludes majority of private employee or customer only parking lots in the larger BIDs (Downtown Dartmouth and Downtown Halifax) and the Institutional District. Therefore, the actual supply in the area is expected to be higher.

Table 15: Optimum Parking Supply Target

Region	Refined Estimate of Parking Demand	Optimum Parking Supply Target	Existing Parking Supply	Surplus/ Deficit
Downtown Dartmouth BID	1,014	1,193	1650	457
Downtown Halifax BID	7,465	8,782	7909	-873
North End BID	890	1,047	1944	897
Quinpool BID	691	813	1163	350
Spring Garden BID	1,605	1,888	1915	27
Institutional District	9,304	10,946	7510	-3436
Total	20,969	24,669	22091	-2578

While the on-street parking utilization data indicated that there is sufficient supply to accommodate demand in all five BIDs and the Institutional District, the comparison to the target suggests parking deficits in the Downtown Halifax BID and the Institutional District. There may be the opportunity to increase supply to achieve optimum supply in the Downtown Halifax BID and the Institutional District.

The current parking supply in the Spring Garden BID is the optimum supply based on recent employment data and the mode split targets.

Parking surpluses are identified in the Downtown Dartmouth BID, the North End BID and the Quinpool BID. Excess parking in the southern portion of the North End BID and the eastern portion of the Quinpool Road BID could also be used to offset parking demand in the Downtown Halifax BID and the Institutional District.

The Downtown Dartmouth BID has a parking surplus of over 450 spaces. However, it should be noted that the parking demand estimates are based on employee numbers and therefore the peak demand for the Downtown Dartmouth BID does not reflect the Park and Ride demand the Alderney Ferry Terminal. The Alderney Landing Parking Lot has approximately 200 parking spaces and is shared with other uses, using the full capacity of the lot as a conservative estimate for Park and Ride demand would still result in a parking surplus of over 250 spaces. Parking surplus in the Downtown Dartmouth BID provides an opportunity to increase transit ridership and offset parking demand in the Downtown Halifax BID and the Institutional District.

3.2 Halifax Transit Park and Ride Terminals

3.2.1 Parking Supply

An inventory of the existing parking supply was compiled from aerial photography and site visits. Marked spaces on paved surfaces were counted. For parking lots with unmarked parking spaces, the supply was estimated based on observed parking patterns. Table 16 summarizes the parking supply at the Park and Ride Terminals.

Table 16: Parking Supply at Park and Ride Terminals

Park and Ride Terminal		Standard Spaces	Accessible Spaces	Total Spaces		Notes
Alderney Ferry Terminal		196	6	202		Shared with Alderney Landing 1 space reserved for car share
Bridge Terminal		441	14	455		Shared with Sportsplex
Cobequid Terminal	Lower Lot	61	0	61	145	-
	Upper Lot	80	4	84		-
Downsview Terminal		40	0	40		Estimate of allocated spaces in commercial parking lot
Fall River Terminal		88	2	90		-
Hubley Centre		177	2	179		-
Maybank Field		50	0	50		Unmarked gravel lot
Mumford Terminal		36	0	36		Allocated spaces in commercial parking lot
Porters Lake Terminal		129	4	133		-
Portland Hills Terminal		224	2	226		-
Sackville Terminal	Main Lot	184	3	187	324	-
	Wheaton's	137	0	137		-
Sheldrake Lake Terminal		45	3	48		-
West Bedford Terminal		247	11	258		16 spaces reserved for EV
Woodside Ferry	Lower Lot	38	8	46	527	-
	Upper Lot	481	0	481		10 spaces reserved John's Lunch

3.2.2 Parking Utilization

Parking occupancy counts were conducted at the 14 Park and Ride terminals in May 2022. The number of parked cars were recorded every 15 minutes from 7:00 a.m. to 7:00 p.m. on two consecutive weekdays.

For each location the average and maximum parking utilization were calculated. The average utilization is determined by calculating the average of the occupied spaces observed at each 15-minute interval over the entire day and dividing by the total number

of parking spaces. The maximum utilization is determined by dividing the highest number of occupied spaces observed over the entire day by the total number of parking spaces.

Table 17 summarizes the parking utilization at the Park and Ride terminals. Appendix D contains the detailed parking utilization data.

Two Park and Ride terminals were found to have maximum parking utilization near or over capacity:

- ▶ **Maybank Field:** The estimated capacity of the unmarked gravel lot is approximately 50 vehicles, a maximum demand of 52 vehicles was observed resulting in a maximum utilization over capacity (104% utilization).
- ▶ **Alderney Ferry Terminal:** 11 of the 202 parking spaces were obstructed during data collection. A maximum demand of 180 vehicles (94% utilization) was observed. It should be noted that the parking lot is not exclusively used as a Park and Ride facility and includes paid public parking, demand for the parking facility includes vehicles parking to access Alderney Landing and other downtown businesses. It should be noted that the Alderney Ferry Terminal has an overflow lot for Park and Ride users only located off of Geary Street/Shore Road which was not included in the data collection.

The lower lot at the Woodside Ferry Terminal also has a maximum parking utilization that reaches capacity (100%), however there was excess capacity in the upper lot resulting in an overall maximum utilization rate below 75% at the Woodside Ferry Terminal. However, it should be noted that the parking utilization data was collected in May which is during the Summer Term at the nearby NSCC Ivany Campus. Parking demand at the Woodside Ferry Terminal is strongly influenced by the NSCC campus, NCSS Student Services have indicated that enrolment is significantly lower during the Summer Term compared to the Fall and Winter terms due to very limited program offerings.

Anecdotally, the upper lot is often seen as full during the Fall and Winter terms at NSCC. With a maximum utilization of approximately 75% observed in May, only an additional 60 vehicles would be required to reach the 85% threshold where the parking lot would be considered “effectively full”. It is expected that utilization at the Woodside Ferry terminal exceeds the 85% threshold during the Fall and Winter terms at NSCC.

The lowest levels of maximum utilization were observed at the Downsview Terminal (14%) and the Porters Lake Terminal (22%).

Table 17: Parking Utilization at Park and Ride Terminals

Park and Ride Terminal	Spaces	Day 1		Day 2		2-day Average		
		Average	Maximum	Average	Maximum	Average	Maximum	
Alderney Ferry ¹	191	59%	84%	65%	94%	62%	89%	
Bridge Terminal	455	29%	43%	31%	43%	30%	43%	
Cobequid	Lower Lot	61	53%	67%	56%	74%	55%	71%
	Upper Lot	84	12%	17%	11%	17%	12%	17%
	Combined	145	29%	37%	30%	39%	30%	38%
Downsview Terminal	40	9%	15%	8%	13%	9%	14%	
Fall River Terminal	90	29%	40%	24%	31%	27%	36%	
Hubley Centre	179	31%	41%	32%	40%	32%	41%	
Maybank Field	50	74%	104%	53%	76%	64%	90%	
Mumford Terminal	36	35%	50%	30%	44%	33%	47%	
Porters Lake Terminal	133	18%	23%	14%	21%	16%	22%	
Portland Hills Terminal	226	17%	23%	23%	31%	20%	27%	
Sackville Terminal	Main Lot	187	57%	75%	59%	76%	58%	76%
	Wheaton's	137	13%	18%	16%	20%	15%	19%
	Combined	324	38%	50%	41%	52%	40%	51%
Sheldrake Lake Terminal	48	31%	40%	25%	29%	28%	35%	
West Bedford Terminal	258	12%	26%	12%	24%	12%	25%	
Woodside Ferry	Lower Lot	46	82%	100%	79%	100%	81%	100%
	Upper Lot	481	56%	71%	48%	65%	52%	68%
	Combined	527	58%	74%	50%	68%	54%	71%

1. Alderney Ferry Terminal has a total parking supply of 202 spaces, 11 spaces were obstructed during the parking utilization counts.

While the parking demand data indicates that the majority of Park and Ride terminals are significantly underutilized, it is important to note that transit and ferry ridership number are still down from pre-Covid levels. According to data from the Municipality's Integrated Mobility Dashboard⁹, in May of 2022, weekday bus ridership was down by approximately 24% and weekday ferry ridership was down by approximately 33% compared to May 2019. Figure 6 and Figure 7 illustrate the total weekday ridership by month in 2019 and 2022 for bus and ferry route respectively.

⁹ "Transit Dashboard," Halifax Regional Municipality, accessed 18 November 2022, <https://app.powerbi.com/view?r=eyJrIjojYWY1MjFmNjE0NTJkLTkxMGEtODNiZGU1YmY4MGZjliwidCl6ljA1YjdIN2Q2LWI3MmVtNDdkYS05M2VmLWVhYzcyMjNmODIiNSIsImMiOjN9&pageName=ReportSection>

Total Ridership by Month and Year

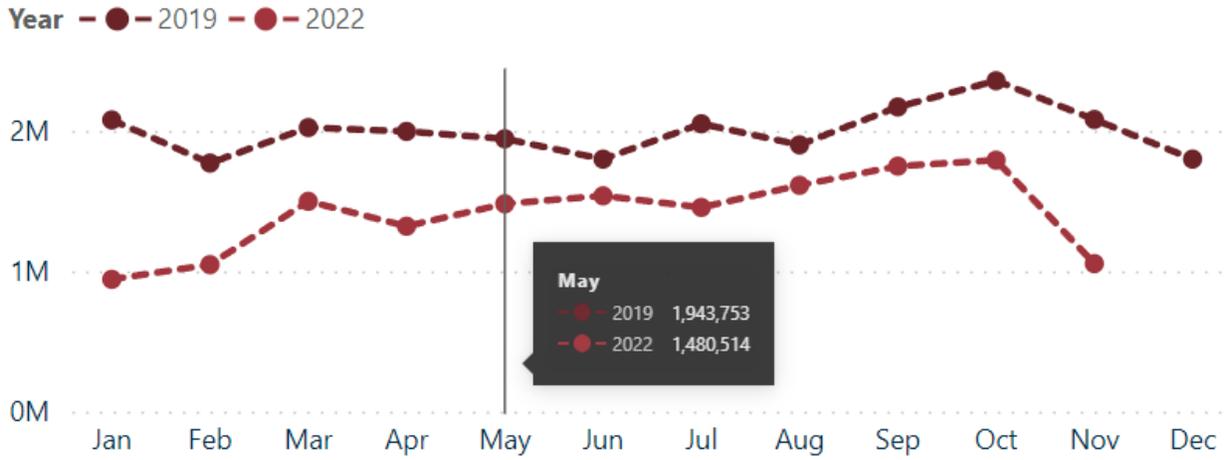


Figure 6: Transit Weekday Ridership

Total Ridership by Month and Year

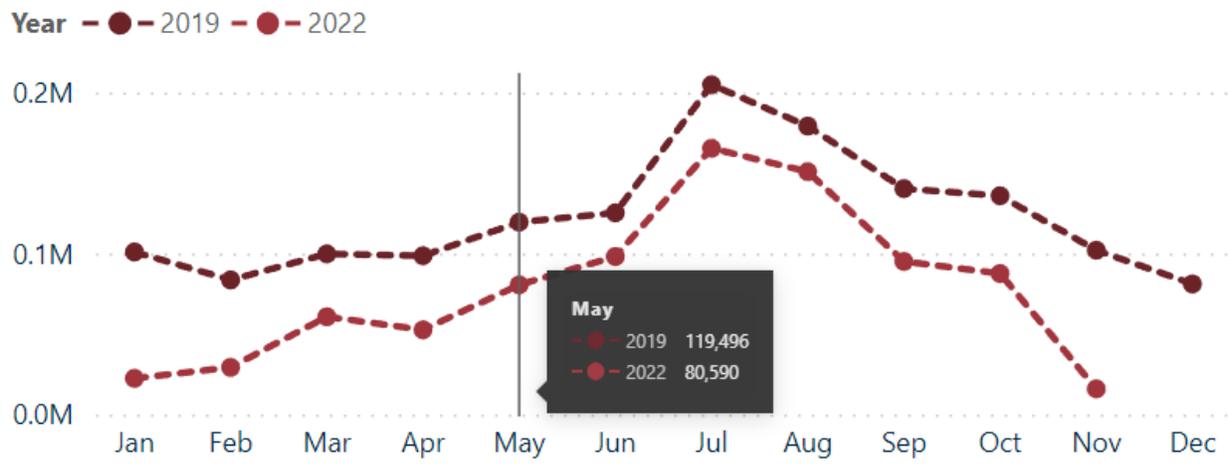


Figure 7: Ferry Weekday Ridership

3.2.3 Optimum Target of Parking Supply

Based on industry standards, parking systems are considered “effectively full” at an occupancy of approximately 85-90%. This represents the point where finding a space becomes challenging for drivers, resulting in an increased likelihood of a driver having to search for an available parking space.

The optimum target of parking supply for each Park and Ride terminal was calculated to ensure that the peak parking demand would represent 85% capacity of the parking supply. At Park and Ride terminals where the maximum parking demand was less than the current supply, the current supply was used as the optimum target of parking supply. Table 15 summarizes the optimum target of parking supply for each Park and Ride terminal.

Table 18: Optimum Parking Supply Target at Park and Ride Terminals

Park and Ride Terminal	Existing Supply	Maximum Demand Observed	Optimum Parking Supply Target
Alderney Ferry Terminal	202	180	212
Bridge Terminal	455	197	455
Cobequid Terminal	145	57	145
Downsview Terminal	40	6	40
Fall River Terminal	90	36	90
Hubley Centre	179	73	179
Maybank Field	50	52	62
Mumford Terminal	36	18	36
Porters Lake Terminal	133	31	133
Portland Hills Terminal	226	69	226
Sackville Terminal	324	169	324
Sheldrake Lake Terminal	48	19	48
West Bedford Terminal	258	66	258
Woodside Ferry Terminal	527	388	527

For the three Park and Ride terminals at or near capacity it is recommended that:

- ▶ Parking occupancy be monitored at the Alderney Ferry Terminal overflow lot. Consider increasing capacity of the overflow lot if the maximum parking utilization at the overflow lot also exceeds 85%.
- ▶ Parking occupancy be monitored at the Woodside Ferry Terminal to determine if the maximum parking utilization at the upper lot exceeds 85% with the additional NSCC student parking demand in the Fall and Winter Term. Consider increasing the parking supply or limiting the parking to permit Park and Ride parking only.
- ▶ Formalize the Maybank Park and Ride Facility including increased parking supply, demarcated parking spots, provision of accessible parking spaces, and enhanced lighting, wayfinding, and pedestrian connections.

The parking surplus present at the remaining 11 Park and Ride terminals may indicate the need to review how the Municipality determines the parking supply at a Park and Ride Terminals. These facilities are already constructed and provide an opportunity to improve transit service and increase ridership. Further study should consider how the parking supply relates to the capacity of transit service at the terminal, for example if the parking lot is half empty but all the buses full during the AM peak period.

There are costs associated with the maintenance of underutilized parking facilities and if further study concludes that parking utilization can not be adequately maximized at a terminal based on the service provided, there are a number of factors that should be considered before reducing the parking supply:

- ▶ The parking supply needs to consider future growth in the surrounding area and any projected changes in transit service.
- ▶ A Park and Ride user expects to always be able to find parking space. Parking availability at Park and Ride terminal is critical, a certain amount of surplus is required. If user arrives at a Park and Ride facility and often is unable to find parking, this could deter the user from using the transit service as their primary mode of commuting.
- ▶ Parking demand at the Park and Ride facilities fluctuates on a month-by-month basis similar to how transit ridership fluctuates. The two days of parking utilization data collected for this study are insufficient to determine the peak parking demand that should be accommodated by the reduced parking supply. More frequent monitoring of parking demand at the facility would be required.

Further study is recommended to determine if the parking supply should be reduced at Park and Ride Terminals with a parking surplus.

4 Projected Changes to the Off-Street Parking Supply

Halifax is undergoing significant development in the Regional Centre, and as a result, the amount and location of off-street parking, both publicly- and privately-owned is evolving. This section identifies areas where the supply of off-street parking is anticipated to change in the near-term and long-term horizon. This will assist in providing recommendations for ensuring adequate supply, including, but not limited to, solutions such as alternate parking locations, expanded park-and-ride facilities, pricing policies, etc.

4.1 Downtown Dartmouth BID

There are few remaining undeveloped properties in the Downtown Dartmouth BID, other than the development opportunities identified below, future development in the area will largely consist of redeveloping existing buildings and surface parking lots into residential and mixed-use developments. The *Centre Plan*¹⁰ has removed the need for developers to provide parking for new developments in the Downtown Dartmouth area. Significant levels of development without the provision of on-site parking could increase parking demand for existing facilities. The parking supply and demand assessment identified that there is currently a surplus of parking in the area which will help address some growth in the area.

Potential development opportunities include:

- ▶ **Kings Wharf:** there are four building constructed on the site, but many more to come. Much of this development will hinge on the provision of a secondary access into the property. There will be multiple large buildings as well as smaller townhouses built on the site. It is likely that there will be new underground parking, as well as new on-street parking provided as the parcel evolves.

¹⁰ Regional Centre Land Use By-Law, Halifax Regional Municipality, October 2021.



Figure 8: King's Wharf

- ▶ **Parking lot bounded by Prince Street, Alderney Drive and King Street:** the surface parking lot operated by Impark will likely become a candidate for redevelopment. It's location, near Halifax Harbour and the Alderney Landing Ferry Terminal, make it a desirable site for redevelopment. Nova Scotia is currently seeking potential partners to create mixed-model housing on the property. Based on previous concepts developed for the site, there development is likely to include underground parking on-site.



Figure 9: Parking Lot Bounded by Prince Street, Alderney Drive and King Street

- ▶ **Dartmouth Cove (Canal St Area):** The Canal Street area is a prime area for development in Downtown Dartmouth. There are a series of older buildings and surface parking lots which will likely be redeveloped. Its location on Dartmouth Cove and proximity to the Alderney Ferry terminal will make it a prime site for a significant development. The Dartmouth Cove Comprehensive plan projects as many as 1000 residential units, in addition to other mixed-use development.

4.2 Downtown Halifax BID

Downtown Halifax has seen a resurgence in development in recent years. Multiple residential buildings like the Maple and the Alexander have been built. In addition, there has been a surge in construction on the Halifax waterfront, which has replaced some of the surface parking lots on the waterfront. Queens Marque is now completed and The Cunard is under construction on the former Cunard parking lot. This development will feature 231 rental units, interior parking, ground level retail and new public spaces along Halifax's waterfront.

A major project for the waterfront will be the new Art Gallery Nova Scotia (AGNS). While the project has been deferred indefinitely by the Provincial government. When or if constructed the facility will be built on the Salter Lot eliminating approximately 300 parking spaces. The most current design plans show that the AGNS is to include virtually no on-site parking except accessible parking.



Figure 10: New Art Gallery Nova Scotia

The Cogswell interchange in downtown Halifax is currently being dismantled to provide a new road network, free of overpasses and large retaining walls. The new streets and intersections will create new residential and commercial facilities for 2,500 people. The exact composition of this development will only be known over time, as the market dictates.



Figure 11: Cogswell District

Other developments in the downtown will serve to meet the objectives of infilling on the peninsula. Examples of this are the Dennis Building on George Street, Skye Halifax at Hollis Street/Sackville Street/Granville Street. These buildings do displace a small amount of parking but will include parking within the new facility.

Another notable project in the downtown area is the redevelopment of the Ralston Building on Hollis Street. This site was a former Federal property, deemed redundant and chosen to be sold through Canada Lands Corporation. This project will be another residential building with ground floor commercial space.

The *Centre Plan* has removed the need for developers to provide parking for new developments in the Downtown Halifax area. Significant levels of development without the provision of on-site parking will increase parking demand for existing facilities. While the parking utilization data indicated that there is sufficient supply to accommodate demand in Downtown Halifax, the comparison to the optimum targets based on employment data indicates that there may be the opportunity to increase supply to achieve optimum supply in the Downtown Halifax BID. There may be limited opportunity to accommodate future increases in parking demand within the existing supply, suggesting the need to manage parking demand or consider increasing the parking supply.

4.3 North End BID

In North End of Halifax, there are a variety of parcels that are slated for redevelopment. Much of this development will likely be focussed on primarily residential units and densification of the Halifax peninsula. There are multiple new developments that are under construction (Robie/Bilby, Richmond Yards, etc.) which will serve to minimize parking demand by providing convenient access to transit routes to downtown Halifax.

Some of the more notable future development in the north end include:

- ▶ **Bloomfield School Site:** the site at Almon and Agricola has been planned for development for a number of years. There will likely be multiple towers built with ground floor commercial space, similar to the new building at Robie/Demone. There will be underground parking provided on the site.
- ▶ **Old Lions Head Site:** with the demolition of the old Lions Head Tavern and construction of the new restaurant, the lot will lend itself to a new development on the site. This will likely include new underground parking but will eliminate the existing surface parking on the site.

The parking supply and demand assessment identified that there is currently a significant surplus of parking in the area which will help address future growth in the area.

4.4 Quinpool BID

Redevelopment of older buildings along the Quinpool Road has recently begun with the Armco site near the Willow Tree and the “Ted” site near Preston Street, which are currently under construction. There are active applications for other developments in this section, including:

- ▶ McDonald’s site redevelopment; and
- ▶ Former St. Pats High School Site: plans include underground parking, both public and private.

In the longer term, it is likely that this street will develop similarly to Spring Garden Road, where older, low-rise buildings will be replaced with higher density multi-unit buildings with ground floor commercial similar to what was done at the corner of Quinpool Road and Vernon Street.

There have been previous studies considered to develop plans to recreate the streetscape between Robie Street and Preston Street¹¹. While there are no current projects to redevelop the streetscape, this suggests that HRM has given previous thought to Quinpool Road as a potential corridor which could benefit from streetscaping improvements. A streetscaping project could significantly accelerate the redevelopment of the corridor.

The *Centre Plan* has removed the need for developers to provide parking for new developments in the Quinpool area. Significant levels of development without the provision of on-site parking will increase parking demand for existing facilities. The parking supply and demand assessment identified that there is currently a surplus of parking in the area which will help address some growth in the area.

¹¹ RFP # 08-121, Consulting Services - Quinpool “Your Neighbourhood Mainstreet “ Streetscape Phase 1 and 2, Halifax Regional Municipality, 2008,

4.5 Spring Garden BID

With the reconstruction of Spring Garden Road and the potential conversion of Spring Garden Road to a “transit only” road within the BID, there has been a recent wave of redevelopment of buildings and parking lots near Spring Garden Road. The old surface parking lots between Clyde Street and Spring Garden Road are now redeveloped. Parking in this area will now be serviced by the surrounding streets and interior parkade, some of which are available to the public.

Buildings currently under construction are the sites at Clyde Street/Dresden Row and the block between Queen Street and Birmingham Street.

One of the last major sites available for redevelopment is the old public library site between Brunswick Street and Grafton Street, although it is likely to be preserved as a heritage property. There are other low-rise older buildings in the block between Birmingham Street and Dresden Row which will likely be redeveloped in the future, these will not remove a significant amount of existing parking.

The *Centre Plan* has removed the need for developers to provide parking for new developments in the Spring Garden area. Significant levels of development without the provision of on-site parking could increase parking demand for existing facilities. The parking supply and demand assessment identified that the current level of parking supply in the Spring Garden BID is the optimum supply based on employment data and mode share targets. Frequent monitoring of parking supply and demand in the area will be important to ensure an optimum level of supply is maintained as demand changes in the area.

4.6 Institutional District

The Institutional District is an area of the Halifax Peninsula which contains the largest universities and hospitals. There are major plans under development to completely rebuild the Victoria General Hospital. This plan will significantly alter the parking supply in this area. Similarly, there is a new parking garage under construction at the Halifax Infirmary (HI) with a capacity of 500 vehicles, this will allow for the expansion of the HI into the area of the existing parkade adjacent to Robie Street.



Figure 12: Halifax Infirmary Parking Garage

Dalhousie University has begun construction on their new arena which eliminates a surface parking lot pay and display) at the east end of the sports field.

With respect to private development, perhaps the most significant area of development is the block between Robie Street, Carlton Street, Spring Garden Road and College Street, by multiple developers. These mixed-use developments are planned to have on-site parking which will accommodate residents and commercial customers.

While the parking utilization data indicated that there is sufficient supply to accommodate demand in the Institutional District, the comparison to the optimum targets based on employment data indicates that there may be the opportunity to increase supply to achieve optimum supply in the Institutional District. There may be limited opportunity to accommodate future increases in parking demand within the existing supply, suggesting the need to manage parking demand or consider increasing the parking supply.

5 Best Practices Review

The Best Practices Review research provides:

- ▶ a jurisdictional scan of best practices and policies across a variety of Canadian municipalities; and
- ▶ industry best practices for parking and curbside management.

5.1 Jurisdictional Scan

The review of parking practices in other major Canadian cities identifies best practices among municipalities with a broad range of characteristics, including:

- ▶ development patterns;
- ▶ population density;
- ▶ built-form;
- ▶ geography;
- ▶ access to public transit; and
- ▶ weather.

These characteristics can impact the amount of parking provided (e.g., fewer spaces in urban centres) and the demand for parking (e.g., lower parking demands in cities with frequent transit services).

The review encompassed parking management plans, parking reviews, or parking management polices in Victoria, Kelowna, Calgary, Regina, Winnipeg, Hamilton, and Fredericton. The review also included current on-street and off-street parking strategies in each municipality.

5.1.1 Victoria

The City of Victoria undertook a review of its downtown parking demand and supply in 2014. The study determined “that the demand for on-street parking exceeded available capacity, while there was space within the City’s five parkades.”¹² The study suggested a variety of recommendations including, but not limited to:

- ▶ Demand Management:
 - Varying on-street parking rates.
 - Standardizing parking rates in City parkades.
 - Offering free parking for the first hour in City parkades.
 - Encouraging monthly or long-term parkers to park on upper floors of parkades.
- ▶ Supply Management:
 - Offering more methods of payment.
 - Improving wayfinding and parking information.
 - Installing parkade space counters.

Strategies such as variable on-street parking rates and standardized parking rates in municipal garages encourage long-term parking in city parkades and short-term parking on-street. In addition, encouraging monthly, or long-term parkers, to use upper floors in the parkades helps maintain turnover on lower levels to better serve short-term parking demands, or motorists who might otherwise park on-street, if they are unable to locate a parkade space sooner.

Figure 13 shows the downtown parking map for the City of Victoria. The City operates five parkades, three surface parking lots, and maintains over 2,000 on-street parking spaces. Parkades operate with fixed hourly rates, payable in 15-minute increments. They offer free parking from 6 PM to 9 AM, and all-day Sundays and holidays. Surface lots operate with hourly and daily rates. There is no free parking offered in the surface lots.

On-street parking uses variable rate zones, with variable time limits. Spaces closest to the downtown are most expensive with shorter time limits. Spaces further from the downtown are less expensive and offer longer time limits, ranging from 4 hours to 24

¹² “Parking Recommendations,” City of Victoria. n.d.
<https://www.victoria.ca/EN/main/residents/parking/parking-services-review/parking-recommendations.html>

hours. On Sundays, on-street parking rates are set at \$1 or \$2 per hour, with a maximum time limit of 4 hours across all zones. On-street parking is free in evenings between 6 PM and 9 AM, and all day on holidays. Payment for on-street and parkade parking can be made through the City’s ParkVictoria app.

The City of Victoria also operates residential parking zones. This program permits residents and their visitors, or contractors working on the residence to park in the residential parking zone. The City requires the resident’s license plate number to be on file for this program.

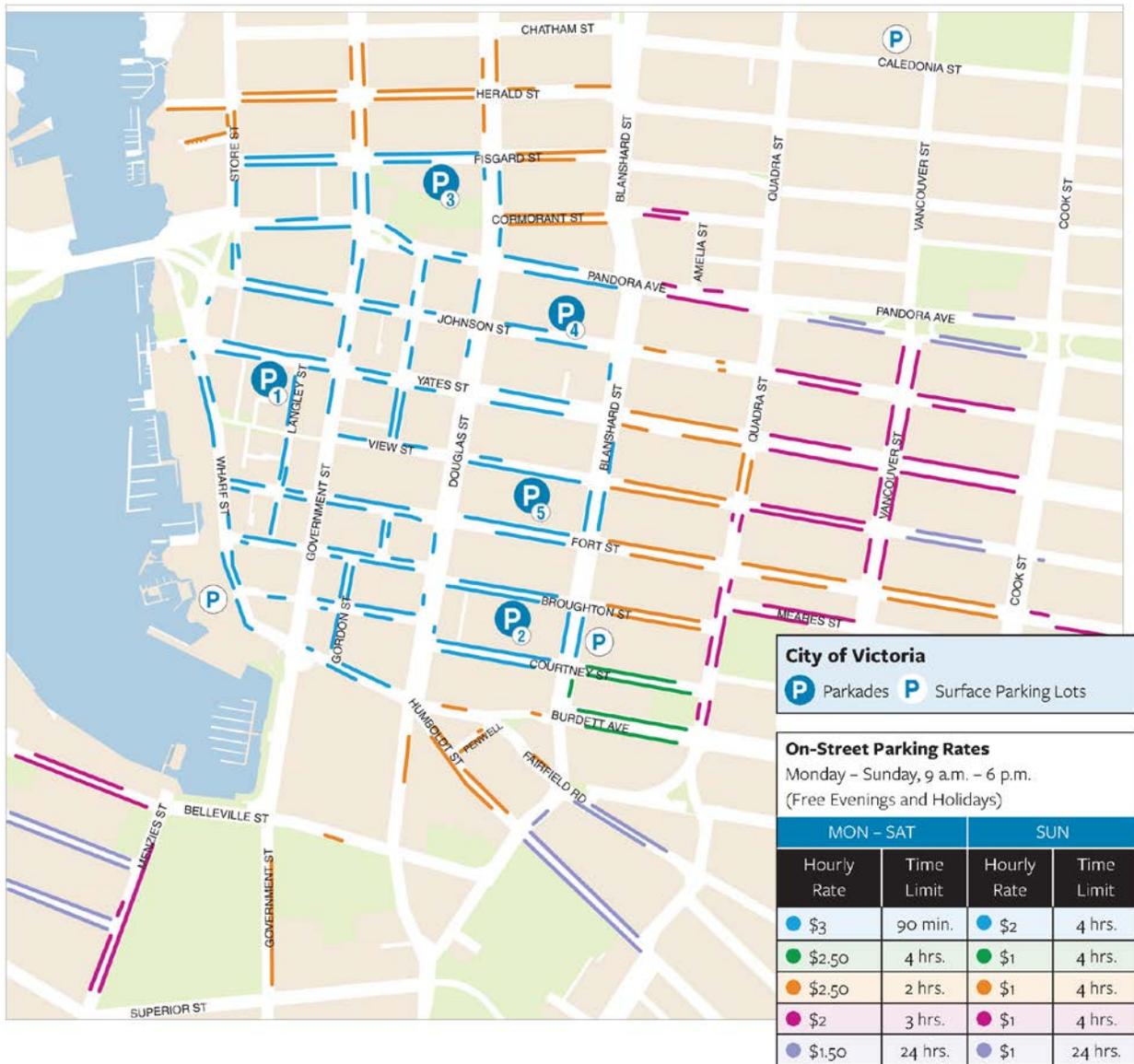


Figure 13: City of Victoria Downtown Parking Map

5.1.2 Kelowna

The City of Kelowna developed its Parking Policy Framework which includes key parking management solutions related to parking supply and demand, specifically:

▶ Parking Supply:

- Consider parking supply reductions in areas that are not part of a cash-in-lieu program, are in an approved TDM setting, or where City staff are satisfied parking reductions would not cause adverse effects;
- Consider private sector parking solutions that reduce the need for City provided parking;
- Establish cash-in-lieu programs; and
- Expand and add “park and ride” facilities to encourage transit use.

