

**Halton Hills Residential Parking Study:  
Final Report**

**Town of Halton Hills**

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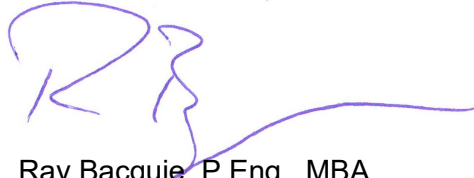
**Town of Halton Hills**

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## **Executive Summary**

### **Background**

The Town of Halton Hills regulates parking supply and operations to meet the parking needs of residential neighbourhoods. The Town must balance parking needs with other corporate objectives, such as maintaining Town roads, protecting public safety and supporting Town sustainability objectives. Town Council has approved policies affecting on-street parking, parking requirements for residential developments and recently passed an interim motion related to residential boulevard parking. This study has been initiated in response to parking issues that have been raised with staff and Council.

### **Project Scope**

The scope of the study addresses the parking demand and issues based for existing neighbourhoods, including driveway, parking garage and on-street configurations that affect parking supply. A neighbourhood-by-neighbourhood review is included in the analysis. The study also investigates anticipated future parking conditions associated with new development based on current planning regulations and policies. Specific needs have been identified.

Experiences of other jurisdictions provide a “state-of-the-practice” for residential parking policies. The summary provides information collected from research, surveys and follow-up interviews of other municipalities.

With the assistance of the Town of Halton Hills Communications team, a public engagement strategy has been included as part of this study. It is comprised of a public survey, a virtual Public Information Centre (PIC) and consultation meetings with representatives of the Halton Hills residential development industry.

Six alternative solution strategies have been identified and presented to the public, the development community and Council through a workshop. The alternatives have been evaluated within the context of Town policies and corporate documents that identify and articulate the strategic direction of the Town.

### **Recommendations**

Based on the findings of the evaluation of alternatives, recommendations of this study to carry forward for implementation are summarized below:

- 1) To address needs associated with temporary on-street parking, it is recommended that more permissive on-street parking regulations be implemented as follows:
  - a) Maintain 6-hour on-street parking maximum
  - b) Formalize exemptions for vehicles with accessible parking permits in the Traffic By-law

- c) Formalize interim measures for boulevard parking into the Traffic By-law and develop signage for boulevard parking to clarify prohibited locations
  - d) Increase flexibility in applying overnight on-street parking exemptions (24 days / year)
- 2) To address needs associated with recurring overnight parking, it is recommended that Town staff identify opportunities to accommodate overnight permit parking in adjacent parking lots, including Town parking lots, at town facilities (e.g., parks) and parking at adjacent private properties. The following measures will be incorporated into any proposed implementation:
  - a) A limited number of permits would be issued to protect the primary function of those parking facilities
  - b) Adjacent residents would be surveyed to determine if the lot is suitable based on resident willingness to use the supplementary parking at the proposed cost
  - c) The Town role for shared parking agreements with private property owners (e.g., schools, places of religious assembly, commercial sites) be limited to facilitating discussions between residents and the property owner
  - d) Identify Town owned lands in proximity to neighbourhoods with overnight parking needs and survey residents regarding their willingness to use these sites
- 3) To address operational issues associated with illegal parking and concerns raised by the public and staff, it is recommended that Town staff undertake an assessment of a proactive parking enforcement and report back to Council.
- 4) To address needs associated with recurring overnight parking and to address operational issues associated with illegal parking, it is recommended that the Town develop and implement a Public Education Strategy related to residential parking.
- 5) To address future needs associated with recurring overnight parking and the challenges of accommodating longer vehicles, it is recommended that the Town initiate the process for updating the Zoning By-law to modify residential parking requirements for garage areas and driveways specifically for single family, semi-detached and townhouse units, as follows:
  - a) Increase the garage minimum unobstructed length to 5.80 m
  - b) Modify minimum driveway dimensions to 5.80 m x 2.60 m (maintain approx. 15.1 sm)
- 6) To address future needs associated with recurring overnight parking and to increase home purchaser's understanding of available garage and driveway space, it is recommended that the Town amend the Development Standards Manual, and other appropriate regulations, to increase disclosure of parking space sizes by developers/builders of homes (e.g., template illustrations with a range of vehicle types).



## 1.0 Introduction

### 1.1 Background

The Town of Halton Hills regulates parking supply and operations to meet the parking needs of residential neighbourhoods. Residential parking is a broad and inter-related issue involving on-site parking accommodation, on-street parking regulations and availability of off-site parking facilities. The Town must balance parking needs with other corporate objectives, such as maintaining Town roads, protecting public safety and supporting Town sustainability objectives. Halton Hills Town Council receives resident queries related to parking accommodation and enacts policies and regulations to balance these objectives.

Town Council has approved policies affecting on-street parking, parking requirements for residential developments and recently passed an interim motion related to residential boulevard parking. This study was initiated in response to parking issues that have been raised with staff and Council.

### 1.2 Scope of Work

R.J. Burnside & Associates Limited (Burnside) was retained to undertake a parking study to assess and provide recommendations on parking policies for residential uses. The study assesses parking requirements within the urban residential areas of Acton and Georgetown including an assessment of the following: current parking needs, appropriateness of regulations and boulevard parking interim measures, parking requirements of new development and alternative solutions to current needs.

#### 1.2.1 Assessment of Parking Supply and Demand

The scope of work addresses the parking demand and issues based on current conditions for existing neighbourhoods and appropriate parking standards for driveway and parking garage configurations that affect parking supply. The study also investigates anticipated future parking conditions associated with new development based on current planning regulations and policies. Areas of analysis include the following practices:

- |  |   |
|--|---|
| • Zoning requirements: number of spaces and parking space dimensions | • Parking enforcement practices   |
| • Boulevard parking regulations                                      | • Impacts of on-street parking on snow removal and other road maintenance |
| • Road right-of-way policies   | • Maximum on-street parking limit   |
| • On-street over-night exemptions                                    | • Winter on-street parking prohibition                                    |
| • Municipal parking lot overnight parking regulations                | • 12-hour zone parking regulations  |
|  | • Accessible parking accommodation  |

### **1.2.2 Municipal Benchmarking Review**

In developing parking policy for the Town of Halton Hills, consideration is given to the needs and opportunities for parking solutions that are specific to the town. The Town will also benefit from the experiences of other jurisdictions. To collect information on the “state-of-the-practice” in residential parking policies, we have undertaken a survey with some follow-up interviews of other municipalities.

The municipalities selected include those within the vicinity of the Greater Toronto and Hamilton Area (GTHA). Some of the municipalities are similar in size and others are larger and have experienced development trends that the town is currently facing. Appendix A summarizes the findings from the survey of other jurisdictions.

### **1.2.3 Public Consultation**

With the assistance of the Town of Halton Hills Communications team, a public engagement strategy was included as part of this study. It was comprised of a public survey, a virtual Public Information Centre (PIC) and consultation meetings with representatives of the Halton Hills residential development industry.

The public survey was conducted on April 6, 2020 to May 5, 2020 using the Let’s Talk Halton Hills platform. There were almost 600 respondents, reflecting approximately 2.5% of the Halton Hills households. The information collected included the following:

- A summary of the parking experience (capacity and demand) of the respondent.
- The knowledge, experience and preferences regarding parking enforcement.
- Opinions on alternative parking solutions.
- Information on the profile of the respondent.

The findings of the public survey are summarized in Appendix B.

A virtual interactive Public Information Centre (PIC) was held on June 9, 2020 to share the preliminary assessment of needs, provide an opportunity for the public to identify additional needs and to present and evaluate a preliminary list of alternative parking solutions. The meeting allowed direct interactive public questions and comments and responses from the project team. The PIC presentation and details of the public input are summarized in Appendix B.

Residential developers were contacted to inquire about their interest in discussing the preliminary findings and recommendations of this study. Meetings were held on October 15 and 19, 2020. Presentation slides and meeting summary are provided in Appendix B.

The study included a presentation of the findings and preliminary recommendations to Town Council. Council input was incorporated into the final report.

## 2.0 Defining Parking Demand and Supply

### 2.1 Parking Demand

#### 2.1.1 Components of Parking Demand

In our analysis we have tried to articulate the different components of parking demand and factors that affect parking demand, including:

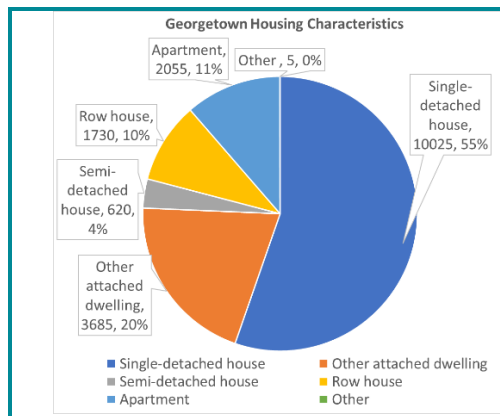
- Recurring overnight parking: relating to the needs of auto ownership in the household, which is a function of the size of the household and commuting patterns.
- Occasional overnight parking: relating to additional overnight parking needs for guests, family members and to address activities like temporary on-site construction.
- Short-term parking: relating to convenient accessible short-term parking during the day or evening for visitors, which may include contractors and support workers.

#### 2.1.2 Factors Affecting Over-Night Parking Demand

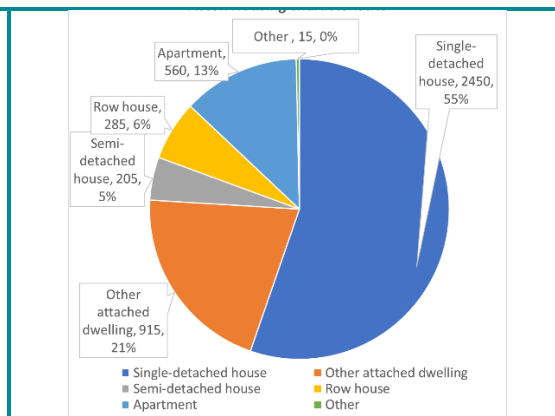
A primary component of residential parking demand is the number of vehicles owned within a household. Vehicle ownership represents most of the regular overnight on-site parking demand for residences. Vehicle ownership is a function of the size of the household and availability of alternative modes of travel.

TTS and Census data provide information on housing type. Most homes within Halton Hills, approximately 55%, are single detached houses. The breakdown of housing types in Georgetown are illustrated in Figure 1 and Acton in Figure 2.

**Figure 1: Georgetown Dwelling Types**



**Figure 2: Acton Dwelling Types**

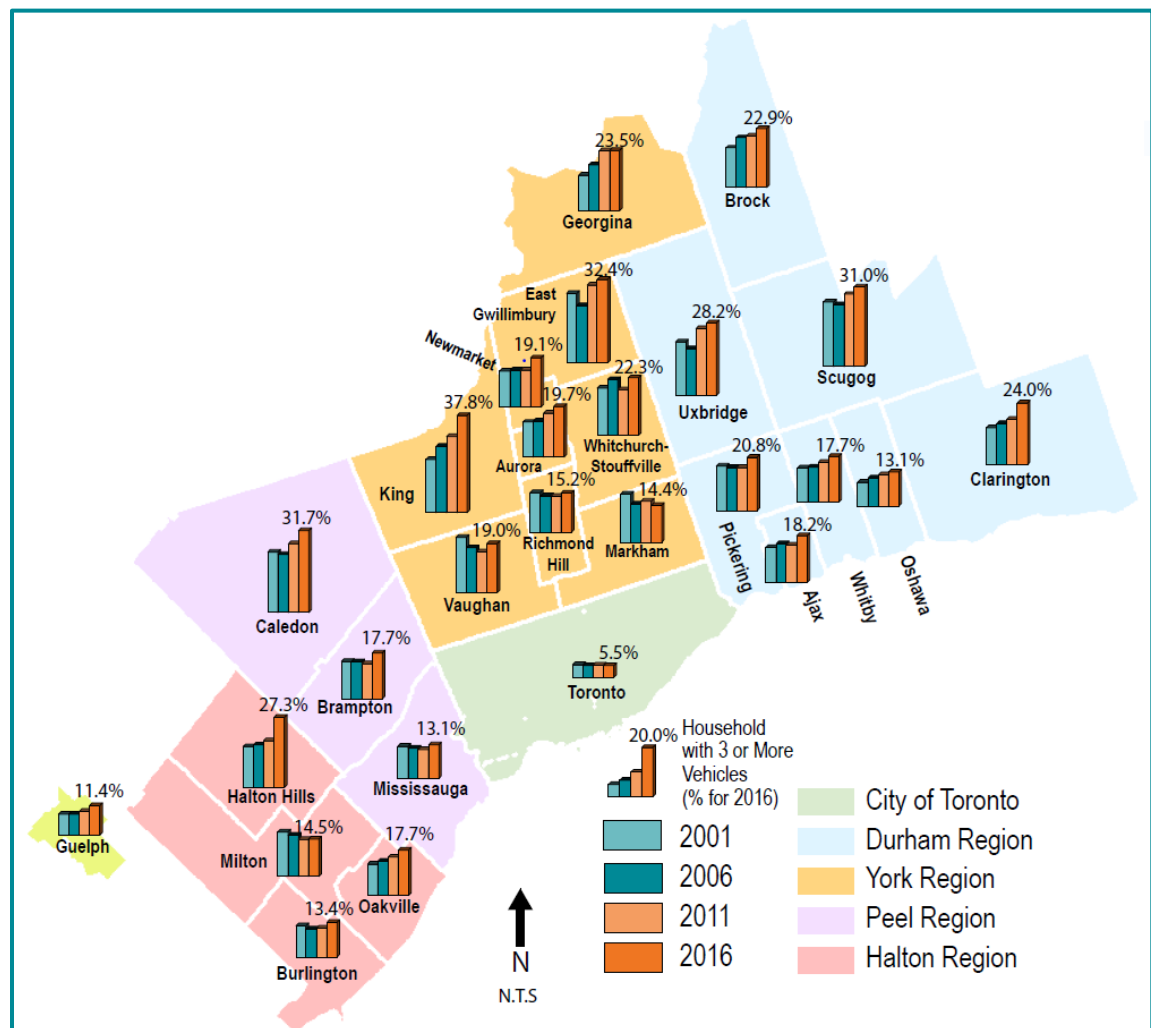


In Halton Hills, household vehicle ownership is high, in part due to the fact that travel is car oriented; transit plans are still developing. In recent years, higher house prices have contributed to larger households with multi-generational families with more drivers.

Vehicle ownership can be estimated within the Greater Toronto and Hamilton Area (GTHA) through the Transportation Tomorrow Survey (TTS) which collects data every 5 years for approximately 5% of households. Within the Town of Halton Hills vehicle ownership is estimated at approximately 2.1 vehicles per household. It is however the extent of multiple vehicle homes rather than the average ownership rate that influences parking need and defines problems requiring a solution.

Figure 3 illustrates the percent of households by number of vehicles owned. In Acton and south Georgetown more than one quarter of households have 3 or more vehicles; this percent has almost doubled since 2001.

**Figure 3: Percent of Households with 3 or More Vehicles**



### 2.1.3 Multiple Unit Homes

The Town of Halton Hills allows supplementary units in homes as defined in the Town Registration of Two-Unit Houses Guide. Additional units typically add to the regular over-night parking demand.

### 2.1.4 Short-term Parking Demand and Occasional Overnight Parking

Residential parking demands beyond household residents' personal vehicles may include visitors, contractors working on site, home support workers and temporary vehicles for recreational uses (e.g., RVs, campers, trailers, boats). Accommodation of temporary parking needs may not be feasible on site and it is common to accommodate this demand on-street.

### 2.1.5 Vehicle Size and Parking Demand

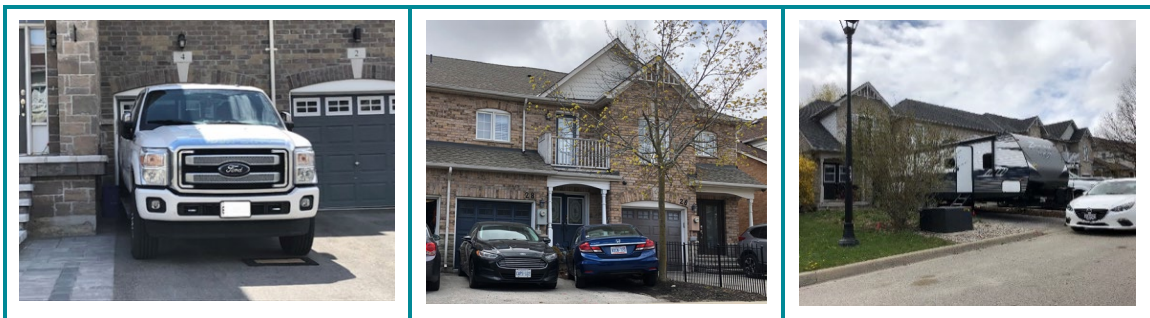
Vehicle size also affects parking demand. The range in size of automobiles and trucks contribute to the amount of space reflected by the household parking demand; vehicles vary significantly in length and width. Appendix C summarize the range in vehicle sizes. Trends on vehicle purchases have been for higher percentages to larger vehicles i.e. trucks and Sport Utility Vehicles (SUVs).

## 2.2 Parking Supply

### 2.2.1 On-site (Overnight) Parking Capacity

The ability to accommodate a household's overnight parking (recurring and occasional overnight demand) depends upon the number of on-site spaces, including the number of garage spaces and dimensions of the garage and driveway.

The relationship between vehicle size and garage space or driveway space affects available parking supply. It also affects how willing residents are to using parking spaces. If it is awkward to get in-and-out of your vehicle in the garage, then residents may choose to not use the garage. If residents have additional accessibility needs, parking in the garage may be impractical.



It is noted that the use of garage space for other purposes, such as storage space, home workshop or recreation space can reduce the parking capacity on-site.

### 2.2.2 On-Street (Overnight) Parking Exemptions

To accommodate occasional overnight parking, Town policies account for temporary exemption permits to allow residents to park on the street for a limit of 6 occasions (per vehicle) per year, up to a maximum 4 days in length. The availability and convenience of parking exemptions is subject to on-street parking availability.

### 2.2.3 On-Street (Daytime) Parking Capacity

The on-street parking capacity depends on the spacing between driveways and intersections. The combination of lot frontage, driveway width, driveway locations and pavement width determine the number of on-street parking spaces.

For streets where the lot frontage is 6 to 12 meters wider than the driveway, there can be approximately 1 on-street parking spaces per unit (subject to driveway location). Similarly, streets where the lot frontage is 12 or more metres wider than the driveway, there can be 2 or more on-street parking spaces per unit.

Roadway width can also impact on-street parking capacity. Narrow roads (pavement width less than 8.0 metres) may not have sufficient width to accommodate on-street parking on both sides of the street and allow two-way vehicular travel and/or safe emergency vehicle accommodation. It is common to restrict parking to one side of the street for narrow roads. For private condominium roads, temporary parking may be limited to a designated visitor parking area.

### 2.2.4 12-Hour (Overnight) Parking Zones

The Town has implemented 12-hour parking zones in neighbourhoods that have a clear and demonstrated neighbourhood-wide parking problem. The 12-hour zones provide permits allowing additional overnight parking.



#### Current 12-Hour Parking Zones

- Dominion Gardens Drive
- Stewart Maclaren Road
- Sierra Crescent
- Kingham Road
- Danville Avenue

It is more difficult to provide for snow removal and enforcement for these streets. As a result, 12-hour parking zones are not a preferred solution to address neighbourhood parking needs if other options are available.

### 2.2.5 Parking Lot (Daytime and Overnight) Parking Availability

Public parking lots can supplement on-street parking supply for temporary day-time parking and to serve neighbourhoods with overnight parking deficiencies. To be effective, these lots need to be convenient for users. Convenience can be measured in terms of distance to the destination, the directness of the pedestrian connections, factors associated with personal safety (illumination, level of activity) and security of the vehicle.

Through the public survey, it was determined that there is a wide range of public opinion as to what is an acceptable distance to regularly use a parking lot. Approximately 20% of respondents would not travel to an off-site parking lot; the median acceptable distance was 250 metres and the 90<sup>th</sup> percentile acceptable distance was 1,000 metres.

The public survey also provided insight into how much residents would pay per month for access to an off-site overnight parking facility. Approximately 45% of respondents would not pay for an off-site parking facility; the median acceptable price was \$20 per month and the 90<sup>th</sup> percentile acceptable price was \$100 per month.

The Town provides for temporary parking through municipally owned parking lots, some of which are adjacent to residential areas. Currently there are 4 parking lots in Acton providing 127 spaces and 7 parking lots in Georgetown providing 342 spaces, as illustrated in Figure 4 and Figure 5. Parking is prohibited overnight in most of these lots to allow for maintenance operations. If overnight parking is permitted, parking lots can provide overflow parking for regular or occasional overnight parking demands.

There are a few instances where residential parking on other Town and private properties have been formalized through agreements with owners; examples include Dominion Gardens Park and Christ the King Catholic Secondary School. Other Town parking facilities may be used on occasion for residential uses but overflow residential parking onto other Town facilities should not limit the intended purposes such as park and community centre parking needs. An initial list of locations where overnight residential parking could be considered including:

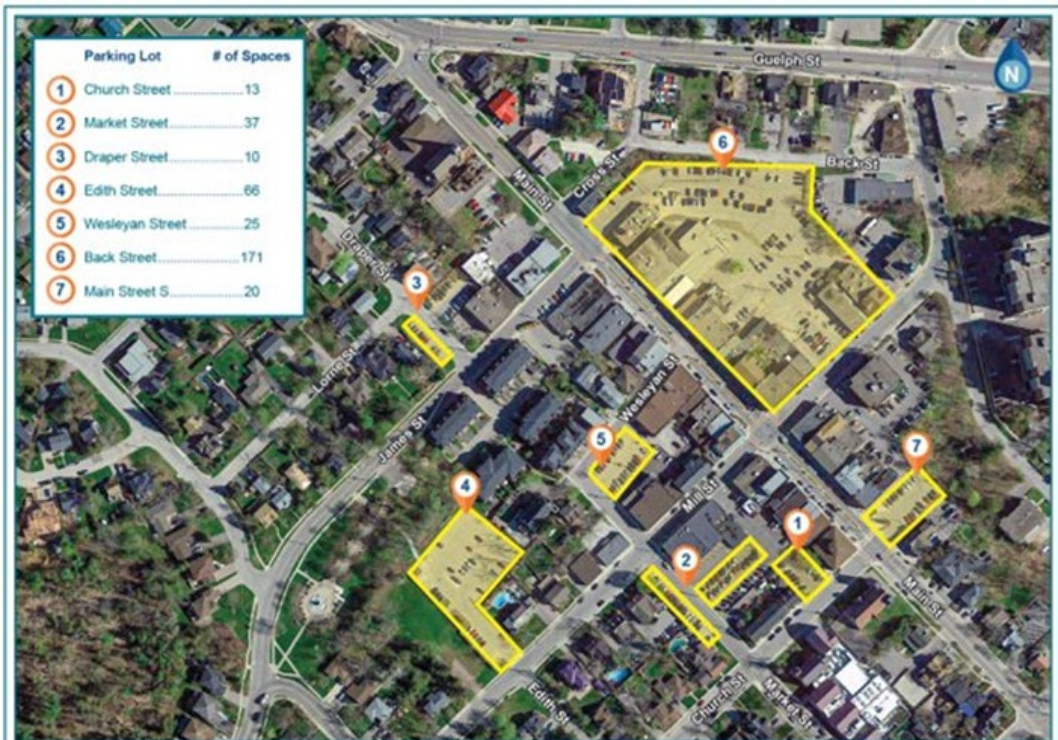
- 1) Wallace Street Park (5-10 parking spaces)
- Gellert Community Centre (10 parking spaces)
- Edith Street parking lot (13 parking spaces)
- Back Street (additional parking spaces)
- Willow Street South (additional parking spaces)
- Willow Street North (additional parking spaces)



Figure 4: Town Parking Lots – Acton



Figure 5: Town Parking Lots - Georgetown





### **3.0 Town of Halton Hills Parking Objectives**

#### **3.1 Town Capacity Needs for Parking**

Parking deficiencies or needs occur when the demand exceeds the supply. This may happen occasionally or daily for a particular household, based on the needs of that particular household. Parking deficiencies may exist for many homes within a neighbourhood, given the characteristics of the neighbourhood.