▶ Parking Demand:

- Identify and provide priority parking spaces for carpools, micro-vehicles, motorcycles, and car-share vehicles;
- Encourage developers/landowners to unbundle parking space costs from the purchase or rental prices of housing;
- Explore the expansion of time limits for on-street parking spaces on local residential streets;
- Increase parking fines; and
- Charge for on-street residential parking passes for residents who require on-street parking in areas governed by time limits.

The above strategies are generally consistent with those of other municipalities. The City uses a combination of paid parking, time restrictions, and public-private partnerships to manage parking demands within the City.

Within the downtown area, the City uses a variable pricing model for on-street parking depending on the day of the week, length of stay, time of year (off-season versus summer rates), and time of day. Figure 14 illustrates the variable rates and zones in the downtown area. Payment is through on-street single space meters; however, payment by the PayByPhone app is available in some locations. Payment can also be made at pay stations using coins, credit card or PayByPhone. On-street pay parking is in effect Monday to Saturday (in the downtown area) and Monday to Friday in the South Pandosy area. There is no charge for on-street parking on Sundays and holidays.

The City operates three parkades which support short-term and long-term parking demands. Rates are fixed per hour, without distinguishing between time of year or day of the week. Payment is required Monday to Friday between 9 AM and 5 PM. The City also operates a variety of off-street parking lots; however, rates and time limits vary. Pay parking is generally in effect from Monday to Friday.

The City also operates a membership-based Residential Parking Permit program that allows parking on any City street or facility/lot for up to 24 hours. The City maintains six zones as part of the Residential Parking Permit program.

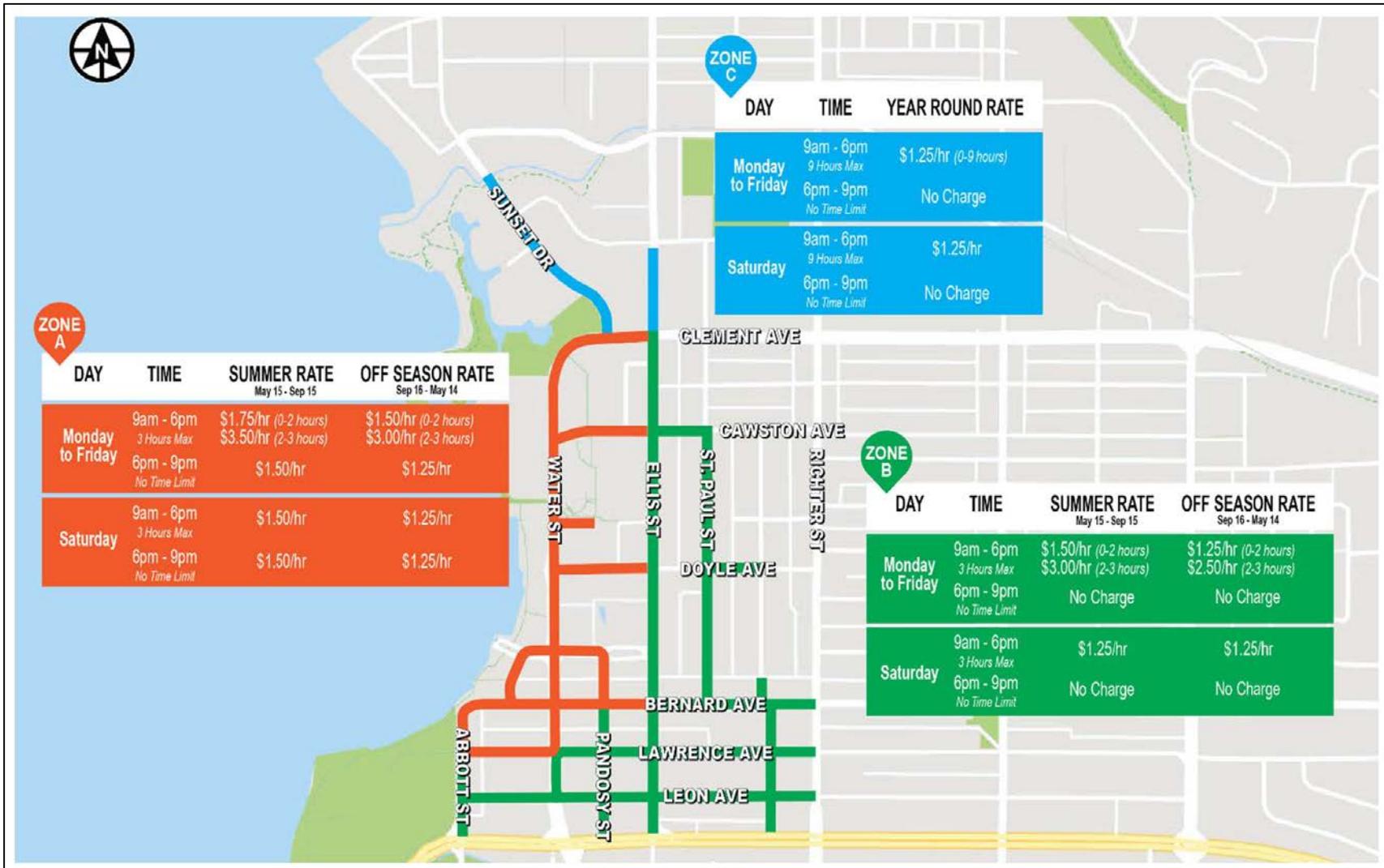


Figure 14: City of Kelowna Downtown Parking Map

5.1.3 Calgary

The *City of Calgary Parking Policies*¹³ document is intended to “provide a clear direction and basis for the thoughtful management of parking in Calgary”. The report includes city-wide parking policies for on-street and off-street parking as well as area-specific parking strategies.

The report subdivides on-street management strategies between residential, commercial and interface areas recognizing the unique parking demand characteristics of each area context. Key policies include:

- ▶ Residential Parking:
 - On-street spaces should not be managed in residential areas unless there is demonstrated parking congestion, or it meets the criteria of establishing a residential parking zone;
- ▶ Residential parking zones (RPZs):
 - Residential parking zones may be created when there is a demonstrated, ongoing parking congestion in a residential neighbourhood;
 - When supported by data, Administration will establish new residential parking zones;
 - Within a residential parking zone, Administration may use a permitting system whereby residential permit holders are exempted from certain parking restrictions;
 - All residential parking zones are reviewed regularly at intervals no longer than every 36 months to ensure that the on-street space is effectively managed; and
 - When no on-street space within an RPZ is regulated, that RPZ will be removed.

Off-street parking management strategies include the following:

- ▶ Applications for new multi-family residential buildings that propose no on-site parking, or significant reductions in on-site parking. The determination of which proposed reductions are ‘significant’ is at the discretion of the development authority.

¹³ City of Calgary Transportation Department. *Calgary Parking Policies*. 2021.

- ▶ Residents of multi-residential residential buildings with no parking, or with significant parking reductions, are not eligible for Residential Parking Program (RPP) permits. This restriction is implemented by the City at the subdivision or development permit phase.

On-street parking is provided throughout the downtown area of the City. Rates vary by time of day, day of week, and location within the City. The City also operates approximately 50 parkades and surface lots. Both the on-street parking spaces and off-street parking spaces are managed by ParkPlus; this enables live parking occupancy data to be published on the City's website at all times. The City uses this data to determine the market value of parking stalls approximately every quarter of the year.

5.1.4 Regina

The *Regina Downtown Transportation Study*¹⁴ and the *Downtown and Vicinity Parking Strategy*¹⁵ were both completed in 2014. While the *Downtown Transportation Study* documented high level parking and loading concerns, the *Downtown and Vicinity Parking Strategy* was a two-phased study intended to: 1) assess the current parking program; and then 2) develop a parking strategy for the downtown area.

The recommendations of the study sought to restore balance to the existing parking program by:

- ▶ reversing the process of overbooking city streets with parking permits;
- ▶ implementing new meter technology to increase the number of vehicles that can legally park on city streets;
- ▶ implementing upgraded fee, regulation, and compliance practices that will ensure faster turnover and sharing of public parking stalls; and
- ▶ increasing the number of stalls available through metering in the shoulder areas of the downtown.

Overall, the City of Regina *Downtown and Vicinity Parking Strategy* focuses on improvements to parking technology, improving coordination and communication with off-street parking facilities, collecting outstanding ticket revenue, and increasing the number of enforcement personnel.

¹⁴ IBI Group. *Regina Downtown Transportation Study*. 2014.

¹⁵ MMM Group. *Current Parking Program Assessment and Downtown and Vicinity Parking Strategy*. 2014.

On-street parking in downtown Regina is in effect from Monday to Friday (8 AM to 6 PM) with a two-hour limit. Parking is free after 6 PM on weekdays, and all day on Saturdays, Sundays, and holidays. On Saturdays, the two-hour limit still applies. On-street parking rates are not variable or dynamic and are fixed at \$2 per hour. Parking meters accept Canadian and American currency or motorists can use the PayByPhone app.

The City does not operate off-street surface lots or parkades, but they do offer a Residential Parking Zone program, whereby residents can apply for their street to become a residential parking zones. Residential parking zones are only considered where more than 50% of parked vehicles belong to non-residents, and two-thirds (66%) of homeowners agree to a residential parking zone on the street.

5.1.5 Winnipeg

The City of Winnipeg *Downtown Parking Strategy*¹⁶ identified five enabling strategies to support strategic economic development and transportation demand management:

- ▶ Use parking as a strategic economic development tool;
- ▶ Provide for on-street parking to support existing and planned economic development opportunities;
- ▶ Support viable alternatives to downtown surface parking;
- ▶ Work with partners to incorporate Transportation Demand Management approaches such as car-sharing, transit amenities and bike parking into new developments;
- ▶ Implement downtown parking policies and projects that contribute to the overall sustainability of [the] city.

Table 19 summarizes key elements of each enabling strategy.

¹⁶ City of Winnipeg. *Downtown Parking Strategy*. n.d.

Table 19: City of Winnipeg Parking Strategies

Enabling Strategy	Key Elements
Use parking as a strategic economic development tool	<ul style="list-style-type: none"> ▶ Assess and manage existing on-street and off-street parking resources ▶ Enhance customer service and stakeholder engagement ▶ Be proactive in new parking facility planning and development
Provide for on-street parking to support existing and planned economic development opportunities	<ul style="list-style-type: none"> ▶ Manage on-street parking to encourage turnover of convenient short-term parking resources by investigating a parking rate adjustment to achieve 15% availability ▶ Explore supply-side strategies such as multi-space pay stations, or reviewing parking regulations on a biennial basis
Support viable alternatives to downtown surface parking	<ul style="list-style-type: none"> ▶ Encourage the redevelopment of surface lots for residential, commercial, or employment uses ▶ Bring existing surface parking lots up to a standard of quality by developing parking lot design standards, pursuing a strategy to sunset non-confirming zoning rights to gravel lots, and allowing the City to provide public parking lot management services to private owners ▶ Pursuing alternatives to the development of new surface parking or standalone auto-oriented services such as drive-throughs or gas stations
Work with partners to incorporate Transportation Demand Management approaches such as car-sharing, transit amenities and bike parking into new developments	<ul style="list-style-type: none"> ▶ Support a park once philosophy by investigating other demand side strategies to provide a diverse range of short-distance transportation options to enhance mobility ▶ Continue to promote and encourage “unbundling” parking ▶ Pursue walking and cycling improvements ▶ Explore and pilot creative new technology and transportation demand management (TDM) strategies ▶ Encourage transit use
Implement downtown parking policies and projects that contribute to the overall sustainability of [the] city	<ul style="list-style-type: none"> ▶ Align parking strategy and actions to sustainability focus ▶ Apply green building techniques to parking facilities

The City of Winnipeg provides paid on-street parking in the downtown and Exchange District areas of the City. Figure 15 illustrates the low demand and high demand parking areas of the City. The City uses variable parking rates to encourage turnover, charging \$1.75 per hour (two hour limit) in low demand areas and \$2.75 per hour in high demand areas (two hour limit). Like the City of Kelowna, parking payment can be made using the PayByPhone app. Payment can also be made using cash, Mastercard, Visa, and American Express.

The City also operates a residential parking permit program and a visitor residential parking permit program. The residential parking permit program allows residents to park within their zone and are exempt from timed restrictions. The visitor parking permit is available for out-of-town visitors and allows them to park for a minimum of three days to a maximum of 30 days. Visitor parking permits must be obtained by the resident of the household submitting the request.

The Winnipeg Parking Authority also operates parking in three parkades: the Millennium Library Parkade, the Old St. Boniface Facility, and the Waterfront Facility. Rates and time of day restrictions vary by parking facility.

5.1.6 Hamilton

The *City of Hamilton Parking Master Plan*¹⁷ outlines four key strategies related to financial stability, economic development, environmental sustainability, and preparing for an uncertain future. Table 20 summarizes the key strategies and implementation measures for each strategy.

On-street parking in the City is free and managed through time restrictions. Parking is not permitted between 2 AM and 7 AM. The City also owns 63 municipal car parks and two parking structures, which are complemented by private parking suppliers (e.g., Impark). All municipal lots have parking meters or pay and display machines. Coins are the predominant method of payment.

¹⁷ City of Hamilton. *City of Hamilton Parking Master Plan*. 2021.

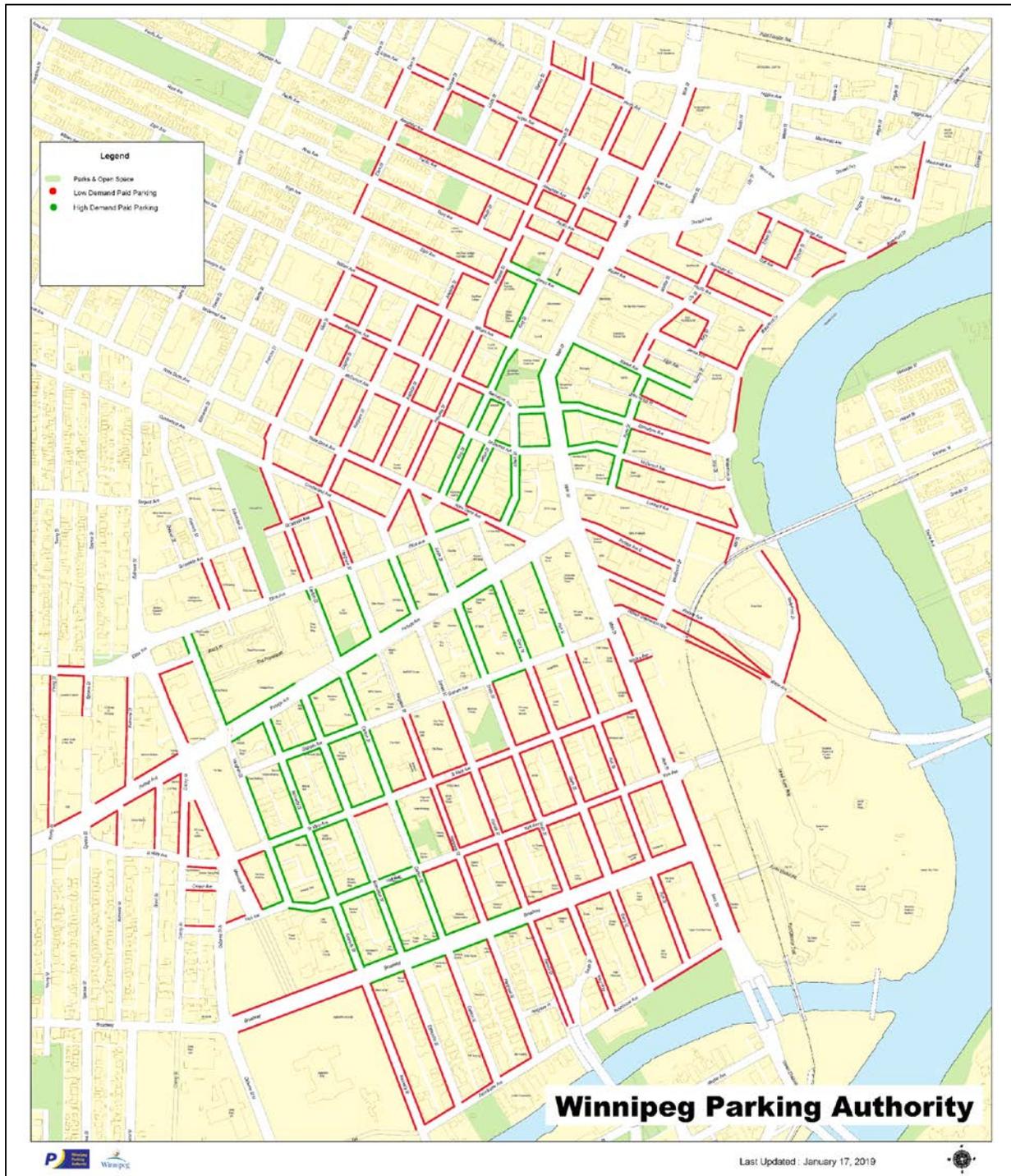


Figure 15: City of Winnipeg Downtown Parking Map

Table 20: City of Hamilton Parking Strategies

Strategy	Implementation Measures
Financial Stability	<ul style="list-style-type: none"> ▶ Manage utilization in all HPMS off-street parking facilities through pricing ▶ Evaluate the feasibility of extending paid parking operations to seven days a week ▶ Maintain higher prices on-street than off-street and implement performance-based pricing in high demand areas ▶ Implement dynamic pricing in response to events
Economic Development	<ul style="list-style-type: none"> ▶ Expand the supply of on-street paid parking and increase Hamilton Municipal Parking System (HMPS) contribution to business improvement areas (BIAs) using revenue from increased parking fees ▶ Provide better information in the form of improved signage, wayfinding, and design tools ▶ Allow public use of private facilities during off-peak times ▶ Pursue joint parking opportunities with private development ▶ Manage on-street parking in future residential areas ▶ Implement License Plate Recognition Software to improve enforcement efficiency ▶ Continue to identify opportunities to leverage city-owned surface parking lots for new, integrated development
Environmental Sustainability	<ul style="list-style-type: none"> ▶ Adopt pricing structures which incentivize environmentally sustainable transportation mode choices ▶ Introduce flexible multi-use passes ▶ Expand Parking Reserve and Cash-in-Lieu (CIL) policies to support TDM and sustainable mobility initiatives ▶ Limit residential boulevard parking agreements ▶ Apply low impact materials and sustainable design in city-owned surface lots ▶ Develop a comprehensive plan for EV charging and continue to expand bicycle and other micro-mobility parking
Prepare for an Uncertain Future	<ul style="list-style-type: none"> ▶ New municipal parking should be integrated within developments and have the ability to be converted to alternative uses in the future; ▶ Develop policies and regulations for managing curbside use and payment; ▶ Monitor how (Connected and Autonomous Vehicles) CAVs evolve related to the impact on parking operations.

5.1.7 Fredericton

The 2019 City of Fredericton *Parking Master Plan*¹⁸ recommends:

- ▶ Upgrading/replacing parking pay station and meter equipment to improve data collection and customer service and develop a centralized data management system for monitoring parking demand;
- ▶ Investing in license plate recognition (LPR) and handheld electronic ticketing devices to improve enforcement capabilities, data collection, and ticket management for parking violations;
- ▶ Establishing a parking strategy for incrementally adjusting parking rates to market rates in the central core area;
- ▶ Establishing one or more parking zones to manage on-street parking, expand the daytime parking supply, and increase revenues;
- ▶ Increasing cash-in-lieu rates per parking space in the immediate short-term to better reflect the proportional cost-share rate associated with the per space cost for constructing a contemporary parking structure (e.g., \$15,000 to \$35,000);
- ▶ Commissioning a separate Curbside Management Study to evaluate current and future loading/delivery demands as a first step toward the development of a broader curbside management strategy that considers additional curbside demands;
- ▶ Implementing intercept park and ride lots in anticipated growth areas in alignment with transit services;
- ▶ Integrating and promoting shared mobility services as a potential traffic demand/parking demand management tool; and
- ▶ Monitoring the progress of autonomous and connected vehicles evaluate their changes to parking behaviours and impacts to parking demand across the City.

The City of Fredericton manages (through HotSpot Parking Inc.) over 500 on-street parking spaces and five off-street parkades/surface lots. The HotSpot Parking Inc. app offers the ability to make hourly payments at on-street parking meters and in off-street City-owned surface parking lots and City-owned parking garages. Rates within the City-owned off-street lots are fixed and do not change dependent on time of day, time of year, or day of week.

¹⁸ Stantec Consulting Limited. *City of Fredericton Parking Master Plan*. 2019.

5.2 Curbside Management

The Institute of Transportation Engineer's (ITE) *Curbside Management Practitioner's Guide*¹⁹ highlights best practices for curbside management. It focuses on managing vehicle parking demands and supply, primarily in constrained urban areas where multiple users (e.g., ridesharing, transit, delivery trucks) compete for limited curbside space.

Three primary tools and treatments are summarized in the *Curbside Management Practitioner's Guide*:

- ▶ planning and implementation;
- ▶ access to loading/unloading zones; and
- ▶ parking.

Additional tools and treatments are offered for other right-of way users such as transit users, cyclists, and pedestrians; however, these are considered outside the scope of parking impacts. Providing effective infrastructure for these modes, such as dedicated transit lanes, cycle tracks, or wider sidewalks can increase the attractiveness of these modes, increase the use of these modes, and reduce the demand for vehicle parking (either on-street or off-street).

5.2.1 Planning and Implementation

Effective planning is crucial to the successful execution of a curbside management strategy and the design of curbside areas to support competing user groups. The ITE *Curbside Management Practitioner's Guide* identifies flex zones as an alternative to fixed-use zones. These zones “offer the flexibility to redesignate curbside space for multiple users, rather than designating a fixed-use”²⁰ For example, designating a curbside area for loading/unloading in the early morning, and on-street parking in the afternoon and evening.

¹⁹ ITE. *Curbside Management Practitioner's Guide*. n.d.

²⁰ Ibid. p. 11.

Flex zones can also serve different purposes through:

- ▶ multiple uses served simultaneously in the same space (e.g., combined commercial and passenger loading zones);
- ▶ different functions served at different times of day (e.g., peak period travel lane used for off-peak loading or parking); or
- ▶ multiple functions served simultaneously in different spaces along the road (e.g., conversion of some on-street parking to passenger drop-off/pick-up areas or loading areas for taxi/ride-hailing services).

5.2.2 Access to Loading/Unloading Zones

Insufficient loading or unloading areas for freight or goods movement can lead to disregard for on-street parking restrictions, time limits, or no stopping zones. The *ITE Curbside Management Practitioner's Guide* suggests four strategies to manage loading/unloading activities with on-street parking. These include freight zone pricing, off-peak delivery and congestion pricing, delivery vehicle staging zones, and urban consolidation of last mile delivery.

These measures increase turnover of on-street loading zones, reduce the demand for on-street loading zones, and decrease conflicts between on-street parking spaces and use of these spaces by delivery vehicles.

5.2.3 Parking

Improper management of on-street parking spaces can result in excessive demand. The strategies implemented by HRM to manage on-street parking spaces generally align with those identified through the review of municipal parking strategies contained in Section 5.1. These include demand-based pricing, time limits, time-of-day restrictions, reduced occupancy targets, inclusion of off-street options, and priority parking programs (such as residential parking permit programs).

5.3 Key Findings and Opportunities

The jurisdictional scan and review of best practices found that HRM is using parking management strategies generally consistent with those used in other jurisdictions. These include:

- ▶ Managing various on-street parking zones with variable rate pricing, as opposed to fixed rate pricing across the region;
- ▶ Managing parking permit programs for residents, visitors, commuters, students, and contractors;
- ▶ Deploying pay by plate machines for on-street parking payment, and offering the use of mobile applications (e.g., HotSpot) as an alternative payment method;
- ▶ Managing and providing park and ride facilities to encourage transit use and reduce parking demands in more urban areas of the region; and
- ▶ Permitting cash-in-lieu programs in accordance with section 238 of the *Halifax Regional Municipality Charter*.

The best practice review did not identify a significant number of jurisdictions partnering with private parking providers to manage the supply of off-street parking spaces. Most jurisdictions manage a combination of on-street and off-street parking spaces. The City of Regina does not operate or manage off-street surface lots or parkades, instead relying on the private sector to manage and operate private garages and parkades.

Existing HRM parking strategies offer flexibility to users in that they offer varying parking rates for both on-street parking spaces and off-street parking permits, and offer alternatives to single occupant travel. HRM's pricing models are generally consistent with the state of practice among other Canadian jurisdictions and impact both demand and supply. Variable pricing implements a user fee for parking (impacting demand) whereas parking permit programs provide an alternative to oversupplying off-street parking spaces (impacting supply). However, these pricing models and programs do not respond to real time parking demands to better manage parking demands, especially during periods of higher parking demands.

Accommodating future parking demands requires a comprehensive strategy that aims to maintain an appropriate equilibrium between parking supply and parking demand. The range of possible parking management strategies can be separated into three categories:

- ▶ optimizing the existing parking supply;
- ▶ reducing parking demand; or
- ▶ increasing the parking supply.

Not all of these strategies may be appropriate or desirable based on the goals and objectives of HRM, including the guiding principles in the *Integrated Mobility Plan*. However, they remain as potential solutions and should be balanced with the planning goals and objectives of HRM.

5.3.1 Optimize Existing Parking Supply

5.3.1.1 Optimize On-Street Parking Pricing and Supply

The jurisdictional scan identified three pricing strategies: “no fee” on-street parking, “fixed-fee” on-street parking, and “variable fee” on-street parking. None of the jurisdictions rely on dynamic pricing models which would modify pricing based on real-time demand characteristics. The City of Calgary does modify parking rates based on quarterly market surveys of supply and demand, in an effort to better regulate parking prices and parking demands.

While HRM employs a variable rate pricing model for some of its on-street parking spaces, the rates are set-out in By-law P-500 and require Council approval prior to being changed. These legislative requirements reduce the flexibility of HRM staff to modify parking rates in a more frequent manner that may better respond to observed parking demands and parking trends.

HRM also manages a supply of on-street parking spaces based on time restrictions as opposed to payment, notably in some of the BIDs (e.g., Quinpool BID). Time restrictions are shorter closer to key destinations and increase in length as one gets further from these key destinations. This is consistent with best practice and ensures shorter-term, more frequent turnover of more desirable spaces. However, these spaces remain difficult to control and enforce and must balance the competing objectives of managing parking demands without a user fee while attracting customers to the BIDs. It is recommended HRM explore modified time-based restrictions in high demand areas with free parking. This could include implementing time-based parking permits (no-fee) to simplify enforcement, particularly in areas with high parking demands but which offer free parking.

It is recommended HRM:

- ▶ Explore opportunities to modify legislative processes to permit HRM staff to monitor parking demands (e.g., seasonally) and more frequently modify on-street parking rates in response to these parking demand trends. This recommendation generally aligns with Key Performance Indicator 7 of the *Integrated Mobility Plan* to conduct an annual review of on-street parking rates in downtown Halifax and Dartmouth.²¹
- ▶ Consider implementing time-based parking permits (no-fee) to simplify enforcement, particularly in areas with high parking demands but which offer free, time-based, parking; and
- ▶ Continue deploying pay by plate machines in favour of typical coin-operated or individually assigned parking metres.

5.3.1.2 Optimize Off-Street Parking Pricing

The jurisdictional scan highlighted few examples of wholly private off-street parking providers, with most jurisdictions operating a combination of on-street and off-street parking facilities. The City of Regina does not operate any off-street parking facilities, instead relying on the private market to supplement the City managed on-street parking supply.

The jurisdictional scan also identified that off-street parking fees are generally set lower than on-street parking rates. Rates in off-street surface lots or parkades also tend to be fixed fee (e.g., \$2 per hour) with a daily maximum. This strategy encourages parking (whether short term or long term) in off-street lots rather than in on-street parking spaces. When effectively executed, this strategy can encourage more long-term parking in off-street lots, and preserve on-street parking spaces for short-term, high turnover parking demands.

HRM manages two off-street parking facilities; one at the corner of Alderney Street and Ochterloney Street (Zone I) and another at the corner of Sackville Street and Bell Road (Zone J). The former operates with a fixed rate (\$2 per hour, \$12 per day), whereas the lot in Zone J operates with a variable parking rate depending on the time of day, and day of the week (\$2 to \$4 per hour, daily maximum between \$5 and \$12).

²¹ Halifax Regional Municipality, *Integrated Mobility Plan*, (Halifax: Halifax Regional Municipality, 2017), 148.

Some private off-street parking lots near Zone I operate with a variable rate (e.g., \$3 for the first hour, \$2.50 thereafter, with a daily maximum of \$18). Private off-street parking lots near Zone J operate with both variable and fixed rates, and are consistently more expensive (hourly and daily) than the lot on the corner of Sackville Street and Bell Road.

It is recommended HRM monitor parking demands in these off-street lots to determine if hourly and daily rates can be modified to better align with parking rates at nearby private off-street parking lots.

5.3.1.3 Optimize Park and Ride Facilities

The results of the park and ride parking studies indicate nearly all park and ride terminals are operating with a parking surplus. Surplus parking spaces could be reallocated to support a regional carpool lot plan (as an extension of that managed by the Nova Scotia Department of Transportation and Infrastructure Renewal). HRM could also consider implementing car-share spaces at select park and ride facilities to enhance mobility options. Provision of car-share spaces should be prioritized in areas with lower vehicle ownership and higher use of alternate modes of transportation. These facilities would enhance mobility for residents who rely on public transportation or active transportation for the majority of their transportation needs, but need a car from time to time.

Three terminals are also operating with two separate lots (Cobequid, Sackville, and Woodside Ferry) where parking demands were not equalled distributed. This unequal distribution is likely due to the proximity of one lot over another (e.g., the lower lot at Woodside Ferry Terminal is closer than the upper lot) or the orientation of the parking lots (e.g., motorists likely see the smaller lot at Cobequid Terminal and the Main Lot at Sackville Terminal before alternate lots at each location).

It is recommended HRM:

- ▶ Explore opportunities for enhanced wayfinding signage, pedestrian connectivity, and illumination at all Park and Ride Terminals;
- ▶ Explore opportunities to provide priority parking spaces for carpools at suburban and rural park and ride terminals;
- ▶ Explore opportunities to provide car-share spaces at more urban park and ride terminals, near areas with lower typical vehicle ownership rates and higher use of alternative modes of transportation;
- ▶ Consider the provision of digital display boards highlighting the number of remaining parking spaces at terminals with high parking demands (e.g., Alderney Ferry Terminal, Woodside Ferry Terminal, and Sackville Terminal); and
- ▶ Formalize the Maybank Park and Ride Facility including demarcated parking spots, provision of accessible parking spaces, and enhanced lighting, wayfinding, and pedestrian connections.

5.3.1.4 Curbside Management

In downtown urban areas, and notably the BIDs, curbside management policies can facilitate a balance between on-street parking demands and the demands of other road users. Adopting a curbside management strategy could improve the efficiency of the on-street parking supply. Strategies could include flex zones, off-peak delivery, and/or dynamic, real-time pricing of on-street parking.

HRM has explored some of these strategies in the Spring Garden BID, with the implementation of the *Imagine Spring Garden Road* initiative and a more recent Bus-Only Pilot Study on Spring Garden Road between Queen Street and South Park Street. Although the Bus-Only pilot was paused in July 2022, streetscape enhancements have been completed and include wider sidewalks, the relocation of on-street parking, and reallocation of curb space for delivery and transit vehicles.

It is recommended HRM develop curbside management guidelines to effectively plan for and manage future curbside management related projects in the region.

5.3.2 Strategies to Reduce Parking Demands

5.3.2.1 Promote Active Transportation

Promoting active transportation can reduce vehicle parking demands. This is particularly effective in urban centres where a dense variety of land uses can support travel by foot or by bike.

The jurisdictional scan determined each municipality has a published Active Transportation Master Plans either as a standalone document, or within an existing Transportation Master Plan. These documents outline improvements to walking and cycling infrastructure to better facilitate travel by walking and bike.

The *2014-19 Halifax Active Transportation Priorities Plan*²² outlines key priority active transportation projects within HRM. The *Integrated Mobility Plan* also sets an aggressive 2031 mode share target of at least 37% for active transportation in the Regional Centre. Continued investment in cycling infrastructure and connected routes can help achieve these target levels of active transportation use, reduce car dependency, and reduce the demands for parking. It is noted that all Halifax Transit buses include bike racks, and bicycles are permitted on ferries.

It is recommended HRM continue investing in active transportation infrastructure and connected routes (especially in the Regional Centre) to enhance trip making by walking, bicycle, or other non-vehicular modes.

5.3.2.2 Promote and Improve Transit Options

Promoting and improving transit options can reduce vehicle-kilometres travelled and the demand for vehicle parking. Local, high-frequency transit is generally better suited in denser urban centres where a variety of destinations and higher population densities support a larger number of routes with stronger connectivity between where people live/work and where they want to go. Regional transit can work well in more suburban locations when frequent, limited-stop routes are provided.

Halifax Transit operates an extensive local transit network throughout HRM with connections between downtown Halifax, Dartmouth, Bedford-Sackville, and other smaller communities. Regional Express service is also provided between downtown Halifax, and Halifax International Airport (Route 320), Tantallon/Sheldrake Lake (Route 330), and

²² Halifax Regional Municipality. *Making Connections: 2014-19 Halifax Active Transportation Priorities Plan*. n.d.

Porter's Lake (Route 370). These regional express services connect to several of the park and ride terminals analyzed as part of this study.

The results of the parking surveys indicate an excess supply of parking at all fourteen park and ride facilities analyzed; only two facilities achieved a maximum parking demand greater than 85% (Maybank Field (90%) and Alderney Ferry Terminal (89%)). Overall, approximately half of the total park and ride parking supply remained empty under peak parking demands. However, all Regional Express Park and Ride facilities experienced peak parking demands less than 43%, except at Alderney Ferry Terminal. The lowest parking utilization (23%) was observed at Porter's Lake Terminal, with a supply surplus of 102 spaces during the maximum observed parking demand. Low parking demands at many of these park and ride facilities may be due to limited frequencies of service, a limited number of routes serving the park and ride facility, their location (which generally competes with private vehicle travel), or changes in travel modes imparted by the COVID-19 pandemic.

Continuing to fund, expand, and improve transit services can increase ridership, reduce vehicle-kilometres travelled, and reduce the demand for both on-street and off-street parking, especially in built-up urban areas. Effective curbside management strategies and policies can also provide opportunities for on-street parking to co-exist with transit services. Park and ride facilities can also help redirect the need for parking in downtown urban areas, by accommodating the parking demand at the transit trip origin. However, the success of a park and ride facility depends on the frequency of service and the attractiveness of transit as compared to personal vehicle travel.

It is recommended HRM continue monitoring service levels on existing transit routes, especially those servicing park and rides with parking utilizations less than 50%, or those serviced by only one route. It is also recommended HRM staff monitor parking demands at Portland Hills, Mumford Terminal, and Bridge Terminal in advance of planned bus rapid transit improvements that will include these terminals.

5.3.3 Increasing the Parking Supply

Parking represents just one factor of the transportation system and as with any equilibrium system, too much or too little can result in unintended consequences. An overabundance of parking can degrade the attractiveness of other modes of transportation and has been identified as a contributor to urban sprawl, auto-oriented development, and car dependence.²³

While expansion of the municipal parking supply is one strategy to better serve parking demands it is usually better implemented after other measures have been explored to increase the efficiency of or better manage the existing parking supply, or alter parking demands.

Expansion of the municipal parking supply could include road projects to add on-street parking (including road diets or curbside management initiatives), or the construction of new surface lots or parking garages. Supply could also be provided by the private sector through private parking garages.

It is recommended HRM carefully balance the goals and objectives of HRM, specifically the guiding principles set out in the *Integrated Mobility Plan*, with any strategies or programs designed to increase the supply of parking in the region.

²³ Shoup, Donald. *The High Cost of Free Parking*. American Planning Association. Revised 2011.

6 Conclusions and Recommendations

6.1 Conclusions

The Halifax Regional Municipality (HRM) retained the Harbourside Transportation Consultants and Paradigm Transportation Solutions Limited to prepare a Parking Demand Study. The purpose of this study is to provide a comprehensive report examining the current and future parking conditions in the Regional Centre, including demand management, the role of and effects on other modes, and recommendations to accommodate anticipated population growth and development. The information in this report will be used by HRM in partnership with the Business Improvement Districts (BIDs) to inform parking policy decisions.

6.1.1 Parking Supply and Demand Assessment

Based on the investigations carried out, it is concluded that:

Regional Centre (5 BIDs and Institutional District):

- ▶ **Parking Supply:** There are over 22,000 parking spaces in the study area. The on-street parking supply consists of approximately 5,088 parking spaces. The off-street parking supply consist of approximately 17,000 parking spaces. The off-street parking supply includes parking facilities operated by HRM, private sector parking operators and large institutions such as Dalhousie University, Saint Mary's University and NS Health. The off-street parking supply used for the purposes of this report does not represent a comprehensive inventory off all off-street parking.
- ▶ **Parking Utilization:** Parking utilization counts indicate that the parking demand is less than the available supply indicating that generally each of the five BIDs and the Institutional District has adequate parking supply to accommodate its demand.
- ▶ **Peak Parking Demand:** Peak parking demand was calculated for each BID and the Institutional District. using the *ITE Parking Generation Manual* (5th edition) parking demand rates and employment data from the 2020 the Businesses database from Environics Analytics.

- ▶ **Optimum Target of Parking Supply:** The peak parking demand estimates were refined using time of day factors from the *ITE Parking Generation Manual* and the regional centre target mode split of no more than 40% motor vehicles identified in the IMP.

Parking systems are considered “effectively full” at an occupancy of approximately 85-90%. This represents the point where finding a space becomes challenging for drivers, resulting in an increased likelihood of a driver having to search for an available parking space. The optimum target of parking supply for each BID and the Institutional District was calculated to ensure that the peak parking demand would represent 85% capacity of the parking supply.

While the parking utilization data indicated that there is sufficient supply to accommodate demand in all five BIDs and the Institutional District, the comparison to the target suggests parking deficits in the Downtown Halifax BID and the Institutional District. This suggest that there may be the opportunity to increase supply to achieve optimum supply in the Downtown Halifax BID and the Institutional District. It should be noted that the parking supply used for the purposes of this report does not represent a complete inventory of all off-street parking facilities there the actual parking supply is expected to be higher.

There is a parking surplus in the Downtown Dartmouth BID, the North End BID and the Quinpool BID.

The current parking supply in the Spring Garden BID is the optimum supply based on recent employment data and the mode split targets.

Table 21: Optimum Parking Supply Target

Region	Refined Estimate of Parking Demand	Optimum Parking Supply Target	Existing Parking Supply	Surplus/ Deficit
Downtown Dartmouth BID	1,014	1,193	1650	457
Downtown Halifax BID	7,465	8,782	7909	-873
North End BID	890	1,047	1944	897
Quinpool BID	691	813	1163	350
Spring Garden BID	1,605	1,888	1915	27
Institutional District	9,304	10,946	7510	-3436
Total	20,969	24,669	22091	-2578

Halifax Transit Park and Ride Terminals:

- ▶ **Parking Utilization:** Parking utilization counts at the 14 Park and Ride Terminals indicate that two Park and Ride terminals have a maximum parking utilization near or over capacity:
 - Maybank Field: The estimated capacity of the unmarked gravel lot is approximately 50 vehicles, a maximum demand of 52 vehicles was observed resulting in a maximum utilization over capacity (104% utilization).
 - Alderney Ferry Terminal: 11 of the 202 parking spaces were obstructed during data collection. A maximum demand of 180 vehicles (94% utilization) was observed. It should be noted that the parking lot is not exclusively used as a Park and Ride facility and includes paid public parking, demand for the parking facility includes vehicles parking to access Alderney Landing and other downtown businesses. It should be noted that the Alderney Ferry Terminal has an overflow lot for Park and Ride users only located off of Geary Street/Shore Road which was not included in the data collection.

The lower lot at the Woodside Ferry Terminal also has a maximum parking utilization that reaches capacity (100%), however there was excess capacity in the upper lot resulting in an overall maximum utilization rate below 75% at the Woodside Ferry Terminal. However, it should be noted that parking demand at the Woodside Ferry Terminal is strongly influenced by the nearby NSCC Ivany Campus. The parking utilization data was collected in May during the Summer Term at NSCC, when enrollment is significantly lower. It is expected that utilization at the Woodside Ferry terminal exceeds the 85% threshold during the Fall and Winter terms at NSCC.

- ▶ Parking utilization was below 50% at the other 11 Park and Ride terminals indicating the terminals are significantly underutilized. However, it is important to note that transit and ferry ridership number are still down from pre-Covid levels. These facilities are already constructed and provide an opportunity to improve transit service and increase ridership. Further study is required to determine if parking utilization can be maximized through service improvements, if the current supply is required to accommodate fluctuating demand levels throughout the year or future growth, or if the Municipality should consider the reduction of parking supply.

6.1.2 Projected Changes to the Off-Street Parking Supply

Based on the review of future development plans, it is concluded that:

- ▶ Halifax is undergoing significant development in the Regional Centre, and as a result, the amount and location of off-street parking, both publicly- and privately-owned is evolving.
- ▶ The *Centre Plan* has generally removed the need for developers to provide parking for new developments in the study area. Significant levels of development without the provision of on-site parking could increase parking demand for existing facilities
- ▶ **Downtown Dartmouth BID:** There is currently a surplus of parking in the area which will help address some growth in the area.
- ▶ **Downtown Halifax BID:** While the parking utilization data indicated that there is sufficient supply to accommodate demand in Downtown Halifax, the comparison to the optimum targets based on employment data indicates that there may be the opportunity to increase supply to achieve optimum supply in the Downtown Halifax BID. There may be limited opportunity to accommodate future increases in parking demand within the existing supply, suggesting the need to manage parking demand or consider increasing the parking supply.
- ▶ **North End BID:** There is currently a significant surplus of parking in the area which will help address future growth in the area.
- ▶ **Quinpool BID:** There is currently a surplus of parking in the area which will help address some growth in the area.
- ▶ **Spring Garden BID:** The current level of parking supply in the Spring Garden BID is the optimum supply based on employment data and mode share targets. Frequent monitoring of parking supply and demand in the area will be important to ensure an optimum level of supply is maintained as demand changes in the area.
- ▶ **Institutional District:** While the parking utilization data indicated that there is sufficient supply to accommodate demand in the Institutional District, the comparison to the optimum targets based on employment data indicates that there may be the opportunity to increase supply to achieve optimum supply in the Institutional District. There may be limited opportunity to accommodate future increases in parking demand within the existing supply, suggesting the need to manage parking demand or consider increasing the parking supply.

6.1.3 Best Practice Review

Based on the review of best practices carried out, it is concluded that:

- ▶ HRM is using parking management strategies generally consistent with those used in other jurisdictions. These include:
 - Managing various on-street parking zones with variable rate pricing, as opposed to fixed rate pricing across the region;
 - Managing parking permit programs for residents, visitors, commuters, students, and contractors;
 - Deploying coin-operated parking metres and pay by plate machines for on-street parking payment, and offering the use of mobile applications (e.g., HotSpot) as an alternative payment method;
 - Managing and providing park and ride facilities to encourage transit use and reduce parking demands in more urban areas of the region; and
 - Permitting cash-in-lieu programs in accordance with section 238 of the Halifax Regional Municipality Charter.
- ▶ The best practice review did not identify a significant number of jurisdictions partnering with private parking providers to manage the supply of off-street parking spaces. Most jurisdictions manage a combination of on-street and off-street parking spaces. The City of Regina does not operate or manage off-street surface lots or parkades, instead relying on the private sector to manage and operate private garages and parkades.
- ▶ Accommodating future parking demands requires a comprehensive strategy that aims to maintain an appropriate equilibrium between parking supply and parking demand. The range of possible parking management strategies can be separated into three categories:
 - optimizing the existing parking supply;
 - reducing parking demand; or
 - increasing the parking supply.
- ▶ Not all of these strategies may be appropriate or desirable based on the goals and objectives of HRM, including the guiding principles in the Integrated Mobility Plan. However, they remain as potential solutions and should be balanced with the planning goals and objectives of HRM.

6.2 Recommendations

Based on the findings of the jurisdictional scan and the parking demand observations, it is recommended the HRM:

- ▶ Explore opportunities to modify legislative processes to permit HRM staff to monitor parking demands (e.g., seasonally) and more frequently modify on-street parking rates in response to these parking demand trends;
- ▶ Consider implementing time-based parking permits (no-fee) to simplify enforcement, particularly in areas with high parking demands but which offer free, time-based, parking;
- ▶ Continue deploying pay by plate machines in favour of typical coin-operated or individually assigned parking metres;
- ▶ Monitor parking demands in municipal off-street lots to determine if hourly and daily rates can be modified to better align with parking rates at nearby private off-street parking lots;
- ▶ Formalize the Maybank Park and Ride Facility including increased parking supply, demarcated parking spots, provision of accessible parking spaces, and enhanced lighting, wayfinding, and pedestrian connections;
- ▶ Monitor parking demand at the Alderney Ferry Terminal overflow lot to determine if the maximum parking utilization at the overflow lot exceeds 85% when the Alderney Landing parking lot is at or near capacity. Consider increasing the parking supply at the overflow lot if the maximum parking utilization exceeds 85%.
- ▶ Monitor parking demand at the Woodside Ferry Terminal when the maximum NSCC parking demand is present (Fall and Winter terms) to determine if the maximum parking utilization exceeds 85%. Consider increasing the parking supply or limiting the parking to permit Park and Ride parking only if the maximum parking utilization exceeds 85%.
- ▶ Explore opportunities for enhanced wayfinding signage, pedestrian connectivity, and illumination at all Park and Ride Terminals;
- ▶ Explore opportunities to provide priority parking spaces for carpools at suburban and rural park and ride terminals;
- ▶ Explore opportunities to provide car-share spaces at urban park and ride terminals, near areas with lower typical vehicle ownership rates and higher use of alternative modes of transportation;

- ▶ Consider the provision of digital display boards highlighting the number of remaining parking spaces at terminals with higher parking demands (e.g., Alderney Ferry Terminal, Woodside Ferry Terminal, and Sackville Terminal);
- ▶ Develop curbside management guidelines to effectively guide, plan, and manage future curbside related projects in the region;
- ▶ Continue investing in active transportation infrastructure and connected routes (especially in the Regional Centre) to enhance trip making by walking, bicycle, or other non-vehicular modes;
- ▶ Monitor service levels on existing transit routes, especially those servicing park and rides with parking utilizations less than 50%, or those serviced by only one route;
- ▶ Monitor parking demands at Portland Hills, Mumford Terminal, and Bridge Terminal in advance of planned bus rapid transit improvements that will include these terminals; and
- ▶ Carefully balance the goals and objectives of the HRM (specifically the guiding principles set out in the *Integrated Mobility Plan*), with any strategies or programs designed to increase the supply of parking in the region.

Appendix A Parking Supply Inventory

ON-STREET PARKING - DOWNTOWN DARTMOUTH BID

North-South Streets

Street	Block		East Side					Notes
	Begins	Ends	Type	Length (ft)	Length (m)	Spaces	Restrictions	
Shore Road	Mott Street	Geary Street	Unrestricted	333	101.50	17	None	-
			Unrestricted	55	16.76	3	No Parking M-F 10-11	-
			Unrestricted	21	6.40	1	No Parking M-F 10-11	-
			Unrestricted	11	3.35	-	No Parking M-F 10-11	-
Windmill Road	Wyse Road	Geary Street	-	-	-	-	-	
	Geary Street	Flotilla Lane	-	-	-	-	-	
Alderney Drive	Flotilla Lane	Ochterloney Street	Paid	65	19.81	3	No Stopping M-F 7-9 & 4-6	-
	Ochterloney Street	Queen Street	-	-	-	-	-	-
	Queen Street	Portland Street	Paid	124	37.80	6	No Stopping M-F 7-9 & 4-6	-
	Portland Street	Prince Street	-	-	-	-	-	-
	Prince Street	King Street	-	-	-	-	-	-
Edward Street	North Street	Ochterloney Street	Paid	48	14.63	2	M-F 8-6	-
			Paid	32	9.75	2	M-F 8-6	-
Prince Street	Portland Street	Alderney Drive	Paid	45	13.72	2	M-F 8-6	-
			Accessible	31	9.45	2	2 HR	-
			Paid	230	70.10	12	M-F 8-6	-
			Paid	74	22.56	4	M-F 8-6	-
King Street	North Street	Ochterloney Street	Accessible	26	7.92	1	2 HR	-
			-	-	-	-	-	-
	Queen Street	Portland Street	Paid	47	14.33	2	M-F 8-6	-
			-	-	-	-	-	-
	Portland Street	Ochterloney Street	Paid	45	13.72	2	M-F 8-6	-
			Paid	25	7.62	1	M-F 8-6	-
			Reserved	27	8.23	1	Car Share	-
			Accessible	30	9.14	2	-	-
			Paid	255	77.72	13	M-F 8-6	-
			Time-Based	44	13.41	2	15 MIN M-F 8-6	-
Wentworth Street	North Street	Ochterloney Street	Accessible	40	12.19	2	3 HR	-
			Accessible	27	8.23	1	3 HR	-
			Time-Based	80	24.38	4	2 HR M-F 8-6	-
	Ochterloney Street	Queen Street	Time-Based	45	13.72	2	2 HR M-F 8-6	-
			Time-Based	60	18.29	3	2 HR M-F 8-6	-
			Paid	58	17.68	3	M-F 8-6	-
			Paid	13	3.96	-	M-F 8-6	-
	Queen Street	Portland Street	Paid	23	7.01	1	M-F 8-6	-
			Paid	110	33.53	6	M-F 8-6	-
	Portland Street	Green Street	Paid	15	4.57	1	M-F 8-6	-
Paid			17	5.18	1	M-F 8-6	-	
Paid			33	10.06	2	M-F 8-6	-	
Dundas Street	North Street	Ochterloney Street	Evenings & Weekends	36	10.97	2	No Parking M-F 8-6	-
			Evenings & Weekends	20	6.10	1	No Parking M-F 8-6	-
			Evenings & Weekends	50	15.24	3	No Parking M-F 8-6	-
	Ochterloney Street	Queen Street	Time-Based	70	21.34	4	2 HR M-F 8-6	-
			Time-Based	27	8.23	1	2 HR M-F 8-6	-
			Time-Based	50	15.24	3	2 HR M-F 8-6	-
			Accessible	23	7.01	1	2 HR	-
	Queen Street	Portland Street	Paid	50	15.24	3	M-F 8-6	-
			Paid	40	12.19	2	M-F 8-6	-
			Paid	25	7.62	1	M-F 8-6	-
Portland Street	Green Street	Paid	20	6.10	1	M-F 8-6	-	
		Paid	50	15.24	3	M-F 8-6	-	
		-	-	-	-	-	-	
Victoria Road	Ochterloney Street	Queen Street	Paid	24	7.32	1	M-F 8-6	-
			Paid	20	6.10	1	M-F 8-6	-
			Paid	35	10.67	2	M-F 8-6	-
			Paid	68	20.73	3	M-F 8-6	-
	Queen Street	Portland Street	Paid	156	47.55	8	M-F 8-6	-
Pine Street	Myrtle Street	Ochterloney Street	Unrestricted	48	14.63	2	No Parking M-F 10-11	-
			Unrestricted	35	10.67	2	No Parking M-F 10-11	-
			Unrestricted	25	7.62	1	No Parking M-F 10-11	-
			Unrestricted	28	8.53	1	No Parking M-F 10-11	-
			-	-	-	-	-	-
Irishtown Road	Ochterloney Street	Queen Street	Unrestricted	85	25.91	4	None	-
			Unrestricted	80	24.38	4	None	-
	Queen Street	Prince Albert Road	Unrestricted	50	15.24	3	None	-
Starr Lane	Prince Albert Road	End	-	-	-	-	-	
Eaton Avenue	Prince Albert Road	End	Unrestricted	37	11.28	2	None	-
			Unrestricted	40	12.19	2	None	-
			Unrestricted	45	13.72	2	None	-
			Unrestricted	32	9.75	2	None	-
Canal Street	Portland Street	Mill Lane	-	-	-	-	-	
	Mill Lane	End	Time-Based	35	10.67	2	2 HR	-
			Time-Based	37	11.28	2	2 HR	-
			Time-Based	52	15.85	3	2 HR	-
			Accessible	42	12.80	2	2 HR	-
Maitland Street	Portland Street	End	Unrestricted	234	71.32	12	None	-
			Unrestricted	37	11.28	2	None	-

OFF-STREET PARKING - DOWNTOWN DARTMOUTH BID

Name	Type	Total Parking Spaces	Regular Spaces	Accessible Spaces	Reserved Spaces
Alderney Landing	Paid	202	195	6	1
North Street Fleet Parking	Paid	97	94	3	-
28 Queen Street	Paid	52	45	-	7
57 Portland Street - One Shot Parking	Paid	96	93	3	-
17 Prince Street - One Shot Parking	Paid	22	22	-	-
Queen Street (behind Weldon McInnis)	Free Customer Parking	12	12	-	-
93 Queen Street	Permit	29	29	-	-
CIBC	Free Customer Parking	8	7	1	-
	Permit	12	12	-	-
IMPARK Lot #25 Dtmth Medical ctre 44-46 Portland St	Paid	176	176	-	-
Kings Wharf Permit Lot, off Alderney	Permit	14	11	-	3
Martins Park Parking Lot	Free Customer Parking	30	30	-	-
159 Portland Steet - One Shot Parking	Paid	47	47	-	-
Moffatt's Pharmacy	Free Customer Parking	45	45	-	-
Dominion Diving	Free Customer Parking	16	16	-	-
Royal Canadian Legion	Free Customer Parking	18	15	3	-
Queen/King corner lot	Private	7	0	-	7
93 Alderney	Paid	25	25	-	-
Tim Horton's	Free Customer Parking	31	31	-	-
Mac East	Free Customer Parking	3	3	-	-
Hungry Hut	Free Customer Parking	7	7	-	-
155 Ochterloney St	Free Customer Parking	39	38	1	-
A L Mattatall Funeral Home	Free Customer Parking	41	38	3	-
Alderney Appraisals	Free Customer Parking	6	6	-	-
SE corner Ochterloney & Edward	Permit	28	28	-	-
NE corner Queen & Edward	Private	37	37	-	-
	Total	1100	1062	20	18

ON-STREET PARKING - DOWNTOWN HALIFAX BID

North-South Streets

Street	Block		East Side						
	Begins	Ends	Type	Length (ft)	Length (m)	Spaces	Restrictions	Notes	
Brunswick Street	Cogswell Street	Duke Street	Paid	370	112.78	19	M-F 8-6	-	
			Paid	40	12.19	2	M-F 8-6	-	
	Duke Street	Carmichael Street	Accessible	-	-	1	15 MIN	-	
			-	-	-	-	-	-	
	Carmichael Street	Prince Street	Paid	74	22.56	4	M-F 8-6	-	
			Accessible	30	9.14	2	1 HR	-	
	Prince Street	Sackville Street	Accessible	57	17.37	3	M-Sun 6pm-6am	-	
			Paid	12	3.66	1	M-F 8-6	-	
			Paid	46	14.02	2	M-F 8-6	-	
			Evenings & Weekends	39	11.89	2	No Parking M-F 8-6	-	
Evenings & Weekends			49	14.94	2	No Parking M-F 8-6	-		
Paid			122	37.19	6	M-F 8-6	-		
Albemarle Street	Cogswell Street	Duke Street	Paid	89	27.13	5	M-F 8-6	-	
			Permit	30	9.14	2	-	-	
			-	-	-	-	-	-	
			-	-	-	-	-	-	
			-	-	-	-	-	-	
Market Street	Carmichael Street	Prince Street	Paid	71	21.64	4	M-F 8-6	-	
			Paid	74	22.56	4	M-F 8-6	-	
			Reserved	140	42.67	7	Taxi	-	
	Prince Street	Sackville Street	-	-	-	-	-	-	
			-	-	-	-	-	-	
Sackville Street	Blowers Street	Paid	200	60.96	10	M-F 8-6	-		
Grafton Street	Carmichael Street	Prince Street	Accessible	32	9.75	2	3 HR	-	
			Reserved	49	14.94	2	Taxi	-	
	Prince Street	Sackville Street	-	-	-	-	-	-	
			-	-	-	-	-	-	
	Sackville Street	Blowers Street	Paid	59	17.98	3	M-F 8-6	-	
			Time-Based	61	18.59	3	15 MIN Marriott	-	
	Blowers Street	Spring Garden Road	Accessible	28	8.53	1	30 MIN	-	
			Paid	187	57.00	9	M-F 8-6	-	
			Paid	64	19.51	3	M-F 8-6	-	
			Accessible	23	7.01	1	-	-	
Paid			42	12.80	2	M-F 8-6	-		
Accessible			19	5.79	1	2 HR	-		
Argyle Street	Duke Street	Carmichael Street	Accessible	50	15.24	3	3 HR	-	
			Permit	65	19.81	3	Special Permit	-	
			Permit	37	11.28	2	Special Permit	-	
			Permit	17	5.18	1	Special Permit	-	
			Paid	123	37.49	6	M-F 8-6	-	
			Paid	48	14.63	2	M-F 8-6	-	
	Carmichael Street	Prince Street	Paid	44	13.41	2	M-F 8-6	-	
			Accessible	42	12.80	2	3 HR	-	
	Prince Street	Sackville Street	-	-	-	-	-	-	
			-	-	-	-	-	-	
	Sackville Street	Blowers Street	Accessible	32	9.75	2	3 HR	-	
			Reserved	42	12.80	2	Taxi	-	
	Barrington Street	Cogswell Street	Duke Street	Time-Based	68	20.73	3	15 MIN Hotel	-
				Paid	60	18.29	3	M-F 8-6	-
Duke Street		George Street	Accessible	16	4.88	1	2 HR	-	
			Evenings & Weekends	147	44.81	7	No Parking M-F 8-6	-	
Prince Street		Sackville Street	-	-	-	-	-	-	
			-	-	-	-	-	-	
Sackville Street		Blowers Street	-	-	-	-	-	-	
			-	-	-	-	-	-	
Blowers Street		Salter Street	Accessible	36	10.97	2	3 HR	-	
			-	-	-	-	-	-	
Salter Street		Spring Garden Road	-	-	-	-	-	-	
			-	-	-	-	-	-	
Spring Garden Road		Bishop Street	Accessible	16	4.88	1	-	-	
			Accessible	28	8.53	1	3 HR	-	
Bishop Street		Morris Street	Paid	88	26.82	4	M-F 8-6	-	
			Paid	154	46.94	8	M-F 8-6	-	
Morris Street		Harvey Street	Paid	105	32.00	5	M-F 8-6	-	
			-	-	-	-	-	-	
Harvey Street	South Street	Time-Based	20	6.10	1	15 MIN M-F 8-6	-		
		Paid	190	57.91	10	M-F 8-6	-		
South Street	Hollis Street	-	-	-	-	-	-		
		-	-	-	-	-	-		
Hollis Street	Kent Street	-	-	-	-	-	-		
		-	-	-	-	-	-		
Kent Street	Green Street	-	-	-	-	-	-		
		-	-	-	-	-	-		
Green Street	Smith Street	-	-	-	-	-	-		
		-	-	-	-	-	-		
Smith Street	Inglis Street	-	-	-	-	-	-		
		-	-	-	-	-	-		
Granville Street	Duke Street	George Street	Paid	110	33.53	6	M-F 8-6	-	
			Evenings & Weekends	23	7.01	1	No Parking M-S 6-6	-	
			-	-	-	-	-	-	
			-	-	-	-	-	-	
	George Street	Prince Street	-	-	-	-	-	Construction	
			-	-	-	-	-	-	
	Prince Street	Sackville Street	Paid	70	21.34	4	M-F 8-6	-	
			Paid	104	31.70	5	M-F 8-6	-	
	Sackville Street	Blowers Street	Accessible	20	6.10	1	3 HR	-	
			Paid	36	10.97	2	M-F 8-6	-	
Blowers Street	Salter Street	Paid	63	19.20	3	M-F 8-6	-		
		Paid	71	21.64	4	M-F 8-6	-		
Cogswell Street	Duke Street	-	-	-	-	-	-		
		-	-	-	-	-	-		
Hollis Street	Duke Street	George Street	Paid	168	51.21	9	M-F 9-4 No Stopping 7-9/4-6	-	
			Accessible	23	7.01	1	3 HR No Stopping 7-9/4-6	-	
	George Street	Prince Street	Paid	216	65.84	11	M-F 9-4 No Stopping 7-9/4-6	-	
			-	-	-	-	-	-	
	Prince Street	Sackville Street	Paid	138	42.06	7	M-F 9-4 No Stopping 7-9/4-6	-	
			Time-Based	40	12.19	2	15 MIN	-	
	Sackville Street	Salter Street	Accessible	25	7.62	1	3 HR	-	
			Paid	268	81.69	14	M-F 8-6	-	
	Salter Street	Bishop Street	Paid	62	18.90	3	M-F 8-6	-	
			Accessible	60	18.29	3	3 HR	-	
	Bishop Street	Morris Street	Paid	330	100.58	17	M-F 8-6	Construction	
			Accessible	25	7.62	1	3 HR	-	
	Morris Street	Terminal Road	Paid	27	8.23	1	M-F 8-6	-	
			Paid	114	34.75	6	M-F 8-6	-	
	South Street	Barrington Street	Accessible	27	8.23	1	3 HR	-	
			Accessible	36	10.97	2	3 HR	-	
	Barrington Street	Duke Street	Paid	110	33.53	6	M-F 8-6	-	
			Paid	39	11.89	2	M-F 8-6	-	
Duke Street	George Street	Accessible	26	7.92	1	3 HR	-		
		Paid	59	17.98	3	M-F 8-6	-		
George Street	Prince Street	Accessible	22	6.71	1	3 HR	-		
		Paid	83	25.30	4	M-F 8-6	-		
Prince Street	Sackville Street	Accessible	42	12.80	2	2 HR	-		
		Evenings & Weekends	240	73.15	12	No Parking M-F 8-6	-		
Upper Water Street	Barrington Street	Duke Street	Time-Based	60	18.29	3	15 MIN	-	
			-	-	-	-	-	-	
Lower Water Street	George Street	Prince Street	-	-	-	-	-	-	
			-	-	-	-	-	-	
	Prince Street	Sackville Street	-	-	-	-	-	-	
			-	-	-	-	-	-	
	Sackville Street	Salter Street	Paid	54	16.46	3	M-F 8-6	-	
			Paid	45	13.72	2	M-F 8-6	-	
	Salter Street	Bishop Street	Paid	109	33.22	6	M-F 8-6	-	
			Paid	59	17.98	3	M-F 8-6	-	
	Bishop Street	Morris Street	Paid	64	19.51	3	M-F 8-6	-	
			Time-Based	68	20.73	3	1 HR 8-6	-	
Morris Street	Terminal Road	Time-Based	43	13.11	2	1 HR 8-6	-		
		-	-	-	-	-	-		