Household specific needs may be addressed through use of overnight parking exemptions and through decisions to reduce demand or seek alternative parking arrangements by the household. It is the neighbourhood-wide parking deficiencies that warrant policy or regulation change by the Town.

#### **3.2 Town Operational Needs Related to Parking**

Residential parking can affect the ability of the Town to provide municipal services safely and efficiently. Parking that impedes the use of the sidewalk traffic, roadway traffic, emergency services, snow removal or construction activity negatively impacts regular operations. The following operational needs should be addressed by parking policy, by-laws and enforcement:

- **Maintain Clear Sidewalk:** Vehicles that overhang sidewalks limit the safe use of sidewalks particularly for the disabled and parents with strollers.
- **Vehicles Blocking Traffic:** Vehicles parked in the boulevard overhanging the road, or parked on-street affecting operations can result in unsafe traffic activity and/or delays for emergency vehicles.
- **Vehicles Blocking Snow Removal Equipment:** Vehicles parked in the boulevard overhanging the road or parked on-street affecting operations may obstruct snow removal equipment or result in collisions. There have been an estimated 12 incidents involving parked vehicles and snow removal equipment in 2018 and 2019.
- **Construction and Maintenance Activity:** Vehicles parked on street affect the ability for the Town of Halton Hills, Region of Halton and other agencies to carry out water, sewer, road and utility maintenance.
- **Stormwater Management:** The Town manages sustainability of storm water flow in residential areas, by limiting the hard space on front yards. Illegal parking that occurs through unsanctioned paving of front yards, can negatively affect stormwater management in residential areas.

Parking activity, including illegal parking, that affects these Town operational objectives also reflect needs that require parking solutions.

### 3.3 Town Parking By-law and Management Strategy

#### 3.3.1 Parking Regulations

The Town of Halton Hills manages parking activity through Town by-laws. Bylaw regulations define the number and size of parking spaces required of residential developments, regulate changes to existing on-site parking and define the conditions that allow parking on-street. The following are key regulations affecting parking operations:

- Comprehensive Zoning By-law 2010-050: Number and configuration of spaces, prohibitions related to commercial motor vehicle parking in residential areas and minimum requirement for 40% soft landscaping of the front or exterior side yard.
- Uniform Traffic Control By-law: Maximum 6-hour parking limit; winter prohibition.
- Construction of Driveways By-law 2015-0016: controls to modifications to driveways.
- Off-street Parking By-law 2005-0117: overnight prohibitions and enforcement.

#### 3.3.2 Parking Enforcement

To manage illegal parking for non-compliance of the Traffic Control By-law, the Town contracts parking enforcement resources and implements a strategy that includes:

- Enforcement resources of 70 hours a week of (80 hours per week between November and April).
- An approach that is complaint based, such that enforcement occurs when a member of the community registers a complaint with the Town.
- Enforcement is intended to be revenue neutral, where the value of tickets issued does not exceed costs of enforcement.

Violations of the Zoning by-law, such as unapproved driveway widening, is enforced by Town zoning by-law enforcement staff who apply Sections 67 and 67.1 of the Planning Act.

The Town has 1 Zoning Officer and 5 enforcement staff to enforce zoning violations.



From surveys of other jurisdictions, parking enforcement resources range from 3 to 4 full time staff in Guelph and Burlington to 7 full time staff in Brantford. Most jurisdictions surveyed have some form of proactive enforcement.

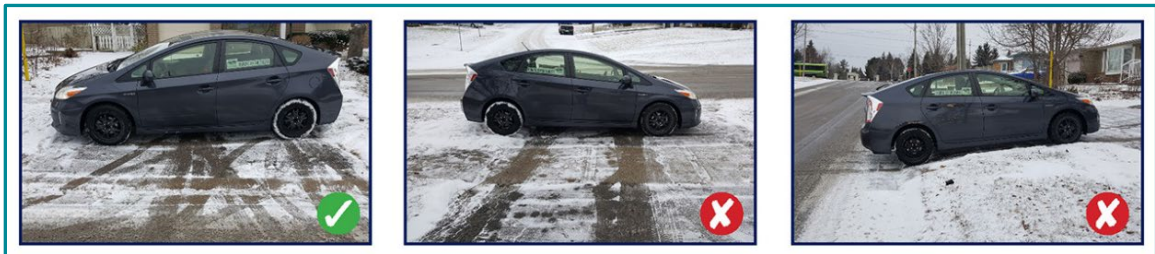
### 3.4 Town Interim Measures

#### 3.4.1 Interim Boulevard Parking

In recent years, Town staff have observed excess overnight demand within the boulevard portion of the driveway, between the sidewalk and roadway. This portion of the driveway is within the road right-of-way and is under the ownership of the Town.

In recognition of this demand and based on public interest, Town Council Passed Motion as Interim Measure to Address Boulevard Parking in January 2019. The motion directs enforcement staff to allow boulevard parking where the vehicle is:

- Parked and fully encompassed on the paved portion of the boulevard with all tires fully on the hard surface.
- Fully parked on the hard surface between the sidewalk and curb/road edge.
- Facing the direction of traffic if parked parallel to the road.
- Parked within the boundaries of the home's projected property line.



The Town continues to enforce vehicles illegally parked on the landscaped portion of the boulevard, overhanging the sidewalk or curb/road edge, in a manner that interferes with snow plowing efforts or parked less than 30 metres from an intersection.

This interim motion was intended to remain in effect until staff brings forward a report to Council with an informed recommendation, and any proposed amendments to the Uniform Traffic Control By-law, based on safety and well-being of residents.

Over the first 18 months that boulevard parking has been permitted, this interim measure has resulted in a number of positive impacts including:

- Reduced deficiencies on Danville Avenue, where more than a third of homes have sufficient boulevard space to accommodate a compact or subcompact vehicle.
- Reduced deficiencies on Abourglen Drive, where more than half of the homes have boulevard space to accommodate most vehicle types.
- Additional parking for many other communities within the Town.
- A reduction in the number of public complaints regarding illegal on-street parking and related to on-street parking tickets.
- A perceived improvement in conditions for winter maintenance by staff.

Since implementation of boulevard parking, there have been benefits which include additional parking capacity for many homes, fewer illegal parking complaints and fewer vehicles parked on the road during winter maintenance. The benefits of boulevard parking have outweighed the challenges associated with drivers who do not park in the boulevard appropriately.

### **3.4.2 Interim Accessible (On-street) Parking Provisions**

On September 30, 2019, Council removed parking limits for individuals displaying an accessible parking permit. The objective is to better accommodate those with special needs and those who require health care support. To get an accessible parking permit, one must apply to the Province of Ontario and your healthcare practitioner must certify that you have 1 or more of a number of health conditions defined by Service Ontario <https://www.ontario.ca/page/get-accessible-parking-permit>.

Town Council made allowances for individuals who have been issued an accessible parking permit by the Province of Ontario. Those vehicles are currently exempt from on-street parking limits, except during the Winter Control Ban.

Town of staff have not been made aware of any negative operational impacts of the accessible parking permit provisions.

Based on the benchmarking review of other municipalities, the majority of jurisdictions surveyed have made some allowances to better accommodate those with accessibility needs. Additional permissions of other jurisdictions include:

- Allowing vehicles with accessible permits to park in “No Parking” zones.
- Providing free parking at paid municipal parking lots.
- Providing Reserved Accessible Parking Permits, which allows permit holders to reserve 1 or 2 on-street spaces with no annual fee.
- Providing Home Care Service Parking Permit, which allows 2-hours of parking on any street with a time limit or parking by-permit-only to aid residents who require medical home visits.
- Allowing parking in signed prohibited parking areas (time restricted areas only).
- Issuing accessible parking permit to an individual with a valid provincial accessible parking permit and who are unable to access their home due to the physical access restrictions of the driveway.

## 4.0 Parking Needs

### 4.1 Existing Parking Needs

#### 4.1.1 Existing Town-wide Parking Needs

Based on comments through public engagement, there were 2 recurring Town-wide needs expressed by the public and confirmed with staff:

- There is interest in greater flexibility for on-street overnight parking exemptions.
- There is support for greater enforcement including implementation of proactive enforcement.

#### 4.1.2 Neighbourhood Specific Parking Needs

Neighbourhoods within Acton and Georgetown have been defined based on community age, housing type, and parking availability. The parking needs of 8 neighbourhoods in Acton and 19 neighbourhoods in Georgetown were investigated.

Each residential neighbourhood within Georgetown and Acton was reviewed to assess parking conditions, supply and issues, including overnight parking capacity and on-street parking supply. Appendix D documents the neighbourhood housing types, parking accommodation and parking observations.

While there may be certain homes with insufficient parking for the demand, it was the communities identified in Table 1 that exhibit parking demand issues relative to available supply and for multiple homes within the community and/or for street operations:


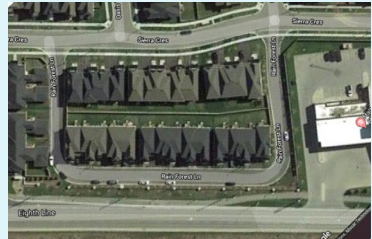
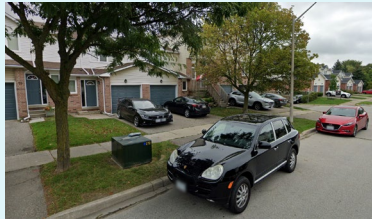
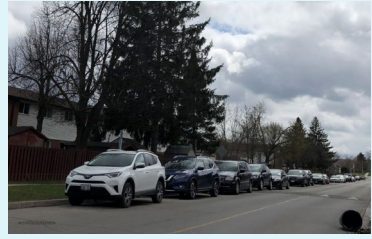
**Table 1: Neighbourhood Review Preliminary Issues**

Street Name	Parking Issues
Dominion Gardens Drive	Some units with 2 on-site spaces; excess overnight demand
Stewart Maclaren Road	Most units with 2 on-site spaces; excess overnight demand
Sierra Crescent	All units with 2 on-site spaces; excess overnight demand
Kingham Road	Most units use a shared parking lot; excess overnight demand
Danville Avenue	Most units with 2 on-site spaces; excess overnight demand
Arbours Glen Drive	4 on-site spaces, excess overnight demand for some units
Upper Canada Court / Ridgegate Crescent	Some units 2 on-site spaces, narrow less than 8.0 m roadway

Some neighbourhoods have parking needs that have been addressed through the introduction of 12-hour parking zones and the new interim boulevard parking measures.

Four communities were identified as having unresolved neighbourhood-wide parking deficiencies in accommodating on-site overnight parking or on-street temporary parking. Table 2 summarizes the neighbourhoods and streets that continue to have parking needs, despite the introduction of 12-hour parking zones.

**Table 2: Unresolved Parking Issues**

Location	Description	
<b>Dominion Gardens (Georgetown)</b>	Townhouse units are limited to 1 driveway and 1 garage parking space per unit on the southwest leg of Dominion Gardens Drive (closest to Guelph Street) and on the east side of Harding Street, Bradley Drive and Seed House Lane. A 12-hour parking regulation has been implemented on the southwest section of Dominion Gardens Drive.	
<b>Sierra Crescent (Georgetown)</b>	Townhouse units along Rainforest Lane and adjacent sections of Sierra Crescent are limited to 1 driveway and 1 garage parking space per unit. Either no boulevard or minimal boulevard (2.0 m is available). A 12-hour parking regulation has been implemented as a measure to address parking demands.	
<b>Stewart MacLaren Road (Georgetown)</b>	Townhouse units along Stewart MacLaren Road and adjacent streets are limited to 1 driveway and 1 garage parking space per unit. Either no boulevard or minimal boulevard (2.6 m) is available. A 12-hour parking regulation has been implemented as a measure to address parking demands.	
<b>Kingham Road (Acton)</b>	Higher density townhouses units contribute to high levels of on-street parking. The majority of this community does not have dedicated garages and driveways. A 12-hour parking regulation has been implemented as a measure to address parking demands.	

Note: Images from Google Maps Streetview



## 4.2 Future Development Needs

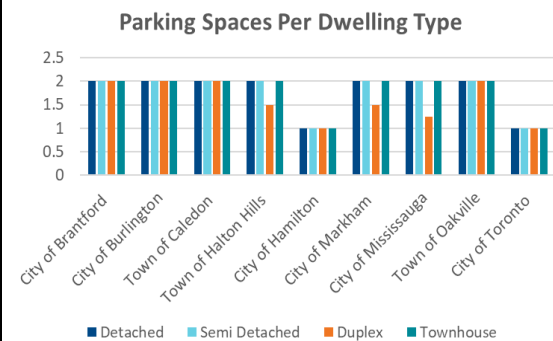
### 4.2.1 Current Zoning Standards

The ability for future development to accommodate residential parking needs will be influenced by the parking supply provided. If units are developed using minimum standards for driveway and unobstructed garage size as defined by the zoning by-law, then newer communities may experience similar challenges as existing neighbourhoods.

Figure 6 provides a summary of the number of parking spaces for the Town of Halton Hills compared to other jurisdictions.

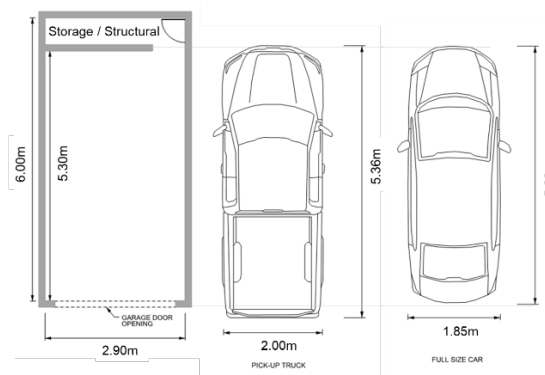
The minimum number of residential parking spaces required by the Town of Halton Hills is the same as other comparable jurisdictions, with the exception for duplex units. Duplex units have a lower minimum standard than most other medium-size municipalities.

**Figure 6: Parking Space Requirements**



The Town zoning by-law defines the minimum driveway dimensions and unobstructed garage space. Figure 7 illustrates the relationship between vehicle sizes and the minimum unobstructed garage space and driveway space.

**Figure 7: Garage Size versus Vehicle Size**



#### Minimum Parking Space Dimensions

- Driveway: 5.5m x 2.75m
- Single car garage: 6.0m x 2.9m
- Single car garage unobstructed space: 5.3m x 2.9m by 2.1m high
- Double car garage: 6.0m x 5.5m,
- Double car garage unobstructed: space: 5.3m x 5.5m by 2.1m high

Parking deficiencies are more likely if purchasers of new homes are not fully familiar with the dimensions of driveway and garage spaces relevant to the size of their vehicle. This has been identified as an issue by other jurisdictions. Templates could be developed to illustrate available parking space as depicted in Appendix C.

The Town of Halton Hills' minimum requirements for driveways and unobstructed garage space are smaller than most comparable municipalities as summarized in Table 3.

**Table 3: Minimum Parking Space Dimensions**

Municipality	Garage Size (unobstructed)		Driveway Size	
	Width (m)	Length (m)	Width (m)	Length (m)
Town of Milton	2.90	5.30	3.20	5.50
Town of Caledon	2.60	5.80	2.75	6.00
City of Burlington	3.00	5.50	2.75	6.00
City of Markham	2.60	5.80	2.60	5.80
City of Hamilton	2.70 / 3.00	6.00 / 5.70	2.80	5.80

#### 4.2.2 Higher Density Development

It is noted that smaller higher density units have less flexibility to address household needs. Narrow driveways typically cannot accommodate boulevard parking. Small lots do not have sufficient front yard space to increase driveway space and maintain the zoning by-law requirement for 40% soft landscaping. Small lots may also have limited space between driveways to accommodate on-street parking.

Future development may also be affected by the policies of Vision Georgetown. The plan encourages shared amenities including parking and places more emphasis on on-street parking. The proportion of land devoted to surface parking may potentially be reduced and local road rights-of-way may be narrower than current standards with minimum widths of 16 metres (14 metres for window streets). Narrower rights-of-way may restrict boulevard parking and on-street parking opportunities on both sides of the street.

#### 4.2.3 Development Intensification

Imagine Halton Hills is a Strategy to guide the Town towards sustainability. It promotes intensification "as a key tool to absorb future population growth without further encroaching on prime agricultural lands".

The Town is also proceeding with the Intensification Opportunities Study Update. The public engagement process documented public concerns including the "Need to enhance transportation to address potential traffic and parking concerns".

To support affordable housing, Town Council directed staff to review and streamline the Town's 2-Unit Program (i.e., accessory units) approval and administration process. The zoning by-law requires 1 parking space for each accessory unit. Any reductions to this requirement may exacerbate parking needs in the future.



### **4.3 Input from the Residential Development Community**

In addition to the public meeting and survey, the consultation process included meetings with representatives of developers active within the Town of Halton Hills. Discussions included the operational challenges faces by Town staff and Council related to insufficient residential parking.

In recognition of the assessment of the need to accommodate longer vehicles in driveway and garage space, the development representatives were presented with the preliminary alternative of modifying the zoning bylaw to increase the minimum unobstructed garage space to 5.8 m and minimum driveway length to 6.0 m.

The representatives of the developers in the Vision Georgetown community expressed concerns with increased minimum requirements, including inconsistencies with Vision Georgetown policies and sustainability objectives, impact on unit yield and impact to development costs per unit and resultant housing affordability. Based on the input provided, consideration was given to increasing the useable driveway and garage space without increasing the overall minimum driveway and garage area required.

### **4.4 Analysis Findings and Conclusions**

Based on the findings of the study analysis, study conclusions are summarized below:

- 1) The interim permission for boulevard parking has been successful in helping address parking needs without significant operational issues.

There is a need to restrict boulevard parking in proximity to intersections to protect driver sight lines and protect traffic safety.

The 6-hour on-street parking maximum appears to accommodate day-time parking needs while allowing parking enforcement.

Existing 12-hour zones (exempt from winter prohibitions) operate effectively, where there is a neighbourhood-wide demonstrated need, supported by a parking study.

There is public support for increased flexibility for on-street overnight exemptions.

There are Town owned lands in proximity to neighbourhoods with overnight parking needs.

Many residents do not fully use their garage parking capacity.

Most long bed pick-up truck models are too large for the minimum unobstructed garage length and the minimum driveway length.

Developers are concerned with increased garage and driveway space requirements and the impact on achieving sustainability requirements and unit yields.

Some home purchasers are not fully aware of the adequacy of parking space sizes.

## **5.0 Alternative Solutions**

### **5.1 Identification of Alternative Solutions**

To help identify opportunities for addressing parking needs, we conducted a municipal benchmarking review of 10 municipalities. Most municipalities are facing similar challenges with residential parking. Many are experiencing developments with smaller parking supply per household. Key findings of measures that these municipalities have implemented include:

- Some jurisdictions have more flexible overnight on-street parking exemptions.
- Many jurisdictions have user pay on-street permit parking.
- Some jurisdictions allow overnight parking in municipal lots.
- Many jurisdictions have more proactive parking enforcement.
- Many jurisdictions have larger minimum driveway and unobstructed garage space requirements.

The public and development community were given the opportunity to identify solutions to parking problems. Almost two thirds of public respondents support some form of proactive enforcement and there was general support for boulevard parking.

### **5.2 Summary of Alternative Considered**

The following sections summarize the alternative solutions presented through the public engagement and considered and refined through this study.