ON-STREET PARKING - DOWNTOWN HALIFAX BID

North-South Streets

Street	Block		West Side					
	Begins	Ends	Type	Length (ft)	Length (m)	Spaces	Restrictions	Notes
Brunswick Street	Cogswell Street	Duke Street	Paid	107	32.61	5	M-F 8-6	-
			Paid	79	24.08	4	M-F 8-6	-
			Accessible	45	13.72	2	3 HR	-
	Duke Street	Carmichael Street	Paid	94	28.65	5	M-F 8-6	-
			Accessible	21	6.40	1	3 HR	-
			Paid	194	59.13	10	M-F 8-6	-
	Carmichael Street	Prince Street	Accessible	41	12.50	2	3 HR	-
			-	-	-	-	-	-
			-	-	-	-	-	-
			-	-	-	-	-	-
Prince Street	Sackville Street	-	-	-	-	-	-	
		-	-	-	-	-	-	
		-	-	-	-	-	-	
		-	-	-	-	-	-	
Albemarle Street	Cogswell Street	Duke Street	Paid	145	44.20	7	M-F 8-6	-
			Paid	346	105.46	18	M-F 8-6	-
			Paid	19	5.79	1	M-F 8-6	-
			Time-Based	17	5.18	1	15 MIN	-
			Time-Based	38	11.58	2	15 MIN	-
Market Street	Carmichael Street	Prince Street	-	-	-	-	-	-
			-	-	-	-	-	-
			-	-	-	-	-	-
	Prince Street	Sackville Street	Paid	108	32.92	5	M-F 8-6	-
			Paid	10	3.05	-	M-F 8-6	-
Sackville Street	Blowers Street	Paid	130	39.62	7	M-F 8-6	-	
		Paid	65	19.81	3	M-F 8-6	-	
Grafton Street	Carmichael Street	Prince Street	-	-	-	-	-	-
			-	-	-	-	-	-
	Prince Street	Sackville Street	-	-	-	-	-	-
			-	-	-	-	-	-
	Sackville Street	Blowers Street	Paid	28	8.53	1	M-F 8-6	-
			Paid	84	25.60	4	M-F 8-6	-
Blowers Street	Spring Garden Road	Time-Based	95	28.96	5	30 MIN M-F 8-6	-	
		Paid	89	27.13	5	M-F 8-6	-	
		Paid	70	21.34	4	M-F 8-6	-	
		Accessible	25	7.62	1	3 HR	-	
Argyle Street	Duke Street	Carmichael Street	-	-	-	-	-	-
			-	-	-	-	-	-
			-	-	-	-	-	-
			-	-	-	-	-	-
			-	-	-	-	-	-
	Carmichael Street	Prince Street	Paid	125	38.10	6	M-F 8-6	-
			-	-	-	-	-	-
			-	-	-	-	-	-
	Prince Street	Sackville Street	Accessible	48	14.63	2	3 HR	-
			Reserved	62	18.90	3	Taxi	-
Sackville Street	Blowers Street	-	-	-	-	-	-	
Barrington Street	Cogswell Street	Duke Street	-	-	-	-	-	-
	Duke Street	George Street	-	-	-	-	-	-
	George Street	Prince Street	-	-	-	-	-	-
	Prince Street	Sackville Street	-	-	-	-	-	-
	Sackville Street	Blowers Street	-	-	-	-	-	-
	Blowers Street	Salter Street	-	-	-	-	-	-
	Salter Street	Spring Garden Road	-	-	-	-	-	-
	Spring Garden Road	Bishop Street	Paid	284	86.56	14	M-F 8-6	-
			-	-	-	-	-	-
	Bishop Street	Morris Street	Paid	266	81.08	14	M-F 8-6	-
			-	-	-	-	-	-
	Morris Street	Harvey Street	Paid	52	15.85	3	M-F 8-6	-
			Accessible	23	7.01	1	2 HR	-
	Harvey Street	South Street	Paid	58	17.68	3	M-F 8-6	-
Paid			111	33.83	6	M-F 8-6	-	
South Street	Hollis Street	Paid	30	9.14	2	M-F 8-6	-	
		Time-Based	100	30.48	5	15 MIN M-F 8-6	-	
Hollis Street	Kent Street	Time-Based	130	39.62	7	1 HR M-F 8-6	-	
		Time-Based	40	12.19	2	1 HR M-F 8-6	-	
Green Street	Smith Street	Time-Based	140	42.67	7	15 MIN 7-6	-	
		Time-Based	33	10.06	2	1 HR	-	
Smith Street	Inglis Street	Time-Based	32	9.75	2	15 MIN	-	
		Paid	90	27.43	5	M-F 8-6	-	
Granville Street	Duke Street	George Street	Paid	45	13.72	2	M-F 8-6	-
			Accessible	21	6.40	1	-	-
			Accessible	29	8.84	1	-	-
			-	-	-	-	-	Construction
	George Street	Prince Street	Paid	95	28.96	5	M-F 8-6	-
			Accessible	39	11.89	2	3 HR	-
Prince Street	Sackville Street	-	-	-	-	-	-	
		-	-	-	-	-	-	
Sackville Street	Blowers Street	Paid	100	30.48	5	M-F 8-6	-	
		-	-	-	-	-	-	
Blowers Street	Salter Street	Paid	62	18.90	3	M-F 8-6	-	
Cogswell Street	Duke Street	-	-	-	-	-	-	
Hollis Street	Duke Street	George Street	-	-	-	-	-	-
			-	-	-	-	-	-
	George Street	Prince Street	-	-	-	-	-	-
			-	-	-	-	-	-
	Prince Street	Sackville Street	-	-	-	-	-	-
			-	-	-	-	-	-
	Sackville Street	Salter Street	-	-	-	-	-	-
			-	-	-	-	-	-
	Salter Street	Bishop Street	-	-	-	-	-	-
			-	-	-	-	-	-
Bishop Street	Morris Street	-	-	-	-	-	-	
		-	-	-	-	-	-	
Morris Street	Terminal Road	-	-	-	-	-	-	
		-	-	-	-	-	-	
South Street	Barrington Street	Paid	70	21.34	4	M-F 8-6	-	
		Paid	290	88.39	15	M-F 8-6	-	
Bedford Row	George Street	Prince Street	Evenings & Weekends	11	3.35	1	No Parking M-F 8-6	-
			Accessible	36	10.97	2	2 HR	-
Prince Street	Sackville Street	Paid	35	10.67	2	M-F 8-6	-	
		Paid	77	23.47	4	M-F 8-6	-	
Upper Water Street	Barrington Street	Duke Street	-	-	-	-	-	-
			-	-	-	-	-	-
Lower Water Street	George Street	Prince Street	Paid	235	71.63	12	M-F 8-6	-
			Accessible	53	16.15	3	3 HR	-
	Prince Street	Sackville Street	-	-	-	-	-	-
			Time-Based	44	13.41	2	15 MIN M-F 8-6	-
	Sackville Street	Salter Street	-	-	-	-	-	-
			-	-	-	-	-	-
	Salter Street	Bishop Street	Paid	67	20.42	3	M-F 8-6	-
			Paid	68	20.73	3	M-F 8-6	-
	Bishop Street	Morris Street	Paid	34	10.36	2	M-F 8-6	-
			Accessible	32	9.75	2	-	-
Morris Street	Terminal Road	-	-	-	-	-	-	

ON-STREET PARKING - DOWNTOWN HALIFAX BID

East-West Streets

Street	Block		North Side					
	Begins	Ends	Type	Length (ft)	Length (m)	Spaces	Restrictions	Notes
Cogswell Street	Gottingen Street	Brunswick Street	-	-	-	-	-	-
	Brunswick Street	Albemarle Street	-	-	-	-	-	-
Duke Street	Brunswick Street	Albemarle Street	-	-	-	-	-	-
	Albemarle Street	Argyle Street	-	-	-	-	-	-
	Argyle Street	Barrington Street	-	-	-	-	-	-
	Barrington Street	Granville Street	-	-	-	-	-	-
	Granville Street	Hollis Street	-	-	-	-	-	-
	Hollis Street	Upper Water Street	-	-	-	-	-	-
Carmichael Street	Brunswick Street	Market Street	-	-	-	-	-	-
	Market Street	Grafton Street	-	-	-	-	-	-
	Grafton Street	Argyle Street	Paid	43	13.11	2	M-F 8-6	-
George Street	Barrington Street	Granville Street	-	-	-	-	-	Construction
	Granville Street	Hollis Street	-	-	-	-	-	-
	Hollis Street	Bedford Row	Paid	44	13.41	2	M-F 8-6	-
	Bedford Row	Lower Water Street	-	-	-	-	-	-
Prince Street	Brunswick Street	Market Street	Evenings & Weekends	100	30.48	5	No Parking M-F 8-6	-
	Market Street	Grafton Street	Paid	43	13.11	2	M-F 8-6	-
	Grafton Street	Argyle Street	Paid	48	14.63	2	M-F 8-6	-
	Argyle Street	Barrington Street	Paid	66	20.12	3	M-F 8-6	-
	Barrington Street	Granville Street	Paid	64	19.51	3	M-F 8-6	-
	Granville Street	Hollis Street	Accessible	20	6.10	1	3 HR	-
	Hollis Street	Bedford Row	-	-	-	-	-	-
	Bedford Row	Lower Water Street	Accessible	59	17.98	3	2 HR 8-6	-
Sackville Street	Brunswick Street	Market Street	Paid	60	18.29	3	M-F 8-6	-
	Market Street	Grafton Street	Paid	28	8.53	1	M-F 8-6	-
	Grafton Street	Argyle Street	Paid	103	31.39	5	M-F 8-6	-
	Argyle Street	Barrington Street	Paid	58	17.68	3	M-F 8-6	-
	Barrington Street	Granville Street	-	-	-	-	-	-
	Granville Street	Hollis Street	Paid	46	14.02	2	M-F 8-6	-
	Hollis Street	Bedford Row	Paid	39	11.89	2	M-F 8-6	-
	Bedford Row	Lower Water Street	Time-Based	37	11.28	2	15 MIN	-
		Bedford Row	Lower Water Street	Paid	60	18.29	3	M-F 8-6
Blowers Street	Market Street	Grafton Street	-	-	-	-	-	-
	Grafton Street	Argyle Street	-	-	-	-	-	-
	Argyle Street	Barrington Street	-	-	-	-	-	-
	Barrington Street	Granville Street	-	-	-	-	-	-
Salter Street	Barrington Street	Granville Street	-	-	-	-	-	-
	Granville Street	Hollis Street	-	-	-	-	-	-
	Hollis Street	Lower Water Street	-	-	-	-	-	-
Bishop Street	Barrington Street	Hollis Street	Paid	177	53.95	9	M-F 8-6	-
	Hollis Street	Lower Water Street	-	-	-	-	-	Construction
Morris Street	Barrington Street	Hollis Street	Paid	182	55.47	9	M-F 8-6	-
	Hollis Street	Lower Water Street	-	-	-	-	-	-
Spring Garden Road	Brunswick Street	Grafton Street	Paid	170	51.82	9	M-F 8-6	-
			Paid	43	13.11	2	M-F 8-6	-
Harvey Street	Church Street	Barrington Street	Paid	65	19.81	3	M-F 8-6	-
			Time-Based	86	26.21	4	1 HR 8-6	-
			Paid	77	23.47	4	M-F 8-6	-
South Street	Barrington Street	Hollis Street	Paid	66	20.12	3	M-F 8-6	-
			Paid	217	66.14	11	M-F 8-6	-
Terminal Road	Hollis Street	Lower Water Street	Paid	217	66.14	11	M-F 8-6	-

ON-STREET PARKING - DOWNTOWN HALIFAX BID

East-West Streets

Street	Block		South Side					
	Begins	Ends	Type	Length (ft)	Length (m)	Spaces	Restrictions	Notes
Cogswell Street	Gottingen Street	Brunswick Street	Paid	83	25.30	4	M-F 8-6	-
			Paid	137	41.76	7	M-F 8-6	-
Duke Street	Brunswick Street	Albemarle Street	-	-	-	-	-	-
	Brunswick Street	Albemarle Street	-	-	-	-	-	-
	Albemarle Street	Argyle Street	-	-	-	-	-	-
	Argyle Street	Barrington Street	-	-	-	-	-	-
	Barrington Street	Granville Street	Paid	67	20.42	3	M-F 8-6	-
	Granville Street	Hollis Street	Paid	94	28.65	5	M-F 8-6	-
Carmichael Street	Hollis Street	Upper Water Street	-	-	-	-	-	-
	Brunswick Street	Market Street	Paid	33	10.06	2	M-F 8-6	-
			Accessible	59	17.98	3	6pm-6am	-
	Market Street	Grafton Street	Paid	100	30.48	5	M-F 8-6	-
George Street	Grafton Street	Argyle Street	-	-	-	-	-	-
	Barrington Street	Granville Street	-	-	-	-	-	Construction
	Granville Street	Hollis Street	-	-	-	-	-	-
	Hollis Street	Bedford Row	-	-	-	-	-	-
Prince Street	Bedford Row	Lower Water Street	-	-	-	-	-	-
	Brunswick Street	Market Street	Paid	74	22.56	4	M-F 8-6	-
	Market Street	Grafton Street	Paid	93	28.35	5	M-F 8-6	-
	Grafton Street	Argyle Street	Paid	52	15.85	3	M-F 8-6	-
	Argyle Street	Barrington Street	Paid	45	13.72	2	M-F 8-6	-
	Barrington Street	Granville Street	Paid	39	11.89	2	M-F 8-6	-
	Granville Street	Hollis Street	Paid	88	26.82	4	M-F 8-6	-
	Hollis Street	Bedford Row	-	-	-	-	-	-
Sackville Street	Bedford Row	Lower Water Street	Paid	74	22.56	4	M-F 8-6	-
	Brunswick Street	Market Street	Paid	80	24.38	4	M-F 8-6	-
			-	-	-	-	-	-
	Market Street	Grafton Street	-	-	-	-	-	-
	Grafton Street	Argyle Street	-	-	-	-	-	-
	Argyle Street	Barrington Street	-	-	-	-	-	-
	Barrington Street	Granville Street	-	-	-	-	-	-
	Granville Street	Hollis Street	Paid	108	32.92	5	M-F 8-6	-
Blowers Street	Hollis Street	Bedford Row	Paid	61	18.59	3	M-F 8-6	-
			Accessible	22	6.71	1	3 HR	-
	Bedford Row	Lower Water Street	Paid	61	18.59	3	M-F 8-6	-
	Market Street	Grafton Street	Paid	84	25.60	4	M-F 8-6	-
	Grafton Street	Argyle Street	Paid	65	19.81	3	M-F 8-6	-
Salter Street	Argyle Street	Barrington Street	Accessible	26	7.92	1	3 HR	-
	Barrington Street	Granville Street	Paid	43	13.11	2	M-F 8-6	-
	Granville Street	Hollis Street	Paid	42	12.80	2	M-F 8-6	-
	Barrington Street	Granville Street	-	-	-	-	-	-
Bishop Street	Granville Street	Hollis Street	Paid	65	19.81	3	M-F 8-6	-
	Hollis Street	Lower Water Street	-	-	-	-	-	-
Morris Street	Barrington Street	Hollis Street	-	-	-	-	-	Construction
			Paid	72	21.95	4	M-F 8-6	-
			Paid	79	24.08	4	M-F 8-6	-
Spring Garden Road	Hollis Street	Lower Water Street	Accessible	19	5.79	1	2 HR	-
	Brunswick Street	Grafton Street	-	-	-	-	-	-
Harvey Street	Church Street	Barrington Street	-	-	-	-	-	-
			-	-	-	-	-	-
South Street			Paid	182	55.47	9	M-F 8-6	-
	Barrington Street	Hollis Street	Accessible	22	6.71	1	2 HR	-
Terminal Road	Hollis Street	Lower Water Street	Paid	89	27.13	5	M-F 8-6	-

OFF-STREET PARKING - DOWNTOWN HALIFAX BID

Name	Type	Total Parking Spaces	Regular Spaces	Accessible Spaces	Reserved Spaces
Scotia Square Parkade	Paid	1697	1697	-	-
Casino Nova Scotia	Paid	550	550	-	-
INDIGO H002 - Purdy's Wharf Parkade	Paid	1088	1088	-	-
INDIGO H012 - Halifax Marriott Harbourfront	Paid	177	177	-	-
IMPARK Lot #15 - Lower Water Street	Paid	88	88	-	-
IMPARK Lot #16 - 1815 Upper Water Street	Paid	150	150	-	-
Metro Park	Paid	589	589	-	-
Prince George Hotel	Paid	240	240	-	-
DNS - Queen's Landing	Paid	50	50	-	-
DNS - Foundation Place	Paid	134	134	-	-
DNS - Salter Lot	Paid	300	300	-	-
DNS - Bishop's Landing	Paid	44	44	-	-
DNS - Maritime Museum of the Atlantic	Paid	18	18	-	-
Halifax Public Libraries	Paid	87	87	-	-
Nova Centre Parking Garage	Paid	350	350	-	-
Brunswick Street Parkade (2021 Brunswick Street)	Paid	229	229	-	-
Centennial Pool	Paid	72	72	-	-
NSPI Lot (Morris @ Lower Water)	Private	117	117	-	-
INDIGO H020 - 1991 Brunswick Street	Paid	42	42	-	-
Saint Mary's Basilica Parking	Paid	80	80	-	-
Blowers Street	Paid	20	20	-	-
The Westin Nova Scotian	Paid	175	175	-	-
INDIGO H5001 - VIA Rail Halifax Long Term	Paid	118	118	-	-
INDIGO H5002 - VIA Rail Halifax Short Term	Paid	14	14	-	-
INDIGO H011 - Halifax Port Authority	Paid	661	661	-	-
ImPark Lot 19	Paid	62	62	-	-
	Total	7152	7152	0	0

ON-STREET PARKING - NORTH END BID

North-South Streets

Street	Block		East Side					Notes	
	Begins	Ends	Type	Length (ft)	Length (m)	Spaces	Restrictions		
Agricola Street	Young Street	Demone Street	-	-	-	-	-	-	
	Demone Street	Russell Street	Time-Based	175	53.34	9	1 HR M-F 8-6	-	
	Russell Street	Macara Street	Time-Based	105	32.00	5	2 HR M-F 8-6	-	
	Macara Street	Bilby Street	-	-	-	-	-	-	-
			Time-Based	66	20.12	3	1 HR M-F 8-6	-	
			Time-Based	20	6.10	1	1 HR M-F 8-6	-	
			Accessible	21	6.40	1	-	-	
			Time-Based	68	20.73	3	1 HR M-F 8-6	-	
	Bilby Street	Almon Street	Time-Based	54	16.46	3	30 MIN M-F 8-6	-	
	Almon Street	Bloomfield Street	Time-Based	54	16.46	3	30 MIN M-F 8-6	-	
	Bloomfield Street	Ontario Street	Time-Based	117	35.66	6	2 HR M-F 8-6	-	
	Ontario Street	North Street	-	-	-	-	-	-	-
			Time-Based	30	9.14	2	15 MIN	-	
			Time-Based	100	30.48	5	1 HR M-F 8-6	-	
			Time-Based	60	18.29	3	1 HR M-F 8-6	-	
			Time-Based	69	21.03	4	1 HR M-F 8-6	-	
			Time-Based	104	31.70	5	2 HR M-F 8-6	-	
			Time-Based	57	17.37	3	30 MIN M-F 8-6	-	
			Accessible	20	6.10	1	3 HR	-	
			Accessible	20	6.10	1	3 HR	-	
			Time-Based	100	30.48	5	1 HR M-F 8-4	-	
			Time-Based	28	8.53	1	15 MIN M-F 8-4	-	
			Time-Based	135	41.15	7	2 HR M-F 8-4	-	
			Time-Based	51	15.54	3	2 HR M-F 8-4	-	
	North Street	Charles Street	Time-Based	100	30.48	5	1 HR M-F 8-4	-	
	Charles Street	Roberts Street	Time-Based	135	41.15	7	2 HR M-F 8-4	-	
			Time-Based	51	15.54	3	2 HR M-F 8-4	-	
	Roberts Street	West Street	Permit	130	39.62	7	M-F 8-4 By Permit	-	
			-	-	-	-	-	-	
	West Street	Harris Street	Time-Based	90	27.43	5	1 HR M-F 8-6	-	
Time-Based			35	10.67	2	15 MIN 9-10	-		
Harris Street	Woodill Street	Time-Based	63	19.20	3	15 MIN M-F 8-6	-		
		Time-Based	133	40.54	7	2 HR M-F 8-6	-		
Woodill Street	Cunard Street	Unrestricted	50	15.24	3	None	-		
Isleville Street	Young Street	Sullivan Street	Evenings & Weekends	95	28.96	5	No Parking M-F 8-6	-	
	Sullivan Street	Russell Street	Evenings & Weekends	121	36.88	6	No Parking M-F 8-6	-	
	Russell Street	Macara Street	Time-Based	62	18.90	3	2 HR M-F 8-6	-	
	Macara Street	Bilby Street	Time-Based	65	19.81	3	15 MIN M-F 8-6	-	
			Time-Based	35	10.67	2	2 HR M-F 8-6	-	
	Bilby Street	Almon Street	Accessible	-	-	1	2 HR	-	
Almon Street	Bloomfield Street	Time-Based	72	21.95	4	1 HR 8-10	-		
Bloomfield Street	North Street	-	-	-	-	-	-		
Belle Aire Terrace	Ontario Street	North Street	-	-	-	-	-		
Fuller Terrace	Bloomfield Street	North Street	Time-Based	20	6.10	1	15 MIN M-F 8-6	-	
			Time-Based	350	106.68	18	1 HR M-F 8-6	-	
			Time-Based	188	57.30	10	1 HR M-F 8-6	-	
			Time-Based	13	3.96	-	1 HR M-F 8-6	-	
			Time-Based	90	27.43	5	1 HR M-F 8-6	-	
			Accessible	22	6.71	1	2 HR	-	
Maynard Street	North Street	Charles Street	Unrestricted	80	24.38	4	None	-	
			Unrestricted	23	7.01	1	None	-	
			Unrestricted	67	20.42	3	None	-	
			Accessible	20	6.10	1	-	-	
	Charles Street	Roberts Street	Time-Based	48	14.63	2	1 HR M-F 8-6	Construction	
			Accessible	33	10.06	2	-	-	
	Roberts Street	West Street	Time-Based	37	11.28	2	15 MIN M-F 8-6	-	
			Time-Based	20	6.10	1	1 HR M-F 8-6	-	
			Time-Based	148	45.11	8	1 HR M-F 8-6	-	
			Time-Based	43	13.11	2	1 HR M-F 8-6	-	
	West Street	Buddy Daye Street	Unrestricted	110	33.53	6	None	-	
	Buddy Daye Street	Harris Street	Accessible	24	7.32	1	-	-	
	Harris Street	Woodill Street	Permit	250	76.20	13	M-F 8-4 By Permit	-	
			Accessible	20	6.10	1	-	-	
	Woodill Street	Cunard Street	Time-Based	41	12.50	2	1 HR M-F 8-6	-	
			Permit	140	42.67	7	M-F 8-4 By Permit	-	
			Accessible	20	6.10	1	3 HR	-	
	Cunard Street	Armoury Place	Time-Based	34	10.36	2	1 HR 8-4	-	
			Time-Based	41	12.50	2	1 HR 8-4	-	
	Armoury Place	Cornwallis Street	Time-Based	25	7.62	1	1 HR 8-4	-	
Permit			155	47.24	8	Permit Only	-		
Cornwallis Street	Falkland Street	Permit	42	12.80	2	Permit Only	-		
		Permit	180	54.86	9	M-F 8-4 By Permit	-		
Falkland Street	Cogswell Street	Time-Based	30	9.14	2	30 MIN M-F 8-11	-		
		Permit	185	56.39	9	M-F 8-4 By Permit	-		
Bauer Street	Falkland Street	Cogswell Street	Time-Based	210	64.01	11	1 HR M-F 8-6	-	
			Time-Based	20	6.10	1	1 HR M-F 8-6	-	
			Permit	40	12.19	2	M-F 8-4 By Permit	-	
			Permit	15	4.57	1	M-F 8-4 By Permit	-	
Northwood Terrace	Bloomfield Street	Black Street	Unrestricted	130	39.62	7	None	-	
			Unrestricted	95	28.96	5	None	-	
			Permit	30	9.14	2	M-F 8-6 By Permit	-	
			Permit	75	22.86	4	M-F 8-6 By Permit	-	
	Black Street	North Street	Unrestricted	20	6.10	1	None	-	
			Time-Based	40	12.19	2	15 MIN	-	
Black Street	North Street	Permit	29	8.84	1	M-F 8-6 By Permit	-		
		Accessible	50	15.24	3	3 HR	-		
Black Street	North Street	Accessible	96	29.26	5	3 HR	-		

ON-STREET PARKING - NORTH END BID

North-South Streets

Street	Block		West Side					
	Begins	Ends	Type	Length (ft)	Length (m)	Spaces	Restrictions	Notes
Agricola Street	Young Street	Demone Street	Time-Based	52	15.85	3	15 MIN M-S 8-6	-
	Demone Street	Russell Street	Unrestricted	117	35.66	6	None	-
	Russell Street	Macara Street	Time-Based	66	20.12	3	30 MIN M-F 8-6	-
			Time-Based	41	12.50	2	2 HR M-F 8-6	-
	Macara Street	Bilby Street	Time-Based	105	32.00	5	30 MIN M-F 8-6	-
			-	-	-	-	-	-
	Bilby Street	Almon Street	-	-	-	-	-	-
	Almon Street	Bloomfield Street	-	-	-	-	-	-
	Bloomfield Street	Ontario Street	Time-Based	72	21.95	4	30 MIN M-F 8-6	-
			Time-Based	-	-	2	1 HR M-F 8-6	Construction
	Ontario Street	North Street	Time-Based	190	57.91	10	2 HR M-F 8-6	-
			Time-Based	46	14.02	2	2 HR M-F 8-6	-
			Accessible	20	6.10	1	-	-
			-	-	-	-	-	-
			-	-	-	-	-	-
			-	-	-	-	-	-
			-	-	-	-	-	-
	North Street	Charles Street	Time-Based	170	51.82	9	2 HR M-F 8-6	-
			Time-Based	50	15.24	3	2 HR M-F 9-6	-
	Charles Street	Roberts Street	Time-Based	207	63.09	11	1 HR M-F 8-6	-
			-	-	-	-	-	-
	Roberts Street	West Street	Time-Based	33	10.06	2	1 HR M-F 8-6	Construction
			Time-Based	59	17.98	3	1 HR M-F 8-6	Construction
			Time-Based	40	12.19	2	15 MIN M-F 9-6	Construction
	West Street	Harris Street	Time-Based	40	12.19	2	30 MIN M-F 8-6	-
			Unrestricted	10	3.05	1	None	-
	Harris Street	Woodill Street	Time-Based	36	10.97	2	15 MIN 8-10	-
Time-Based			135	41.15	7	2 HR M-F 8-4	-	
Time-Based			43	13.11	2	1 HR M-F 8-6	-	
Woodill Street	Cunard Street	Time-Based	65	19.81	3	2 HR M-F 8-4	-	
Isleville Street	Young Street	Sullivan Street	Unrestricted	225	68.58	11	None	-
	Sullivan Street	Russell Street	Time-Based	150	45.72	8	1 HR M-F 8-6	-
	Russell Street	Macara Street	Unrestricted	100	30.48	5	None	-
	Macara Street	Bilby Street	Unrestricted	52	15.85	3	None	-
			Time-Based	40	12.19	2	2 HR M-F 8-6	-
	Bilby Street	Almon Street	-	-	-	-	-	-
Almon Street	Bloomfield Street	Time-Based	55	16.76	3	1 HR M-F 8-6	-	
		Time-Based	44	13.41	2	1 HR M-F 8-6	-	
Belle Aire Terrace	Ontario Street	North Street	Evenings & Weekends	250	76.20	13	No Parking M-F 8-6	-
		North Street	Evenings & Weekends	200	60.96	10	No Parking M-F 8-6	-
Fuller Terrace	Bloomfield Street	North Street	Unrestricted	234	71.32	12	None	-
			Unrestricted	610	185.93	31	None	-
			Evenings & Weekends	30	9.14	2	No Parking M-F 8-6	-
			Accessible	-	-	1	2 HR	-
			-	-	-	-	-	-
Maynard Street	North Street	Charles Street	-	-	-	-	-	-
			-	-	-	-	-	-
			-	-	-	-	-	-
			-	-	-	-	-	-
	Charles Street	Roberts Street	-	-	-	-	-	-
			-	-	-	-	-	-
	Roberts Street	West Street	-	-	-	-	-	-
			-	-	-	-	-	-
			-	-	-	-	-	-
	West Street	Buddy Daye Street	-	-	-	-	-	-
	Buddy Daye Street	Harris Street	-	-	-	-	-	-
	Harris Street	Woodill Street	-	-	-	-	-	-
			-	-	-	-	-	-
	Woodill Street	Cunard Street	-	-	-	-	-	-
-			-	-	-	-	-	
Cunard Street	Armoury Place	-	-	-	-	-	-	
		-	-	-	-	-	-	
Armoury Place	Cornwallis Street	Evenings & Weekends	96	29.26	5	No Parking M-F 8-6	-	
		Evenings & Weekends	20	6.10	1	No Parking M-F 8-6	-	
Cornwallis Street	Falkland Street	-	-	-	-	-	-	
		-	-	-	-	-	-	
Falkland Street	Cogswell Street	-	-	-	-	-	-	
Bauer Street	Cornwallis Street	Falkland Street	Permit	70	21.34	4	M-F 8-4 By Permit	-
			Time-Based	192	58.52	10	1 HR M-F 8-6	-
	Falkland Street	Cogswell Street	-	-	-	-	-	-
			-	-	-	-	-	-
Northwood Terrace	Bloomfield Street	Black Street	Time-Based	340	103.63	17	1 HR M-F 8-6	-
			-	-	-	-	-	-
			-	-	-	-	-	-
	Black Street	North Street	Permit	85	25.91	4	By Permit	-
			Permit	25	7.62	1	By Permit	-
			Time-Based	200	60.96	10	1 HR M-F	-
-	-	-	-	-	-	-		
-	-	-	-	-	-	-		

Creighton Street	North Street	Charles Street	Time-Based	116	35.36	6	2 HR M-F 8-6	-	
			Permit	79	24.08	4	M-F 8-6 By Permit	-	
			Permit	20	6.10	1	M-F 8-6 By Permit	-	
			Accessible	23	7.01	1	-	-	
	Charles Street	Buddy Daye Street	Permit	45	13.72	2	M-F 8-4 By Permit	-	
			Permit	20	6.10	1	M-F 8-4 By Permit	-	
			Permit	70	21.34	4	M-F 8-4 By Permit	-	
			Permit	94	28.65	5	M-F 8-4 By Permit	-	
	Buddy Daye Street	Cunard Street	Time-Based	200	60.96	10	2 HR M-F 8-6	-	
			Time-Based	42	12.80	2	2 HR M-F 8-4	-	
			Time-Based	85	25.91	4	2 HR M-F 8-4	-	
			Time-Based	10	3.05	-	2 HR M-F 8-4	-	
			Permit	20	6.10	1	M-F 8-4 By Permit	-	
			Permit	20	6.10	1	M-F 8-4 By Permit	-	
	Cunard Street	Cornwallis Street	Unrestricted	86	26.21	4	None	-	
			-	-	-	-	-	-	
	Cornwallis Street	Falkland Street	Time-Based	270	82.30	14	1 HR M-F 8-12	-	
-			-	-	-	-	-		
-			-	-	-	-	-		
Falkland Street	Cogswell Street	Permit	202	61.57	10	M-F 8-4 By Permit	-		
		-	-	-	-	-	-		
Gottingen Street	Young Street	Sullivan Street	Time-Based	46	14.02	2	15 MIN 8-6	-	
			Time-Based	92	28.04	5	2 HR 8-6	-	
	Sullivan Street	Russell Street	-	-	-	-	-		
	Russell Street	Macara Street	-	-	-	-	-		
	Macara Street	Bilby Street	-	-	-	-	-		
	Bilby Street	Almon Street	-	-	-	-	-		
	Almon Street	Bloomfield Street	-	-	-	-	-		
	Bloomfield Street	Black Street	-	-	-	-	-	-	
			-	-	-	-	-	-	
			-	-	-	-	-	-	
			-	-	-	-	-	-	
	Black Street	North Street	-	-	-	-	-		
	North Street	Charles Street	-	-	-	-	-		
	Charles Street	Buddy Daye Street	Evenings & Weekends	88	26.82	4	No Parking M-F 7-3 No Stopping M-F 3-6	-	
			Time-Based	126	38.40	6	1 HR M-F 7-3 No Stopping M-F 3-6	-	
			Time-Based	122	37.19	6	1 HR M-F 7-3 No Stopping M-F 3-6	-	
			Time-Based	132	40.23	7	1 HR M-F 7-3 No Stopping M-F 3-6	-	
		Buddy Daye Street	Cunard Street	Evenings & Weekends	50	15.24	3	No Parking M-F 7-3 No Stopping M-F 3-6	-
				Evenings & Weekends	82	24.99	4	No Parking M-F 7-3 No Stopping M-F 3-6	-
				Time-Based	132	40.23	7	1 HR M-F 7-3 No Stopping M-F 3-6	-
Cunard Street		Cornwallis Street	Accessible	44	13.41	2	No Stopping M-F 3-6	-	
			Time-Based	183	55.78	9	1 HR M-F 7-3 No Stopping M-F 3-6	-	
			Evenings & Weekends	47	14.33	2	No Parking M-F 7-3	-	
Cornwallis Street	Portland Place	Evenings & Weekends	47	14.33	2	No Parking M-F 7-3	-		
		Time-Based	45	13.72	2	1 HR M-F 7-3 No Stopping M-F 3-6	-		
		Time-Based	158	48.16	8	1 HR M-F 7-3 No Stopping M-F 3-6	-		
Portland Place	Cogswell Street	Evenings & Weekends	58	17.68	3	No Parking M-F 7-3	-		
		Accessible	47	14.33	2	3 HR	-		
Maitland Street	Divas Lane	Prince William Street	Permit	371	113.08	19	M-F 8-6 By Permit	-	
			-	-	-	-	-	-	
			-	-	-	-	-	-	
			-	-	-	-	-	-	
	Prince William Street	Cornwallis Street	Time-Based	-	-	20	1 HR M-F 8-4	-	
	Cornwallis Street	Portland Place	Time-Based	-	-	15	2 HR M-F 8-6	-	
Accessible			-	-	1	2 HR M-F 8-6	-		

Creighton Street	North Street	Charles Street	Evenings & Weekends	277	84.43	14	No Parking M-F 8-6	-
			-	-	-	-	-	-
			-	-	-	-	-	-
			-	-	-	-	-	-
	Charles Street	Buddy Daye Street	Time-Based	215	65.53	11	2 HR M-F 8-6	-
			Permit	219	66.75	11	M-F 8-4 By Permit	-
			Permit	214	65.23	11	M-F 8-4 By Permit	-
			-	-	-	-	-	-
			-	-	-	-	-	-
	Buddy Daye Street	Cunard Street	Time-Based	67	20.42	3	2 HR M-F 8-4	-
			Permit	195	59.44	10	M-F 8-4 By Permit	-
			Permit	165	50.29	8	M-F 8-4 By Permit	-
			-	-	-	-	-	-
			-	-	-	-	-	-
			-	-	-	-	-	-
	Cunard Street	Cornwallis Street	Time-Based	93	28.35	5	1 HR M-F	-
			Unrestricted	167	50.90	8	None	-
	Cornwallis Street	Falkland Street	Time-Based	93	28.35	5	1 HR M-F 8-12	-
			Time-Based	20	6.10	1	1 HR M-F 8-12	-
			Time-Based	90	27.43	5	1 HR M-F 8-12	-
Accessible			20	6.10	1	-	-	
-			-	-	-	-	-	
Falkland Street	Cogswell Street	Time-Based	32	9.75	2	2 HR M-F 8-4	-	
		Permit	156	47.55	8	M-F 8-4 By Permit	-	
Gottingen Street	Young Street	Sullivan Street	-	-	-	-	-	
			-	-	-	-	-	
	Sullivan Street	Russell Street	Time-Based	160	48.77	8	1 HR M-F 8-6	-
	Russell Street	Macara Street	Time-Based	116	35.36	6	1 HR M-F 8-6	-
	Macara Street	Bilby Street	Time-Based	30	9.14	2	1 HR M-F 8-6	-
	Bilby Street	Almon Street	-	-	-	-	-	
	Almon Street	Bloomfield Street	-	-	-	-	-	
	Bloomfield Street	Black Street	Time-Based	35	10.67	2	15 MIN M-F 8-3	-
			Time-Based	40	12.19	2	1 HR M-F 8-6	-
			Time-Based	42	12.80	2	1 HR M-F 8-6	-
			Time-Based	73	22.25	4	1 HR M-Sat 8-6	-
			Time-Based	73	22.25	4	1 HR M-Sat 8-6	-
			Time-Based	35	10.67	2	1 HR M-Sat 8-6	-
	Black Street	North Street	-	-	-	-	-	
	North Street	Charles Street	-	-	-	-	-	
	Charles Street	Buddy Daye Street	-	-	-	-	-	
			-	-	-	-	-	
	Buddy Daye Street	Cunard Street	-	-	-	-	-	
			-	-	-	-	-	
			-	-	-	-	-	
-			-	-	-	-		
Cunard Street	Cornwallis Street	-	-	-	-	-		
		-	-	-	-	-		
		-	-	-	-	-		
Cornwallis Street	Portland Place	-	-	-	-	-		
		-	-	-	-	-		
		-	-	-	-	-		
Portland Place	Cogswell Street	-	-	-	-	-		
Maitland Street	Divas Lane	Prince William Street	Unrestricted	53	16.15	3	None	-
			Permit	65	19.81	3	M-F 8-6 By Permit	-
			Time-Based	80	24.38	4	2 HR M-F 8-6	-
			Time-Based	80	24.38	4	2 HR M-F 8-6	-
			Time-Based	10	3.05	-	2 HR M-F 8-6	-
	Prince William Street	Cornwallis Street	Time-Based	-	-	10	2 HR M-F 8-4	-
			Time-Based	-	-	4	1 HR M-F 8-4	-
	Cornwallis Street	Portland Place	-	-	-	-	-	
-			-	-	-	-		

ON-STREET PARKING - NORTH END BID

East-West Streets

Street	Block		North Side						
	Begins	Ends	Type	Length (ft)	Length (m)	Spaces	Restrictions	Notes	
Young Street	Agricola Street	Isleville Street	Time-Based	273	83.21	14	30 MIN 8-6	-	
			Time-Based	140	42.67	7	2 HR 8-6	-	
			Time-Based	60	18.29	3	2 HR 8-6	-	
			-	-	-	-	-	-	-
			-	-	-	-	-	-	-
Sullivan Street	Isleville Street	Gottingen Street	Time-Based	270	82.30	14	1 HR M-F 8-6	-	
Russell Street	Agricola Street	Isleville Street	Unrestricted	235	71.63	12	None	-	
	Isleville Street	Gottingen Street	Time-Based	100	30.48	5	1 HR M-F 11-6 No Parking M-F 8-11	-	
			Permit	100	30.48	5	M-F 8-6 By Permit	-	
Macara Street	Agricola Street	Isleville Street	Unrestricted	255	77.72	13	None	-	
	Isleville Street	Gottingen Street	Time-Based	107	32.61	5	1 HR M-F 8-6	-	
Permit			128	39.01	7	No Parking Permit Only	-		
Bilby Street	Agricola Street	Isleville Street	Time-Based	42	12.80	2	1 HR 8-6	-	
			Time-Based	23	7.01	1	1 HR 8-6	-	
			Time-Based	67	20.42	3	1 HR 8-6	-	
			Time-Based	30	9.14	2	1 HR 8-6	-	
			Time-Based	37	11.28	2	1 HR 8-6	-	
			Time-Based	62	18.90	3	1 HR 8-6	-	
Almon Street	Isleville Street	Gottingen Street	-	-	-	-	-	Construction	
			-	-	-	-	-	-	-
	Agricola Street	Isleville Street	-	-	-	-	-	-	-
			-	-	-	-	-	-	-
			-	-	-	-	-	-	-
Bloomfield Street	Agricola Street	Fuller Terrace	Permit	71	21.64	4	Permit Only	-	
			Permit	49	14.94	2	Permit Only	-	
			Permit	130	39.62	7	Permit Only	-	
	Fuller Terrace	Northwood Terrace	Time-Based	26	7.92	1	2 HR 8-4	-	
			-	-	-	-	-	-	
			Time-Based	55	16.76	3	2 HR 8-4	-	
Northwood Terrace	Gottingen Street	Time-Based	35	10.67	2	2 HR 8-4	-		
		-	-	-	-	-	-		
Ontario Street	Agricola Street	Fuller Terrace	Permit	84	25.60	4	Permit Only	-	
			Permit	92	28.04	5	Permit Only	-	
			Permit	20	6.10	1	Permit Only	-	
			-	-	-	-	-	-	
Black Street	Fuller Terrace	Northwood Terrace	Time-Based	100	30.48	5	1 HR 8-6	-	
			-	-	-	-	-	-	
North Street	Agricola Street	Fuller Terrace	Time-Based	150	45.72	8	1 HR 8-6	-	
			-	-	-	-	-	-	
			Time-Based	45	13.72	2	1 HR M-F 8-6	-	
Charles Street	Agricola Street	Maynard Street	Unrestricted	70	21.34	4	None	-	
			Time-Based	100	30.48	5	2 HR M-F 8-6	-	
			Time-Based	70	21.34	4	15 MIN M-Sat 8-8	-	
	Maynard Street	Creighton Street	Time-Based	35	10.67	2	15 MIN M-F 8-6	-	
			Unrestricted	125	38.10	6	None	-	
Roberts Street	Agricola Street	Maynard Street	Time-Based	132	40.23	7	2 HR 8-4	-	
			Time-Based	20	6.10	1	2 HR 8-4	-	
			Time-Based	33	10.06	2	2 HR 8-4	-	
Buddy Daye Street	Maynard Street	Creighton Street	Time-Based	50	15.24	3	2 HR M-F 8-4	-	
			Time-Based	45	13.72	2	1 HR M-F 8-6	-	
Harris Street	Agricola Street	Maynard Street	Time-Based	132	40.23	7	1 HR M-F 8-6	-	
			Accessible	40	12.19	2	3 HR	-	
			Permit	47	14.33	2	M-F 8-4 By Permit	-	
Woodill Street	Agricola Street	Maynard Street	Permit	62	18.90	3	M-F 8-4 By Permit	-	
			Time-Based	185	56.39	9	2 HR M-F 8-4	-	
			Permit	46	14.02	2	M-F 8-4 By Permit	-	
Prince William Street	Gottingen Street	Maitland Street	Time-Based	136	41.45	7	1 HR M-F 8-4	-	
			-	-	-	-	-	-	
Cunard Street	North Park Street	Maynard Street	Time-Based	75	22.86	4	1 HR M-F 8-6	-	
			Time-Based	65	19.81	3	2 HR M-F 8-6	-	
	Maynard Street	Creighton Street	-	-	-	-	-		
Armoury Place	North Park Street	Maynard Street	-	-	-	-	-	Construction	
			-	-	-	-	-	-	Construction
Cornwallis Street	North Park Street	Maynard Street	Unrestricted	86	26.21	4	None	-	
			Unrestricted	50	15.24	3	None	-	
	Maynard Street	Creighton Street	Paid	163	49.68	8	M-F 8-6	-	
			-	-	-	-	-	-	
	Creighton Street	Gottingen Street	Paid	61	18.59	3	M-F 8-6	-	
Accessible			30	9.14	2	-	-		
Falkland Street	Bauer Street	Maynard Street	Accessible	-	-	2	-	-	
			Permit	25	7.62	1	M-F 8-4 By Permit	-	
	Maynard Street	Creighton Street	Permit	65	19.81	3	M-F 8-4 By Permit	-	
Time-Based			64	19.51	3	1 HR M-F 8-4	-		
Portland Place	Gottingen Street	Maitland Street	Permit	161	49.07	8	M-F 8-4 By Permit	-	
			Time-Based	60	18.29	3	1 HR M-F 8-4	-	
Cogswell Street	Bauer Street	Maynard Street	Accessible	40	12.19	2	-	-	
			Time-Based	124	37.80	6	2 HR M-F 8-4 No Stopping M-F 4-6	-	
	Maynard Street	Creighton Street	Time-Based	166	50.60	8	2 HR M-F 8-4 No Stopping M-F 4-6	-	
Creighton Street			Gottingen Street	-	-	-	-	-	Construction

ON-STREET PARKING - NORTH END BID

East-West Streets

Street	Block		South Side						
	Begins	Ends	Type	Length (ft)	Length (m)	Spaces	Restrictions	Notes	
Young Street	Agricola Street	Isleville Street	Time-Based	34	10.36	2	15 MIN M-S 8-6	-	
			Time-Based	80	24.38	4	15 MIN M-S 8-6	-	
			Time-Based	54	16.46	3	2 HR M-S 8-6	-	
			Unrestricted	-	-	22	-	-	
			Accessible	26	7.92	1	3 HR	-	
			Accessible	22	6.71	1	1 HR	-	
Sullivan Street	Isleville Street	Gottingen Street	Time-Based	191	58.22	10	2 HR M-F 8-6	-	
			Accessible	40	12.19	2	-	-	
Russell Street	Agricola Street	Isleville Street	-	-	-	-	-	-	
	Isleville Street	Gottingen Street	Time-Based	94	28.65	5	15 MIN M-F 8-6	-	
Macara Street	Agricola Street	Isleville Street	Time-Based	245	74.68	12	1 HR 8-6	-	
	Isleville Street	Gottingen Street	Time-Based	108	32.92	5	1 HR 8-6	-	
Bilby Street	Agricola Street	Isleville Street	Time-Based	22	6.71	1	15 MIN 8-6	-	
			Time-Based	62	18.90	3	15 MIN 8-6	-	
			Time-Based	9	2.74	0	2 HR 8-6	-	
			Time-Based	42	12.80	2	2 HR 8-6	-	
			Time-Based	59	17.98	3	2 HR 8-6	-	
			Time-Based	20	6.10	1	2 HR 8-6	-	
	Time-Based	32	9.75	2	2 HR 8-6	-			
	Isleville Street	Gottingen Street	-	-	-	-	-	Construction	
Almon Street	Agricola Street	Isleville Street	Time-Based	91	27.74	5	1 HR 8-6	-	
			Time-Based	47	14.33	2	1 HR 8-6	-	
			Time-Based	62	18.90	3	1 HR 8-6	-	
	Isleville Street	Gottingen Street	Time-Based	48	14.63	2	1 HR 8-6	-	
			Time-Based	85	25.91	4	1 HR 8-6	-	
			Accessible	45	13.72	2	3 HR	-	
Bloomfield Street	Agricola Street	Fuller Terrace	Time-Based	23	7.01	1	2 HR 8-4	-	
			Time-Based	36	10.97	2	2 HR 8-4	-	
			Time-Based	20	6.10	1	2 HR 8-4	-	
			Time-Based	76	23.16	4	2 HR 8-4	-	
	Fuller Terrace	Northwood Terrace	Permit	53	16.15	3	Permit Only	-	
			Permit	20	6.10	1	Permit Only	-	
	Northwood Terrace	Gottingen Street	Permit	108	32.92	5	Permit Only	-	
			Permit	48	14.63	2	Permit Only	-	
Ontario Street	Agricola Street	Fuller Terrace	Time-Based	54	16.46	3	2 HR 8-6	-	
			Time-Based	55	16.76	3	2 HR 8-6	-	
			Time-Based	20	6.10	1	2 HR 8-6	-	
			Time-Based	30	9.14	2	2 HR 8-6	-	
Black Street	Fuller Terrace	Northwood Terrace	Unrestricted	110	33.53	6	None	-	
			Unrestricted	20	6.10	1	None	-	
North Street	Fuller Terrace	Northwood Terrace	Unrestricted	160	48.77	8	None	-	
			Unrestricted	-	-	-	-	-	
Charles Street	Agricola Street	Maynard Street	Unrestricted	110	33.53	6	None	-	
			Unrestricted	-	-	-	-	-	
	Maynard Street	Creighton Street	Unrestricted	56	17.07	3	None	Construction	
	Creighton Street	Gottingen Street	Unrestricted	72	21.95	4	None	-	
Roberts Street	Agricola Street	Maynard Street	Unrestricted	110	33.53	6	None	-	
West Street	Agricola Street	Maynard Street	Time-Based	35	10.67	2	15 MIN 9-10	-	
			Time-Based	162	49.38	8	1 HR M-F 8-6	-	
Buddy Daye Street	Creighton Street	Gottingen Street	Time-Based	64	19.51	3	1 HR M-F 8-6	-	
			Time-Based	-	-	-	-	-	
Harris Street	Agricola Street	Maynard Street	Permit	155	47.24	8	M-F 8-4 By Permit	-	
			Time-Based	51	15.54	3	2 HR M-F 8-4	-	
			Time-Based	-	-	-	-	-	
Woodill Street	Agricola Street	Maynard Street	Permit	83	25.30	4	M-F 8-4 By Permit	-	
			Time-Based	90	27.43	5	1 HR M-F 8-4	-	
			Time-Based	75	22.86	4	2 HR M-F 8-4	-	
Prince William Street	Gottingen Street	Maitland Street	Time-Based	65	19.81	3	1 HR M-F 8-6	-	
Cunard Street	North Park Street	Maynard Street	Time-Based	186	56.69	9	1 HR M-F 8-6	-	
			Time-Based	-	-	-	-	-	
	Maynard Street	Creighton Street	Unrestricted	60	18.29	3	None	Construction	
Armoury Place	North Park Street	Maynard Street	Unrestricted	-	-	-	-	-	
			Unrestricted	-	-	-	-	-	
Cornwallis Street	North Park Street	Maynard Street	Time-Based	43	13.11	2	15 MIN 8-6	-	
			Time-Based	-	-	-	-	-	
	Maynard Street	Creighton Street	Permit	83	25.30	4	M-F 8-4 By Permit	-	
			Time-Based	54	16.46	3	2 HR M-F 8-6	-	
	Creighton Street	Gottingen Street	Permit	172	52.43	9	M-F 8-4 By Permit	-	
Gottingen Street	Maitland Street	Unrestricted	-	-	3	-	-		
Falkland Street	Bauer Street	Maynard Street	-	-	-	-	-	-	
			Maynard Street	Creighton Street	-	-	-	-	-
			Creighton Street	Gottingen Street	-	-	-	-	-
Portland Place	Gottingen Street	Maitland Street	Paid	-	-	6	M-F 8-6	-	
			Paid	-	-	-	-	-	
Cogswell Street	Bauer Street	Maynard Street	-	-	-	-	-	-	
			Maynard Street	Creighton Street	-	-	-	-	-
			Creighton Street	Gottingen Street	-	-	-	-	-

OFF-STREET PARKING - NORTH END BID

Name	Type	Total Parking Spaces	Regular Spaces	Accessible Spaces	Reserved Spaces
YMCA	Paid	65	65	-	-
INDIGO H001- 2019 Gottingen Street (beside Staples)	Paid	55	55	-	-
NSLC	Free Customer Parking	26	24	2	-
ArmyNavy	Free Customer Parking	16	16	-	-
RBC	Free Customer Parking	18	17	1	-
Gottingen Ultramar	Free Customer Parking	6	5	1	-
Staples	Free Customer Parking	57	55	2	-
Public Library	Free Customer Parking	16	16	-	-
Seven Bays Boulderling	Free Customer Parking	15	15	-	-
Gus' Pub	Free Customer Parking	10	10	-	-
Brothers Deli	Free Customer Parking	3	3	-	-
Mid East Food	Free Customer Parking	8	8	-	-
Indigo Parking Lot	Paid	72	72	-	-
Yasmine Grocery	Free Customer Parking	5	5	-	-
North End Medical Centre Lot	Free Customer Parking	18	10	5	3
Buddy Day permit parking	Paid	148	148	-	-
Maitland Street Lot	Paid	43	43	-	-
	Total	581	567	11	3

ON-STREET PARKING - QUINPOOL BID

East-West Streets

Street	Block		North Side					
	Begins	Ends	Type	Length (ft)	Length (m)	Spaces	Restrictions	Notes
Quinpool Road	Windsor Street	Quingate Place	-	-	-	-	-	-
			-	-	-	-	-	-
	Quingate Place	Monastery Lane	Time-Based	50	15.2	3	1 HR M-F 8-6	-
			Time-Based	71	21.6	4	1 HR M-F 8-6	-
			Time-Based	124	37.8	6	1 HR M-F 8-6	-
			-	-	-	-	-	-
	Monastery Lane	Preston Street	Time-Based	108	32.9	5	1 HR M-F 8-4 No Stopping M-F 4-6	-
	Preston Street	Harvard Street	Time-Based	20	6.1	1	1 HR M-F 8-4 No Stopping M-F 4-6	-
	Harvard Street	Oxford Street	-	-	-	-	-	-
	Oxford Street	Kline Street	Time-Based	60	18.3	3	1 HR M-F 8-4 No Stopping M-F 4-6	-
	Kline Street	Beech Street	Time-Based	40	12.2	2	15 MIN M-F 8-4 No Stopping M-F 4-6	-
	Beech Street	Elm Street	-	-	-	-	-	-
Elm Street	Poplar Street	-	-	-	-	-	-	
Poplar Street	Connaught Avenue	-	-	-	-	-	-	
Yale Street	Monastery Lane	Harvard Street	Permit	375	114.3	19	M-F 8-6 By Permit	-
			-	-	-	-	-	-
			-	-	-	-	-	-
Yukon Street	Monastery Lane	Harvard Street	Unrestricted	360	109.7	18	None	-
Pepperell Street	Robie Street	Vernon Street	-	-	-	-	-	-
			-	-	-	-	-	-
			-	-	-	-	-	-
			-	-	-	-	-	-
	Vernon Street	Preston Street	Time-Based	90	27.4	5	1 HR M-F 8-6	-
			Time-Based	80	24.4	4	2 HR M-F 8-6	-
			Time-Based	80	24.4	4	2 HR M-F 8-6	-
			-	-	-	-	-	-
			-	-	-	-	-	-
	Preston Street	Seldon Street	-	-	-	-	-	Construction
	Seldon Street	Oxford Street	-	-	-	-	-	-
	Oxford Street	Cambridge Street	-	-	-	-	-	-
Cambridge Street	Beech Street	-	-	-	-	-	-	

ON-STREET PARKING - QUINPOOL BID

East-West Streets

Street	Block		South Side					
	Begins	Ends	Type	Length (ft)	Length (m)	Spaces	Restrictions	Notes
Quinpool Road	Windsor Street	Quingate Place	Time-Based	90	27.4	5	15 MIN M-F 9-11 No Stopping M-F 7-9	-
			Time-Based	159	48.5	8	1 HR M-F 9-6 No Stopping M-F 7-9	-
	Quingate Place	Monastery Lane	Time-Based	74	22.6	4	1 HR M-F 9-6 No Stopping M-F 7-9	-
			Time-Based	313	95.4	16	1 HR M-F 9-6 No Stopping M-F 7-9	-
			Accessible	24	7.3	1	2 HR No Stopping M-F 7-9	-
			Accessible	25	7.6	1	3 HR No Stopping M-F 7A-9	-
	Monastery Lane	Preston Street	Time-Based	126	38.4	6	1 HR M-F 9-6 No Stopping M-F 7-9	-
	Preston Street	Harvard Street	-	-	-	-	-	Construction
	Harvard Street	Oxford Street	Time-Based	62	18.9	3	1 HR M-F 9-10 No Stopping M-F 7-9	-
	Oxford Street	Kline Street	Time-Based	62	18.9	3	30 MIN M-F 9-6 No Stopping M-F 7-9	-
	Kline Street	Beech Street	Time-Based	182	55.5	9	1 HR M-F 9-6 No Stopping M-F 7-9	-
	Beech Street	Elm Street	Time-Based	124	37.8	6	1 HR M-F 9-6 No Stopping M-F 7-9	-
Elm Street	Poplar Street	-	-	-	-	-	-	
Poplar Street	Connaught Avenue	-	-	-	-	-	-	
Yale Street	Monastery Lane	Harvard Street	Evenings & Weekends	30	9.1	2	No Parking M-F 8-6	-
			Time-Based	60	18.3	3	1 HR M-F 8-6	-
			Time-Based	60	18.3	3	1 HR M-F 8-6	-
			Time-Based	69	21.0	4	1 HR M-F 8-6	-
Yukon Street	Monastery Lane	Harvard Street	Evenings & Weekends	420	128.0	21	No Parking M-F 8-6	-
Pepperell Street	Robie Street	Vernon Street	Time-Based	155	47.2	8	1 HR M-F 8-6	-
			Time-Based	220	67.1	11	1 HR M-F 8-6	-
			Accessible	-	-	-	1 HR	-
			Accessible	-	-	-	3 HR	-
			Reserved	-	-	-	Taxi Only	-
	Vernon Street	Preston Street	Time-Based	42	12.8	2	2 HR M-F 8-6	-
			Time-Based	170	51.8	9	2 HR M-F 8-6	-
			Time-Based	315	96.0	16	2 HR M-F 8-6	-
			Permit	152	46.3	8	M-F 8-6 By Permit	-
			Accessible	-	-	-	1 HR	-
			Accessible	24	7.3	1	3 HR	-
	Preston Street	Seldon Street	Time-Based	40	12.2	2	1 HR M-F 8-6	-
	Seldon Street	Oxford Street	Time-Based	50	15.2	3	1 HR M-F 8-6	-
Oxford Street	Cambridge Street	Time-Based	120	36.6	6	1 HR M-F 8-6	-	
Oxford Street	Cambridge Street	Unrestricted	155	47.2	8	None	-	
Cambridge Street	Beech Street	Unrestricted	200	61.0	10	None	-	

ON-STREET PARKING - QUINPOOL BID

North-South Streets

Street	Block		East Side					
	Begins	Ends	Type	Length (ft)	Length (m)	Spaces	Restrictions	Notes
Parker Street	Welsford Street	Windsor Street	Time-Based	50	15.2	3	1 HR M-F 8-6 Accessible on Sunday	-
			Time-Based	174	53.0	9	1 HR M-F 8-6	-
			Accessible	40	12.2	2	-	-
Windsor Street	Welsford Street	Quinpool Road	Unrestricted	210	64.0	11	None	-
Quingate Place	Quinpool Road	End	Paid	-	-	15	M-F 8-4	-
			Accessible	-	-	1	-	-
Vernon Street	Quinpool Road	Pepperell Street	-	-	-	-	-	
Monastery Lane	Allan Street	Quinpool Centre	-	-	-	-	-	-
	Quinpool Centre	Quinpool Road	Paid	167	50.9	8	M-F 8-6	-
Preston Street	Quinpool Road	Pepperell Street	-	-	-	-	-	
Harvard Street	Allan Street	Quinpool Road	Evenings & Weekends	60	18.3	3	No Parking M-F 8-6	-
			Evenings & Weekends	190	57.9	10	No Parking M-F 8-6	-
			Time-Based	170	51.8	9	2 HR M-F 8-6	-
Oxford Street	Oak Street	Quinpool Road	Time-Based	366	111.6	19	1 HR M-F 8-4 No Stopping 4-6	-
	Quinpool Road	Pepperell Street	-	-	-	-	-	
Kline Street	Oak Street	Quinpool Road	Evenings & Weekends	416	126.8	21	No Parking M-F 8-5	-
			-	-	-	-	-	-
			-	-	-	-	-	-
			-	-	-	-	-	-
Beech Street	Oak Street	Quinpool Road	Unrestricted	80	24.4	4	None	-
			Unrestricted	216	65.8	11	None	-
			Time-Based	167	50.9	8	1 HR M-F 8-6	-
	Quinpool Road	Pepperell Street	-	-	-	-	-	-
			-	-	-	-	-	-
Elm Street	Oak Street	Quinpool Road	Evenings & Weekends	536	163.4	27	No Parking M-F 8-6	-
Rosebank Avenue	Quinpool Road	Norwood Street	Unrestricted	475	144.8	24	None	-
Poplar Street	Oak Street	Quinpool Road	Unrestricted	480	146.3	24	None	-
			-	-	-	-	-	-

ON-STREET PARKING - QUINPOOL BID

North-South Streets

Street	Block		West Side					
	Begins	Ends	Type	Length (ft)	Length (m)	Spaces	Restrictions	Notes
Parker Street	Welsford Street	Windsor Street	Unrestricted	330	100.6	37	None	-
			Accessible	28	8.5	3	3 HR	-
Windsor Street	Welsford Street	Quinpool Road	-	-	-	-	-	-
Quingate Place	Quinpool Road	End	-	-	-	-	-	-
Vernon Street	Quinpool Road	Pepperell Street	-	-	-	-	-	-
Monastery Lane	Allan Street	Quinpool Centre	-	-	-	-	-	-
	Quinpool Centre	Quinpool Road	-	-	-	-	-	-
Preston Street	Quinpool Road	Pepperell Street	Time-Based	92	28.0	5	1 HR M-Sat 8-6 Accessible on Sunday	-
Harvard Street	Allan Street	Quinpool Road	Paid	105	32.0	5	M-F 8-6	-
			Unrestricted	430	131.1	22	None	-
Oxford Street	Oak Street	Quinpool Road	Unrestricted	313	95.4	16	No Stopping M-F 7-9	-
	Quinpool Road	Pepperell Street	-	-	-	-	-	-
Kline Street	Oak Street	Quinpool Road	Time-Based	125	38.1	6	1 HR M-F 8-6	-
			Time-Based	83	25.3	4	1 HR M-F 8-6	-
			Unrestricted	282	86.0	14	None	-
Beech Street	Oak Street	Quinpool Road	Evenings & Weekends	500	152.4	25	No Parking M-F 8-6	-
			-	-	-	-	-	-
			-	-	-	-	-	-
	Quinpool Road	Pepperell Street	Time-Based	65	19.8	3	1 HR M-Sat 8-6	-
			Time-Based	26	7.9	1	1 HR M-Sat 8-6	-
Elm Street	Oak Street	Quinpool Road	Unrestricted	68	20.7	3	None	-
			Unrestricted	504	153.6	26	None	-
Rosebank Avenue	Quinpool Road	Norwood Street	Unrestricted	425	129.5	22	None	-
Poplar Street	Oak Street	Quinpool Road	Evenings & Weekends	410	125.0	21	No Parking M-F 8-5	-
			Time-Based	95	29.0	5	15 MIN M-F 8-5	-