#### **5.2.1 Alternative 1 – Permissive On-Street Parking**

To address the needs associated with temporary on-street parking, consideration was given to more permissive on-street parking regulations. Sub-options include:

- a) On-street Exemption Flexibility (more flexibility of 24 days of exemption permits)
  - Rather than 6 4-night permits per year per vehicle, permits could be issued for any combination of days up to 24 days per year
- b) Extend the use of boulevard parking
  - Formalize boulevard parking into the Traffic By-law
  - Identify locations that where boulevard parking is not appropriate (i.e., safety concerns, insufficient space) and identify signage required for implementation
- c) Investigate Additional 12-hour Parking Zones
  - Consider future locations where there is a documented community-wide need
- d) Maintain the 6 hour On-street Maximum or increase it beyond 6 hours
- e) Maintain and exemptions for vehicles with accessible parking permits

## **5.2.2 Alternative 2 – On-Street Paid Parking Permits**

To address needs associated with recurring overnight parking, consideration was given to allowing on-street parking for those with paid permits to supplement overnight parking supply. A limited number of permits would be issued to reflect the on-street capacity in the neighbourhood and the need to preserve some on-street capacity for short-term visitor parking, particularly in the evenings. Sub-options include:

- a) Monthly on-street parking permits – Neighbourhood Specific
  - Permit pricing can be developed based on comparisons to other jurisdictions, surveys of willingness-to-pay by residents within the neighbourhood
  - Revenue would be balanced with the cost of administration of the permits, the cost of additional enforcement and winter maintenance and liability risk
- b) Monthly on-street Parking Permits – All Roads
  - Permit pricing can be developed based on comparisons to other jurisdictions, town-wide surveys of willingness-to-pay by residents
  - Revenue would be balanced with the cost of administration of the permits, the cost of additional enforcement and winter maintenance and liability risk

## **5.2.3 Alternative 3 – Supplemental Parking**

To address needs associated with recurring overnight parking, consideration was given to allow overnight parking in adjacent parking lots. This may include Town parking lots, parking provided at town facilities (e.g., parks) and parking at adjacent private properties. A limited number of permits would be issued to protect the primary function of those parking facilities. Sub-options include:

- a) Increased use of municipal lots
  - Four parking lots have been identified as potential locations for additional overnight parking
- b) Use of Town properties including parks and vacant lands
  - 2 parks have been identified as potential locations for additional overnight parking
  - Adjacent residents would need to be surveyed to determine their willingness to use the supplementary parking and at what cost
- c) Shared parking agreements with private property owners
  - It is proposed that for this alternative that the Town role be limited to facilitating discussions between resident and property owner to minimize legal and other operational risks
  - The Town has reached out to school boards and churches to identify interest

#### **5.2.4 Alternative 4 – Proactive Enforcement Strategies**

To address operational issues associated with illegal parking and concerns raised by the public and staff, consideration was given to introducing proactive parking enforcement. Proactive enforcement may generate additional revenue or simply focus on addressing key operational issues. Sub-options reflect the level of resources allocated, including:

- a) Refocus existing resources to add proactive investigations
  - Investigations would be focused to address safety issues, operational needs such as snow removal and accommodation of emergency vehicles
- b) Increase resources for proactive investigations
  - Additional costs would be budgeted to be offset by additional revenue

#### **5.2.5 Alternative 5 – Public Promotion**

To address needs associated with recurring overnight parking and to address operational issues associated with illegal parking, consideration was given to communication programs that can promote compliance with parking regulations and effective use of available parking capacity. Sub-options include:

- a) Use-your-garage campaign to increase supply by using available garages
- b) Park-right! campaign to promote parking legally
- c) Promotion of neighbour-to-neighbour parking arrangements

#### **5.2.6 Alternative 6 – Policy Changes for New Development**

To address future needs associated with recurring overnight parking and the challenges of accommodating longer vehicles, consideration was given to increasing the disclosure of parking space sizes and increasing residential parking length requirements for unobstructed garage areas and driveways for single family, semi-detached and townhouse units. Sub-options include:

- a) Increase the minimum unobstructed garage length from 5.3 m to 5.8 m
  - The minimum total garage length would remain at 6.0 m
- b) Change the minimum driveway dimensions from 5.5 m x 2.75 m to 5.8 m x 2.6 m
  - To address concerns of the development community and input from the Town Council Workshop, the proposed length increase is to 5.8 m rather than 6.0 m and the minimum width would be reduced to 2.6 m such that the overall driveway size requirements would be marginally reduced
- c) Increase disclosure requirements of parking space size relative to vehicle size
  - e.g., templates illustrating common vehicles overlaid on the parking space

## **6.0 Evaluation of Alternative Solutions**

### **6.1 Basis for Evaluation**

#### **6.1.1 Policy Direction**

The Town of Halton Hills as developed corporate documents that identify and articulate the strategic direction of the Town. These documents include policies related to parking or policies related to other operations that would be affected by parking initiatives. The parking strategy should have regard for the following policy themes:

#### **Existing and Future Parking Capacity**

- Official Plan:
  - “The Town shall require that, as a condition of development, adequate off-street parking and loading facilities are provided”
  - “The Town shall review off-street and on-street parking regulations to reflect evolving patterns of automobile use”

#### **Sustainability**

- Imagine Halton Hills:
  - The Four Pillars of Sustainability – “Social Wellbeing”
  - “Develop transportation infrastructure that encourages pedestrian, cycling and other more sustainable travel modes”
- Official Plan:
  - “Reduced parking requirements may be considered where sufficient public off-street and on-street parking exist”

#### **Fostering Health Communities**

- Imagine Halton Hills:
  - “A healthy and safe community based on an ethic of caring and social equity”
  - What we value: “The way we are friendly and supportive of each other”
- Green Development Standards:
  - “Improve broader community design and infrastructure, resulting in more sustainable, high performance and efficient development”

#### **Financial Sustainability**

- Corporate Sustainability Action Plan
  - “Develop a comprehensive approach to capital investment prioritization within and across departments

## 6.2 Evaluation Criteria

Objectives that are key for establishing a residential parking strategy were identified through a review of corporate policy, input from the public, and consultation with Town staff and Town Council. Based on that input the following criteria were defined for evaluating the alternative solutions:

<p><b>Existing Parking Needs</b></p> <ul style="list-style-type: none"> <li>• Regular overnight parking needs</li> <li>• Occasional overnight parking needs</li> <li>• Temporary day-time parking needs</li> </ul> <p><b>Future Parking Needs</b></p> <ul style="list-style-type: none"> <li>• Regular overnight parking needs</li> <li>• Occasional overnight parking needs</li> <li>• Temporary day-time parking needs</li> </ul> <p><b>Road Operations and Enforcement</b></p> <ul style="list-style-type: none"> <li>• Snow clearing - efficiency of operations</li> <li>• Safety / convenience of traffic operations</li> <li>• Parking enforcement field efforts</li> <li>• Parking enforcement administration</li> </ul>	<p><b>Sustainability</b></p> <ul style="list-style-type: none"> <li>• Stormwater management objectives</li> <li>• Promotion of alternative transportation modes</li> </ul> <p><b>Foster a Healthy Community</b></p> <ul style="list-style-type: none"> <li>• Neighbour relations and Ethic of Caring</li> <li>• Visual impacts of parking on quality of life</li> <li>• Achieve Sustainable Growth</li> </ul> <p><b>Financial Implications</b></p> <ul style="list-style-type: none"> <li>• Comparative capital costs</li> <li>• Comparative operational costs vs revenue.</li> </ul>
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## 6.3 Evaluation of Alternatives






The alternative solutions and sub-solutions were assessed relative to the evaluation criteria identified in section 6.2. A detailed summary of the evaluation is provided in Appendix E. The evaluation assessed the benefits and disbenefits of the alternative strategies relative to doing nothing. Key findings of the evaluation include the following findings:

- A net positive impact for Alternative 1 - more permissive on-street parking.
- A net negative impact for Alternative 2 - Paid on-street parking.
- Both negative and positive impacts of Alternative 3 - supplemental parking lot spaces.
- A net positive impact for Alternative 4 – proactive enforcement strategies.
- A net positive impact for Alternative 5 – public promotion campaign.
- A net positive impact for Alternative 6 – Financial implications.

Table 4 provides a summary of the merits of each alternative.

**Table 4: Summary of Evaluation of Alternatives**

CRITERIA FOR EVALUATING ALTERNATIVES	ALT 1: Permissive On-street Parking:	ALT 2: On-street Paid Parking Permits	ALT 3: Supplemental Parking Lot Spaces	ALT 4: Proactive Enforcement Strategies	ALT 5: Public Promotion Campaigns	ALT 6: Policy Change for New Development
	More permissive on-street parking regulations or exemptions and use of the boulevard	Issue on-street paid parking permits to supplement overnight parking supply	Use available parking lots in proximity to supplement the overnight parking supply in problem neighbourhoods	Add proactive enforcement to address parking compliance and operational issues	Communication programs to promote parking compliance and effective use of parking capacity	Increased length requirements for garage areas, driveways and disclosure of parking space sizes
EXISTING PARKING NEEDS						
FUTURE PARKING NEEDS						
ROAD OPERATIONS & ENFORCEMENT						
SUSTAINABILITY						
FOSTER A HEALTHY COMMUNITY						
FINANCIAL IMPLICATIONS						
OVERALL SUMMARY	Net Positive Impact	Net Negative Impact	Positive and Negative Impacts	Net Positive Impact	Net Positive Impact	Net Positive Impact

EVALUATION LEGEND	
Significant Negative Impact	
Negative Impact	
Nominal or No Impact	
Positive Preferred	
Significant Positive Impact	

## 7.0 Recommendations

Based on the findings of the evaluation of alternatives, recommendations of this study to carry forward for implementation are summarized below:

- 1) To address needs associated with temporary on-street parking, it is recommended that more permissive on-street parking regulations be implemented as follows:
  - a) Maintain 6-hour on-street parking maximum
  - b) Formalize exemptions for vehicles with accessible parking permits in the Traffic By-law
  - c) Formalize interim measures for boulevard parking into the Traffic By-law and develop signage for boulevard parking to clarify prohibited locations
  - d) Increase flexibility in applying overnight on-street parking exemptions (24 days / year)
- 2) To address needs associated with recurring overnight parking, it is recommended that Town staff identify opportunities to accommodate overnight permit parking in adjacent parking lots, including Town parking lots, at town facilities (e.g., parks) and parking at adjacent private properties. The following measures will be incorporated into any proposed implementation:
  - a) A limited number of permits would be issued to protect the primary function of those parking facilities
  - b) Adjacent residents would be surveyed to determine if the lot is suitable based on resident willingness to use the supplementary parking at the proposed cost
  - c) The Town role for shared parking agreements with private property owners (e.g., schools, places of religious assembly, commercial sites) be limited to facilitating discussions between residents and the property owner
  - d) Identify Town owned lands in proximity to neighbourhoods with overnight parking needs and survey residents regarding their willingness to use these sites
- 3) To address operational issues associated with illegal parking and concerns raised by the public and staff, it is recommended that Town staff undertake an assessment of a proactive parking enforcement and report back to Council.
- 4) To address needs associated with recurring overnight parking and to address operational issues associated with illegal parking, it is recommended that the Town develop and implement a Public Education Strategy related to residential parking.
- 5) To address future needs associated with recurring overnight parking and the challenges of accommodating longer vehicles, it is recommended that the Town initiate the process for updating the Zoning By-law to modify residential parking requirements for garage areas and driveways specifically for single family, semi-detached and townhouse units, as follows:



- a) Increase the garage minimum unobstructed length to 5.80 m
  - b) Modify minimum driveway dimensions to 5.80 m x 2.60 m (maintain approx. 15.1 sm)
- 6) To address future needs associated with recurring overnight parking and to increase home purchaser's understanding of available garage and driveway space, it is recommended that the Town amend the Development Standards Manual, and other appropriate regulations, to increase disclosure of parking space sizes by developers/builders of homes (e.g., template illustrations with a range of vehicle types).



BURNSIDE

[ THE DIFFERENCE IS OUR PEOPLE ]



## Appendix A

### Municipal Benchmarking Surveys

## APPENDIX A – MUNICIPAL BENCHMARK SURVEY

### 1.0 Background

In developing parking policy for the Town of Halton Hills, consideration is given to the needs and opportunities for parking solutions that are specific to the town. The town will also benefit from the experiences of other jurisdictions. To collect information on the “state-of-the-practice” in residential parking policies, we have undertaken a survey with some follow-up interviews of other municipalities.

The municipalities selected include those within the vicinity of the Greater Toronto and Hamilton Area (GTHA). Some of the municipalities are similar in size and others are larger and have experienced a development trends that the town is currently facing. The best practices for parking in residential areas have been reviewed for the following municipalities:

<ul style="list-style-type: none"><li>• City of Brampton</li><li>• City of Brantford</li><li>• City of Burlington</li><li>• Town of Caledon</li></ul>	<ul style="list-style-type: none"><li>• City of Guelph</li><li>• City of Hamilton</li><li>• City of Markham</li><li>• Town of Milton</li></ul>	<ul style="list-style-type: none"><li>• City of Mississauga</li><li>• Town of Oakville</li><li>• City of Toronto</li></ul>
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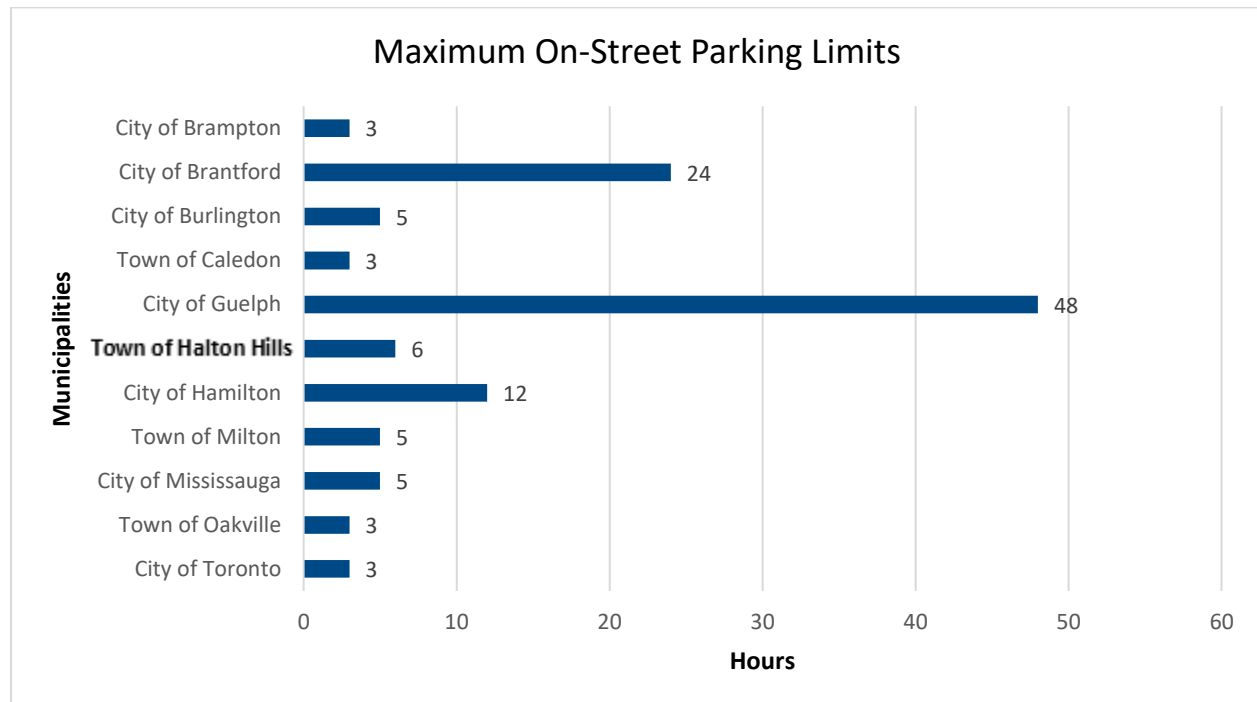
A copy of the survey is provided at the end of Appendix A. The parking characteristics of Town of Halton Hills relative to the other municipalities are as follows.

### 2.0 Residential On-Street Parking

#### 2.1 Maximum On-Street Limits

Municipal by-law stipulate an on-street parking limit to allow for road and infrastructure maintenance and appropriate use of the road right-of-way. Most municipalities have a maximum parking limit of either 3 hours or 5 hours. Town of Halton Hills has a maximum parking limit of 6 hours. The municipalities with a longer duration of parking limit is City of Hamilton, City of Brantford and City of Guelph with limits of 12 hours, 24 hours and 48 hours respectively. These findings are presented in the graph below.

All of the municipalities surveyed, except for City of Brantford and City of Guelph, do not allow overnight parking, typically between the hours of 2am and 6am.



## 2.2 Winter Parking Restrictions

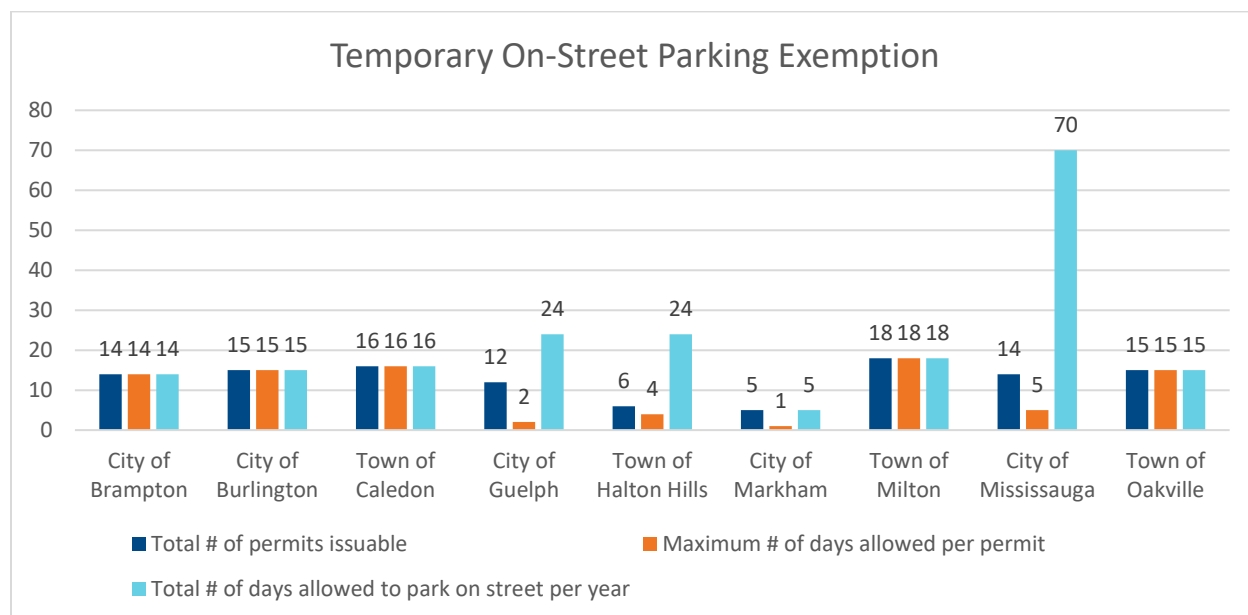
In recognition of the need for night-time snow clearing operations, the majority of the municipalities surveyed do not allow overnight street parking during winter months. The City of Toronto allows permit overnight parking on alternate side of the road to allow for snow clearing.

A common issue associated with winter operations is reduced and insufficient road width resulting from snowbanks along the road edge. On-street parking is set back from the curb affecting the clear path for traffic and emergency vehicles.

Most municipalities have indicated that communicating the need for snow clearing activity and removal of on-street parking is a challenge. With residents unaware of snow clearing operations, there are operational impacts, including: snow clearing may be less effective, plow operators may have to return to the same street to clear the snow and/or vehicles require towing.

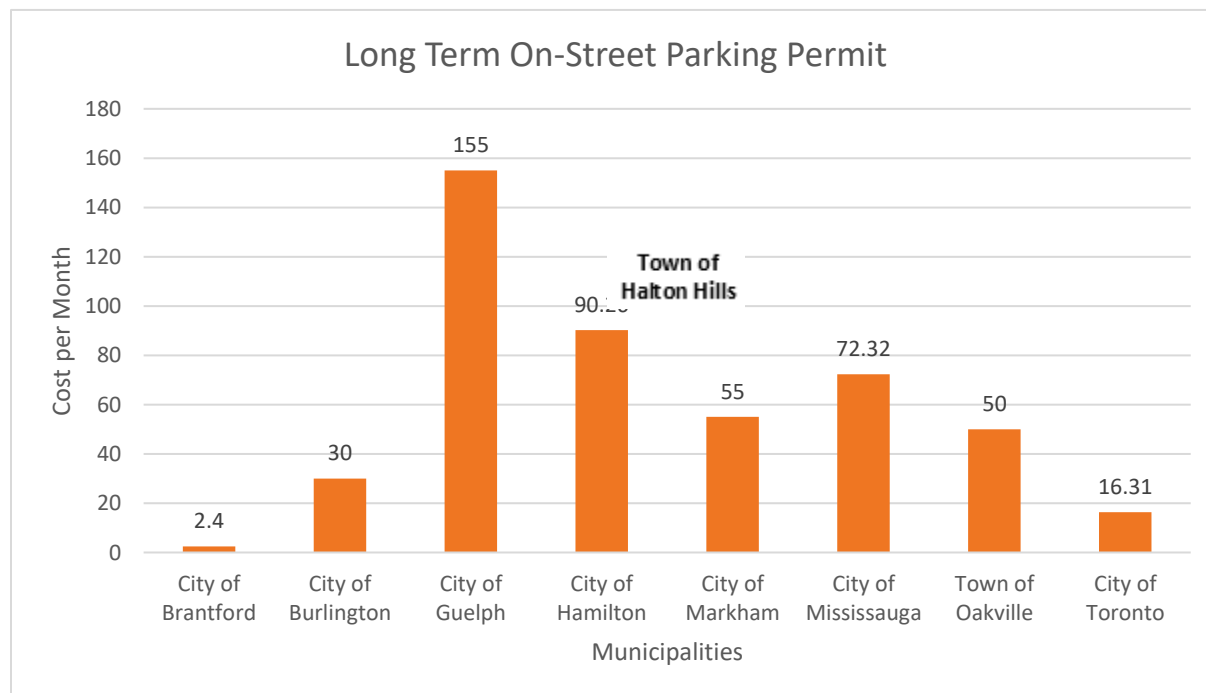
## 2.3 On-street Parking Exemptions

In recognition of temporary additional overnight parking capacity, the Town of Halton Hills offers 6 exemption permits (for a duration of 4 days per permit) per vehicle per year. Other municipalities provide similar exemptions for the 3 or 5 hour maximum on-street limits. The number of days that a vehicle uses an exemptions permit ranges from 5 (City of Markham) to 70 (City of Mississauga); most municipalities offer 12 to 18 permits per vehicle per year. These findings are presented in the graph below:



## 2.4 On-street Parking Permits

The majority of the municipalities offer long-term on-street paid parking permits. The cost ranges from as low as 2.40 \$/month to a high of 155 \$/month depending on the municipality. Currently, Town of Halton Hills does not provide long term parking permits.



The rationale for issuing long term on-street parking permits is the recognition and mitigation of community-wide on-site parking constraints. The City of Burlington and City of Toronto mentioned that the new development areas have smaller lot sizes contributing to inadequate driveway spaces contributing the need for on-site overnight parking. The process of applying for permits varies depending on the municipality as shown.

Municipality	Method of Applying
City of Burlington	In person, mail or email
City of Guelph	Online
City of Hamilton	Call or email
City of Markham	Online
City of Mississauga	Online or Call
Town of Oakville	Online
City of Toronto	By mail or in person

## 2.5 Disability/Caretaker Exemption

Vehicles with valid Accessible Parking Permits are allowed to park in designated accessible parking spaces. In addition, the Town of Halton Hills exempts valid permit holders from on-street parking limits, except during the Winter Control Ban.

Other jurisdictions also extend additional permissions to those with valid accessible parking permits. The City of Brampton allows vehicles with accessible permits to park in “No Parking” zones. The City of Burlington provides free parking at paid municipal parking lots. The City of Hamilton provides Reserved Accessible Parking Permits, which allows permit holders to reserve 1 or 2 on-street spaces with no annual fee. They also provide Home Care Service Parking Permit which allows 2-hours worth of parking on any time limit street or parking by permit only area street to aid residents who require medical home visits. The City of Toronto allows parking in signed prohibited parking areas (time restricted areas only). City of Mississauga provides a city issued accessible parking permit to an individual with a valid provincial accessible parking permit and who are unable to access their home due to the physical access restrictions of the driveway; this city-issued permit allow for parking on the street in front of the individual’s home. The City of Brantford, Town of Caledon, City of Guelph, Town of Milton and Town of Oakville do not provide supplementary exemptions.