OFF-STREET PARKING - QUINPOOL BID

Name	Type	Total Parking Spaces	Regular Spaces	Accessible Spaces	Reserved Spaces
Quinpool Centre	Free Customer Parking	327	316	11	0
TD Canada Trust	Free Customer Parking	13	10	1	2
BMO	Free Customer Parking	13	12	1	0
Petro-Can	Free Customer Parking	12	12	0	0
CIBC	Free Customer Parking	6	5	1	0
Turbo Chicken	Free Customer Parking	11	10	1	0
Tim Hortons	Free Customer Parking	16	15	1	0
Gaudet Optical	Free Customer Parking	2	2	0	0
Organic Earth Market	Free Customer Parking	40	35	2	3
Irving	Free Customer Parking	5	4	1	0
Taishan Asian Garden	Free Customer Parking	6	6	0	0
Fitness FX	Free Customer Parking	10	10	0	0
MacDonald's	Free Customer Parking	46	45	1	0
Pizza Hut/KFC	Free Customer Parking	7	7	0	0
Zephyr	Free Customer Parking	10	10	0	0
Sweet Hereafter Cheesecakeery	Free Customer Parking	5	5	0	0
INDIGO H017 - The Keep	Paid	70	70	-	-
Dilly Dally	Free Customer Parking	3	3	0	0
Cheeky Neighbour Diner/Dominoes Pizza	Free Customer Parking	11	10	1	0
	Total	613	587	21	5

ON-STREET PARKING - SPRING GARDEN BID

North-South Streets

Street	Block		West Side					
	Begins	Ends	Type	Length (ft)	Length (m)	Spaces	Restrictions	Notes
South Park Street	Sackville Street	Spring Garden Road	Paid	131	39.93	7	M-F 8-6	-
			Paid	188	57.30	10	M-F 8-6	-
	Spring Garden Road	Brenton Place	Accessible	45	13.72	2	3 HR	-
			Paid	228	69.49	12	M-F 8-6	-
Briar Lane	Sackville Street	Annandale Street	-	-	-	-	-	-
Brenton Street	Spring Garden Road	Clyde Street	-	-	-	-	-	Construction
Dresden Row	Sackville Street	Artillery Place	-	-	-	-	-	-
			-	-	-	-	-	-
			-	-	-	-	-	-
	Artillery Place	Spring Garden Road	Paid	41	12.50	2	M-F 11-6 Loading M-F 7-11	-
			Accessible	73	22.25	4	3 HR	-
	Spring Garden Road	Clyde Street	Paid	65	19.81	3	M-F 11-6 Loading M-F 7-11	-
Paid			62	18.90	3	M-F 11-6 Loading M-F 7-11	-	
Paid			100	30.48	5	M-F 11-6 Loading M-F 7-11	-	
Birmingham Street	Artillery Place	Spring Garden Road	Paid	21	6.40	1	M-F 11-6 Loading M-F 7-11	-
			Paid	51	15.54	3	M-F 11-6 Loading M-F 7-11	-
			Paid	55	16.76	3	M-F 11-6 Loading M-F 7-11	-
	Spring Garden Road	Clyde Street	-	-	-	-	-	Construction
Queen Street	Sackville Street	Artillery Place	Paid	86	26.21	4	M-F 8-6	-
	Artillery Place	Doyle Street	Paid	155	47.24	8	M-F 8-6	-
	Doyle Street	Spring Garden Road	-	-	-	-	-	-
	Spring Garden Road	Clyde Street	Paid	44	13.41	2	M-F 8-6	-
Brunswick Street	Sackville Street	Spring Garden Road	Paid	260	79.25	13	M-F 8-6	-
			Paid	180	54.86	9	M-F 8-6	-
			-	-	-	-	-	-
			-	-	-	-	-	-

ON-STREET PARKING - SPRING GARDEN BID

East-West Streets

Street	Block		South Side					
	Begins	Ends	Type	Length (ft)	Length (m)	Spaces	Restrictions	Notes
Sackville Street	South Park Street	Dresden Row	-	-	-	-	-	-
	Dresden Row	Queen Street	-	-	-	-	-	-
	Queen Street	Brunswick Street	Evenings & Weekends	238	72.54	12	No Parking M-F 8-6	-
Annandale	Dresden Row	Briar	-	-	-	-	-	-
Artillery Place	Dresden Row	Birmingham Street	Accessible	50	15.24	3	3 HR	-
Doyle Street	Queen Street	Brunswick Street	Time-Based	107	32.61	5	2 HR M-F 8-6	-
			Accessible	25	7.62	1	3 HR	-
Spring Garden Road	South Park Street	Brenton Street	-	-	-	-	-	-
	Brenton Street	Dresden Row	-	-	-	-	-	-
	Dresden Row	Birmingham Street	-	-	-	-	-	-
	Birmingham Street	Queen Street	-	-	-	-	-	Construction
	Queen Street	Brunswick Street	-	-	-	-	-	-
Brenton Place	South Park Street	Brenton Street	-	-	-	-	-	Construction
Clyde Street	Brenton Street	Dresden Row	Time-Based	130	39.62	7	30 MIN M-Sat 10-10	-
	Dresden Row	Birmingham Street	-	-	-	-	-	-
	Birmingham Street	Queen Street	Evenings & Weekends	25	7.62	1	No Parking M-F 8-6	-
	Birmingham Street	Queen Street	Evenings & Weekends	35	10.67	2	No Parking M-F 8-6	-

OFF-STREET PARKING - SPRING GARDEN BID

Name	Type	Total Parking Spaces	Regular Spaces	Accessible Spaces	Reserved Spaces
Spring Garden Place	Paid	310	310	-	-
Park Lane Mall	Paid	440	431	9	-
Vertu Shops - 1530 Birmingham Street	Paid	200	200	-	-
INDIGO H013 - Halifax Central Library	Paid	86	86	-	-
Surface Lot Off Annandale Street	Paid	48	48	-	-
IMPARK Lot #14 - 5250 Spring Garden Road (behind Law Courts)	Paid	66	66	-	-
1511 Queen Street - Doyle Apartments	Paid	140	140	-	-
1465 Birmingham Street (the Mary Ann - BANC)	Paid	58	56	2	-
The Paramount	Paid	300	300	-	-
1517 Grafton (beside St. Mary's Basilica)	Paid	46	46	-	-
H&R Block Meter Parking	Paid	3	3	-	-
Cambridge Suites Meter Parking	Paid	14	13	1	-
Insight Optometry	Free Customer Parking	8	8	-	-
	Total	1719	1707	12	0

ON-STREET PARKING - INSTITUTIONAL DISTRICT

North-South Streets

Street	Block		East Side						
	Begins	Ends	Type	Length (ft)	Length (m)	Spaces	Restrictions	Notes	
Oxford Street	Coburg Road	South Street	Time-Based	350	106.68	18	2 HR M-F 8-6	-	
			Evenings & Weekends	322	98.15	16	No Parking M-F 8-6	-	
			-	-	-	-	-	-	-
			-	-	-	-	-	-	-
			-	-	-	-	-	-	-
Lemarchant Street	Coburg Road	University Avenue	-	-	-	-	-	-	
			-	-	-	-	-	-	
	University Avenue	South Street	-	-	-	-	-	-	
			-	-	-	-	-	-	
Seymour Street	Coburg Road	University Avenue	Paid	54	16.46	3	M-F 8-6	Construction	
			Paid	114	34.75	6	M-F 8-6		
	Accessible	58	17.68	3	3 HR				
	University Avenue	South Street	Paid	96	29.26	5	M-F 8-6		
			Time-Based	148	45.11	8	15 MIN M-F 7-6		
Accessible			25	7.62	1	3 HR			
Henry Street	Coburg Road	University Avenue	Paid	242	73.76	12	M-F 8-6	-	
			Permit	230	70.10	12	M-F 8-6 By Permit	-	
	University Avenue	South Street	Paid	316	96.32	16	M-F 8-6	-	
			Accessible	16	4.88	1	3 HR	-	
Edward Street	Coburg Road	University Avenue	Paid	63	19.20	3	M-F 8-6	-	
			Paid	70	21.34	4	M-F 8-6	-	
			Permit	142	43.28	7	M-F 8-6 By Permit	-	
			Time-Based	133	40.54	7	2 HR M-F 8-6	-	
			Accessible	41	12.50	2	3 HR	-	
	University Avenue	South Street	Time-Based	260	79.25	13	2 HR M-F 8-6	-	
			Time-Based	58	17.68	3	2 HR M-F 8-6	-	
			Accessible	38	11.58	2	3 HR	-	
Robie Street	Cunard Street	Williams Street	-	-	-	-	-	-	
	Williams Street	Quinpool Road	-	-	-	-	-	-	
	Quinpool Road	Shirley Street	-	-	-	-	-	-	
	Shirley Street	Cherry Street	-	-	-	-	-	-	-
			-	-	-	-	-	-	-
			-	-	-	-	-	-	-
	Cherry Street	Jubilee Road	-	-	-	-	-	-	
	Jubilee Road	Spring Garden Road	Paid	58	17.68	3	M-F 8-6	-	
			Paid	220	67.06	11	M-F 8-6	-	
			-	-	-	-	-	-	-
			-	-	-	-	-	-	-
			-	-	-	-	-	-	-
			-	-	-	-	-	-	-
			-	-	-	-	-	-	-
			-	-	-	-	-	-	-
			-	-	-	-	-	-	-
			-	-	-	-	-	-	-
	Spring Garden Road	University Avenue	Paid	102	31.09	5	M-F 8-6	-	
			Paid	24	7.32	1	M-F 8-6	-	
			Paid	40	12.19	2	M-F 8-6	-	
			Paid	153	46.63	8	M-F 8-6	-	
			-	-	-	-	-	-	-
			-	-	-	-	-	-	-
			-	-	-	-	-	-	-
			-	-	-	-	-	-	-
-			-	-	-	-	-	-	
-			-	-	-	-	-	-	
University Avenue	South Street	Paid	166	50.60	8	M-F 8-6	-		
		-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	
South Street	Inglis Street	Time-Based	415	126.49	21	15 MIN M-F 8-6	-		
		Time-Based	106	32.31	5	2 HR 8-2:30	-		
		Time-Based	308	93.88	16	2 HR 8-2:30	-		
		-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	
Inglis Street	End	Time-Based	315	96.01	16	2 HR M-F 8-6	-		
		Time-Based	112	34.14	6	2 HR M-F 8-6	-		
		Time-Based	287	87.48	15	2 HR M-F 8-6	-		
		Time-Based	226	68.88	11	2 HR M-F 8-6	-		
		-	-	-	-	-	-	-	
Tower Road	South Street	Victoria Street	Unrestricted	85	25.91	4	None	-	
			Unrestricted	15	4.57	1	None	-	
			Unrestricted	55	16.76	3	None	-	
			Unrestricted	70	21.34	4	None	-	
			Unrestricted	46	14.02	2	None	-	
			Time-Based	31	9.45	2	15 MIN	-	
	-	-	-	-	-	-	-		
	-	-	-	-	-	-	-		
	Victoria Street	Inglis Street	Time-Based	70	21.34	4	2 HR M-F 8-6	-	
			Time-Based	30	9.14	2	2 HR M-F 8-6	-	
			Time-Based	20	6.10	1	2 HR M-F 8-6	-	
			Time-Based	20	6.10	1	2 HR M-F 8-6	-	
			Time-Based	20	6.10	1	2 HR M-F 8-6	-	
			Time-Based	38	11.58	2	2 HR M-F 8-6	-	
	Time-Based	35	10.67	2	2 HR M-F 8-6	-			
Inglis Street	Atlantic Street	-	-	-	-	-	-		
		-	-	-	-	-	-		
		-	-	-	-	-	-		
Atlantic Street	Gorsebrook Avenue	-	-	-	-	-	-		
		-	-	-	-	-	-		
		-	-	-	-	-	-		

ON-STREET PARKING - INSTITUTIONAL DISTRICT

North-South Streets

Street	Block		West Side						
	Begins	Ends	Type	Length (ft)	Length (m)	Spaces	Restrictions	Notes	
Oxford Street	Coburg Road	South Street	Time-Based	18	5.49	1	1 HR M-F 8-6	-	
			Time-Based	150	45.72	8	1 HR M-F 8-6	-	
			Time-Based	75	22.86	4	15 MIN 8-6	-	
			Time-Based	115	35.05	6	2 HR M-F 8-6	-	
			Accessible	48	14.63	2	-	-	
			Accessible	24	7.32	1	-	-	
Lemarchant Street	Coburg Road	University Avenue	Accessible	80	24.38	4	-	-	
			Paid	354	107.90	18	M-F 8-6	-	
			Time-Based	63	19.20	3	1 HR M-F 8-6	-	
	University Avenue	South Street	Accessible	30	9.14	2	3 HR	-	
			Accessible	35	10.67	2	3 HR	-	
			Paid	152	46.33	8	M-F 8-6	-	
Seymour Street	Coburg Road	University Avenue	Accessible	22	6.71	1	3 HR	-	
			-	-	-	-	-	-	
			-	-	-	-	-	-	
	University Avenue	South Street	-	-	-	-	-	-	
			-	-	-	-	-	-	
			-	-	-	-	-	-	
Henry Street	Coburg Road	University Avenue	-	-	-	-	-		
	University Avenue	South Street	-	-	-	-	-		
Edward Street	Coburg Road	University Avenue	-	-	-	-	-		
			-	-	-	-	-		
			-	-	-	-	-		
	University Avenue	South Street	-	-	-	-	-		
			-	-	-	-	-		
			-	-	-	-	-		
Robie Street	Cunard Street	Williams Street	Unrestricted	35	10.67	2	None	Construction	
			Unrestricted	20	6.10	1	None		
			Unrestricted	10	3.05	-	None		
	Williams Street	Quinpool Road	Shirley Street	-	-	-	-	-	
				-	-	-	-	-	
	Shirley Street	Cherry Street	Time-Based	45	13.72	2	1 HR M-F 8-6	-	
			Time-Based	20	6.10	1	1 HR M-F 8-6	-	
			Time-Based	60	18.29	3	1 HR M-F 8-6	-	
			Time-Based	27	8.23	1	1 HR M-F 8-6	-	
			Time-Based	60	18.29	3	1 HR M-F 8-6	-	
	Cherry Street	Jubilee Road	Time-Based	28	8.53	1	1 HR M-F 8-6	-	
			-	-	-	-	-		
	Jubilee Road	Spring Garden Road	Time-Based	16	4.88	1	2 HR M-F 8-6	-	
			Time-Based	200	60.96	10	2 HR M-F 8-6	-	
			Time-Based	33	10.06	2	2 HR M-F 8-6	-	
			Time-Based	30	9.14	2	2 HR M-F 8-6	-	
			Time-Based	38	11.58	2	2 HR M-F 8-6	-	
			Unrestricted	94	28.65	5	None	-	
			Time-Based	60	18.29	3	2 HR M-F 8-6	-	
			Time-Based	25	7.62	1	2 HR M-F 8-6	-	
			Time-Based	28	8.53	1	2 HR M-F 8-6	-	
			Time-Based	29	8.84	1	2 HR M-F 8-6	-	
	Spring Garden Road	University Avenue	Time-Based	27	8.23	1	2 HR M-F 8-6	-	
			Time-Based	18	5.49	1	2 HR M-F 8-6	-	
Time-Based			50	15.24	3	2 HR M-F 8-6	-		
Time-Based			32	9.75	2	2 HR M-F 8-6	-		
Accessible			-	-	1	-	-		
Paid			35	10.67	2	M-F 8-6	-		
Paid			44	13.41	2	M-F 8-6	-		
Paid			36	10.97	2	M-F 8-6	-		
South Street	Inglis Street	Paid	68	20.73	3	M-F 8-6	-		
		Permit	31	9.45	2	No Parking Except By Permit	-		
		Permit	42	12.80	2	No Parking Except By Permit	-		
		Permit	107	32.61	5	No Parking Except By Permit	-		
		Permit	48	14.63	2	No Parking Except By Permit	-		
		Permit	85	25.91	4	No Parking Except By Permit	-		
		Permit	55	16.76	3	No Parking Except By Permit	-		
		Permit	32	9.75	2	No Parking Except By Permit	-		
		Permit	66	20.12	3	No Parking Except By Permit	-		
		Permit	18	5.49	1	No Parking Except By Permit	-		
		Permit	28	8.53	1	No Parking Except By Permit	-		
		Permit	36	10.97	2	No Parking Except By Permit	-		
		Permit	57	17.37	3	No Parking Except By Permit	-		
		Accessible	12	3.66	-	-	-		
		Accessible	20	6.10	1	-	-		
		Inglis Street	End	Evenings & Weekends	161	49.07	8	No Parking M-F 8-6	-
				Evenings & Weekends	116	35.36	6	No Parking M-F 8-6	-
				Evenings & Weekends	60	18.29	3	No Parking M-F 8-6	-
Evenings & Weekends	84			25.60	4	No Parking M-F 8-6	-		
Evenings & Weekends	280			85.34	14	No Parking M-F 8-6	-		
Tower Road	South Street	Victoria Street	Time-Based	76	23.16	4	1 HR M-F 8-6	-	
			Time-Based	143	43.59	7	1 HR M-F 8-6	-	
			Time-Based	50	15.24	3	1 HR M-F 8-6	-	
			Time-Based	100	30.48	5	1 HR M-F 8-6	-	
			Time-Based	30	9.14	2	1 HR M-F 8-6	-	
			Time-Based	35	10.67	2	1 HR M-F 8-6	-	
			Time-Based	50	15.24	3	1 HR M-F 8-6	-	
			Time-Based	170	51.82	9	1 HR M-F 8-6	-	
			Time-Based	40	12.19	2	1 HR M-F 8-6	-	
	Victoria Street	Inglis Street	Time-Based	11	3.35	-	1 HR M-F 8-6	-	
			Time-Based	40	12.19	2	1 HR M-F 8-6	-	
			-	-	-	-	-		
			-	-	-	-	-		
			-	-	-	-	-		
	Inglis Street	Atlantic Street	Unrestricted	110	33.53	6	None	-	
			Evenings & Weekends	110	33.53	6	No Parking M-F 8-4	-	
			Evenings & Weekends	134	40.84	7	No Parking M-F 8-4	-	
	Atlantic Street	Gorsebrook Avenue	Unrestricted	175	53.34	9	None	-	
Unrestricted			130	39.62	7	None	-		
Unrestricted			157	47.85	8	None	-		

Young Avenue	Atlantic Street	Southwood Drive	Unrestricted	75	22.86	4	None	-	
			Unrestricted	70	21.34	4	None	-	
			Unrestricted	40	12.19	2	None	-	
			Unrestricted	105	32.00	5	None	-	
			Unrestricted	20	6.10	1	None	-	
			Unrestricted	37	11.28	2	None	-	
			Unrestricted	18	5.49	1	None	-	
			Time-Based	100	30.48	5	2 HR M-F 8-6	-	
	Ingkis Street	Atlantic Street	Time-Based	55	16.76	3	2 HR M-F 8-6	-	
			Time-Based	140	42.67	7	2 HR M-F 8-6	-	
			Time-Based	28	8.53	1	2 HR M-F 8-6	-	
			Time-Based	20	6.10	1	2 HR M-F 8-6	-	
			Time-Based	35	10.67	2	2 HR M-F 8-6	-	
			Time-Based	68	20.73	3	2 HR M-F 8-6	-	
			Time-Based	156	47.55	8	2 HR M-F 8-6	-	
			Time-Based	60	18.29	3	2 HR M-F 8-6	-	
South Park Street	Brenton Place	Morris Street	Accessible	40	12.19	2	3 HR	-	
			Paid	135	41.15	7	M-F 8-6	-	
	Morris Street	South Street	Paid	-	-	-	-	-	
			Paid	75	22.86	4	M-F 8-6	-	
			Paid	40	12.19	2	M-F 8-6	-	
			Paid	17	5.18	1	M-F 8-6	-	
	South Street	Fenwick Street	Paid	90	27.43	5	M-F 8-6	-	
			Permit	110	33.53	6	-	-	
			Time-Based	48	14.63	2	2 HR 8-6	-	
			Time-Based	30	9.14	2	2 HR 8-6	-	
Fenwick Street	Rhuland Street	Time-Based	40	12.19	2	2 HR 8-6	-		
		Time-Based	70	21.34	4	2 HR 8-6	-		
		Time-Based	-	-	1	2 HR 8-6	-		
		Accessible	-	-	1	3 HR	-		
Rhuland Street	Ingkis Street	Time-Based	-	-	-	-	-		
		Accessible	-	-	-	-	-		
		Accessible	-	-	-	-	-		
Bell Road	Ahern Avenue	Sackville Street	-	-	-	-	-		
	Trollope Street	Ahern Avenue	-	-	-	-	-		
	Robie Street	Trollope Street	-	-	-	-	-		
Wellington Street	South Street	Ingkis Street	Permit	32	9.75	2	M-F 8-6 By Permit	-	
			Permit	23	7.01	1	M-F 8-6 By Permit	-	
			Permit	36	10.97	2	M-F 8-6 By Permit	-	
			Permit	72	21.95	4	M-F 8-6 By Permit	-	
			Permit	22	6.71	1	M-F 8-6 By Permit	-	
			Permit	23	7.01	1	M-F 8-6 By Permit	-	
			Permit	16	4.88	1	M-F 8-6 By Permit	-	
			Permit	36	10.97	2	M-F 8-6 By Permit	-	
			Permit	20	6.10	1	M-F 8-6 By Permit	-	
			Permit	25	7.62	1	M-F 8-6 By Permit	-	
			-	-	-	-	-	-	-
			-	-	-	-	-	-	-
-	-	-	-	-	-	-			
Summer Street	Bell Road	Jubilee Road	-	-	-	-	-		
	Jubilee Road	Sackville Street	-	-	-	-	-		
	Sackville Street	Spring Garden Road	Paid	87	26.52	4	M-F 8-6	-	
			Paid	210	64.01	11	M-F 8-6	-	
			Paid	220	67.06	11	M-F 8-6	-	
			Accessible	40	12.19	2	3 HR	-	
	Spring Garden Road	College Street	Paid	204	62.18	10	M-F 8-6	-	
			-	-	-	-	-	-	
	College Street	University Avenue	Paid	86	26.21	4	M-F 8-6	-	
			Paid	88	26.82	4	M-F 8-6	-	
Accessible			37	11.28	2	3 HR	-		
Time-Based			80	24.38	4	2 HR	-		
North Park Street	Cunard Street	Cornwallis Street	Time-Based	80	24.38	4	2 HR	-	
	Cornwallis Street	Cogswell Street	Permit	330	100.58	17	M-F 8-4 By Permit	-	
Trollope Street	Bell Road	Cogswell Street	Paid	160	48.77	8	M-F 8-6	-	
			Unrestricted	50	15.24	3	None	-	
			-	-	-	-	-	-	
Ahern Avenue	Bell Road	Cogswell Street	Paid	230	70.10	12	M-F 8-6	-	
			Paid	485	147.83	25	M-F 8-6	-	
			Permit	172	52.43	9	M-F 8-6 By Permit	-	
Cathedral Lane	Spring Garden Road	University Avenue	Paid	186	56.69	9	M-F 8-6	-	
			Paid	258	78.64	13	M-F 8-6	-	
			Paid	195	59.44	10	M-F 8-6	-	
			Paid	45	13.72	2	M-F 8-6	-	
Carlton Street	End	Spring Garden Road	Paid	75	22.86	4	M-F 8-6	-	
			Paid	40	12.19	2	M-F 8-6	-	
			Accessible	23	7.01	1	3 HR	-	
	Spring Garden Road	College Street	Paid	35	10.67	2	M-F 8-6	-	
			Paid	40	12.19	2	M-F 8-6	-	
			Paid	75	22.86	4	M-F 8-6	-	
Queen Street	Clyde Street	Morris Street	Paid	20	6.10	1	M-F 8-6	-	
			Paid	180	54.86	9	M-F 8-6	-	
			Paid	166	50.60	8	M-F 8-6	-	
			-	-	-	-	-	-	
Birmingham Street	Clyde Street	Morris Street	-	-	-	-	-		
			Time-Based	50	15.24	3	2 HR M-F 8-6	-	
			Time-Based	22	6.71	1	2 HR M-F 8-6	-	
			Time-Based	10	3.05	-	2 HR M-F 8-6	-	
			Time-Based	62	18.90	3	2 HR M-F 8-6	-	
Dresden Row	Clyde Street	Morris Street	Time-Based	86	26.21	4	2 HR M-F 8-6	-	
			Time-Based	36	10.97	2	2 HR M-F 8-6	-	
			Time-Based	67	20.42	3	2 HR M-F 8-6	-	
Brenton Street	Clyde Street	Morris Street	Time-Based	52	15.85	3	1 HR M-F 8-6	-	
			Time-Based	28	8.53	1	1 HR M-F 8-6	-	
			Permit	40	12.19	2	-	-	
			Permit	120	36.58	6	-	-	
			Permit	100	30.48	5	-	-	

ON-STREET PARKING - INSTITUTIONAL DISTRICT

East-West Streets

Street	Block		North Side						
	Begins	Ends	Type	Length (ft)	Length (m)	Spaces	Restrictions	Notes	
South Street	Oxford Street	Studley	-	-	-	-	-	-	
			-	-	-	-	-	-	
			-	-	-	-	-	-	
	Studley Avenue	Robie Street	-	-	-	-	-	-	
			-	-	-	-	-	-	
Robie Street	South Park Street	-	-	-	-	-	-		
Coburg Road	Oxford Street	Larch Street	-	-	-	-	-	-	
	Larch Street	Lilac Street	-	-	-	-	-	-	
	Lilac Street	Chestnut Street	Time-Based	76	23.16	4	1 HR 8-6	-	
	Chestnut Street	Walnut Street	Time-Based	92	28.04	5	1 HR 8-6	-	
	Walnut Street	Lemarchant Street	Time-Based	108	32.92	5	30 MIN M-F 8-6	-	
	Lemarchant Street	Vernon Street	-	-	-	-	-	-	
	Vernon Street	Henry Street	Time-Based	23	7.01	1	1 HR M-F 8-6	-	
	Henry Street	Edward Street	Time-Based	66	20.12	3	1 HR M-F 8-6	-	
	Edward Street	Robie Street	-	-	-	-	-	-	
	Edward Street	Robie Street	Time-Based	85	25.91	4	1 HR M-F 8-6	-	
Cunard Street	Robie Street	Princess Place	Unrestricted	150	45.72	8	No Stopping M-F 4-6	-	
	Robie Street	Princess Place	Time-Based	65	19.81	3	2 HR 8-8	-	
	Princess Place	June Street	Unrestricted	85	25.91	4	None	-	
	June Street	Moran Street	Unrestricted	30	9.14	2	No Stopping M-F 4-6	-	
	Moran Street	Agricola Street	Unrestricted	10	3.05	-	None	-	
Spring Garden Road	Robie Street	Summer Street	Paid	35	10.67	2	M-F 8-6	-	
			Paid	56	17.07	3	M-F 8-6	-	
			Paid	67	20.42	3	M-F 8-6	-	
			Paid	22	6.71	1	M-F 8-6	-	
			Accessible	37	11.28	2	1 HR	-	
			Accessible	-	-	1	2 HR	-	
	Summer Street	South Park Street	Paid	128	39.01	7	M-F 8-6	-	
			Accessible	70	21.34	4	3 HR	-	
			-	-	-	-	-	-	
			-	-	-	-	-	-	
Gorsebrook Avenue	Robie Street	Tower Road	Time-Based	80	24.38	4	2 HR M-F 8-6	-	
			Time-Based	60	18.29	3	2 HR M-F 8-6	-	
			Permit	176	53.64	9	M-F 8-6 By Permit	-	
			Permit	45	13.72	2	M-F 8-6 By Permit	-	
			Time-Based	56	17.07	3	15 MIN M-F 7-6	-	
			-	-	-	-	-	-	
Inglis Street	Robie Street	Wellington Street	Time-Based	46	14.02	2	2 HR M-F 8-6	-	
			Time-Based	44	13.41	2	2 HR M-F 8-6	-	
			Time-Based	47	14.33	2	2 HR M-F 8-6	-	
			Time-Based	38	11.58	2	2 HR M-F 8-6	-	
			Evenings & Weekends	183	55.78	9	No Parking M-F 8-6	-	
			Evenings & Weekends	50	15.24	3	No Parking M-F 8-6	-	
			Time-Based	90	27.43	5	1 HR M-F 8-6	-	
			Time-Based	85	25.91	4	1 HR M-F 8-6	-	
Tower Terrace	Wellington Street	Tower Road	-	-	-	-	-		
University Avenue	Robie Street	Summer Street	End	Robie Street	-	-	-	-	
			Paid	77	23.47	4	M-F 8-6	-	
			Paid	138	42.06	7	M-F 8-6	-	
			Paid	187	57.00	9	M-F 8-6	-	
			Accessible	41	12.50	2	3 HR	-	
			Accessible	73	22.25	4	3 HR	-	
	Summer Street	South Park Street	Paid	207	63.09	11	M-F 8-6	-	
			Paid	213	64.92	11	M-F 8-6	-	
			Accessible	34	10.36	2	2 HR	-	
			-	-	-	-	-	-	
Morris Street	South Park Street	Brenton Street	-	-	-	-	-		
			-	-	-	-	-		
			-	-	-	-	-		
	Brenton Street	Dresden Row	Time-Based	53	16.15	3	2 HR M-F 8-6	-	
			Time-Based	29	8.84	1	2 HR M-F 8-6	-	
	Dresden Row	Birmingham Street	Evenings & Weekends	35	10.67	2	No Parking M-F 8-6	-	
			Time-Based	115	35.05	6	2 HR M-F 8-6	-	
	Birmingham Street	Queen Street	Time-Based	49	14.94	2	2 HR M-F 8-6	-	
			-	-	-	-	-	-	
	Church Street	Barrington Street	Queen Street	Church Street	Paid	58	17.68	3	M-F 8-6
Paid			-	-	1	M-F 8-6	-		
Paid			20	6.10	1	M-F 8-6	-		
Paid			45	13.72	2	M-F 8-6	-		
Paid			15	4.57	1	M-F 8-6	-		
Paid			48	14.63	2	M-F 8-6	-		
Paid			35	10.67	2	M-F 8-6	-		
Paid			185	56.39	9	M-F 8-6	-		
Accessible	-	-	1	3 HR	-				
College Street	Robie Street	Summer Street	Permit	100	30.48	5	M-F 8-6 By Permit	-	
			Evenings & Weekends	20	6.10	1	No Parking M-F 8-6	-	
			Evenings & Weekends	30	9.14	2	No Parking M-F 8-6	-	
			Evenings & Weekends	55	16.76	3	No Parking M-F 8-6	-	
	Summer Street	Cathedral Lane	Evenings & Weekends	50	15.24	3	No Parking M-F 8-6	-	
			Time-Based	92	28.04	5	15 MIN M-F 8-6	-	
			Time-Based	238	72.54	12	15 MIN M-F 8-6	-	
			Time-Based	24	7.32	1	15 MIN M-F 8-6	-	
Sackville Street	Summer Street	South Park Street	-	-	-	-	-		
Cogswell Street	Robie Street	North Park Street	Paid	82	24.99	4	M-F 8-6	-	
			Paid	50	15.24	3	M-F 8-6	-	
			Paid	90	27.43	5	M-F 8-6	-	
			Evenings & Weekends	270	82.30	14	No Parking M-F 8-6	-	
			Time-Based	250	76.20	13	2 HR M-F 8-6	-	
			Accessible	105	32.00	5	2 HR	-	