## 2.6 Commercial Vehicle Restrictions

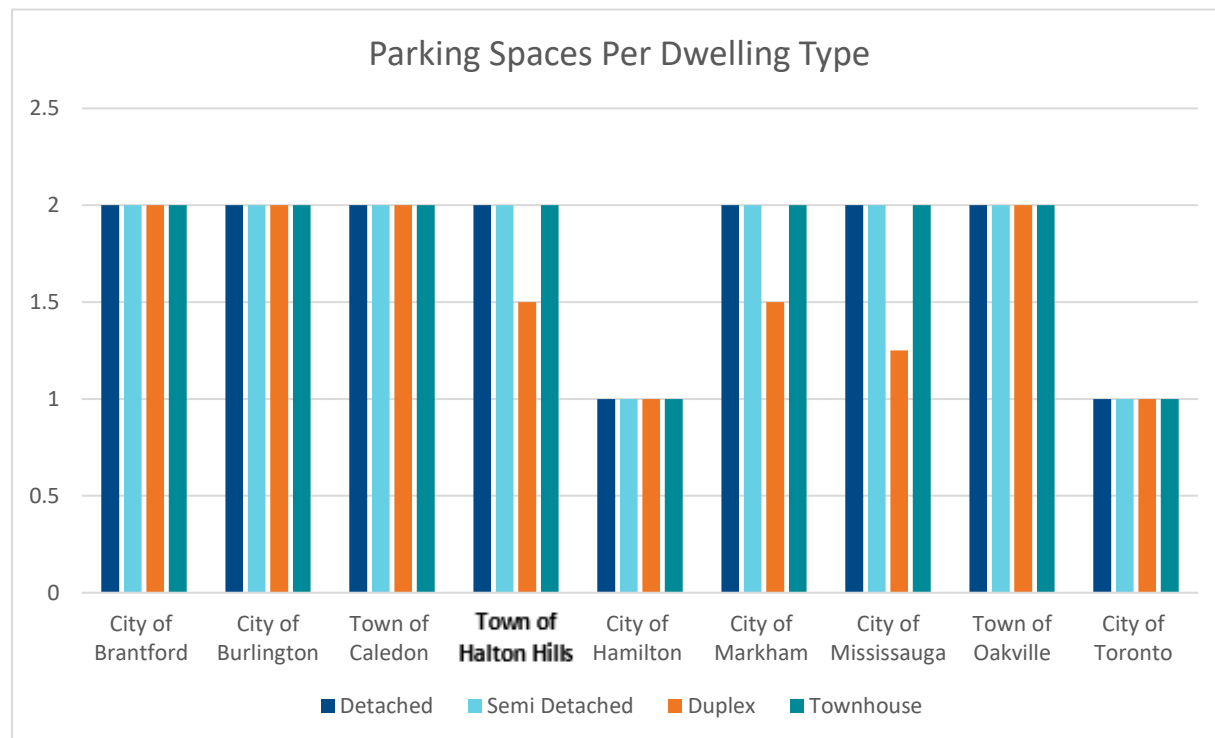
Town of Halton Hills along with the City of Brampton, City of Brantford, City of Burlington, Town of Caledon, City of Guelph, City of Markham, Town of Milton, City of Mississauga and Town of Oakville restrict commercial vehicles from parking on street or on residential driveways. The type of commercial vehicles that are restricted vary minimally amongst municipalities. In general, the commercial vehicles that are restricted are:

- Vehicles over 6.7 m in length and or 2.6 m in height (on street or on residential driveway),
- Exceeds a gross vehicle empty weight of 3,000 kg (on street or on residential driveway),
- Motor homes (on street),
- School busses (on street or on residential driveway),
- Recreational Trailers/Vehicles (on street),
- Boats (on street), and
- Truck with more than 2 axles or more than 4 tires (on street or on residential driveway).

### 3.0 Parking Requirements for New Development

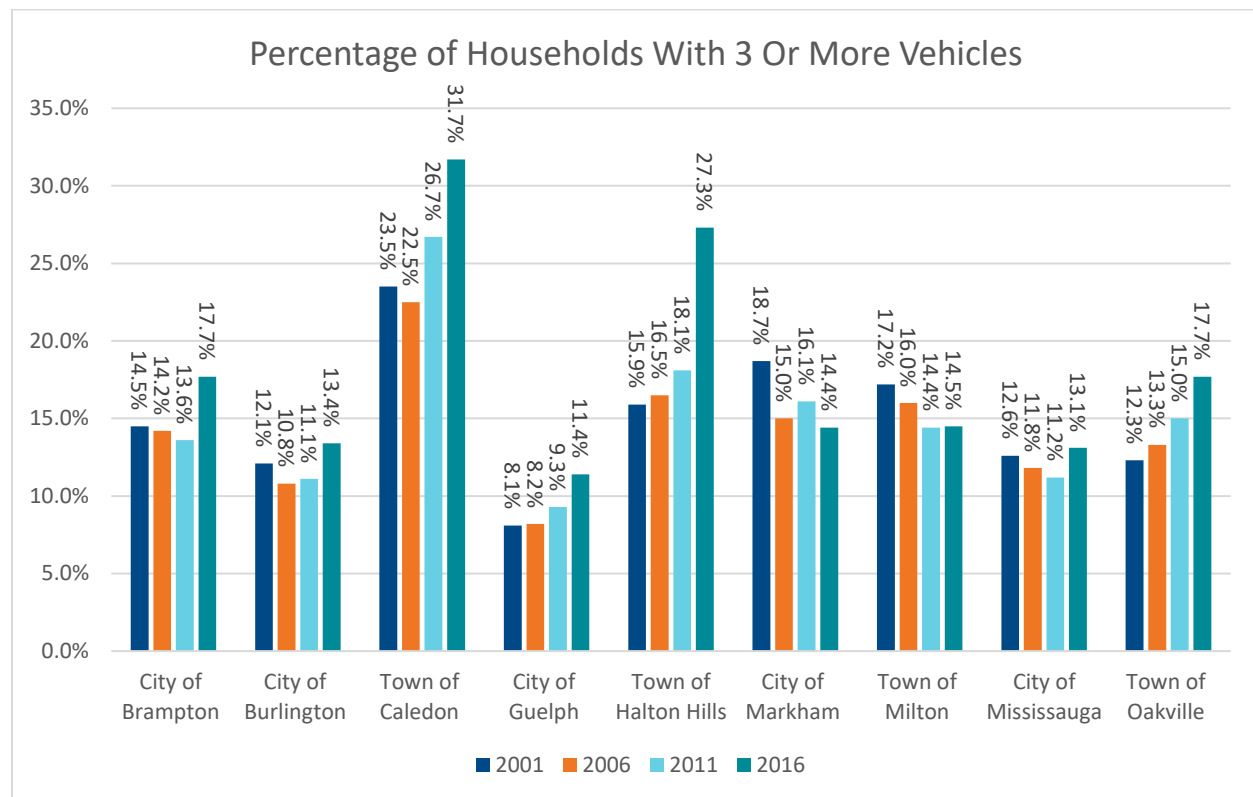
#### 3.1 Requirements for the Number of Parking Spaces

The number of parking spaces required for various residential dwelling uses range from 1 to 2 spaces per unit depending on the municipality. As shown in the graph below, City of Hamilton and Toronto require 1 parking space per dwelling unit. Town of Halton Hills requires 2 parking spaces for detached, semi-detached and townhouse dwelling units and 1.5 parking spaces for duplex dwelling units.



The parking space requirements were compared to the percentage of multiple vehicle homes by municipality and how that percentage has grown over a 15-year period.

The percentage of households with 3 or more vehicles between 2001 and 2016 varies amongst the municipalities assessed. City of Brampton, City of Burlington, City of Guelph, City of Mississauga and Town of Oakville had minimal increase in the percentage of households with 3 or more vehicles from 2001 to 2016. City of Markham and Town of Milton had a decrease in the percentage of households with 3 or more vehicles from 2001 to 2016. Town of Halton Hills had 15.9% of household with 3 or more vehicles in 2001 which increased significantly to 27.3% in 2016. These findings are presented in the graph below.



### 3.2 Requirements for the Size of Parking Spaces

As per Town of Halton Hills Zoning Bylaw 2010-050 (S 5.2.10), the minimum requirements for a parking space on a driveway is a width of 2.75m and a length of 5.5m and the minimum requirements for a single car garage is a width of 2.9 m, length of 6.0 m and a vertical clearance of 2.1 m. A minimum area of 2.9 m width by 5.3 m length and 2.1 m height cannot be obstructed by any component of any structure including stairs.

These requirements are less accommodating of longer vehicles than other jurisdictions. The following table summarizes the requirements of driveway and garage space (unobstructed).

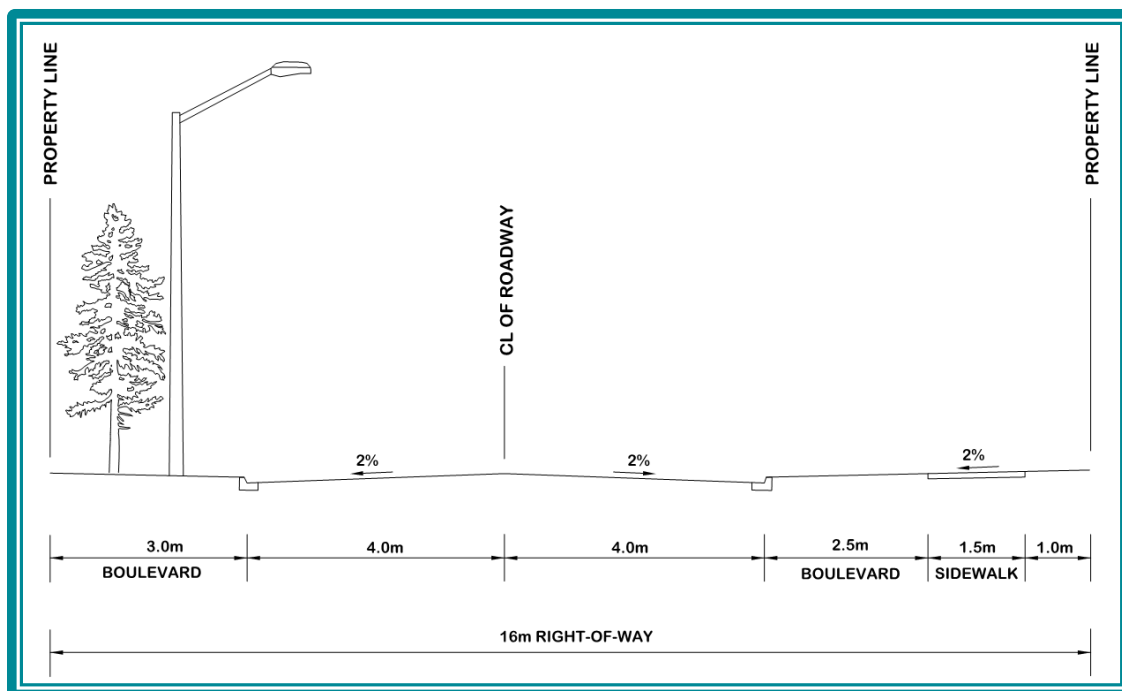
Municipality	Garage Size (unobstructed)		Driveway Size	
	Width (m)	Length (m)	Width (m)	Length (m)
Town of Milton	2.90	5.30	3.20	5.50
Town of Caledon	2.60	5.80	2.75	6.00
City of Burlington	3.00	5.50	2.75	6.00
City of Markham	2.60	5.80	2.60	5.80
City of Hamilton	2.70 / 3.00	6.00 / 5.70	2.80	5.80



### 3.3 Right-of-way Implications

Presently, majority of the municipalities' minimum right-of-way (ROW) requirements is 17m. Town of Oakville and Town of Milton have 16m wide ROWs. With Vision Georgetown, Halton Hills will accommodate 16 m rights-of-way. The implications of 16m ROWs are the following:

- Reduction of boulevard width – Cars may not be able to park on the boulevard portion without overhanging the sidewalk/road
- Reduction in road width – Cannot allow temporary on street parking on both sides of the road as it is a concern of maneuverability safety of two-way traffic and for emergency vehicles



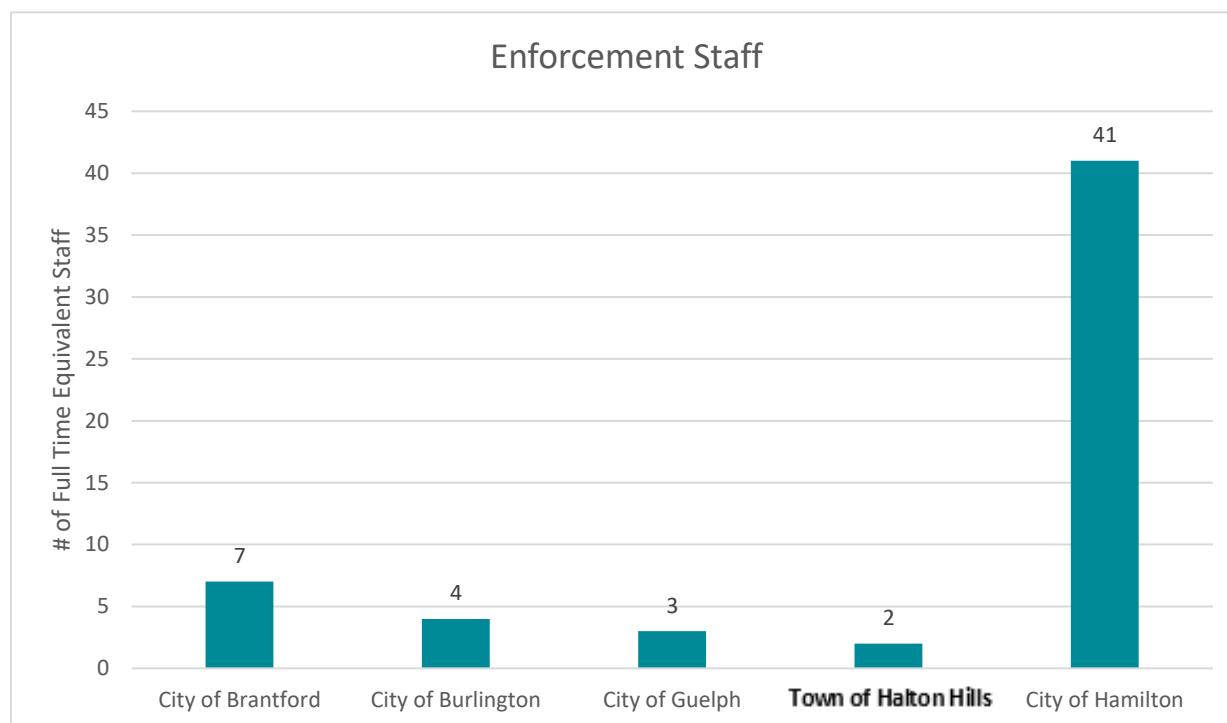
### 3.4 Neighbourhoods with Parking Supply Problems

Amongst the municipalities surveyed, new developments in the Town of Milton are facing parking supply problems due to the public buying houses without realizing that they will not have adequate parking spaces. City of Guelph is facing parking supply problems in newer subdivisions due to insufficient right-of-way space to provide on-street parking. In City of Hamilton, older areas face parking supply problems because they are constrained by zero-lot-line development, buildings set close to the street and small lots all negating the ability to physically provide on-site parking. Additionally, older areas often undergo residential conversions from singles to duplexes/triplexes thereby increasing the parking demand per building/lot. Newer areas in the City of Hamilton are constrained by inadequate garages sizes making it impractical to park a car in a garage, and by incorrect driveway pairings (and associated curb cuts) resulting in the elimination of on-street parking opportunity.

## 4.0 Enforcement

Amongst the seven municipalities surveyed (City of Brantford, City of Burlington, City of Guelph, Town of Halton Hills, City of Hamilton, Town of Milton and City of Toronto) only City of Toronto and Town of Halton Hills have fully reactive enforcement strategies in place; the remaining municipalities have both reactive and proactive enforcements in place. City of Guelph has proactive enforcement in place solely in the downtown area and the remainder of the city is complaint-based enforcement.

Town of Halton Hills has the least number of full-time equivalent (FTE) enforcement staff compared to other municipalities. The graph below compares the number of FTE amongst 5 municipalities.

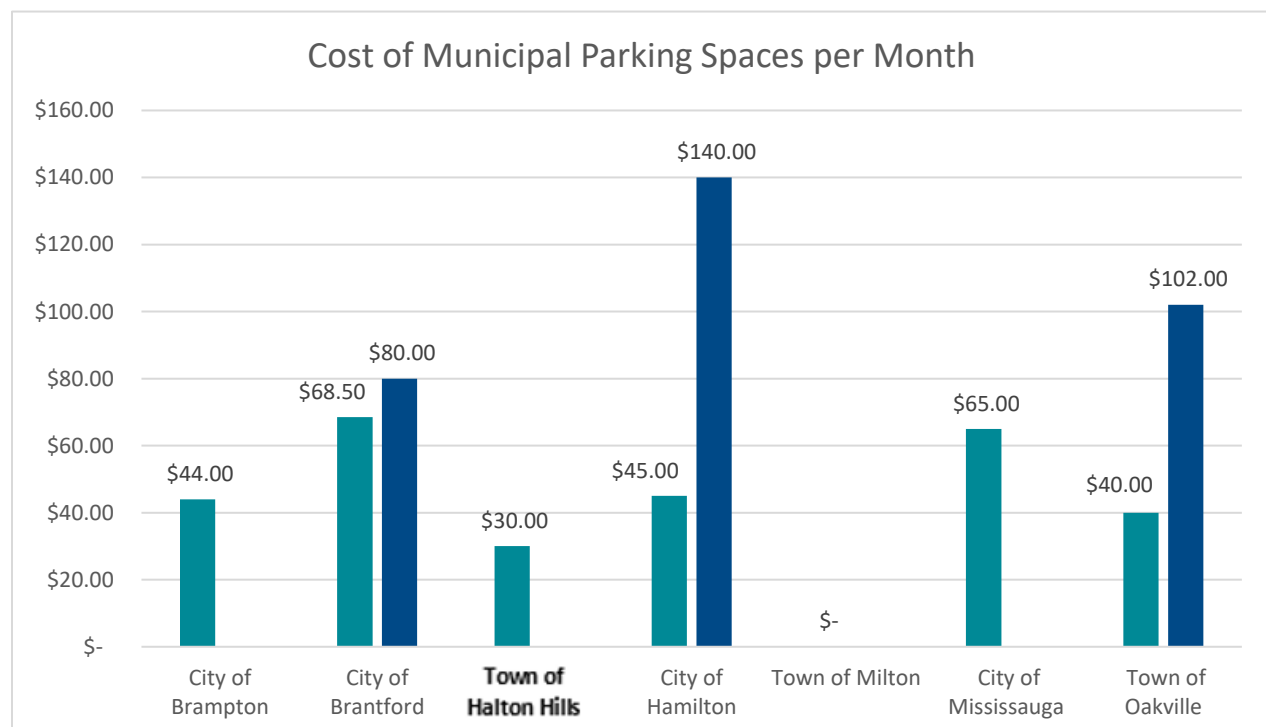


## 5.0 Municipal Lots

The following municipalities offer municipal parking lots as another method of providing long term / overnight parking:

<ul style="list-style-type: none"> <li>• City of Brampton</li> <li>• City of Brantford</li> <li>• City of Guelph</li> </ul>	<ul style="list-style-type: none"> <li>• Town of Halton Hills</li> <li>• City of Hamilton</li> <li>• Town of Milton</li> </ul>	<ul style="list-style-type: none"> <li>• City of Mississauga</li> <li>• Town of Oakville</li> <li>• City of Toronto</li> </ul>
---	--	--

The number of municipal parking lot spaces operated by jurisdictions surveyed range from 1,138 by City of Brantford, 3,500 by City of Guelph, 4000 by City of Hamilton and 22,000 by the City of Toronto (Toronto Parking Authority). The cost per parking spot for the small to medium size municipalities varies between 30\$/month to 102\$/month depending on the municipality and depending on the specific lot. Town of Milton does not charge for the use of their parking spaces.



Amongst the following municipalities: City of Brantford, City of Burlington, City of Guelph, City of Hamilton, Town of Milton; City of Hamilton is the only municipality that have temporary and long-term agreements with contractors, business agencies and internal city departments such as Hamilton Housing.

## 6.0 Issues and Challenges

The issues and challenges faced by different municipalities are quoted in the table below:

- "Overtime parking, prohibited parking, vehicles parking in excess of 24 hours (vehicles not moving), vehicles re-parking"
- "Residents do not like on-street parking and require us to proactively enforce the 5 hour by-law. This can be difficult to justify, and we now have permit programs"
- "Parking is allowed for 48 hrs, on-street parking spaces are used by the residents to park their vehicle. Also, the 48 hr restriction is hard to enforce."
- "On-street parking creates a lot on sight line concerns and blocking of driveways. Where parking is allowed on both sides of the roadway the two-way traffic is not feasible and make the essential services hard to operate"
- "Either insufficient parking (i.e. downtown residential areas) OR overcrowding and safety maneuverability concerns in newer unrestricted subdivisions. Newer subdivisions are not providing much curb space between houses which is causing driveway over-hanging."
- "In 2019 we received over 1,700 parking complaints and requests for service from the community. We cannot keep up with the demand for enforcement. The 18 permitted on street parking exceptions become problematic with snow clearing operations."
- "Demand exceeding on-street overnight permit waitlists"

## ATTACHMENT – SURVEY

Date:

### RESIDENTIAL AREA PARKING – BEST PRACTICES SURVEY

Name:   
Phone Number:   
Email Address:   
Municipality:   
Department:

ON-STREET PARKING REGULATIONS
What is the maximum limit (hours) for on-street parking?
<input type="text"/>
Are there any additional on-street parking time restrictions?
<input type="text"/>
Are there any parking restrictions on commercial vehicles?
<input type="text"/>
Are you aware of the background rationale for these parking restrictions?
<input type="text"/>
Are there any general exemptions to the parking time restrictions? Please list the exemptions?
<input type="text"/>
Are there any exemptions for those with disabilities or their caregivers?
<input type="text"/>
Are there any recreational vehicle exemptions?
<input type="text"/>
Are vehicles permitted to park in the boulevard between the sidewalk and street? Are there any rules regulating boulevard parking?
<input type="text"/>

Are there different rules for local vs collector roads?
Can you describe the main issues or challenges that your municipality faces with on-street parking?

WINTER PARKING REGULATIONS	
Are there any winter parking restrictions?	
Specific Months? <input type="text"/>	Specific Hours? <input type="text"/>
Are there any issues or challenges specific to winter parking operations?	

RESIDENTIAL ON-SITE PARKING
What are the number of parking spaces required per unit?
For sites that are redeveloped or have units added, are owners/developers required to disclose parking requirements to tenants or purchasers?
For residential developments, do you have minimum driveway dimensions?
Are there any residential neighborhoods with significant parking supply problems?
Are there any issues or challenges specific to the dimensions of on-site parking or neighbourhood configurations?

--

<b>ENFORCEMENT</b>
--------------------

Is parking enforcement provided by in-house staff or contracted out?

--

How many parking enforcement staff are required?

--

Is enforcement proactive or complaint based (i.e. only respond to complaints by the public)?

--

Are there any issues or challenges specific to parking enforcement?

--

<b>ON-STREET PARKING REGULATIONS</b>
--------------------------------------

Do you issue on-street parking permits?

☐

Yes

☐

No

Are you aware why the on-street parking permits were initiated?

--

Approximately how many on-street parking permits are currently issued?

--

What is the cost per month for a permit?

--

What is the application process?

--

Are there any restrictions that apply?

--

Are there any issues or challenges specific to parking permit operations?	
<b>OTHER METHODS OF ACCOMMODATING PARKING</b>	
Are there other methods of providing long-term or overnight parking?	
<input type="checkbox"/> Yes	<input type="checkbox"/> No
What other methods are there?	
Do you operate any municipal parking lots to serve long-term parking?	
<input type="checkbox"/> Yes	<input type="checkbox"/> No
Do you have information on the cost and revenue of municipal lots?	
How many municipal lots spaces do you operate?	
Are there any agreements with school boards to allow parking during non-school hours?	
Are there any agreements with private land owners to allow long-term parking?	
<b>PUBLIC CONSULTATION</b>	
Do you have any public campaigns related to parking?	
What is the number of parking complaints that your municipality addresses per year?	





BURNSIDE

[ THE DIFFERENCE IS OUR PEOPLE ]

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## Appendix B

### Public Engagement

## APPENDIX B – PUBLIC ENGAGEMENT

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### 1.0 Background

With the assistance of the Town of Halton Hills Communications team, a public engagement strategy was included as part of this study. It was comprised of a public survey and a virtual Public Information Centre (PIC).

### 2.0 Public Survey Questionnaire

The public survey was conducted in April of 2020 was conducted through the Let's Talk Halton Hills platform. There were almost 600 respondents, reflecting approximately 2.5% of the Halton Hills households. The information collected included the following questions:

#### Your Parking Experience

In this section, we want to understand your experience with residential parking, and specifically on your property.

1. How many vehicles are in your household?  
0      1      2      3      4      5      6      7 or more
2. Are parking spaces required for other long-term (more than 6 hours) parking needs?
  - a. If yes, then which of the following uses
    - i. Recreational vehicles or boat
    - ii. Caregiver
    - iii. Tenants
    - iv. Unregistered vehicles
    - v. Other \_\_\_\_\_
3. How many driveway parking spaces do you have at your home?  
0      1      2      3      4      5      6      7 or more
4. How many garage parking spaces does your garage hold? Check zero if no garage.  
0      1      2      3      4 or more
5. How many spaces in your garage do you regularly use for parking vehicles?  
0      1      2      3      4 or more
6. How significant is your need for additional parking at your home?  
No Need      Monthly      Weekly      Daily

If monthly, weekly or daily

- a. What days of the week and time of the day do you need additional parking for at your home?

Weekdays daytime   Weekdays nighttime   Weekends daytime   Weekends nighttime

7. How concerned are you with the effect of on-street parking impacting snow clearing on your street?

Not concerned                      Somewhat concerned                      Very concerned

8. Recognizing that service vehicles (snow removal, fire, ambulance) must be accommodated, what is the level of impact of on-street parking on these operations on your street?

No Impact                      Low Impact                      High Impact

9. What is the name of your street? (Optional) \_\_\_\_\_

## Enforcement of Parking Regulations

In this section, we wish to get an understanding of your knowledge, experience and preferences regarding parking enforcement.

1. How aware are you of the Town's on-street parking regulations?

Not aware              Somewhat familiar              Very familiar

2. The Town of Halton Hills enforces residential parking violations only in response to complaints. The Town invests approximately 80 hours of enforcement per week and enforcement is revenue neutral.

- a. What approach to enforcement would you support?

Complaint-based only    Some proactive/some complaint-based    Mostly proactive

- b. What level of enforcement would you support?

- i. Fewer enforcement hours
- ii. The same enforcement hours
- iii. More enforcement hours

- c. What revenue strategy for enforcement would you support?

- i. Revenue positive (ticket and permit revenue exceeds enforcement costs, i.e. on-street parking operations is a revenue stream for the Town)
- ii. Revenue neutral (enforcement costs equal ticket and permit revenue)
- iii. Revenue negative (enforcement costs exceed ticket and permit revenue)

3. How do you feel the current enforcement strategy affects communities in Halton Hills?

Positively

No Impact

Negatively

Please Explain \_\_\_\_\_

4. Have you requested enforcement on your street?

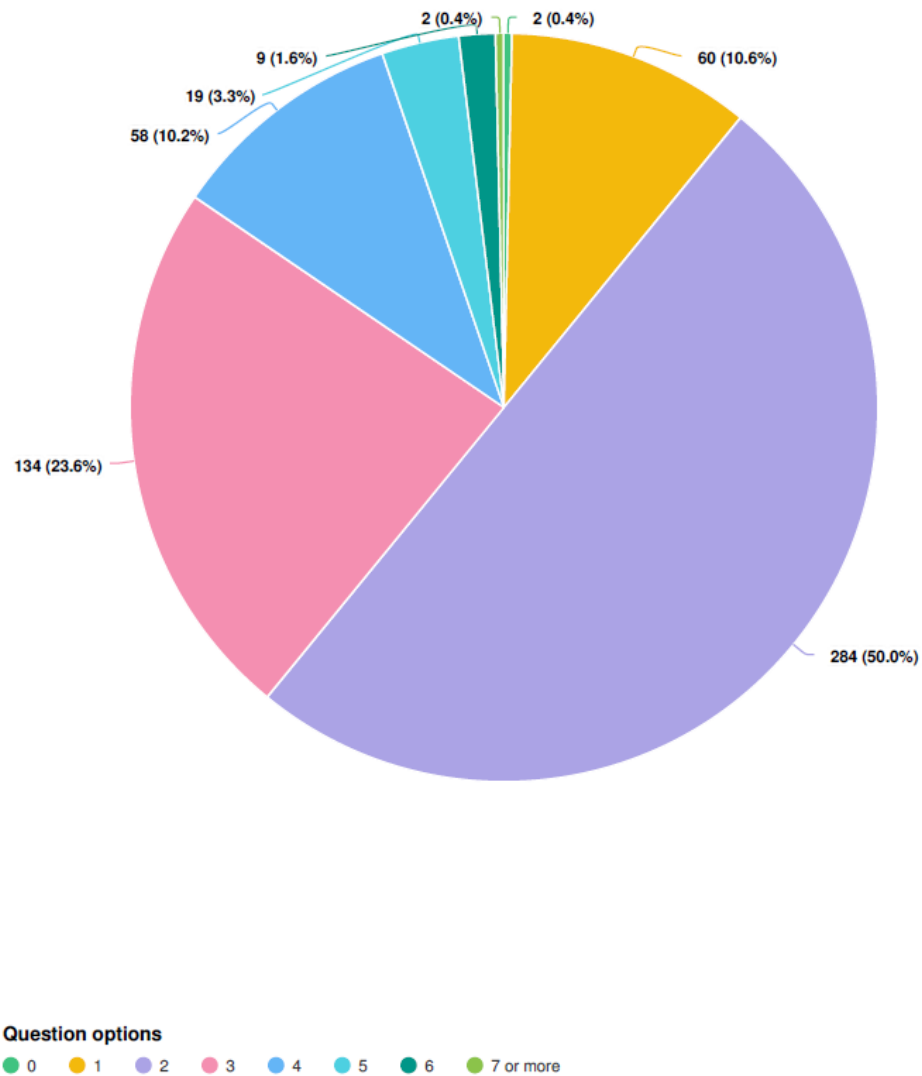
5. Have you ever received a parking ticket for on-street parking in your neighbourhood?

## Alternatives to Accommodate Parking

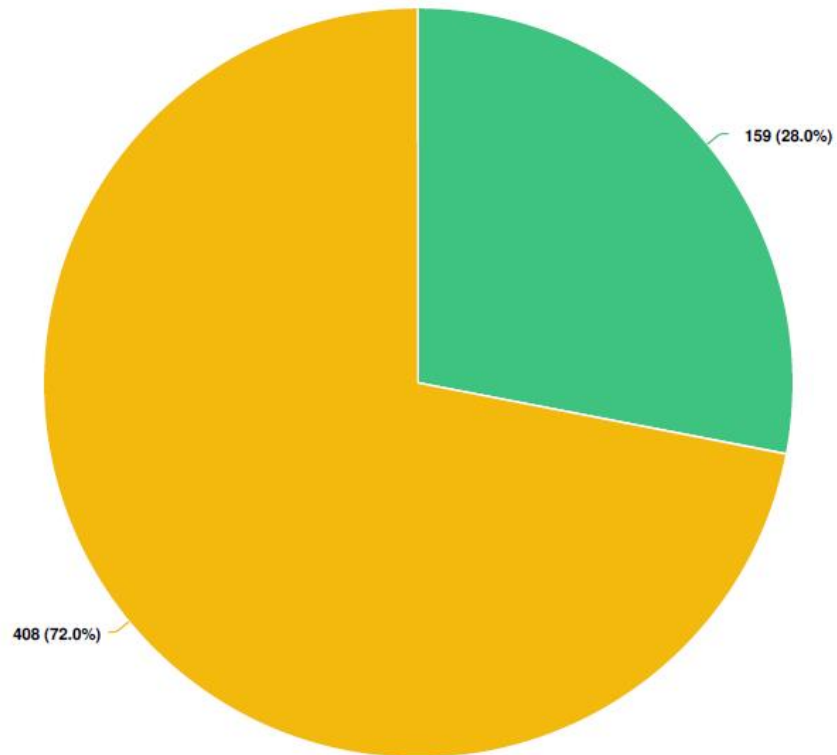
1. What are the top three criteria the Town should use in evaluating parking options:
  - a. Consistency with practices of other jurisdictions
  - b. Effectiveness in accommodating the most residents
  - c. Reducing illegal or nuisance parking
  - d. Consistency with Town planning policies and sustainability objectives
  - e. Promotion of cooperative and neighbourly interaction
  - f. Minimizing impacts to operations for snow removal and emergency vehicles
  - g. Minimizing operating costs versus revenue
  - h. Minimizing capital costs
2. What are the top three options for the Town to provide additional residential parking?
  - a. Allow more driveway on residential front yards
  - b. Increase the maximum time limit that you can park on-street
  - c. Increase the number of exemptions for overnight on-street parking
  - d. Allowing parking in the boulevard between the sidewalk and the street
  - e. Provide additional parking within the community
  - f. Require more parking spaces per unit for new developments
  - g. Require larger parking spaces for new developments
3. If you needed an additional parking space for overnight parking, how much would you be willing to pay for the space per month? \$ \_\_\_\_\_
4. If you were guaranteed an additional parking spot off-site, how far would you be willing to walk or drive to access it \_\_\_\_\_ metres or \_\_\_\_ km
5. The Town will be installing electric vehicle chargers at various places throughout Town. What is the maximum allowable time you feel a user should be allowed to park/charge their vehicle?  
\_\_ 2 hours      \_\_ 4 hours      \_\_ 5 hours (per current by-law)

## 2.1 Public Survey Results

Q2 How many vehicles are in your household?



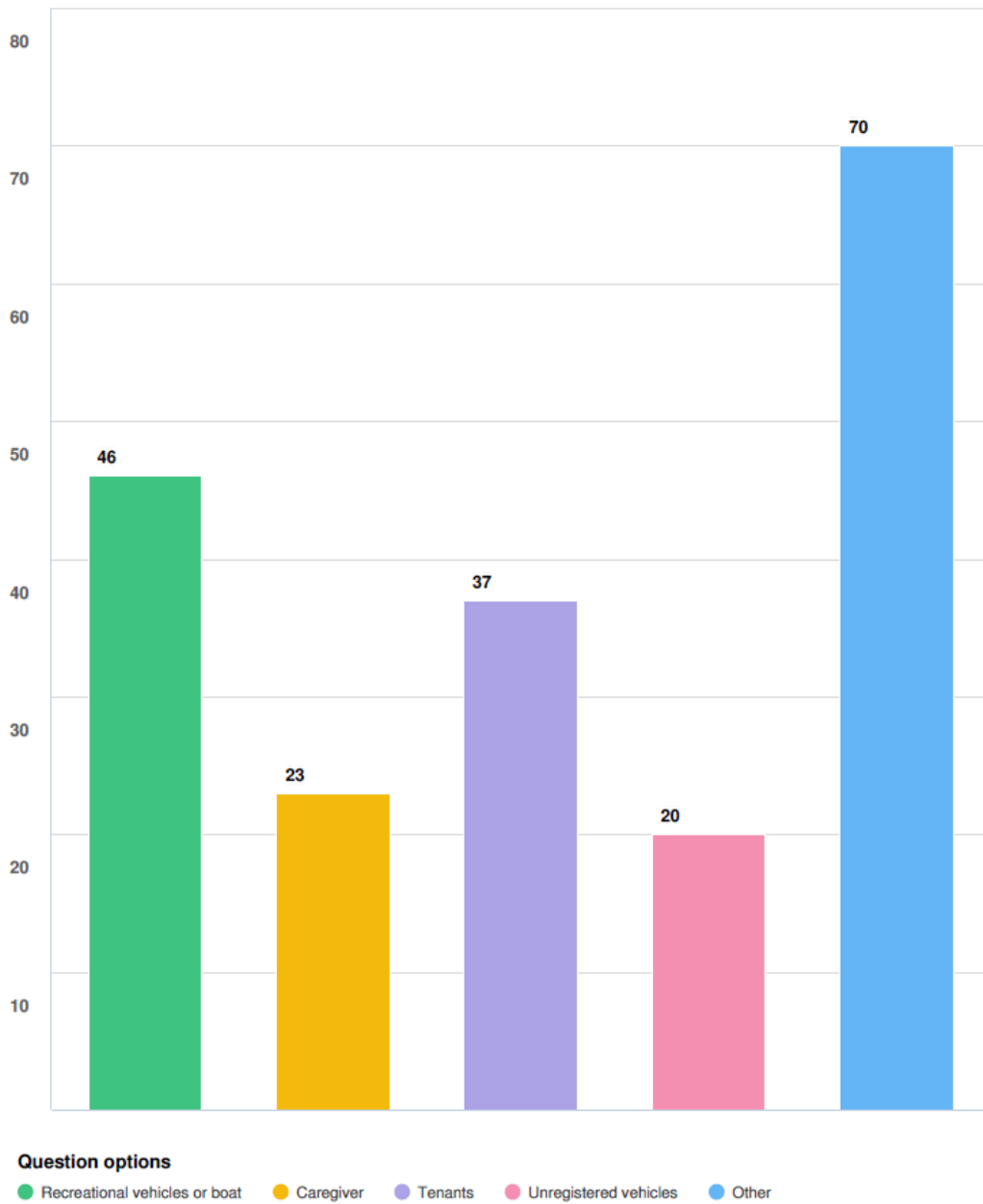
**Q3** Are parking spaces required for other long-term (more than 6 hours) parking needs?



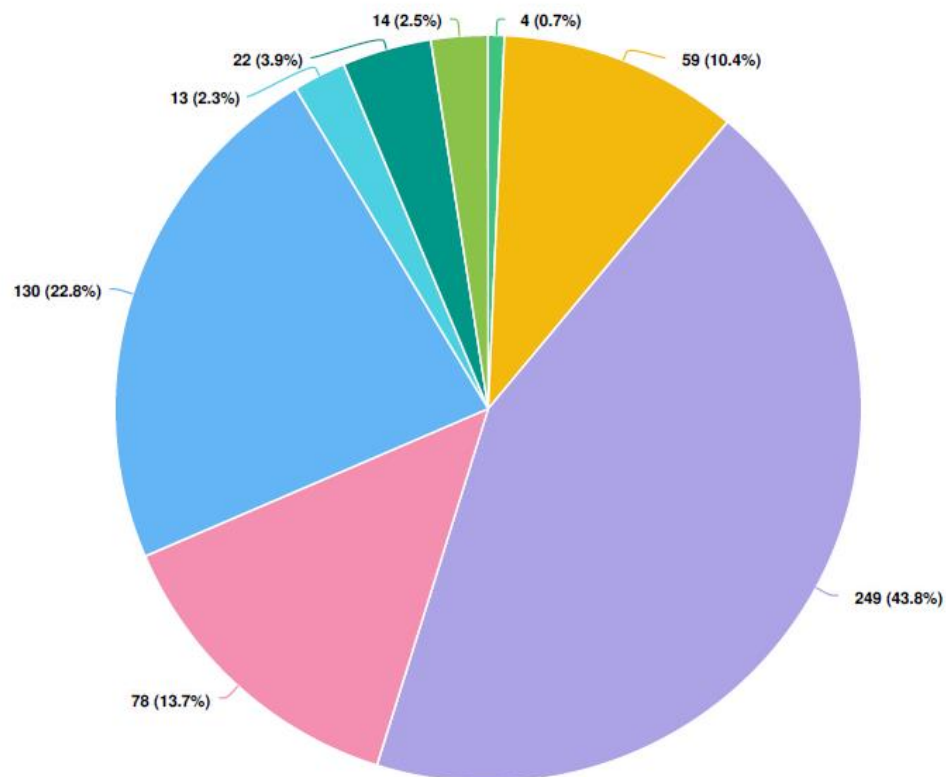
**Question options**

Yes No

**Q4** Which of the following uses? (Select all that apply)



Q6 How many driveway parking spaces do you have at your home?