ON-STREET PARKING - INSTITUTIONAL DISTRICT

East-West Streets

Street	Block		South Side							
	Begins	Ends	Type	Length (ft)	Length (m)	Spaces	Restrictions	Notes		
South Street	Oxford Street	Studley	Time-Based	75	22.86	4	2 HR M-F 8-6	-		
			Time-Based	275	83.82	14	2 HR M-F 8-6	-		
			Time-Based	60	18.29	3	1 HR M-F 8-6	-		
	Studley Avenue	Robie Street	Evenings & Weekends	-	-	2	No Parking M-F 8-6	-		
			Time-Based	96	29.26	5	30 MIN M-S 8-10	-		
			Time-Based	95	28.96	5	1 HR M-F 8-6	-		
Robie Street	South Park Street		Paid	-	-	5	M-F 8-6	-		
Coburg Road	Oxford Street	Larch Street	-	-	-	-	-	-		
	Larch Street	Lilac Street	-	-	-	-	-	-		
	Lilac Street	Chestnut Street	-	-	-	-	-	-		
	Chestnut Street	Walnut Street	-	-	-	-	-	-		
	Walnut Street	Lemarchant Street	-	-	-	-	-	-		
	Lemarchant Street	Vernon Street	-	-	-	-	-	-		
	Vernon Street	Henry Street	-	-	-	-	-	-		
	Henry Street	Edward Street	Time-Based	51	15.54	3	1 HR M-F 8-6	-		
			Time-Based	100	30.48	5	1 HR M-F 8-6	-		
	Edward Street	Robie Street	Paid	73	22.25	4	M-F 8-6	-		
			Time-Based	77	23.47	4	15 MIN M-F 8-6	-		
Cunard Street	Robie Street	Princess Place	-	-	-	-	-	-		
			-	-	-	-	-	-		
	Princess Place	June Street	Unrestricted	240	73.15	12	None	-		
			-	-	-	-	-	-		
	June Street	Moran Street	-	-	-	-	-	-		
	Moran Street	Agricola Street	-	-	-	-	-	-		
Spring Garden Road	Robie Street	Summer Street	Paid	58	17.68	3	M-F 8-6	-		
			Paid	37	11.28	2	M-F 8-6	-		
			Paid	69	21.03	4	M-F 8-6	-		
			Paid	130	39.62	7	M-F 8-6	-		
			Evenings & Weekends	45	13.72	2	No Parking M-F 8-6	-		
			Accessible	47	14.33	2	3 HR	-		
		Accessible	28	8.53	1	3 HR	-			
	Summer Street	South Park Street	Paid	50	15.24	3	M-F 8-6	-		
			Paid	83	25.30	4	M-F 8-6	-		
Paid			30	9.14	2	M-F 8-6	-			
Gorsebrook Avenue	Robie Street	Tower Road	Unrestricted	34	10.36	2	None	-		
			Permit	45	13.72	2	M-F 8-6 By Permit	-		
			Permit	40	12.19	2	M-F 8-6 By Permit	-		
			Permit	55	16.76	3	M-F 8-6 By Permit	-		
			Permit	50	15.24	3	M-F 8-6 By Permit	-		
			Permit	60	18.29	3	M-F 8-6 By Permit	-		
Inglis Street	Robie Street	Wellington Street	Time-Based	71	21.64	4	2 HR M-F 8-6	-		
			Unrestricted	160	48.77	8	None	-		
			-	-	-	-	-	-		
			-	-	-	-	-	-		
			-	-	-	-	-	-		
			-	-	-	-	-	-		
Tower Terrace	Wellington Street	Tower Road	-	-	-	-	-			
University Avenue	Robie Street	Summer Street	End	Robie Street	Accessible	-	-	3	3 HR	-
			Paid	80	24.38	4	M-F 8-6	-		
			Paid	85	25.91	4	M-F 8-6	-		
			Paid	110	33.53	6	M-F 8-6	-		
			Time-Based	10	3.05	-	15 MIN	-		
			Time-Based	84	25.60	4	15 MIN	-		
		Paid	310	94.49	16	M-F 8-6	-			
		Summer Street	South Park Street	-	-	-	-	-		
Morris Street	South Park Street	Brenton Street	Time-Based	30	9.14	2	1 HR 8-6	-		
			Time-Based	38	11.58	2	1 HR 8-6	-		
			Time-Based	23	7.01	1	1 HR 8-6	-		
			Time-Based	22	6.71	1	1 HR 8-6	-		
		Brenton Street	Dresden Row	-	-	-	-	-		
		Dresden Row	Birmingham Street	-	-	-	-	-		
		Birmingham Street	Queen Street	Time-Based	38	11.58	2	2 HR M-F 8-6	-	
		Queen Street	Church Street	Accessible	24	7.32	1	-	-	
				-	-	-	-	-		
		Church Street	Barrington Street	-	-	-	-	-		
	College Street	Robie Street	Summer Street	Paid	255	77.72	13	M-F 8-6	-	
Paid				92	28.04	5	M-F 8-6	-		
Paid				169	51.51	9	M-F 8-6	-		
Accessible				57	17.37	3	3 HR	-		
Accessible				30	9.14	2	3 HR	-		
Summer Street		Cathedral Lane	Paid	107	32.61	5	M-F 8-6	-		
			Paid	155	47.24	8	M-F 8-6	-		
			Paid	60	18.29	3	M-F 8-6	-		
			Paid	50	15.24	3	M-F 8-6	-		
			Paid	56	17.07	3	M-F 8-6	-		
			Paid	45	13.72	2	M-F 8-6	-		
Sackville Street	Summer Street	South Park Street	Paid	509	155.14	26	M-F 8-6	-		
			Accessible	44	13.41	2	3 HR	-		
			Accessible	26	7.92	1	3 HR	-		
Cogswell Street	Robie Street	North Park Street	Paid	220	67.06	11	M-F 8-6	-		
			Paid	68	20.73	3	M-F 8-6	-		
			Paid	110	33.53	6	M-F 8-6	-		
			Permit	220	67.06	11	M-F 8-6 By Permit	-		
			Permit	385	117.35	20	M-F 8-6 By Permit	-		
			Accessible	51	15.54	3	2 HR	-		

OFF-STREET PARKING - INSTITUTIONAL DISTRICT

Name	Type	Total Parking Spaces	Regular Spaces	Accessible Spaces	Reserved Spaces
DAL Rosina Lot	Paid	111	-	-	111
DAL Queen Street Lot	Paid	46	-	-	46
DAL Gerard Hall Lot	Paid	77	-	-	77
DAL Norma Eddy Lane	Paid	26	-	-	26
DAL Lower Morris	Paid	29	-	-	29
DAL O'Brien Hall Lot	Paid	2	-	-	2
DAL Sexton Main Drive	Paid	20	16	-	4
DAL Hancock	Paid	118	-	-	118
DAL Biology	Paid	84	8	-	76
DAL Dunn	Paid	197	-	-	197
DAL Chemistry	Paid	34	5	-	29
DAL Studley	Paid	29	-	-	29
DAL McCain Parkade	Paid	92	-	-	92
DAL Arts Centre	Paid	13	-	-	13
DAL Robie Lot	Paid	20	-	-	20
DAL Glengarry	Paid	13	-	-	13
DAL CSB Lot	Paid	39	-	-	39
DAL CSB Parkade	Paid	165	-	-	165
DAL Risley Hall Lot	Paid	38	3	-	35
DAL Risley Hall Parkade	Paid	64	-	-	64
DAL SUB	Paid	10	7	-	3
DAL Killam Circle	Paid	24	24	-	-
DAL Alumni West	Paid	50	50	-	-
DAL Stairs	Paid	16	-	-	16
DAL Alumni Crescent	Paid	122	8	-	114
DAL Dalplex	Paid	147	31	-	116
DAL Shirreff Hall	Paid	7	-	-	7
DAL Steele Ocean Sciences	Paid	39	-	-	39
SMU Arena	Paid	231	-	-	231
SMU Inglis Street	Paid	112	-	-	112
SMU Science	Paid	121	-	-	121
SMU McNally East	Paid	9	-	-	9
SMU McNally Main	Paid	39	-	-	39
SMU Sobey/Gorsebrook	Paid	67	-	-	67
SMU Oaks	Paid	32	-	-	32
SMU Rice	Paid	57	-	-	57
SMU Homburg	Paid	55	-	-	55
SMU Tower Rd	Paid	11	-	-	11
IMPARK Lot #20 - 5991 Spring Garden Road	Paid	189	189	-	-
IMPARK Lot #13 - 5846 South Street	Paid	290	290	-	-
INDIGO H00612 - Victoria General Hospital	Paid	760	760	-	-
INDIGO H00610 - College St Hospital Staff Lot	Paid	170	170	-	-
INDIGO H00611 - NS Rehabilitation Centre	Paid	79	79	-	-
INDIGO H00606 - Veterans' Memorial Building/Abbie J Lane Bldg	Paid	300	300	-	-
INDIGO H00607 - Robie Street Overflow Lot	Paid	35	35	-	-
INDIGO H00602 - Halifax Infirmary	Paid	671	671	-	-
INDIGO H00604 - Summer Street Meters, Halifax Infirmary	Paid	71	71	-	-
INDIGO H00605 - NS Museum of Natural History	Paid	80	80	-	-
INDIGO H008 - Parks Canada Garrison Grounds	Paid	133	133	-	-
5565 SACKVILLE ST - CITADEL	Paid	40	40	-	-
Halifax Infirmary @ 1796 Summer	Paid	12	12	-	-
Halifax Infirmary @ 1744 Summer	Paid	29	29	-	-
QEII @ 5790 University (Dixon Building)	Paid	118	118	-	-
IWK Parkade	Paid	495	495	-	-
Total		5838	3624	0	2214

Appendix B On-Street Parking Utilization Data

	D1 Ochterloney Street - South Side Edward Street to King Street		D2 Prince Street - East Side Portland Street to Alderney Street				D3 Portland Street - North Side King Street to Wentworth Street			
Spaces	5	5	1	16	1	16	2	5	2	5
	Pay Zone	Pay Zone	Accessible	Pay Zone	Accessible	Pay Zone	Accessible	Pay Zone	Accessible	Pay Zone
Date	Day 1	Day 2	Day 1	Day 1	Day 2	Day 2	Day 1	Day 1	Day 2	Day 2
11:00	3	3	1	10	1	10	0	3	1	1
11:10	4	3	0	10	1	10	1	3	2	1
11:20	3	3	0	6	0	8	2	1	2	3
11:30	4	4	0	8	1	9	1	1	1	2
11:40	3	4	1	9	1	11	0	2	1	2
11:50	3	4	0	10	0	12	0	2	1	2
12:00	4	4	1	10	1	12	2	2	1	3
12:10	3	4	0	10	0	14	2	2	1	5
12:20	3	3	0	11	1	14	0	3	1	3
12:30	3	4	1	10	1	14	0	2	2	3
12:40	4	5	1	8	1	13	2	2	2	3
12:50	4	5	1	9	1	14	1	3	1	3
13:00	4	4	1	10	1	14	1	5	1	4
13:10	4	4	1	11	1	14	1	4	1	4
13:20	4	4	1	12	1	14	0	4	1	2
13:30	4	5	1	12	1	14	0	5	2	2
13:40	4	4	1	11	1	14	1	3	1	2
13:50	4	4	1	9	1	14	1	3	2	3
14:00	4	3	1	9	1	14	1	4	1	3
14:10	4	3	1	8	1	10	0	4	0	3
14:20	4	4	1	8	0	11	0	3	2	3
14:30	4	4	1	5	1	11	1	1	2	3
14:40	4	4	1	3	1	12	1	0	2	4
14:50	4	4	1	4	1	14	0	1	0	4
15:00	1	4	1	5	1	10	1	3	1	4
15:10	1	4	1	7	1	13	1	4	2	3
15:20	2	4	1	7	1	14	2	4	0	3
15:30	2	4	0	7	1	14	1	2	1	4
15:40	4	3	0	6	1	10	1	1	2	4
15:50	1	3	0	7	1	11	2	2	1	4
16:00	1	3	0	7	1	11	1	0	2	4
Average	3.3	3.8	0.7	8.4	0.9	12.3	0.9	2.5	1.3	3.0
	65%	76%	68%	52%	87%	77%	44%	51%	65%	61%
Maximum	4	5	1	12	1	14	2	5	2	5
	80%	100%	100%	75%	100%	88%	100%	100%	100%	100%

	D4 King Street - West Side Queen Street to Portland Street		D5 Wentworth Street - East Side Ochterloney Street to North Street		D6 Dundas Street - East Side Ochterloney Street to Queen Street				D7 Victoria Road - East Side Queen Street to Portland Street	
Spaces	6	6	9	9	8	1	8	1	8	8
	Pay Zone	Pay Zone	Pay Zone	Pay Zone	Pay Zone	Accessible	Pay Zone	Accessible	Pay Zone	Pay Zone
Date	Day 1	Day 2	Day 1	Day 2	Day 1	Day 1	Day 2	Day 2	Day 1	Day 2
11:00	4	4	7	9	6	0	5	0	3	3
11:10	5	5	7	8	5	0	5	0	2	4
11:20	5	5	9	9	4	0	6	0	3	2
11:30	3	4	9	7	5	0	5	0	3	3
11:40	5	5	9	8	5	0	5	0	5	3
11:50	5	4	8	10	6	0	6	0	4	4
12:00	6	6	9	8	7	0	5	0	4	4
12:10	5	6	9	9	7	0	6	0	3	5
12:20	5	6	9	9	8	0	6	0	3	5
12:30	5	5	8	10	7	0	6	0	3	6
12:40	3	6	9	10	5	1	6	0	3	4
12:50	5	6	7	6	8	0	6	1	2	4
13:00	4	6	8	6	7	0	6	1	2	1
13:10	5	4	6	6	6	0	6	1	2	2
13:20	4	5	8	7	6	0	6	1	2	2
13:30	3	5	8	7	5	1	5	1	2	3
13:40	2	4	9	6	5	0	6	1	3	1
13:50	3	5	9	7	5	0	4	1	4	1
14:00	2	4	9	7	5	0	6	1	4	2
14:10	5	6	9	9	6	0	4	1	4	2
14:20	5	6	9	9	5	0	4	1	3	2
14:30	6	6	9	7	5	0	6	1	3	3
14:40	6	6	9	7	4	0	6	1	2	4
14:50	6	6	9	7	5	0	6	0	2	1
15:00	6	4	9	7	4	0	6	0	3	2
15:10	6	5	9	4	4	0	6	0	2	2
15:20	6	3	9	5	3	0	6	0	3	1
15:30	5	2	9	6	3	0	4	0	3	1
15:40	4	2	9	5	3	0	4	0	4	1
15:50	4	4	8	7	3	0	4	0	4	2
16:00	4	4	9	8	5	0	4	0	4	1
Average	4.6	4.8	8.5	7.4	5.2	0.1	5.4	0.4	3.0	2.6
	76%	80%	95%	82%	65%	6%	67%	39%	38%	33%
Maximum	6	6	9	10	8	1	6	1	5	6
	100%	100%	100%	111%	100%	100%	75%	100%	63%	75%

Downtown Dartmouth BID Total		
Spaces	61	61
	-	-
Date	Day 1	Day 2
11:00	37	37
11:10	37	39
11:20	33	38
11:30	34	36
11:40	39	40
11:50	38	43
12:00	45	44
12:10	41	50
12:20	42	48
12:30	39	51
12:40	38	50
12:50	40	47
13:00	42	44
13:10	40	43
13:20	41	43
13:30	41	45
13:40	39	40
13:50	39	42
14:00	39	42
14:10	41	39
14:20	38	42
14:30	35	44
14:40	30	47
14:50	32	43
15:00	33	39
15:10	35	40
15:20	37	37
15:30	32	37
15:40	32	32
15:50	31	37
16:00	31	38
Average	37.1	41.8
	61%	69%
Maximum	45	51
	74%	84%

	H1 Cogswell Street - South Side Gottingen Street to Brunswick Street		H2 Duke Street - South Side Hollis Street to Granville Street		H3 Albemarle Street - West Side South of Cogswell Street		H4 Brunswick Street - West Side Carmichael Street to Prince Street			
Spaces	11 Payzone	11 Payzone	5 Payzone	5 Payzone	11 Payzone	11 Payzone	10 Payzone	2 Accessible	10 Payzone	2 Accessible
Date	Day 1	Day 2	Day 1	Day 2	Day 1	Day 2	Day 1	Day 1	Day 2	Day 2
11:00	1	2	4	6	7	4	9	1	8	0
11:10	2	2	4	5	7	4	8	1	8	0
11:20	2	2	4	5	7	5	9	0	8	0
11:30	3	2	5	5	6	6	9	1	7	0
11:40	3	2	6	5	6	6	9	0	7	0
11:50	3	2	6	5	7	6	9	2	7	0
12:00	4	4	5	5	6	5	9	1	7	0
12:10	4	3	5	5	6	5	9	1	6	0
12:20	3	3	6	6	10	5	9	1	9	1
12:30	4	3	5	6	8	5	9	0	9	1
12:40	4	3	5	6	8	6	9	0	7	1
12:50	5	3	4	6	8	6	9	1	7	0
13:00	6	3	6	6	7	6	9	1	8	1
13:10	6	3	6	6	4	7	8	0	7	0
13:20	5	3	5	6	6	7	9	0	7	0
13:30	6	3	6	6	4	7	8	0	7	0
13:40	7	3	6	6	4	8	7	0	7	1
13:50	6	2	5	6	6	8	9	0	9	0
14:00	5	3	5	6	4	8	9	0	9	0
14:10	6	2	4	5	4	7	9	0	8	0
14:20	7	2	4	6	5	7	9	0	8	0
14:30	6	2	5	6	6	7	9	0	7	0
14:40	6	2	5	6	5	6	8	0	7	0
14:50	6	2	6	6	6	6	9	0	7	0
15:00	6	2	6	6	4	5	9	0	7	0
15:10	7	2	5	6	3	5	9	0	7	0
15:20	8	2	5	6	3	3	7	0	7	0
15:30	6	2	5	5	2	3	7	0	7	0
15:40	3	1	5	5	3	3	8	0	7	0
15:50	4	1	6	5	3	2	8	0	8	0
16:00	4	1	5	5	3	3	7	0	8	0
Average	4.8	2.3	5.1	5.6	5.4	5.5	8.5	0.3	7.5	0.2
	43%	21%	103%	112%	49%	50%	85%	16%	75%	8%
Maximum	8	4	6	6	10	8	9	2	9	1
	73%	36%	120%	120%	91%	73%	90%	100%	90%	50%

	H5 Barrington Street - East Side North of George Street		H6 Hollis Street - East Side Prince Street to Sackville Street		H7 Prince Street - South Side Bedford Row to Lower Water Street		H8 Grafton Street - West Side Blowers Street to Spring Garden Road			
Spaces	4	4	10	10	4	4	9	1	9	1
	Payzone	Payzone	Payzone	Payzone	Payzone	Payzone	Payzone	Accessible	Payzone	Accessible
Date	Day 1	Day 2	Day 1	Day 2	Day 1	Day 2	Day 1	Day 1	Day 2	Day 2
11:00	4	4	7	7	4	1	3	0	6	0
11:10	3	3	8	7	4	2	4	0	7	0
11:20	3	4	8	6	4	1	4	0	7	0
11:30	5	5	8	6	4	3	5	0	7	0
11:40	4	4	7	6	4	2	8	0	6	0
11:50	3	5	8	6	5	2	8	0	6	0
12:00	3	4	7	7	5	2	8	0	7	0
12:10	4	3	8	6	5	2	4	0	7	0
12:20	3	3	7	6	5	2	5	0	7	0
12:30	3	3	6	7	5	2	5	1	7	0
12:40	3	3	5	7	4	2	6	0	5	0
12:50	3	3	6	6	4	3	5	0	7	0
13:00	3	3	7	6	4	3	6	0	6	1
13:10	3	3	7	7	4	3	5	0	7	1
13:20	3	3	6	6	4	3	5	0	6	1
13:30	3	3	8	6	5	3	5	0	6	1
13:40	4	4	9	6	5	3	6	0	7	1
13:50	4	1	7	6	5	3	6	0	7	1
14:00	5	3	8	4	5	3	6	0	7	1
14:10	3	4	7	4	5	3	7	0	7	1
14:20	3	3	4	3	5	2	5	0	7	1
14:30	4	2	5	5	5	1	4	0	6	0
14:40	2	2	5	4	4	1	5	0	7	0
14:50	2	3	5	4	5	1	6	1	7	0
15:00	2	2	6	5	5	1	5	1	6	0
15:10	2	1	4	5	4	1	7	0	7	0
15:20	2	2	4	4	4	2	6	0	7	0
15:30	3	2	4	4	3	2	7	1	6	0
15:40	3	2	4	6	4	3	7	1	7	0
15:50	3	3	3	4	5	3	6	1	6	0
16:00	3	3	3	5	5	3	7	1	4	0
Average	3.2	3.0	6.2	5.5	4.5	2.2	5.7	0.2	6.5	0.3
	79%	75%	62%	55%	112%	55%	63%	23%	72%	29%
Maximum	5	5	9	7	5	3	8	1	7	1
	125%	125%	90%	70%	125%	75%	89%	100%	78%	100%

	H9 Hollis Street - East Side South of Salter Street		Downtown Halifax BID Total	
Spaces	11	11	78	78
	1 HR	1 HR	-	-
Date	Day 1	Day 2	Day 1	Day 2
11:00	8	10	48	48
11:10	9	8	50	46
11:20	9	10	50	48
11:30	9	9	55	50
11:40	7	7	54	45
11:50	8	10	59	49
12:00	7	10	55	51
12:10	5	9	51	46
12:20	7	10	56	52
12:30	8	10	54	53
12:40	9	10	53	50
12:50	8	9	53	50
13:00	10	9	59	52
13:10	9	9	52	53
13:20	10	11	53	53
13:30	10	10	55	52
13:40	10	10	58	56
13:50	10	11	58	54
14:00	10	10	57	54
14:10	10	11	55	52
14:20	8	10	50	49
14:30	9	7	53	43
14:40	7	10	47	45
14:50	7	8	53	44
15:00	7	10	51	44
15:10	9	9	50	43
15:20	9	10	48	43
15:30	7	10	45	41
15:40	8	10	46	44
15:50	9	9	48	41
16:00	8	9	46	41
Average	8.4	9.5	52.3	48.1
	77%	87%	67%	62%
Maximum	10	11	59	56
	91%	100%	76%	72%

	N1 Agricola Street - East Side Charles Street to Willow Street		N2 Buddy Daye Street - North Side Gottingen Street to Creighton Street				N3 Agricola Street - West Side Harris Street to Woodill Street		N4 Gottingen Street - East Side Cornwallis Street to Cunard Street	
Spaces	6	6	7	2	7	2	9	9	9	9
	1 HR	1 HR	1 HR	Accessible 3 HR	1 HR	Accessible 3 HR	1-2 HR	1-2 HR	1 HR	1 HR
Date	Day 1	Day 2	Day 1	Day 1	Day 2	Day 2	Day 1	Day 2	Day 1	Day 2
11:00	5	4	7	0	7	0	7	8	10	7
11:10	4	3	7	0	6	0	7	8	10	8
11:20	3	4	7	1	6	0	8	8	10	8
11:30	3	4	8	0	5	0	8	9	9	7
11:40	4	4	8	0	7	1	8	9	9	8
11:50	3	4	8	0	8	0	7	8	9	10
12:00	2	3	8	1	7	0	8	9	8	10
12:10	3	3	9	1	7	0	8	9	8	10
12:20	2	3	7	1	6	1	7	9	7	9
12:30	2	4	8	1	7	1	7	9	7	9
12:40	4	4	7	1	5	0	7	9	7	9
12:50	4	4	7	1	6	0	6	9	6	9
13:00	6	4	7	1	6	0	6	8	5	9
13:10	3	4	6	1	6	0	6	9	5	9
13:20	4	4	6	1	6	0	6	9	6	8
13:30	5	5	6	1	4	1	6	9	4	7
13:40	2	5	6	3	6	0	7	7	4	7
13:50	4	3	7	1	8	0	6	8	5	7
14:00	2	2	6	1	7	0	6	7	5	8
14:10	4	4	7	1	6	0	6	7	6	8
14:20	3	2	5	0	6	1	7	6	5	8
14:30	2	2	6	0	5	2	6	8	5	8
14:40	1	3	6	1	4	2	6	7	7	4
14:50	1	4	5	0	4	2	6	7	5	4
15:00	0	3	7	0	4	1	8	9	3	3
15:10	0	4	6	0	4	2	8	7	0	0
15:20	1	4	7	0	5	1	8	8	0	0
15:30	2	3	6	0	5	2	7	8	0	0
15:40	1	4	6	1	5	1	7	8	0	0
15:50	1	5	6	1	5	1	7	9	0	0
16:00	1	4	6	1	5	1	7	9	0	0
Average	2.6	3.6	6.7	0.7	5.7	0.6	6.9	8.2	5.3	6.3
	44%	61%	96%	34%	82%	32%	77%	91%	59%	70%
Maximum	6	5	9	3	8	2	8	9	10	10
	100%	83%	129%	150%	114%	100%	89%	100%	111%	111%

Spaces	N5 Cornwallis Street - North Side Gottingen Street to Creighton Street				N6 Portland Place - North Side Gottingen Street to Maitland Street				North End BID Total	
	3	2	3	2	3	2	3	2	43	43
	Payzone	Accessible 2 HR	Payzone	Accessible 2 HR	1 HR	Accessible	1 HR	Accessible	-	-
Date	Day 1	Day 1	Day 2	Day 2	Day 1	Day 1	Day 2	Day 2	Day 1	Day 2
11:00	3	1	3	1	1	0	2	0	34	32
11:10	3	1	2	1	1	0	2	0	33	30
11:20	3	1	2	1	1	0	2	0	34	31
11:30	3	1	2	1	2	0	2	0	34	30
11:40	3	1	2	1	2	0	2	0	35	34
11:50	2	0	2	1	2	0	3	1	31	37
12:00	2	0	2	1	2	0	3	1	31	36
12:10	2	0	2	1	2	1	2	1	34	35
12:20	2	0	2	1	2	1	2	1	29	34
12:30	2	0	3	2	2	1	2	1	30	38
12:40	2	0	3	2	2	0	2	1	30	35
12:50	2	0	3	1	2	0	3	2	28	37
13:00	2	0	3	1	2	1	3	0	30	34
13:10	1	0	3	0	2	1	3	1	25	35
13:20	2	1	2	0	2	1	3	1	29	33
13:30	2	1	2	0	1	1	3	0	27	31
13:40	3	0	3	0	2	1	3	0	28	31
13:50	3	1	3	0	2	1	3	0	30	32
14:00	2	0	3	0	2	1	3	0	25	30
14:10	3	0	3	0	2	1	3	0	30	31
14:20	3	0	3	0	2	1	2	0	26	28
14:30	3	0	3	0	2	1	1	0	25	29
14:40	3	0	3	0	2	1	2	0	27	25
14:50	3	0	3	0	1	0	2	1	21	27
15:00	3	0	3	0	2	0	1	1	23	25
15:10	3	0	3	1	2	0	1	1	19	23
15:20	2	1	3	0	2	1	1	0	22	22
15:30	2	2	3	0	0	1	2	0	20	23
15:40	2	0	3	0	2	0	2	0	19	23
15:50	2	0	3	0	2	0	2	1	19	26
16:00	2	0	3	0	1	1	2	0	19	24
Average	2.4	0.4	2.7	0.5	1.7	0.5	2.2	0.5	27.3	30.4
	81%	18%	89%	26%	58%	27%	74%	23%	64%	71%
Maximum	3	2	3	2	2	1	3	2	35	38
	100%	100%	100%	100%	67%	50%	100%	100%	81%	88%

	Q1 Harvard Street - West Side North of Quinpool Road		Q2 Quinpool Road - South Side Monastery Lane to Quingate Place				Q3 Quinpool Road - South Side Quingate Place to Windsor Street		Quinpool BID Total	
Spaces	5	5	20	2	20	2	8	8	35	35
	Pay Zone	Pay Zone	1 HR	Accessible 2-3 HR	1 HR	Accessible 2-3 HR	1 HR	1 HR	-	-
Date	Day 1	Day 2	Day 1	Day 1	Day 2	Day 2	Day 1	Day 2	Day 1	Day 2
11:00	1	0	11	0	15	0	7	5	19	20
11:10	0	1	9	0	11	0	7	7	16	19
11:20	0	1	9	0	12	0	6	7	15	20
11:30	0	1	8	0	9	0	5	7	13	17
11:40	1	0	6	0	9	0	6	6	13	15
11:50	4	1	5	1	11	0	4	6	14	18
12:00	4	1	5	0	13	2	5	5	14	21
12:10	4	1	10	0	14	1	5	6	19	22
12:20	3	1	12	0	15	1	4	7	19	24
12:30	5	1	10	0	16	1	4	6	19	24
12:40	4	1	10	0	13	1	5	6	19	21
12:50	3	0	7	0	10	1	5	8	15	19
13:00	3	0	11	0	11	1	5	8	19	20
13:10	4	1	10	0	11	1	5	8	19	21
13:20	4	1	8	0	15	1	6	8	18	25
13:30	3	0	6	0	16	1	5	7	14	24
13:40	4	0	5	0	14	1	5	8	14	23
13:50	5	1	4	0	13	1	7	8	16	23
14:00	4	2	7	0	16	1	7	7	18	26
14:10	4	2	7	0	13	1	7	6	18	22
14:20	3	2	9	1	13	1	6	8	19	24
14:30	1	3	9	1	14	1	6	7	17	25
14:40	1	3	11	1	16	0	6	7	19	26
14:50	0	2	10	0	12	0	6	8	16	22
15:00	1	2	10	0	13	0	7	8	18	23
15:10	0	0	9	0	10	0	7	6	16	16
15:20	0	0	8	0	9	0	6	6	14	15
15:30	1	0	9	0	11	0	5	7	15	18
15:40	1	1	7	0	11	0	5	6	13	18
15:50	1	1	8	0	9	0	5	6	14	16
16:00	3	1	7	0	11	0	5	6	15	18
Average	2.3	1.0	8.3	0.1	12.5	0.5	5.6	6.8	16.4	20.8
	46%	20%	41%	6%	62%	27%	70%	85%	47%	59%
Maximum	5	3	12	1	16	2	7	8	19	26
	100%	60%	60%	50%	80%	100%	88%	100%	54%	74%