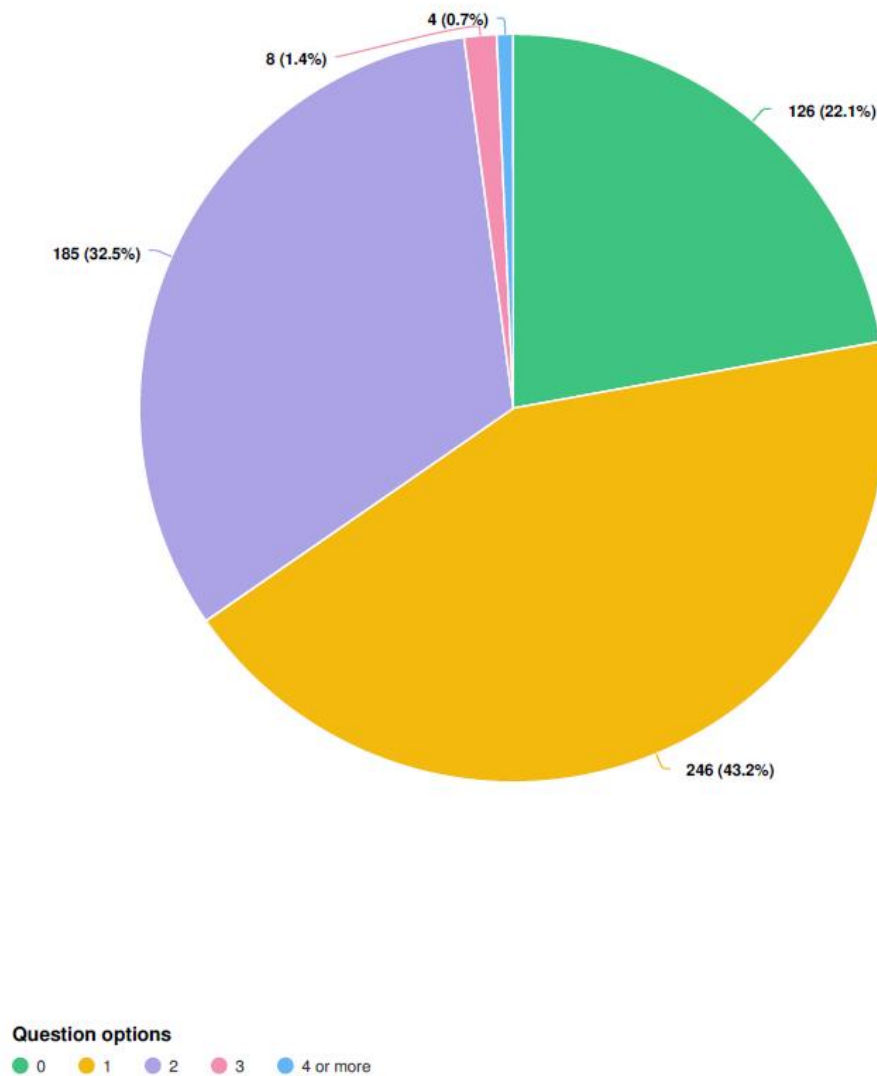


Question options

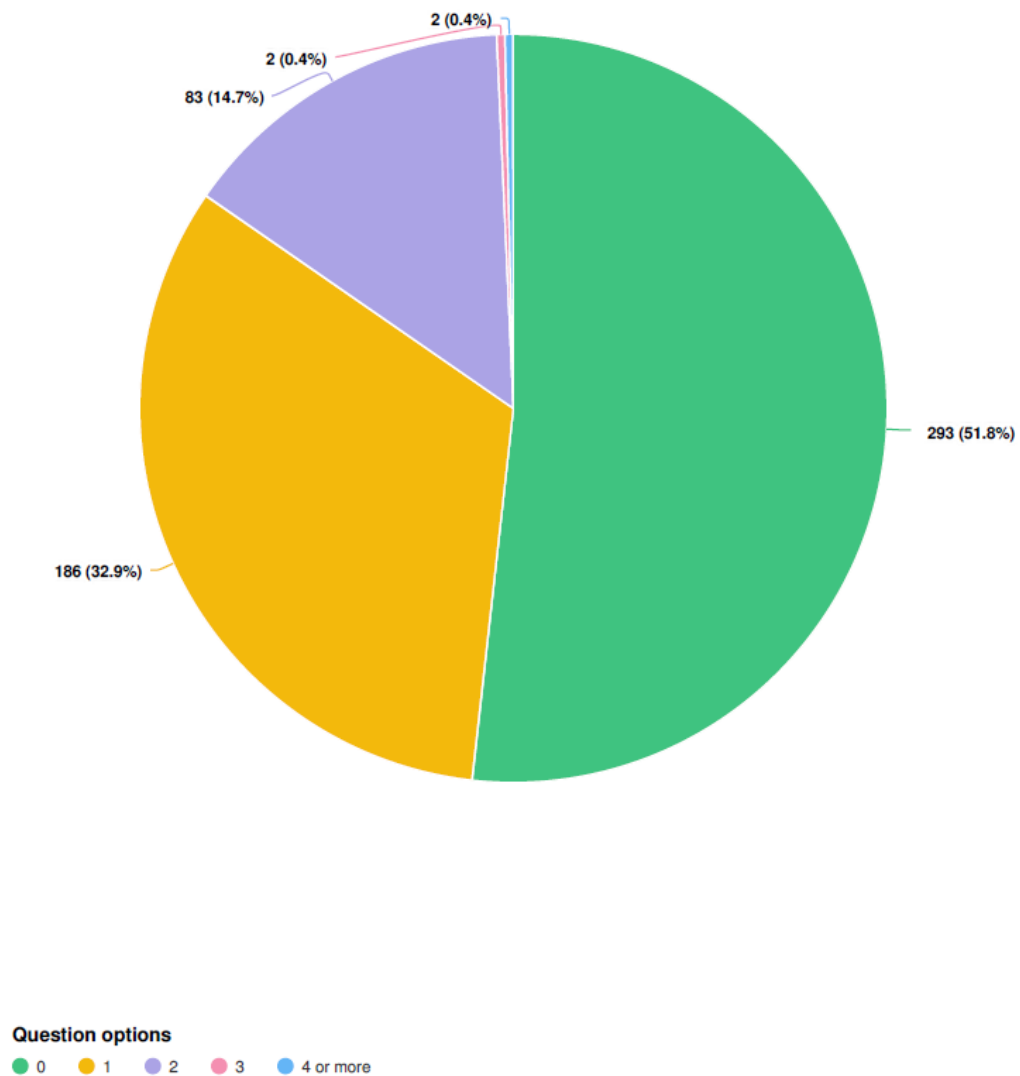
0 1 2 3 4 5 6 7 or more



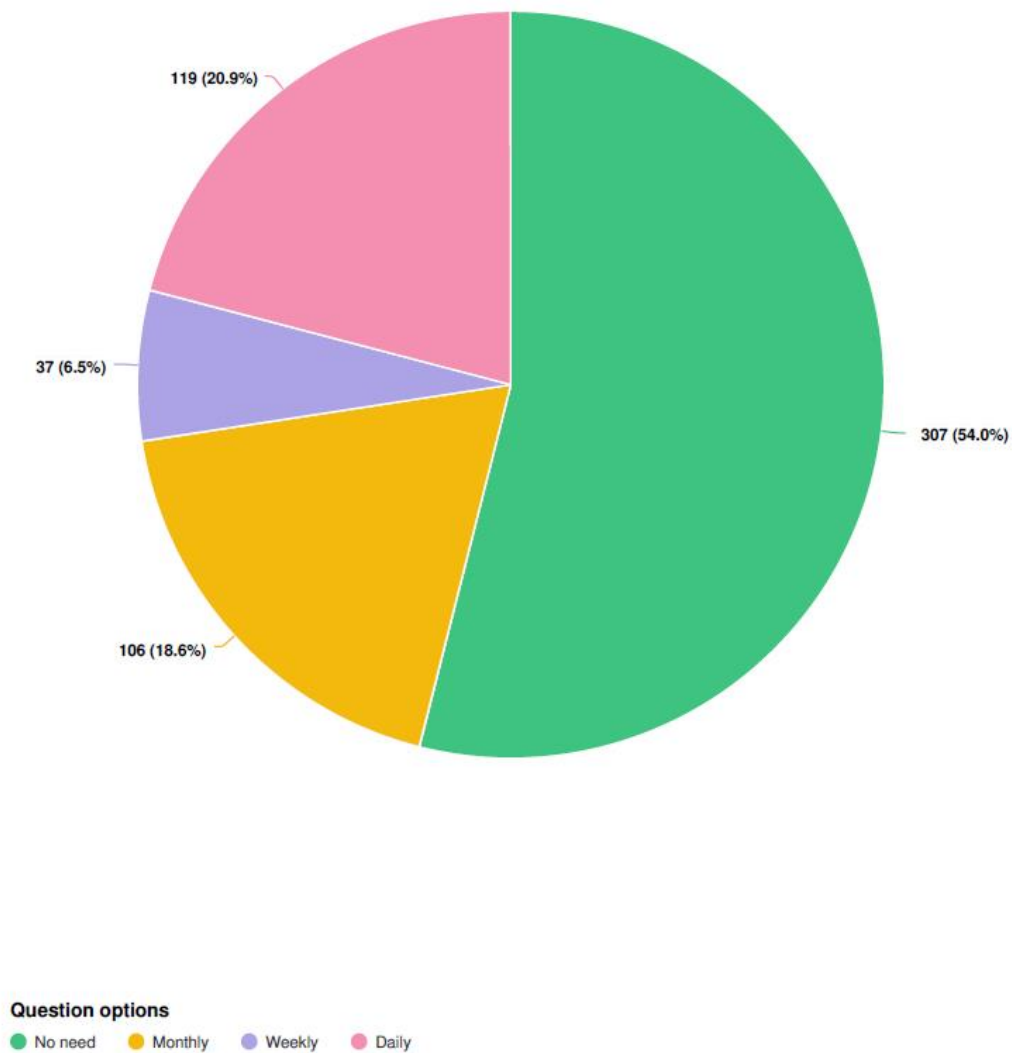
Q7 How many parking spaces does your garage hold? (Select zero if no garage)



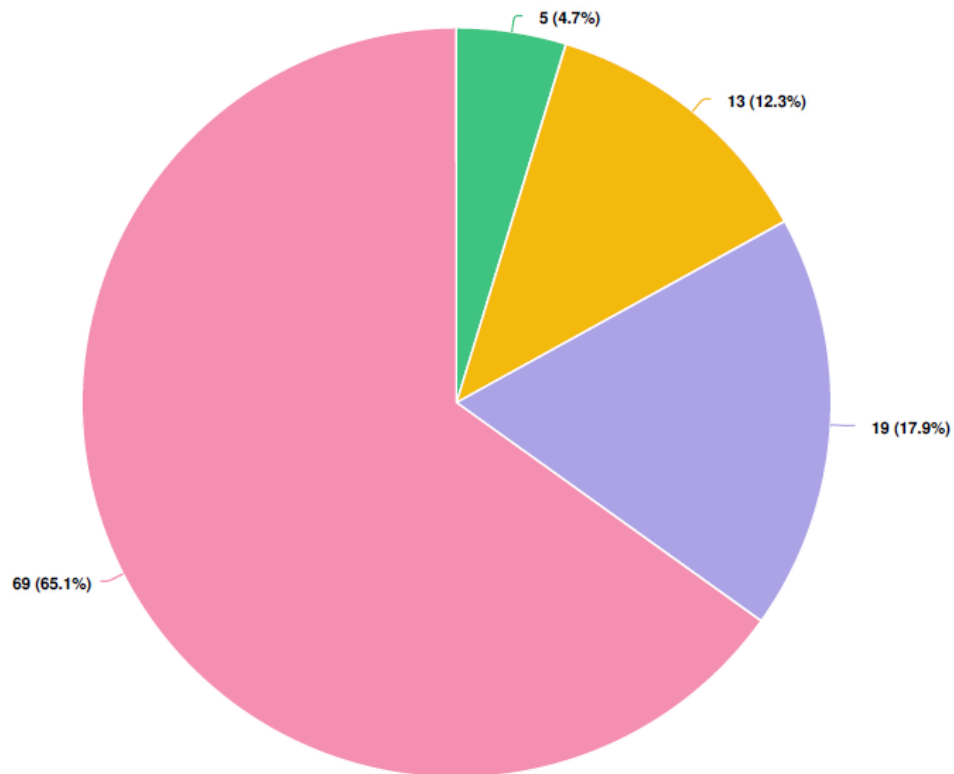
**Q8** How many spaces in your garage do you regularly use for parking vehicles?



Q9 How significant is your need for additional parking at your home?



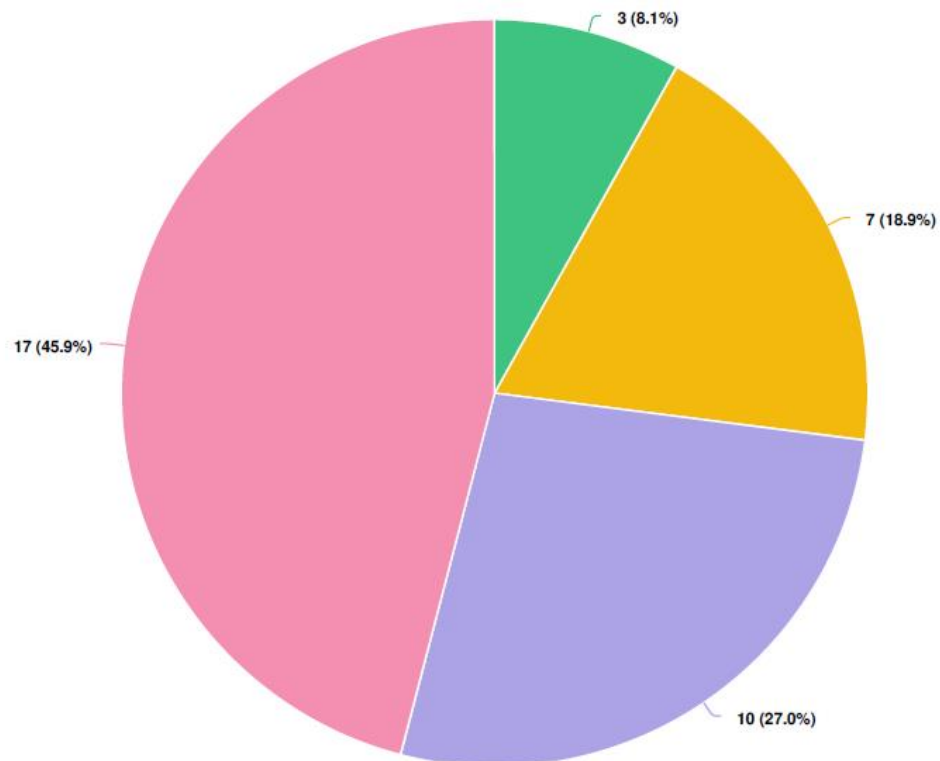
**Q10** What days of the week and time of the day do you need additional parking at your home?



**Question options**

Weekdays daytime Weekdays nighttime Weekends daytime Weekends nighttime

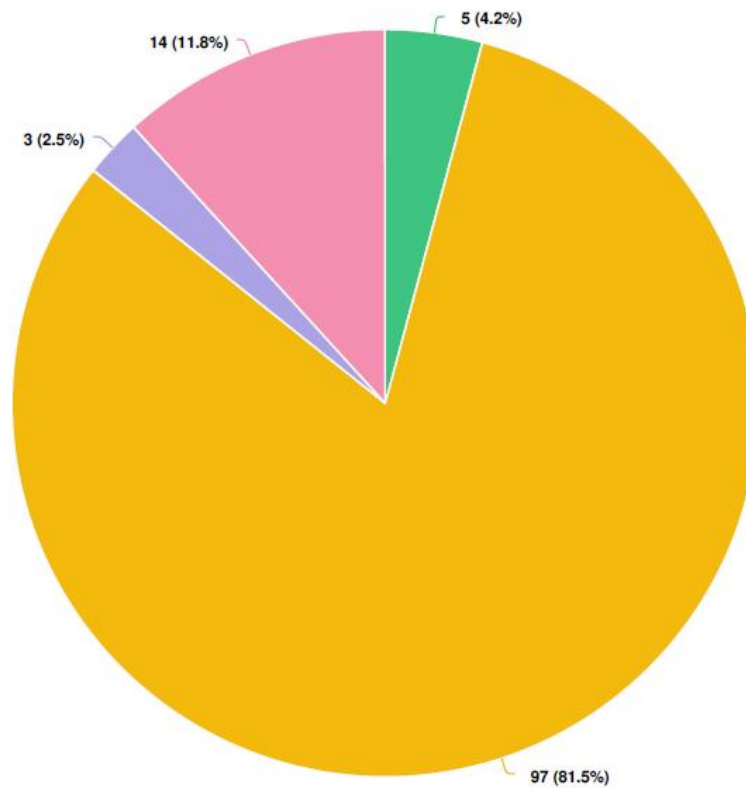
Q11 What days of the week and time of the day do you need additional parking at your home?



**Question options**

Weekdays daytime Weekdays nighttime Weekends daytime Weekends nighttime

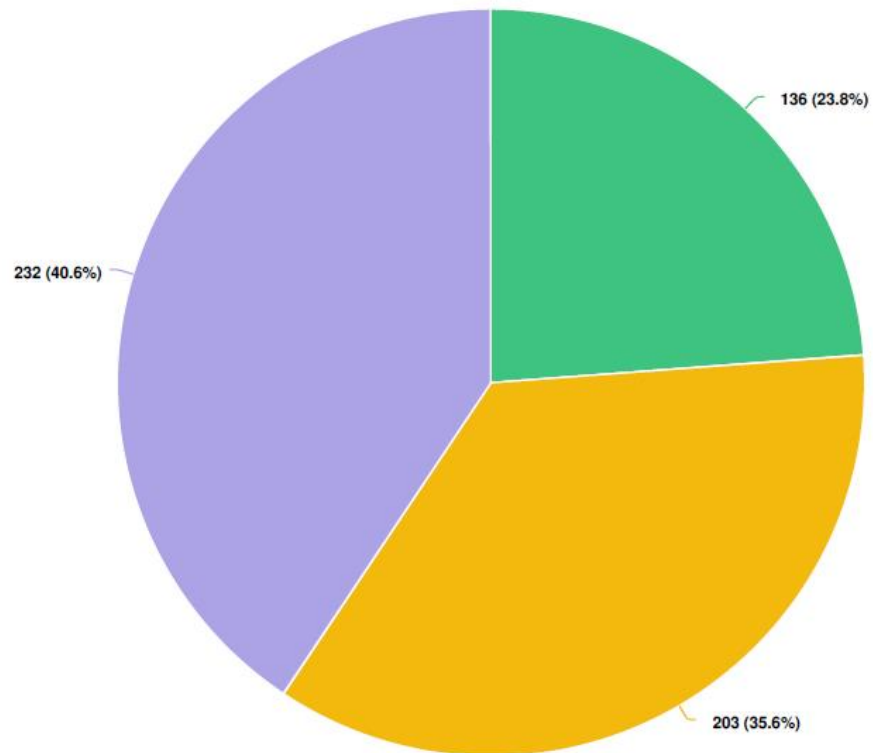
**Q12** What days of the week and time of the day do you need additional parking at your home?



**Question options**

Weekdays daytime Weekdays nighttime Weekends daytime Weekends nighttime

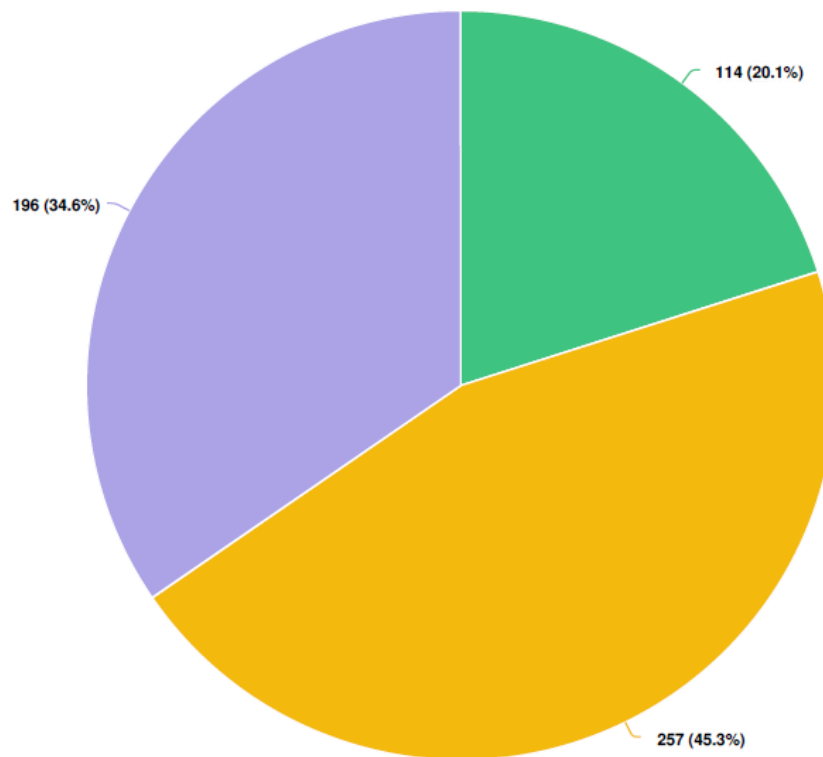
**Q13** How concerned are you with the effect of on-street parking impacting snow clearing on your street?



**Question options**

● Not concerned   ● Somewhat concerned   ● Very concerned

**Q14** Recognizing that service vehicles (snow removal, fire, ambulance) must be accommodated, what is the level of impact of on-street parking on these operations on your street?

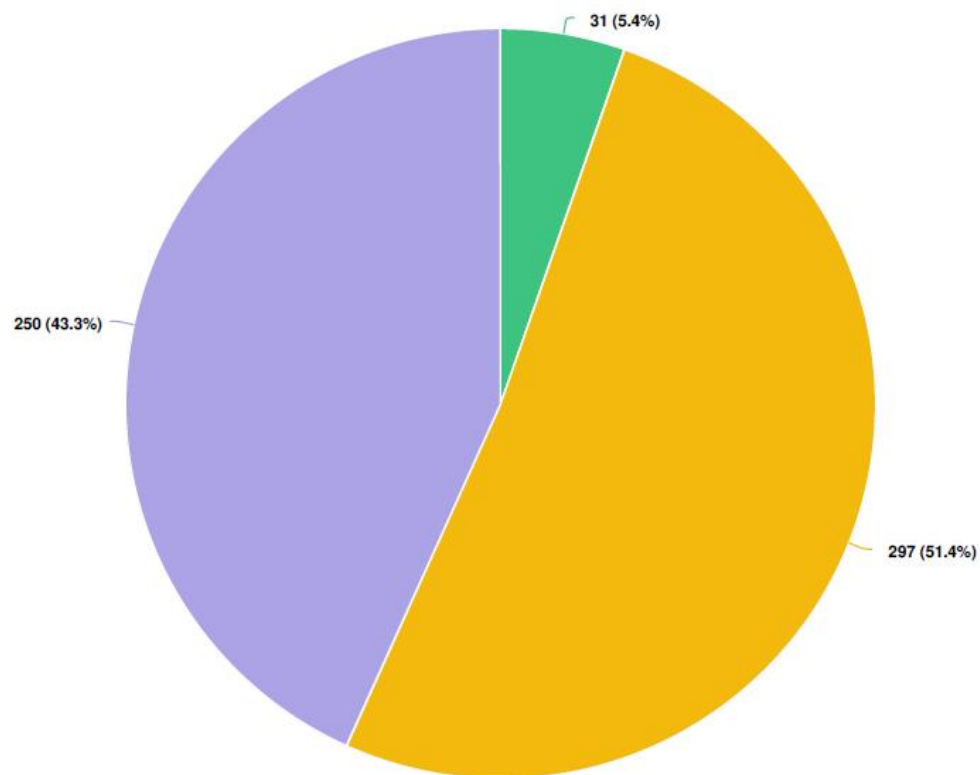


**Question options**

● No impact ● Low impact ● High impact



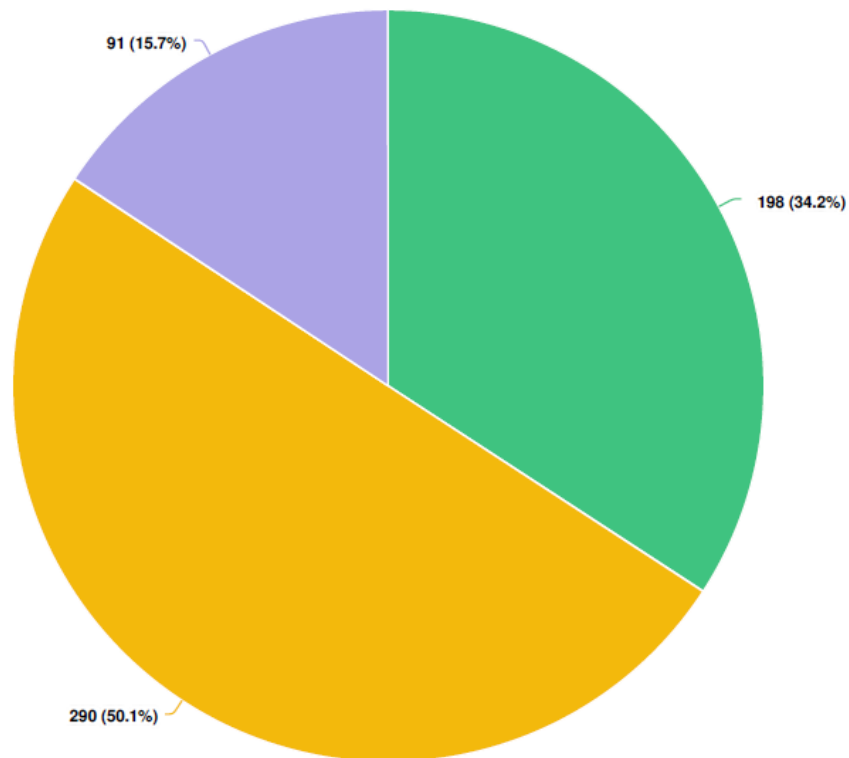
**Q16** How aware are you of the Town's on-street parking regulations?



**Question options**

Not aware   Somewhat familiar   Very familiar

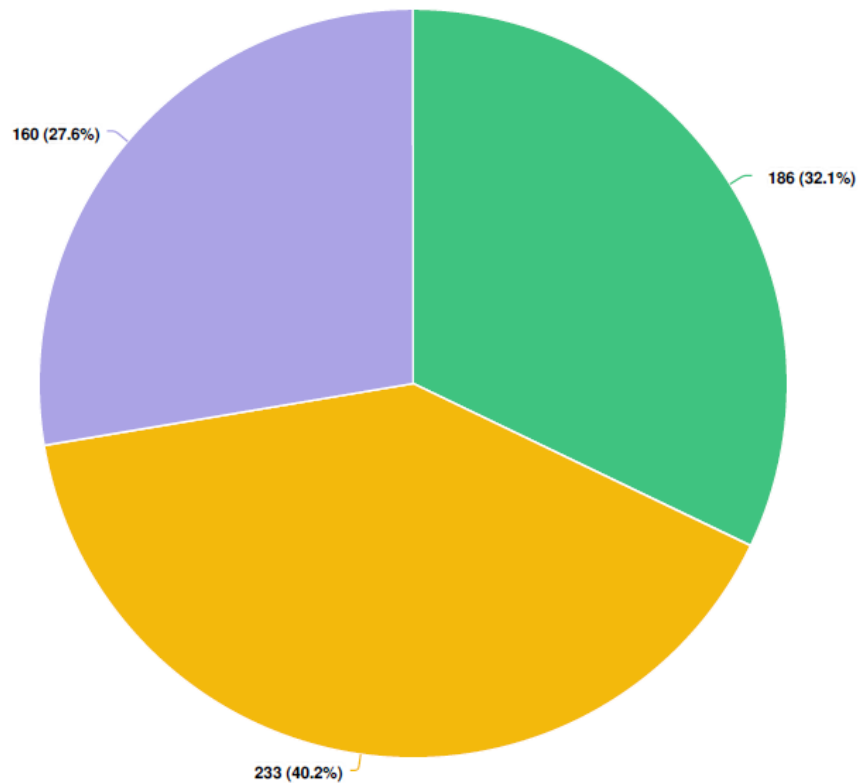
**Q17** What approach to enforcement would you support?



**Question options**

● Complaint-based only    ● Some proactive/some complaint-based    ● Mostly proactive

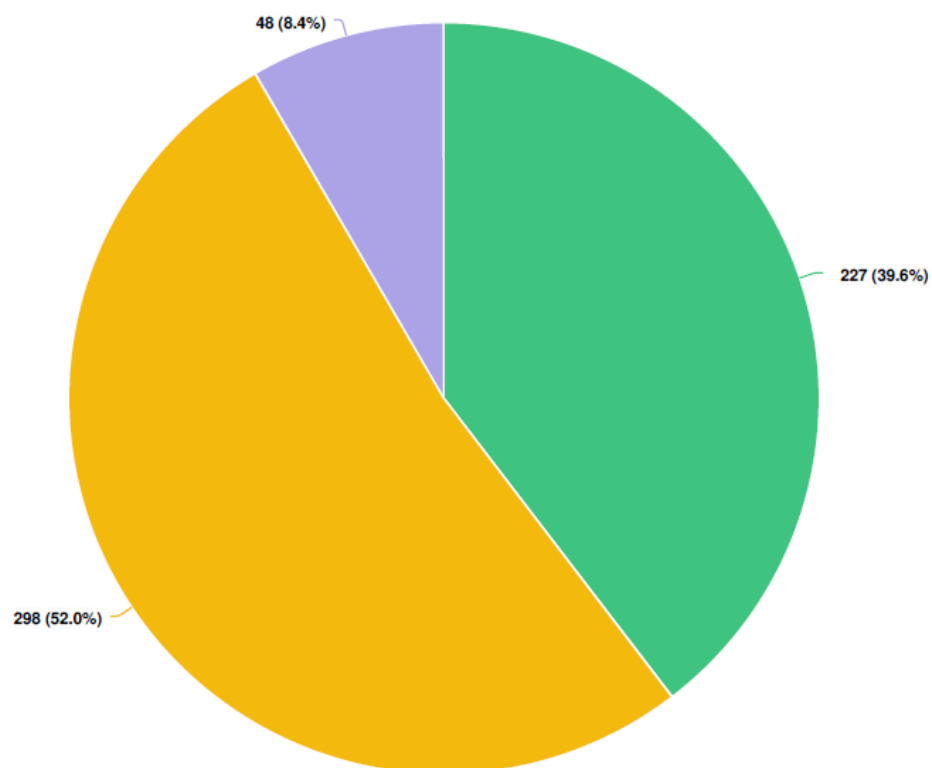
Q18 What level of enforcement would you support?



Question options

● Fewer enforcement hours    ● The same enforcement hours    ● More enforcement hours

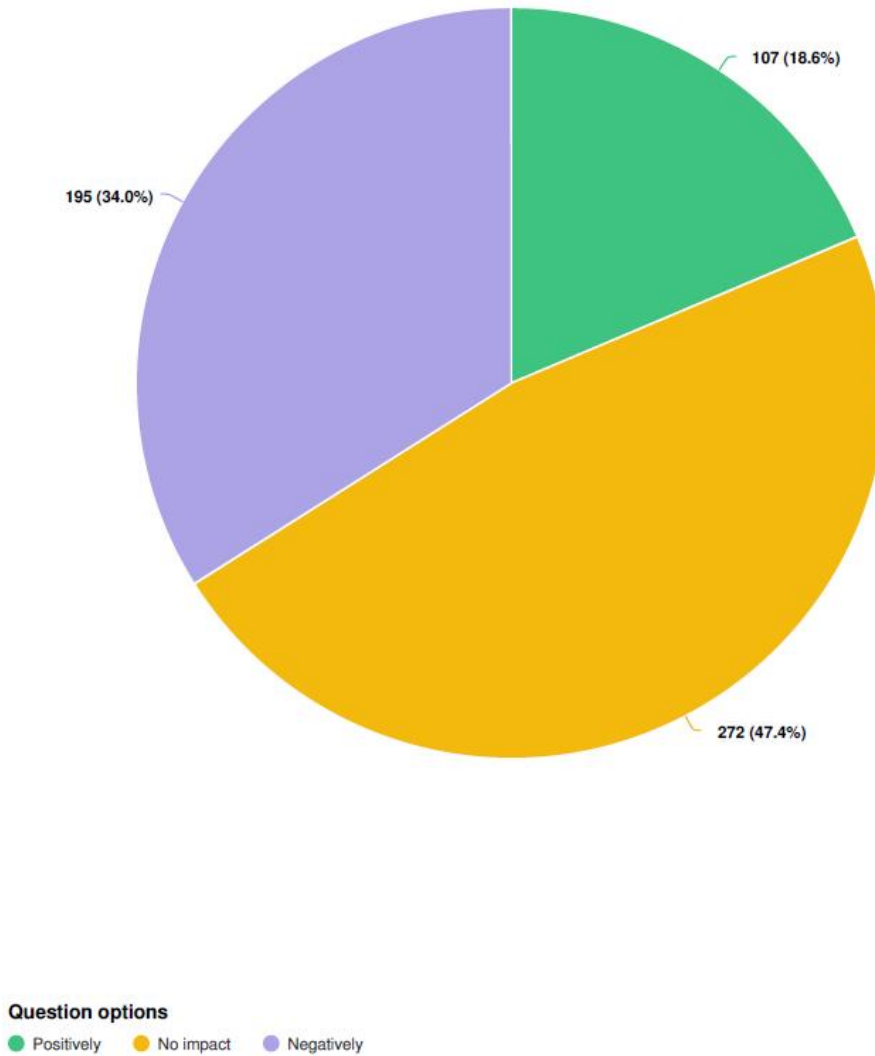
Q19 What revenue strategy for enforcement would you support?



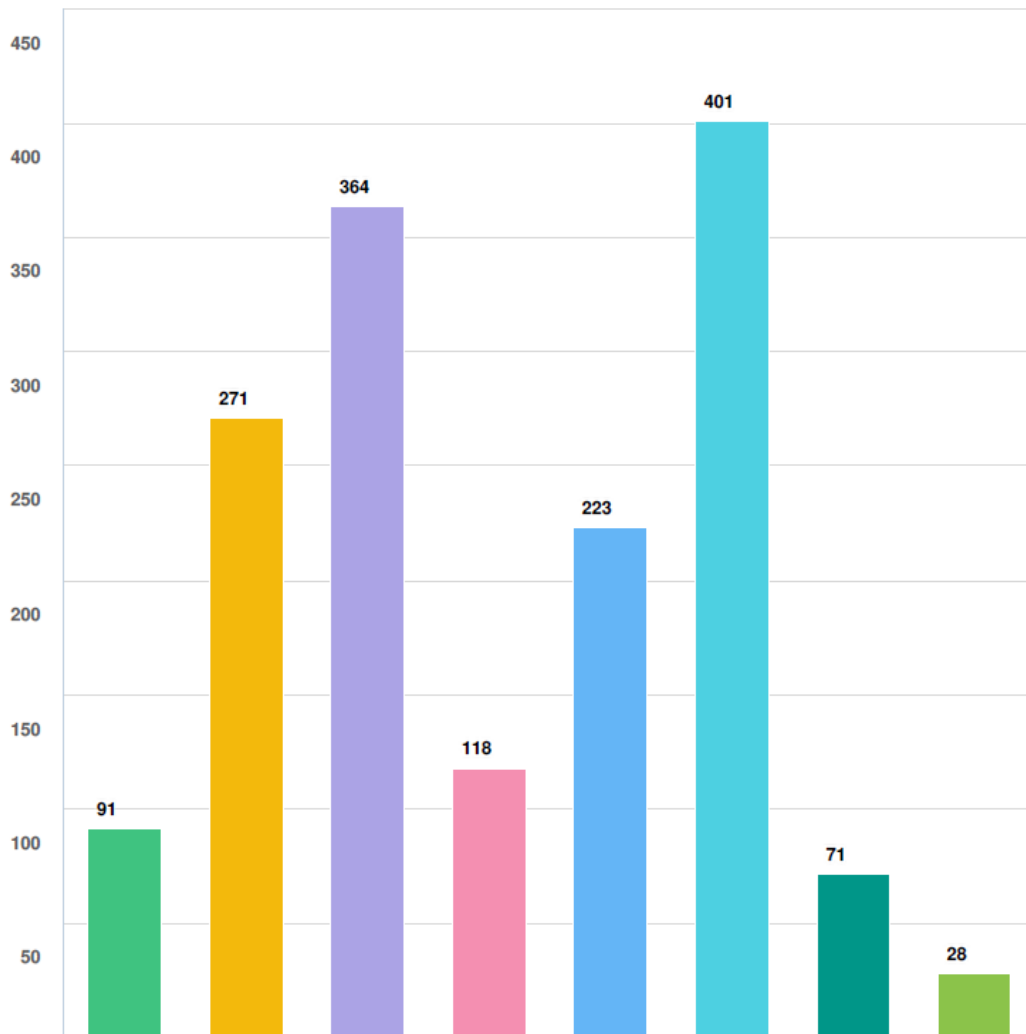
**Question options**

- Revenue positive (ticket and permit revenue exceeds enforcement costs, i.e. currently, on-street parking operations is a revenue stream for the Town)
- Revenue neutral (enforcement costs equal ticket and permit revenue)
- Revenue negative (enforcement costs exceed ticket and permit revenue)

Q20 How do you feel the current enforcement strategy affects communities in Halton Hills?



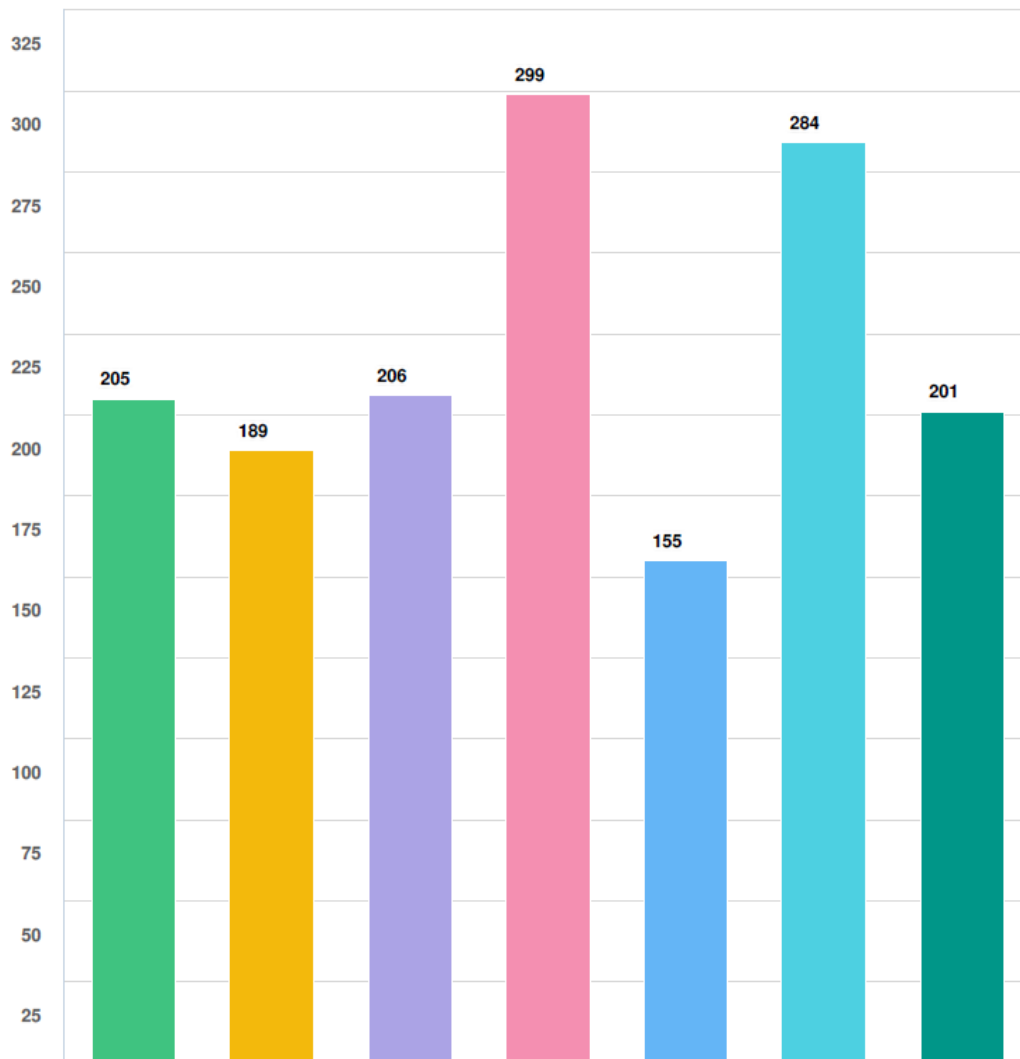
**Q26** What are the top three criteria the Town should use in evaluating parking options:



**Question options**

- Consistency with practices of other jurisdictions
- Effectiveness in accommodating the most residents
- Reducing illegal or nuisance parking
- Consistency with Town planning policies and sustainability objectives
- Promotion of cooperative and neighbourly interaction
- Minimizing impacts to operations for snow removal and emergency vehicles
- Minimizing operating costs versus revenue
- Minimizing capital costs

**Q27** What are the top three options for the Town to provide additional residential parking?



**Question options**

- Allow more driveway on residential front yards
- Increase the maximum time limit that you can park on-street
- Increase the number of exemptions for overnight on-street parking
- Allow parking in the boulevard between the sidewalk and the street
- Provide additional parking within the community
- Require more parking spaces per unit for new developments
- Require larger parking spaces for new developments

**Q28** If you needed an additional parking space for overnight parking, how much would you be willing to pay for the space per month?

Median Price = 20 metres

90<sup>th</sup> percentile Price = 100 metres

Percent 0 dollars = 45% of responses

**Q29** If you were guaranteed an additional parking spot off-site, how far would you be willing to walk or drive to access it? (Note in metres or Km)

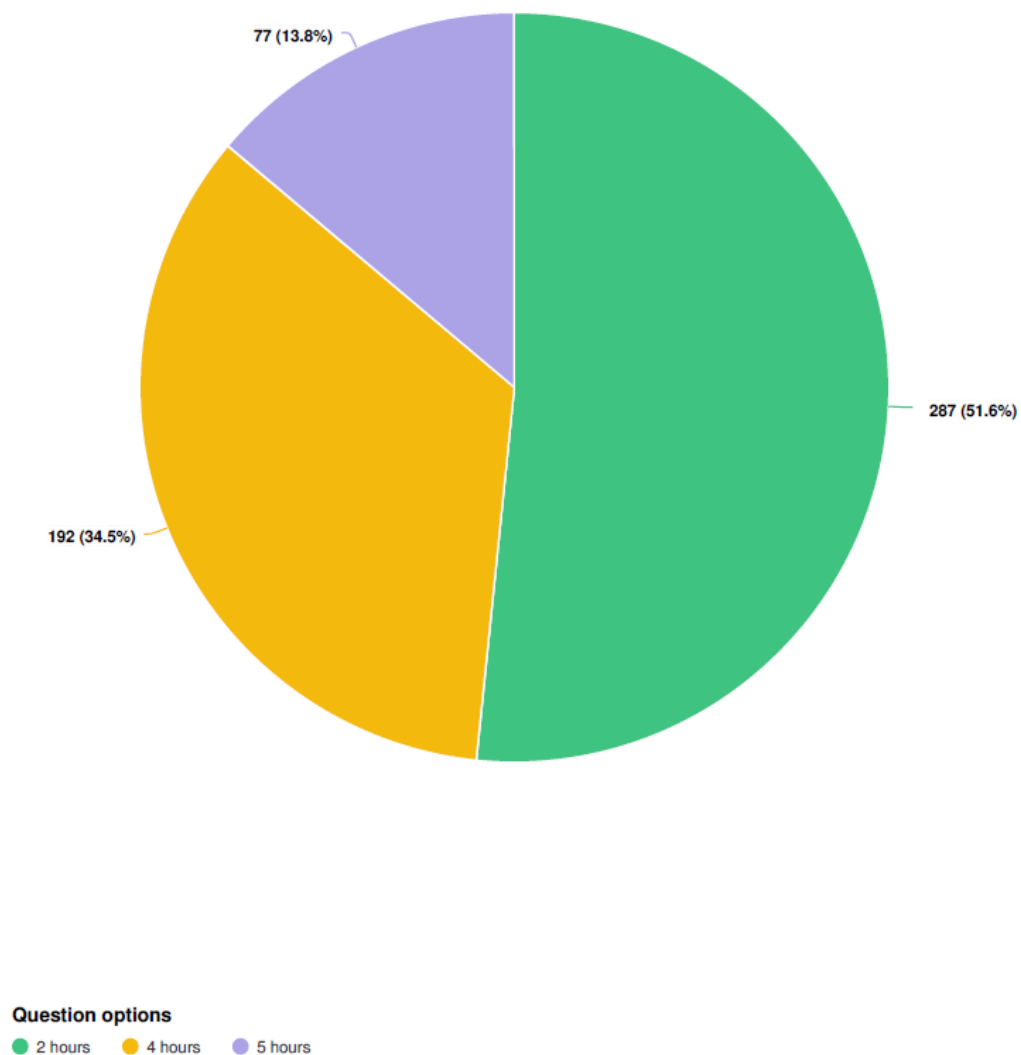
Median Distance = 250 metres

90<sup>th</sup> percentile distance = 1000 metres

Percent 0 metres = 20% of responses



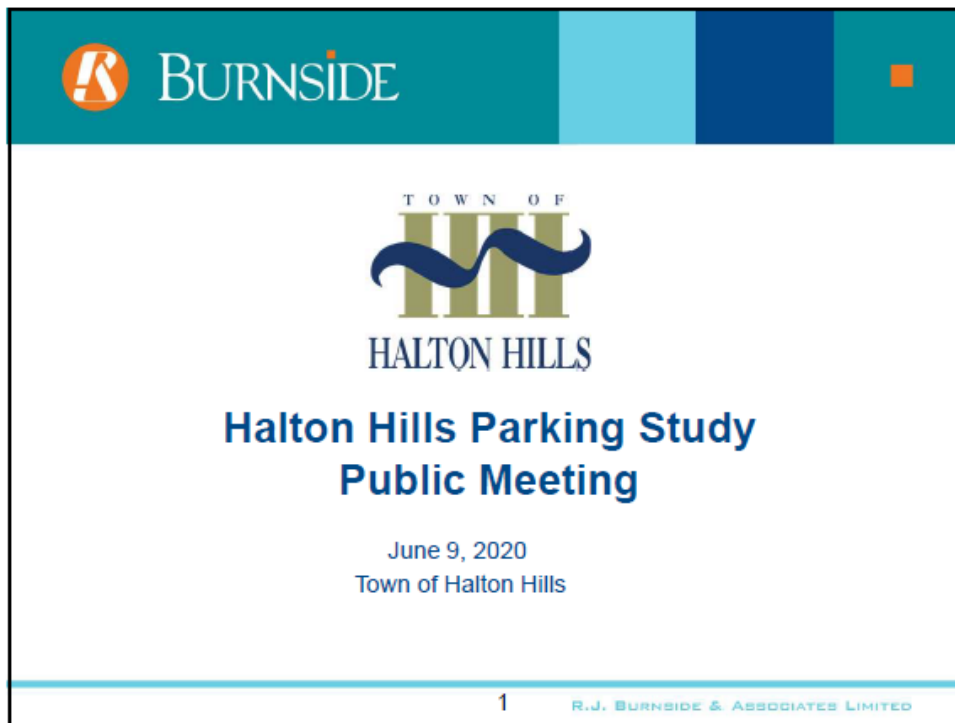
**Q30** | The Town will be installing electric vehicle chargers at various places throughout Town. What is the maximum allowable time you feel a user should be allowed to park/charge their vehicle? (Per current by-law)



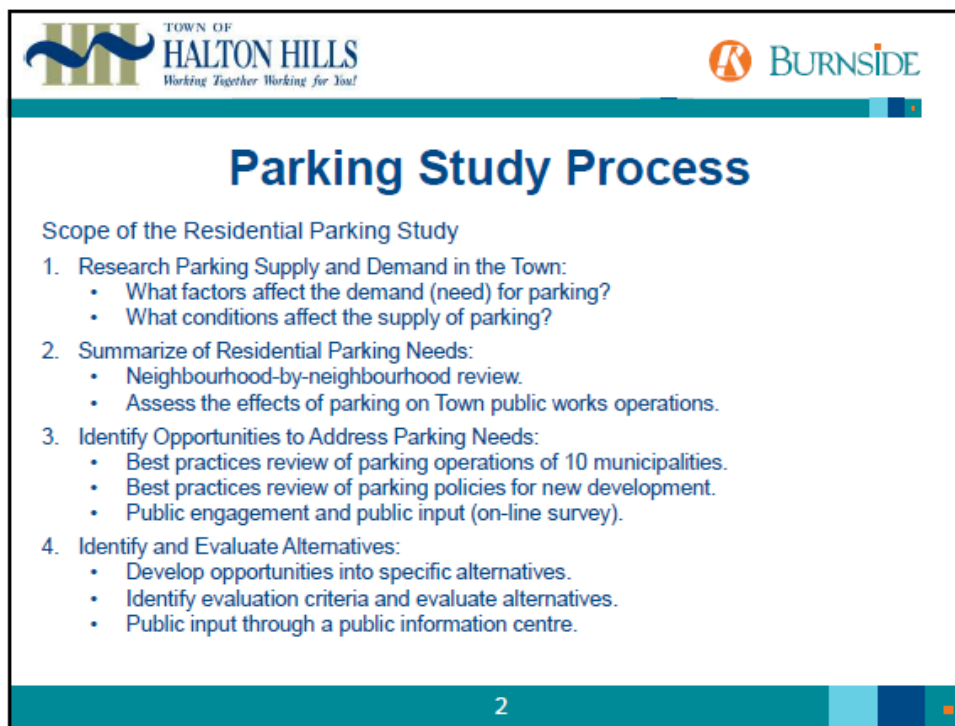
### **3.0 Public Information Centre**

A virtual interactive Public Information Centre (PIC) was held on June 9, 2020 to share the preliminary assessment of needs, provide an opportunity for the public an opportunity to identify additional needs and to present and evaluate a preliminary list alternative parking solutions.