	S1 Birmingham Street - West Side North of Spring Garden Road		S2 Queen Street - East Side North of Morris Street		S2 Queen Street - West Side North of Morris Street		S3 South Park Street - East Side Spring Garden Road to Brenton Place		S3 South Park Street - West Side Spring Garden Road to Brenton Place	
Spaces	6	6	9	9	9	9	11	11	12	12
	Payzone	Payzone	Payzone	Payzone	Payzone	Payzone	Payzone	Payzone	Payzone	Payzone
Date	Day 1	Day 2	Day 1	Day 2	Day 1	Day 2	Day 1	Day 2	Day 1	Day 2
11:00	3	2	7	1	7	6	6	7	3	5
11:10	2	3	8	1	9	8	5	8	2	5
11:20	2	3	7	2	7	7	5	6	2	5
11:30	4	3	6	1	8	8	5	6	2	6
11:40	3	3	6	1	7	8	4	7	2	7
11:50	4	3	6	3	8	9	5	8	2	7
12:00	3	3	7	2	8	9	6	7	2	6
12:10	3	3	6	2	9	9	5	6	1	5
12:20	2	3	5	2	9	9	7	7	2	5
12:30	2	4	6	4	9	9	6	8	2	5
12:40	2	3	7	3	9	8	5	9	1	5
12:50	2	3	8	3	9	9	7	7	2	6
13:00	3	3	8	4	9	9	6	9	3	7
13:10	5	3	6	3	9	8	7	7	3	6
13:20	5	3	7	4	9	8	7	5	3	4
13:30	4	3	7	5	9	8	7	7	4	4
13:40	4	4	8	4	9	6	8	6	4	3
13:50	4	3	7	4	9	5	9	7	3	5
14:00	5	4	6	4	7	4	8	9	4	4
14:10	5	6	6	4	7	7	9	10	4	4
14:20	4	6	6	3	9	9	8	8	4	5
14:30	4	6	5	4	9	8	8	8	5	3
14:40	4	6	5	3	8	8	9	7	4	3
14:50	4	6	5	3	8	8	9	7	4	5
15:00	3	6	3	2	7	8	9	7	4	4
15:10	3	6	4	2	5	8	9	5	4	3
15:20	4	6	5	2	8	8	9	5	6	4
15:30	4	6	5	4	7	8	9	6	6	5
15:40	4	5	5	3	7	7	8	6	5	5
15:50	4	5	6	3	8	8	8	5	5	5
16:00	5	5	5	3	9	8	8	4	4	4
Average	3.5	4.1	6.1	2.9	8.1	7.8	7.1	6.9	3.3	4.8
	59%	69%	67%	32%	90%	87%	65%	63%	27%	40%
Maximum	5	6	8	5	9	9	9	10	6	7
	83%	100%	89%	56%	100%	100%	82%	91%	50%	58%

	Spring Garden BID Total	
Spaces	47	47
	-	-
Date	Day 1	Day 2
11:00	26	21
11:10	26	25
11:20	23	23
11:30	25	24
11:40	22	26
11:50	25	30
12:00	26	27
12:10	24	25
12:20	25	26
12:30	25	30
12:40	24	28
12:50	28	28
13:00	29	32
13:10	30	27
13:20	31	24
13:30	31	27
13:40	33	23
13:50	32	24
14:00	30	25
14:10	31	31
14:20	31	31
14:30	31	29
14:40	30	27
14:50	30	29
15:00	26	27
15:10	25	24
15:20	32	25
15:30	31	29
15:40	29	26
15:50	31	26
16:00	31	24
Average	28.2	26.5
	60%	56%
Maximum	33	32
	70%	68%

	X1 Robie Street - East Side North of Bliss Street		X2 Spring Garden Road - South Side West of Summer Street		X3 Cathedral Lane - East Side North of University Avenue		X4 Lemarchant Street - West Side South of Coburg Road		
Spaces	5	5	6	6	10	10	3	2	5
	Pay Zone	Pay Zone	Pay Zone	Pay Zone	Pay Zone	Pay Zone	1 HR	Accesible 3 HR	2 HR
Date	Day 1	Day 2	Day 1	Day 2	Day 1	Day 2	Day 1	Day 1	Day 1
11:00	5	3	4	2	6	9	3	1	4
11:10	5	3	4	2	6	9	3	1	4
11:20	5	3	5	2	6	9	3	2	4
11:30	5	3	4	4	5	9	3	1	4
11:40	4	3	5	5	6	10	3	1	3
11:50	4	4	4	5	6	10	3	1	3
12:00	4	3	5	6	6	9	3	1	3
12:10	3	4	5	4	6	9	3	1	2
12:20	3	4	5	3	7	8	3	1	2
12:30	4	4	6	3	8	8	3	1	2
12:40	4	4	5	3	8	8	3	1	2
12:50	2	4	5	4	8	6	3	1	2
13:00	3	4	6	5	7	8	3	1	3
13:10	3	4	4	4	8	9	3	1	3
13:20	3	4	5	4	9	9	3	1	3
13:30	3	3	4	4	8	9	3	1	4
13:40	3	3	4	4	7	8	3	1	4
13:50	3	3	5	4	8	9	3	1	4
14:00	4	3	4	4	7	9	3	1	4
14:10	4	3	3	3	7	8	3	2	5
14:20	4	3	3	3	6	6	3	2	5
14:30	4	4	3	3	5	6	3	1	4
14:40	4	2	4	2	5	7	3	1	4
14:50	3	2	4	2	4	6	3	1	4
15:00	2	2	4	2	4	5	3	1	4
15:10	3	2	4	4	5	5	3	1	4
15:20	4	2	3	4	3	6	2	1	4
15:30	4	2	4	3	3	5	2	1	4
15:40	3	2	3	1	3	5	2	1	3
15:50	3	4	3	1	3	4	2	1	4
16:00	3	4	4	2	3	5	2	1	3
Average	3.6	3.2	4.2	3.3	5.9	7.5	2.8	1.1	3.5
	72%	63%	70%	55%	59%	75%	95%	55%	70%
Maximum	5	4	6	6	9	10	3	2	5
	100%	80%	100%	100%	90%	100%	100%	100%	100%

	X9 Morris Street - South Side Barrington Street to Hollis Street		Institutional District Total	
Spaces	9	9	65	65
	Pay Zone	Pay Zone	-	-
Date	Day 1	Day 2	Day 1	Day 2
11:00	4	1	48	45
11:10	3	1	46	44
11:20	4	1	48	45
11:30	4	2	46	47
11:40	4	2	45	49
11:50	3	3	41	51
12:00	5	3	44	47
12:10	4	3	41	46
12:20	8	3	46	44
12:30	6	4	49	47
12:40	8	7	49	49
12:50	3	6	45	47
13:00	5	6	48	47
13:10	5	5	48	49
13:20	3	4	50	49
13:30	5	3	52	47
13:40	6	4	51	48
13:50	5	2	52	45
14:00	2	3	47	47
14:10	0	2	46	43
14:20	2	3	44	40
14:30	1	1	42	41
14:40	1	2	44	38
14:50	2	0	43	35
15:00	4	2	44	36
15:10	6	1	49	37
15:20	8	1	48	36
15:30	9	1	49	30
15:40	8	2	42	27
15:50	8	1	44	27
16:00	6	2	41	28
Average	4.6	2.6	46.2	42.3
	51%	29%	71%	65%
Maximum	9	7	52	51
	100%	78%	80%	78%

Appendix C Parking Demand Assessment

Table C-1: Estimated Peak Period Demand for Downtown Dartmouth BID

NAICS Land Use Classification	ITE Parking Demand Rate (vehicles/employee)	ITE Parking Demand Rate (vehicles/1000 sq. ft. GFA)	Average Employee Density (employees/ sq. ft.)	Average Employee Numbers	Estimated Total GFA (sq. ft.)	Estimated Peak Period Parking Demand
Accommodation and Food Services	-	6.47	4 employees/1000 sq. ft.	277	69,250	448
Administrative and Support and Waste Management and Remediation Services	0.84	-	-	94	-	79
Agriculture, Forestry, Fishing and Hunting	0.84	-	-	0	-	0
Arts, Entertainment, and Recreation	-	1.15	1 employee/4300 sq. ft.	17	73,100	84
Construction	0.71	-	-	37	-	26
Educational Services	0.84	-	-	29	-	24
Finance and Insurance	0.84	-	-	178	-	150
Health Care and Social Assistance	-	3.23	4 employees/1000 sq. ft.	417	104,250	337
Information and Cultural Industries	0.84	-	-	445	-	374
Manufacturing	0.81	-	-	15	-	12
Mining, Quarrying, and Oil and Gas Extraction	0.84	-	-	0	-	0
Other Services (except Public Administration)	0.84	-	-	371	-	312
Professional, Scientific, and Technical Services	0.84	-	-	556	-	467
Public Administration	0.84	-	-	142	-	119
Real Estate and Rental and Leasing	0.84	-	-	103	-	87
Retail Trade	-	3.77	4 employees/1000 sq. ft.	252	63,000	238
Transportation and Warehousing	0.78	-	-	77	-	60
Utilities	0.72	-	-	0	-	0
Wholesale Trade	0.84	-	-	52	-	44
Unclassified Establishments	0.84	-	-	3	-	3
Total				3,065	309,600	2,862

Table C-2: Estimated Peak Period Demand for Downtown Halifax BID

NAICS Land Use Classification	ITE Parking Demand Rate (vehicles/employee)	ITE Parking Demand Rate (vehicles/1000 sq. ft. GFA)	Average Employee Density (employees/ sq. ft.)	Average Employee Numbers	Estimated Total GFA (sq. ft.)	Estimated Peak Period Parking Demand
Accommodation and Food Services	-	6.47	4 employees/1000 sq. ft.	4217	1,054,250	6,821
Administrative and Support and Waste Management and Remediation Services	0.84	-	-	634	-	533
Agriculture, Forestry, Fishing and Hunting	0.84	-	-	10	-	8
Arts, Entertainment, and Recreation	-	1.15	1 employee/4300 sq. ft.	548	2,356,400	2,710
Construction	0.71	-	-	188	-	133
Educational Services	0.84	-	-	301	-	253
Finance and Insurance	0.84	-	-	1018	-	855
Health Care and Social Assistance	-	3.23	4 employees/1000 sq. ft.	360	90,000	291
Information and Cultural Industries	0.84	-	-	591	-	496
Manufacturing	0.81	-	-	102	-	83
Mining, Quarrying, and Oil and Gas Extraction	0.84	-	-	69	-	58
Other Services (except Public Administration)	0.84	-	-	438	-	368
Professional, Scientific, and Technical Services	0.84	-	-	2965	-	2,491
Public Administration	0.84	-	-	2406	-	2,021
Real Estate and Rental and Leasing	0.84	-	-	1508	-	1,267
Retail Trade	-	3.77	4 employees/1000 sq. ft.	810	202,500	763
Transportation and Warehousing	0.78	-	-	643	-	502
Utilities	0.72	-	-	1514	-	1,090
Wholesale Trade	0.84	-	-	43	-	36
Unclassified Establishments	0.84	-	-	3	-	3
Total				18,368	3,703,150	20,781

Table C-3: Estimated Peak Period Demand for North End BID

NAICS Land Use Classification	ITE Parking Demand Rate (vehicles/employee)	ITE Parking Demand Rate (vehicles/1000 sq. ft. GFA)	Average Employee Density (employees/ sq. ft.)	Average Employee Numbers	Estimated Total GFA (sq. ft.)	Estimated Peak Period Parking Demand
Accommodation and Food Services	-	6.47	4 employees/1000 sq. ft.	231	57,750	374
Administrative and Support and Waste Management and Remediation Services	0.84	-	-	57	-	48
Agriculture, Forestry, Fishing and Hunting	0.84	-	-	0	-	0
Arts, Entertainment, and Recreation	-	1.15	1 employee/4300 sq. ft.	51	219,300	252
Construction	0.71	-	-	79	-	56
Educational Services	0.84	-	-	175	-	147
Finance and Insurance	0.84	-	-	27	-	23
Health Care and Social Assistance	-	3.23	4 employees/1000 sq. ft.	399	99,750	322
Information and Cultural Industries	0.84	-	-	468	-	393
Manufacturing	0.81	-	-	137	-	111
Mining, Quarrying, and Oil and Gas Extraction	0.84	-	-	0	-	0
Other Services (except Public Administration)	0.84	-	-	357	-	300
Professional, Scientific, and Technical Services	0.84	-	-	195	-	164
Public Administration	0.84	-	-	56	-	47
Real Estate and Rental and Leasing	0.84	-	-	17	-	14
Retail Trade	-	3.77	4 employees/1000 sq. ft.	296	74,000	279
Transportation and Warehousing	0.78	-	-	7	-	5
Utilities	0.72	-	-	0	-	0
Wholesale Trade	0.84	-	-	46	-	39
Unclassified Establishments	0.84	-	-	7	-	6
Total				2,605	450,800	2,580

Table C-4: Estimated Peak Period Demand for Quinpool BID

NAICS Land Use Classification	ITE Parking Demand Rate (vehicles/employee)	ITE Parking Demand Rate (vehicles/1000 sq. ft. GFA)	Average Employee Density (employees/ sq. ft.)	Average Employee Numbers	Estimated Total GFA (sq. ft.)	Estimated Peak Period Parking Demand
Accommodation and Food Services	-	6.47	4 employees/1000 sq. ft.	627	156,750	1,014
Administrative and Support and Waste Management and Remediation Services	0.84	-	-	22	-	18
Agriculture, Forestry, Fishing and Hunting	0.84	-	-	0	-	0
Arts, Entertainment, and Recreation	-	1.15	1 employee/4300 sq. ft.	5	21,500	25
Construction	0.71	-	-	0	-	0
Educational Services	0.84	-	-	97	-	81
Finance and Insurance	0.84	-	-	61	-	51
Health Care and Social Assistance	-	3.23	4 employees/1000 sq. ft.	72	18,000	58
Information and Cultural Industries	0.84	-	-	22	-	18
Manufacturing	0.81	-	-	7	-	6
Mining, Quarrying, and Oil and Gas Extraction	0.84	-	-	0	-	0
Other Services (except Public Administration)	0.84	-	-	81	-	68
Professional, Scientific, and Technical Services	0.84	-	-	103	-	87
Public Administration	0.84	-	-	44	-	37
Real Estate and Rental and Leasing	0.84	-	-	8	-	7
Retail Trade	-	3.77	4 employees/1000 sq. ft.	440	110,000	415
Transportation and Warehousing	0.78	-	-	0	-	0
Utilities	0.72	-	-	0	-	0
Wholesale Trade	0.84	-	-	3	-	3
Unclassified Establishments	0.84	-	-	7	-	6
Total				1,599	306,250	1,894

Table C-5: Estimated Peak Period Demand for Spring Garden BID

NAICS Land Use Classification	ITE Parking Demand Rate (vehicles/employee)	ITE Parking Demand Rate (vehicles/1000 sq. ft. GFA)	Average Employee Density (employees/ sq. ft.)	Average Employee Numbers	Estimated Total GFA (sq. ft.)	Estimated Peak Period Parking Demand
Accommodation and Food Services	-	6.47	4 employees/1000 sq. ft.	903	225,750	1,461
Administrative and Support and Waste Management and Remediation Services	0.84	-	-	449	-	377
Agriculture, Forestry, Fishing and Hunting	0.84	-	-	0	-	0
Arts, Entertainment, and Recreation	-	1.15	1 employee/4300 sq. ft.	79	339,700	391
Construction	0.71	-	-	3	-	2
Educational Services	0.84	-	-	69	-	58
Finance and Insurance	0.84	-	-	128	-	108
Health Care and Social Assistance	-	3.23	4 employees/1000 sq. ft.	498	124,500	402
Information and Cultural Industries	0.84	-	-	152	-	128
Manufacturing	0.81	-	-	0	-	0
Mining, Quarrying, and Oil and Gas Extraction	0.84	-	-	7	-	6
Other Services (except Public Administration)	0.84	-	-	416	-	349
Professional, Scientific, and Technical Services	0.84	-	-	474	-	398
Public Administration	0.84	-	-	75	-	63
Real Estate and Rental and Leasing	0.84	-	-	68	-	57
Retail Trade	-	3.77	4 employees/1000 sq. ft.	756	189,000	713
Transportation and Warehousing	0.78	-	-	7	-	5
Utilities	0.72	-	-	0	-	0
Wholesale Trade	0.84	-	-	35	-	29
Unclassified Establishments	0.84	-	-	0	-	0
Total				4,119	878,950	4,547

Table C-6: Estimated Peak Period Demand for Institutional District

NAICS Land Use Classification	ITE Parking Demand Rate (vehicles/employee)	ITE Parking Demand Rate (vehicles/1000 sq. ft. GFA)	Average Employee Density (employees/ sq. ft.)	Average Employee Numbers	Estimated Total GFA (sq. ft.)	Estimated Peak Period Parking Demand
Accommodation and Food Services	-	6.47	4 employees/1000 sq. ft.	1052	263,000	1,702
Administrative and Support and Waste Management and Remediation Services	0.84	-	-	64	-	54
Agriculture, Forestry, Fishing and Hunting	0.84	-	-	7	-	6
Arts, Entertainment, and Recreation	-	1.15	1 employee/4300 sq. ft.	185	795,500	915
Construction	0.71	-	-	76	-	54
Educational Services	0.84	-	-	3926	-	9,894
Finance and Insurance	0.84	-	-	104	-	87
Health Care and Social Assistance	-	3.23	4 employees/1000 sq. ft.	15841	-	9,346
Information and Cultural Industries	0.84	-	-	95	-	80
Manufacturing	0.81	-	-	5	-	4
Mining, Quarrying, and Oil and Gas Extraction	0.84	-	-	0	-	0
Other Services (except Public Administration)	0.84	-	-	519	-	436
Professional, Scientific, and Technical Services	0.84	-	-	362	-	304
Public Administration	0.84	-	-	931	-	782
Real Estate and Rental and Leasing	0.84	-	-	114	-	96
Retail Trade	-	3.77	4 employees/1000 sq. ft.	376	94,000	354
Transportation and Warehousing	0.78	-	-	12	-	9
Utilities	0.72	-	-	0	-	0
Wholesale Trade	0.84	-	-	17	-	14
Unclassified Establishments	0.84	-	-	3	-	3
Total				23,689	1,152,500	24,139

Appendix D Park and Ride Parking Utilization Data

	Alderney Ferry Terminal		Bridge Terminal		Cobequid Terminal						Downsview Terminal		Fall River Terminal		Hubley Centre	
	Lower Lot	Upper Lot	Total	Lower Lot	Upper Lot	Total	Lower Lot	Upper Lot	Total	Day 1	Day 2	Day 1	Day 2	Day 1	Day 2	
Spaces	191	191	455	455	61	84	145	61	84	145	40	40	90	90	179	179
Date	Day 1	Day 2	Day 1	Day 2	Day 1			Day 2			Day 1	Day 2	Day 1	Day 2	Day 1	Day 2
	18-May-22	19-May-22	04-May-22	05-May-22	28-Apr			03-May			10-May-22	11-May-22	28-Apr-22	03-May-22	01-Jun-22	02-Jun-22
7:00	22	20	66	69	29	5	40	23	6	34	2	3	14	12	22	27
7:15	26	23	71	83	35	6	39	28	5	35	2	3	15	13	31	35
7:30	28	32	85	83	33	6	44	30	7	37	2	5	20	14	40	44
7:45	32	37	84	85	38	8	45	30	7	39	2	5	27	20	52	54
8:00	41	43	84	92	37	9	48	32	11	49	4	5	24	24	53	59
8:15	66	57	90	104	39	8	46	38	9	46	3	5	29	24	62	67
8:30	74	67	106	101	38	9	47	37	9	49	2	5	29	24	61	70
8:45	87	89	123	118	38	9	47	40	9	48	2	4	32	25	62	70
9:00	96	99	128	142	38	9	47	39	9	49	2	4	32	24	63	69
9:15	103	107	137	163	38	9	48	40	10	50	2	4	32	27	65	69
9:30	112	112	150	180	39	9	48	40	9	49	3	4	33	27	65	69
9:45	111	115	163	188	39	10	49	40	9	49	3	5	34	27	65	68
10:00	120	125	169	197	39	10	49	40	9	50	3	5	33	28	65	69
10:15	131	127	177	196	39	13	53	41	11	52	2	4	32	26	65	68
10:30	140	136	186	195	40	12	51	41	11	52	2	4	32	26	67	69
10:45	147	148	194	194	39	12	53	41	11	52	3	4	33	27	67	69
11:00	143	147	191	174	41	12	52	41	11	52	2	4	32	28	70	69
11:15	139	155	186	170	40	13	52	41	13	54	3	4	32	28	73	70
11:30	149	157	184	169	39	13	51	41	13	54	5	4	36	28	71	72
11:45	141	156	191	160	38	13	50	41	12	57	5	4	34	28	70	70
12:00	144	154	178	162	37	12	49	45	12	54	5	4	32	28	70	70
12:15	150	161	173	164	37	11	47	42	12	55	6	5	32	28	72	69
12:30	155	165	173	158	36	11	49	43	12	53	6	4	34	28	70	71
12:45	155	165	159	150	38	14	51	41	13	56	6	3	33	27	71	70
13:00	154	176	159	153	37	12	49	43	14	56	6	3	32	26	71	67
13:15	153	180	160	140	37	11	49	42	13	54	6	3	32	26	72	67
13:30	159	171	169	146	38	11	49	41	12	55	6	3	32	26	73	67
13:45	160	173	158	150	38	11	47	43	12	53	6	5	32	26	71	66
14:00	152	178	151	149	36	12	49	41	11	53	6	5	31	24	70	66
14:15	141	161	143	148	37	11	47	42	11	53	6	3	31	25	69	66
14:30	135	151	140	141	36	11	47	42	12	54	5	3	31	24	68	67
14:45	134	139	132	147	36	11	46	42	11	52	4	3	31	24	70	67
15:00	137	143	123	135	35	12	46	41	11	50	6	3	32	24	66	67
15:15	136	139	117	135	34	13	46	39	10	47	4	2	27	24	64	66
15:30	123	130	120	133	33	10	40	37	10	49	4	1	27	24	63	68
15:45	129	130	119	124	30	9	39	39	10	45	4	1	27	24	65	66
16:00	129	120	122	129	30	12	40	35	9	43	3	2	25	21	61	65
16:15	114	124	112	137	28	9	35	34	8	41	4	2	25	20	56	59
16:30	114	126	116	146	26	8	30	33	8	39	4	3	20	21	53	55
16:45	111	124	112	141	22	9	31	31	7	32	5	2	19	17	50	48
17:00	104	116	101	134	22	9	28	25	8	26	3	1	14	14	44	44
17:15	95	113	77	139	19	9	25	18	6	24	3	0	16	11	37	30
17:30	88	110	77	145	16	8	26	18	3	18	1	0	8	7	20	24
17:45	90	103	75	139	18	7	21	15	3	16	1	0	8	9	20	25
18:00	94	119	83	133	14	7	21	13	3	13	2	0	8	7	15	18
18:15	97	128	88	127	14	8	21	10	3	14	2	0	12	10	14	19
18:30	91	128	86	131	13	7	18	11	4	14	2	0	7	4	11	15
18:45	94	135	93	115	11	6	17	10	3	14	2	1	7	7	13	16
19:00	92	134	92	95	11	4	15	11	2	12	2	1	10	9	11	10
Average	113	123	130	141	32	10	42	34	9	43	4	3	26	21	55	56
	59%	65%	29%	31%	53%	12%	29%	56%	11%	30%	9%	8%	29%	24%	31%	32%
Maximum	160	180	194	197	41	14	53	45	14	57	6	5	36	28	73	72
	84%	94%	43%	43%	67%	17%	37%	74%	17%	39%	15%	13%	40%	31%	41%	40%

Spaces	Maybank Field		Mumford Terminal		Porters Lake Terminal		Portland Hills Terminal		Sackville Terminal						Sheldrake Lake Terminal	
	Day 1	Day 2	Day 1	Day 2	Day 1	Day 2	Day 1	Day 2	Main Lot	Wheatons Lot	Total	Main Lot	Wheatons Lot	Total	Day 1	Day 2
									Day 1			Day 2				
Date	04-May-22	05-May-22	26-Apr-22	27-Apr-22	18-May-22	19-May-22	12-May-22	17-May-22							27-Apr-22	01-Jun-22
7:00	23	16	7	5	25	16	20	23	72	3	75	79	8	87	3	11
7:15	26	17	9	8	24	16	28	30	85	6	91	95	8	103	10	13
7:30	33	24	9	8	27	17	34	37	97	9	106	104	12	116	9	13
7:45	38	28	12	9	29	18	36	44	103	13	116	111	17	128	16	13
8:00	42	30	13	11	31	28	42	49	113	16	129	123	20	143	16	13
8:15	48	32	14	12	30	25	48	56	120	18	138	129	23	152	16	13
8:30	46	30	15	14	30	25	49	66	127	23	150	136	27	163	17	13
8:45	47	33	15	14	30	23	49	65	130	23	153	138	27	165	16	13
9:00	45	33	15	14	30	23	50	67	134	23	157	138	27	165	17	13
9:15	44	35	15	14	29	23	50	66	135	23	158	138	27	165	16	13
9:30	44	33	17	14	30	22	50	66	136	23	159	137	27	164	16	14
9:45	46	35	17	15	31	22	51	66	136	23	159	139	27	166	16	14
10:00	48	36	17	14	31	23	50	66	138	23	161	142	27	169	16	14
10:15	48	35	17	14	29	23	49	68	137	23	160	140	27	167	17	14
10:30	48	34	17	14	29	23	49	66	137	23	160	140	27	167	16	12
10:45	47	34	17	14	29	23	48	67	137	23	160	140	27	167	16	11
11:00	50	34	17	14	29	23	48	67	140	23	163	140	27	167	16	12
11:15	49	36	17	14	29	23	48	69	138	23	161	140	27	167	16	14
11:30	50	35	17	14	28	23	47	67	138	23	161	140	27	167	16	13
11:45	50	35	17	14	28	23	47	66	138	23	161	140	27	167	16	13
12:00	49	37	17	14	29	22	47	68	139	23	162	141	27	168	16	13
12:15	48	38	17	14	29	22	48	67	138	23	161	141	27	168	16	12
12:30	49	38	18	16	28	20	48	68	136	23	159	140	27	167	16	10
12:45	49	36	18	16	28	20	49	68	134	23	157	140	27	167	16	11
13:00	51	36	17	16	28	20	50	66	132	23	155	141	27	168	16	11
13:15	50	37	18	14	28	20	51	66	132	23	155	141	27	168	17	11
13:30	51	37	16	14	28	21	49	65	132	23	155	140	27	167	17	12
13:45	52	36	16	14	27	21	46	65	132	23	155	140	27	167	17	11
14:00	52	37	15	13	29	22	48	63	133	23	156	141	27	168	17	11
14:15	48	38	15	13	26	22	48	62	132	23	155	141	27	168	16	11
14:30	49	35	15	13	24	21	48	63	132	24	156	140	27	167	16	12
14:45	48	35	15	13	23	19	50	63	128	25	153	141	27	168	16	12
15:00	45	31	15	12	23	18	50	62	128	24	152	139	27	166	16	12
15:15	41	29	15	12	23	19	50	62	131	24	155	140	27	167	18	10
15:30	32	23	14	12	24	19	51	62	128	23	151	125	27	152	18	11
15:45	32	19	14	10	22	18	41	55	116	22	138	116	26	142	19	12
16:00	32	20	10	10	23	20	39	50	106	21	127	110	25	135	18	8
16:15	29	15	10	8	23	13	34	46	105	18	123	100	24	124	16	7
16:30	26	16	9	7	19	14	34	41	89	17	106	85	23	108	15	6
16:45	24	15	9	7	13	11	29	33	76	15	91	74	21	95	15	-
17:00	19	12	8	5	16	13	23	28	72	15	87	63	18	81	11	-
17:15	13	9	7	2	11	11	17	30	44	13	57	52	18	70	8	-
17:30	10	7	5	1	15	11	11	20	37	9	46	41	9	50	8	-
17:45	9	4	2	1	9	6	9	14	26	5	31	27	4	31	7	-
18:00	7	7	2	2	8	5	7	9	18	3	21	19	3	22	16	-
18:15	5	7	1	1	9	4	8	9	17	3	20	14	2	16	17	-
18:30	5	6	0	1	9	8	9	7	11	1	12	13	2	15	15	-
18:45	5	5	0	1	7	5	7	5	10	1	11	13	2	15	15	-
19:00	4	6	0	1	7	7	5	5	9	1	10	14	3	17	14	-
Average	37	26	12	10	24	18	39	51	106	18	124	111	21	132	15	12
	74%	53%	35%	29%	18%	14%	17%	23%	57%	13%	38%	59%	16%	41%	31%	25%
Maximum	52	38	18	16	31	28	51	69	140	25	163	142	27	169	19	14
	104%	76%	50%	44%	23%	21%	23%	31%	75%	18%	50%	76%	20%	52%	40%	29%

	West Bedford Terminal		Woodside Ferry Terminal					
			Lower Lot	Upper Lot	Total	Lower Lot	Upper Lot	Total
Spaces	258	258	46	481	527	46	481	527
Date	Day 1	Day 2	Day 1			Day 2		
	01-Jun-22	02-Jun-22	12-May			17-May		
7:00	8	7	27	44	71	25	49	74
7:15	9	9	34	70	104	30	76	106
7:30	9	10	42	110	152	38	124	162
7:45	9	12	45	155	200	41	171	212
8:00	10	13	44	208	252	40	221	261
8:15	10	14	45	252	297	41	247	288
8:30	10	15	46	273	319	41	278	319
8:45	11	14	46	294	340	41	295	336
9:00	14	15	45	301	346	41	304	345
9:15	33	23	45	310	355	43	305	348
9:30	53	34	45	311	356	42	306	348
9:45	60	36	46	316	362	42	305	347
10:00	61	37	46	315	361	44	307	351
10:15	62	39	46	316	362	45	307	352
10:30	66	41	46	317	363	45	308	353
10:45	64	50	46	319	365	46	308	354
11:00	65	50	46	322	368	46	310	356
11:15	65	53	46	327	373	45	310	355
11:30	65	52	46	330	376	46	313	359
11:45	64	53	46	339	385	44	310	354
12:00	61	54	46	342	388	44	306	350
12:15	42	41	46	340	386	45	306	351
12:30	47	40	46	339	385	46	305	351
12:45	48	50	46	337	383	45	306	351
13:00	48	60	46	337	383	43	308	351
13:15	49	60	46	337	383	45	306	351
13:30	51	62	46	336	382	43	308	351
13:45	52	62	46	336	382	46	301	347
14:00	49	61	46	337	383	46	301	347
14:15	38	58	45	328	373	46	300	346
14:30	37	57	46	324	370	46	300	346
14:45	37	57	46	319	365	46	296	342
15:00	39	56	46	317	363	46	292	338
15:15	41	57	40	304	344	46	286	332
15:30	16	61	37	299	336	45	280	325
15:45	9	14	37	288	325	33	272	305
16:00	10	8	33	277	310	31	262	293
16:15	10	8	33	271	304	32	240	272
16:30	9	7	29	222	251	27	206	233
16:45	10	7	23	187	210	20	170	190
17:00	7	6	19	146	165	17	127	144
17:15	9	2	19	129	148	21	87	108
17:30	5	2	20	117	137	17	64	81
17:45	5	1	13	115	128	13	47	60
18:00	5	0	11	151	162	13	32	45
18:15	5	1	12	180	192	13	26	39
18:30	6	1	12	248	260	10	16	26
18:45	6	2	16	304	320	9	16	25
19:00	6	2	22	335	357	10	16	26
Average	31	30	38	268	306	36	229	265
	12%	12%	82%	56%	58%	79%	48%	50%
Maximum	66	62	46	342	388	46	313	359
	26%	24%	100%	71%	74%	100%	65%	68%