The PIC was initially announced in a March 23, 2020 media release as in-person public meetings to be held April 7<sup>th</sup> and 8<sup>th</sup>, but due to the Covid-19 pandemic the meeting was held as a virtual interactive public meeting announce on-line through Let's Talk Halton Hills. The meeting allowed direct interactive public questions and comments and responses from the project team. The PIC presentation and questions and answers are presented below.



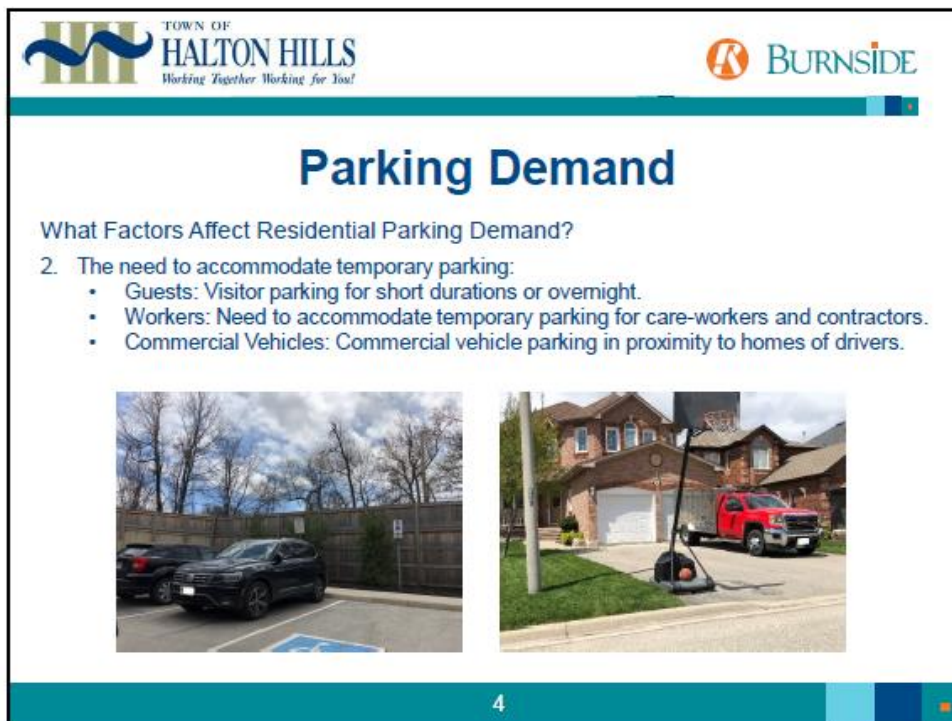
1




2



3





4



## Parking Demand


What Factors Affect Residential Parking Demand?

3. The need to accommodate storage and seasonal vehicles:
  - Storage: Use of garage for storage space for garden equipment, lawn furniture, etc.
  - Seasonal Vehicles: Need to accommodate trailers, boats and recreational vehicles.



5



5



## Parking Supply

What Factors Affect Residential Parking Supply?

1. Dwelling and Lot Type:
  - Garage Capacity: Number of garage spaces.
  - Driveway Dimensions: Driveway length / width and requirements for soft landscaping.
  - Boulevard Parking (Interim measure): Allows parking between the sidewalk and street.



6

6





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**BURNSIDE**



7

7



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**BURNSIDE**



8

8



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## Parking Supply


What Factors Affect Residential Parking Supply?

4. On-street regulations affect short-term temporary and overnight parking supply:
  - On-street Limit: Uniform Traffic Control By-law limits on-street parking to 6 hours.
  - Winter Parking: From Nov. 15 to Apr. 15 parking is prohibited 2:00 am to 6:00 am.
  - Parking Exemptions: Overnight parking permitted for 6 occasions per year, for 4 days.
  - Parking Zones: Allows 12-hour parking permitted along 5 streets.





9

9




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## Parking Supply

What Factors Affect Residential Parking Supply?

5. Off-street parking lots provide short-term or overnight parking:
  - Acton: 4 parking lots with 127 spaces.
  - Georgetown: 7 parking lots with 342 spaces.



**Acton Parking Lots**



**Georgetown Parking Lots**

10

10



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11

11



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12

12





## Parking Needs Assessment



The Town has Operational Objectives that are Affected by Parking:

- Efficient Roadways: Keep roadway clear of parking for safe and efficient operations.
- Snow Clearing: Keep parking safely off-road to allow efficient snow clearing.
- Clear Sidewalks: Allow space for all pedestrians unobstructed by parked vehicles.
- Water Sustainability: Manage storm run-off by limiting hard surface on residential yards.
- Infrastructure Maintenance: Manage parking to allow road, water and sewer construction.



13

13



## Parking Needs Assessment

Enforcement is an Important Element of the Parking Strategy:

- Enforcement resources are approximately 80 hours per week.
- Enforcement currently complaint based (occurs in response to public complaints).
- Enforcement is targeted to be revenue neutral.

14

14



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## Parking Opportunities

**Town Initiatives – Interim Boulevard Parking Measures:**

- Boulevard parking has been permitted as an interim measure until this study is completed.

**Benefits of Boulevard Parking:**

- Adds capacity for many communities addressing issues on some streets.
- Fewer illegal parking complaints.
- Fewer vehicles on-road for improved winter maintenance operations.

**Challenges of Boulevard Parking:**

- Vehicles that contravene the by-law (overhanging street, grass or sidewalk).
- Aesthetics and damage to soft landscape.
- May seem inequitable to those without adequate boulevard space.




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## Parking Opportunities

**Town Initiatives – 12-hour Parking Zones**

- 12-hour Parking Zones have been implemented on 5 streets as an interim measure.

**Observed Benefits of 12-hour Zones:**

- Provides additional parking capacity for adjacent neighbourhoods.
- Added substantial capacity to 2 streets (Danville Avenue and Kingham Road).

**Operational Challenges of 12-hour Zones:**

- Impact to snow removal operations.
- Required additional administration and enforcement efforts.





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## Parking Opportunities

### Best Practices Review

- Web Search and Survey of parking management practices of 10 municipalities to:
  - Confirm parking policies and practices.
  - Identify needs of their communities.
  - Identify financial implications of alternative solutions.
  - Identify operational challenges with alternative solutions.
- Some of the measures identified through the best practices review include:
  - More flexible overnight on-street parking exemptions.
  - User pay on-street permit parking.
  - Allowing overnight parking in municipal lots.
  - More proactive parking enforcement.

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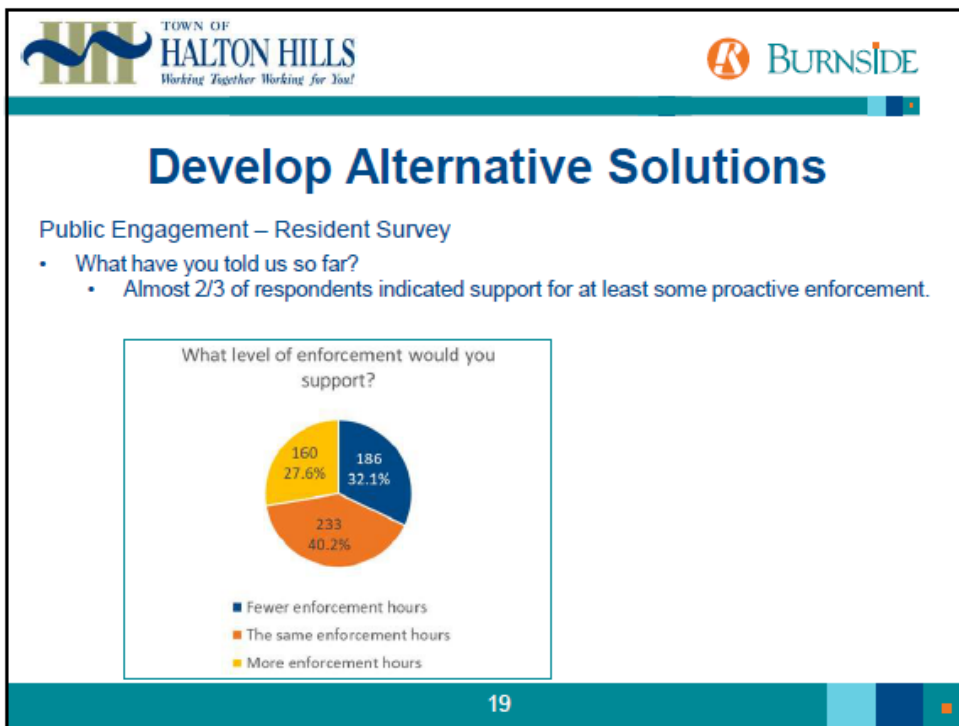
## Parking Opportunities

### Public Engagement – Resident Survey

- Initiated survey of resident parking experience and preferences.
- What have you told us so far?
  - Vehicle Ownership: 11% 1 vehicle, 50% 2 vehicles, 39% 3 or more vehicles.
  - Additional Parking: Approximately 1/3 of households need additional parking (recreational vehicles, tenants, caregivers, unregistered vehicles).
  - Impact of on-street parking on Town operations: 35% high impact, 45% low impact.
  - Familiarity with Parking Regulations: 43% very familiar, 51% somewhat familiar.

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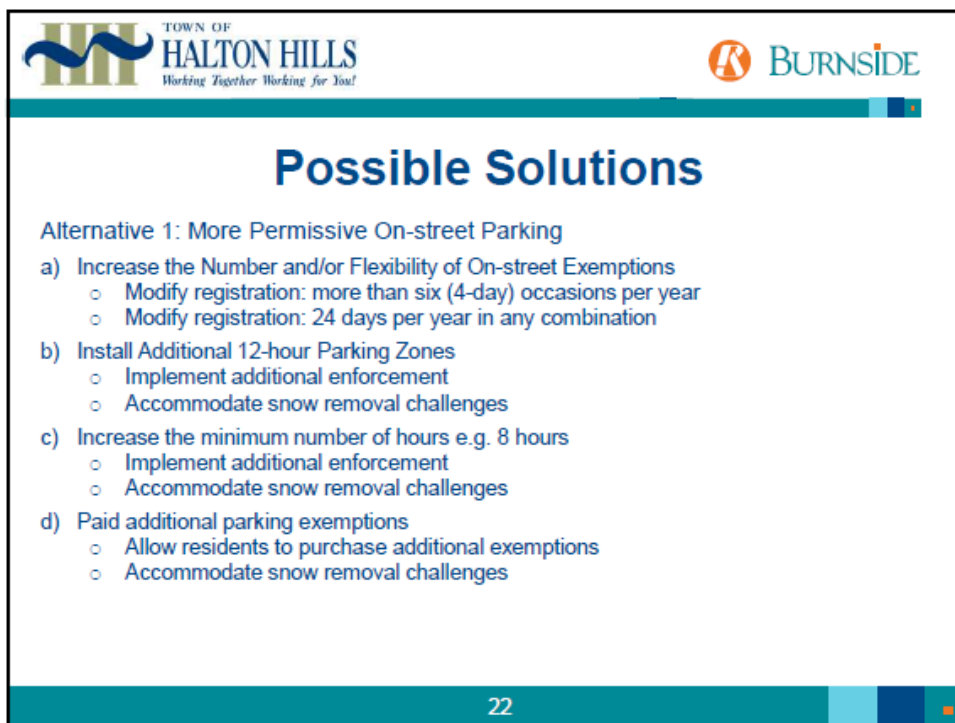
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## Possible Solutions

**Alternative 2: User-Pay On-street Parking**

- a) Monthly on-street parking permits – Neighbourhood Specific
  - Implement additional enforcement
  - Accommodate snow removal challenges
- b) Monthly On-street Parking Permits – All Roads
  - Implement additional enforcement
  - Accommodate snow removal challenges
  - Manage safety and capacity on key routes


**Example:**

- Burlington (Neighbourhood Specific)
  - 40 permits; \$30 per month
  - Revenue \$14,400/yr
- Guelph
  - 400 permits; \$70 per month
  - Revenue \$336,000/yr




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## Possible Solutions

**Alternative 3: Off-road Parking Lots for Paid Overnight (7:00 pm – 7:00 am) Parking**

- a) Additional Municipal Lots
- b) Shared Parking Agreements
  - Public Facilities
  - Private Land-Owners

**Example (Dominion Gardens):**

- Potential Opportunities
  - Town Parks
  - Schools
  - Private Businesses
- Implications
  - Admin. and enforcement
  - Revenue vs Rental Costs



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## Possible Solutions

Alternative 4: Proactive Enforcement Strategies

- a) Additional resources and scheduled enforcement (Revenue neutral)
  - Scheduled enforcement with increased resources
  - Increased warnings
- b) Additional resources and scheduled enforcement (Revenue positive)
  - Scheduled enforcement with increased resources
  - Focused on key violations




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## Possible Solutions

Alternative 5: Promotional Strategies

- a) Use your garage campaign to increase supply by using available garages
- b) Park-right! Campaign to promote parking legally
- c) Develop neighbour-to-neighbor parking arrangements

**Parking on Town boulevards**

Vehicles are permitted to park on the paved boulevard section of a driveway.





A vehicle can park on the paved portion of the driveway, facing the direction of traffic is permitted.

Vehicles that are parked on the landscaped portion of the boulevard or hanging over the sidewalk or curb/road edge will be ticketed.

Please be advised that the motion regarding boulevard parking, passed on January 15, 2019, is an interim measure temporarily in effect until further discussion. This motion will be in effect until such time as staff bring forward a report to Council with an informed recommendation on February 13, 2019.

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













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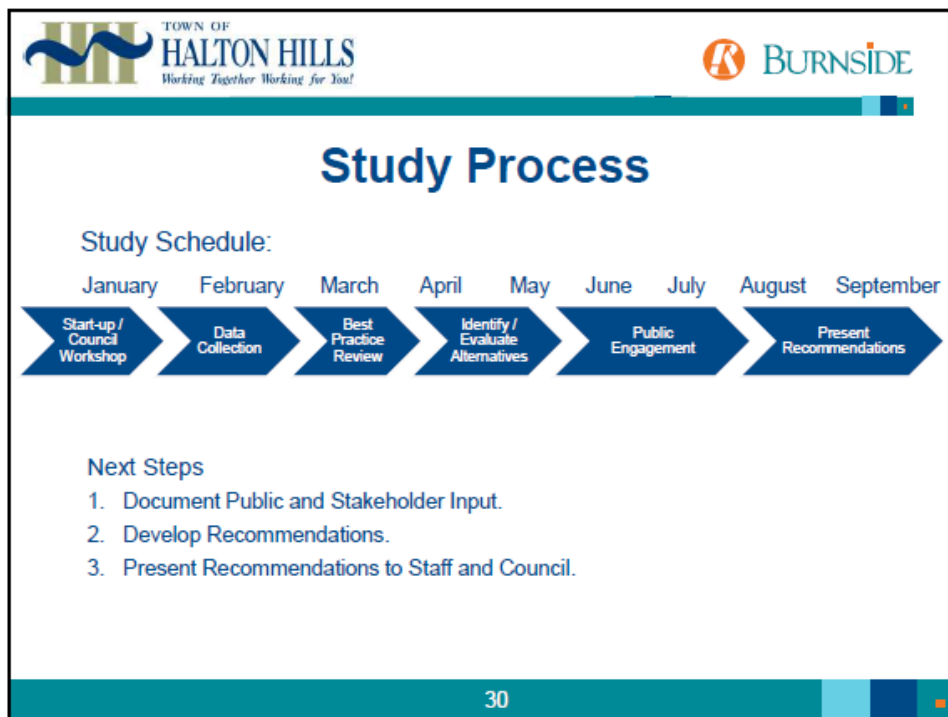
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## Evaluating the Solutions

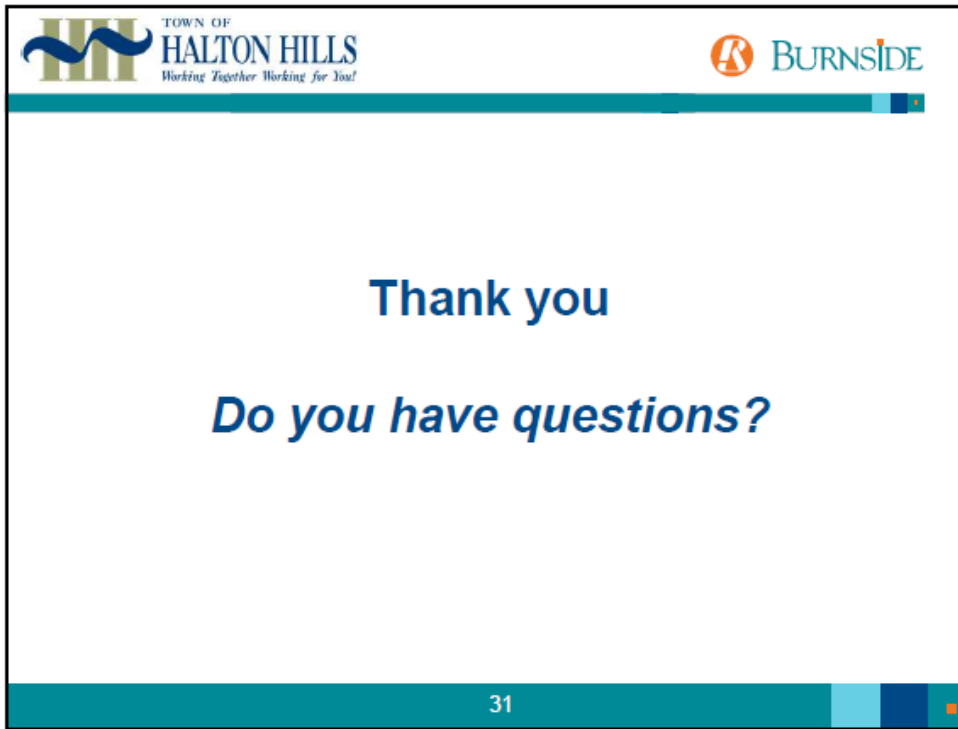
Criteria	1: Permissive On-street Regulations	2: On-street Parking Paid Permits	3: Supplemental Parking Lot Spaces	4: Proactive Enforcement Strategies	5: Public Promotion Campaigns	6: Increased Zoning Requirements
Ability to Address Existing Parking Needs						
Ability to Address Future Parking Needs						
Implications for Sustainability Objectives						
Implications for Road and Enforcement Operations						
Implications for Cooperative Communities						
Financial Implications						
Ranking Order of Preference:	Least Preferred			to Most Preferred		
						

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#	Question	Answers
1	What is the town doing about planning for bigger driveways?	As part of this study, the Town will assess the need to modify minimum driveway dimensions for new development. The study will also consider zoning by-law requirements that limit the maximum driveway area permitted; these requirements are in place to control stormwater run-off on residential properties.
2	What can be done about hospital parking gouging. Because of his costs people are parking in front of park st school and limited street parking on princess anne dr	The Town of Halton Hills does not set or have control over Hospital parking rates. The Town has noted your concerns regarding parking in front of Park Public School, on Hyde Park Drive and on Princess Anne Drive, and will add this location to planned enforcement. It should be noted that the Town has available additional temporary parking on Hillside Drive and Mary Street.
3	Parking is permitted on some 4 lane roads; during rush hour these same roads come with restrictions. What is 'Normal' Rush Hour and with 'normal' traffic patterns, does it not go beyond the two hour restrictions currently in affect?	Typical rush hours during a weekday on arterial roads are between 7 a.m. and 9 a.m. and 4 p.m. and 6 p.m. However, these rush hours may depend on individual roads, different traffic patterns, surrounding developments and other factors. On Guelph Street (Hwy 7), the rush hours go beyond the identified periods, and require 24/7 No Parking restrictions.
4	Would the town consider a larger boulevard depth for future high density housing to allow cars to park side by side on the boulevard in the orientation of the driveway.	The current trend in the province is to reduce the road allowance, including the boulevard space. Through this parking study, the Town is reviewing the standards used by other municipalities to determine how to improve the use of the boulevard space.
5	How successful has the interim measure been with respect to boulevard parking? Has the public respected the rules or have complaints increased with tickets being issued vis a vis parking on the street?	The interim measures for allowing parking on the boulevard have been positives, as they reduced the number of parking concerns sent to the Town and increased the parking capacity for some homeowners.
6	What are the towns plans for parking at new condo developments in regards to resident and guest parking?	The Town is reviewing the current zoning standards for condominium parking to compare our standards to other municipalities and determine if our zoning standards need to change.
7	Why is there no restraint on the hill of Ontario Street? (Before Jason) Oncoming traffic view is very limited.	The "No Parking signs will be installed during summer on Ontario Street between Jason Crescent and Riverview Crescent.

8	with older homes built in the 60's and 70's when single car garage and one car families existed those homes are now being occupied with 2/3 car families. What happens when the driveway is already occupied by 2 cars and the resident needs space for 2 further cars as kids are staying overnight.		For communities with demonstrated parking deficiencies, the Parking Study is evaluating a number of parking solutions to accommodate regular parking needs, such as additional 12-hour zones, parking by permit, boulevard parking, changes to driveway sizes, etc. The Town currently allows for additional parking on occasion to meet temporary needs through parking exemption permits. It should also be acknowledged, however, that there is a responsibility of home owners to purchase accommodations to meet their parking needs.
9	How does a resident bring to Burnside and/or Town's attention re turning onto a road; prior to the turn, boulevard parking is permitted, and causes a concern to viewing oncoming traffic as it traverses a curve and postal boxes (extra parking)?		We encourage residents to immediately contact the Town's Transportation section to discuss traffic safety concerns. Boulevard parking will not be permitted if it creates unsafe road conditions.
10	There is one area on Charles leading to Princess Anne where one homeowner has been allowed to park right at the bend and drivers turning on to Charles. A complaint has been made because of the danger especially in winter. What can be done about this		The Transportation staff will review the intersection of Princess Anne Drive and Charles street to determine the scope of the problem and evaluate potential solutions.
11	Can the town offer 12 hour parking on River st. in Acton or a street nearby for someone like me with no driveway at my property instead of having to pay for an overnight parking permit at the green P across from giant tiger?		On-street parking on River Street is designated for Library staff and patrons, and pick-up and drop off for school students. Unfortunately, the 12-hour parking zone is not appropriate for this location. The resident is encouraged to contact the Transportation section to discuss available options.
12	If a complaint is submitted to parking control about an overhanging vehicle, will the parking control re-visit or does one have to repeatedly call?		Staff will monitor the location where the boulevard violation has occurred and undertake appropriate action. However, due to the Town's limited resources, residents are encouraged to track and identify problem areas to the Town.

13	Has the town looked at best practices for street parking vs snow removal specifically in high snow fall regions?		The Town has reviewed the winter operations of the surrounding municipalities.
14	Would the town consider making available for residents to apply on line for permission to park on the street overnight at any time of day/night and be able to print off the appropriate approval. This would be fed to the by-law enforcement officer so if a complaint was received the officer already knows that permission has been granted and no action/visit for ticketing is required saving the town costs.		Exemptions can already done on-line. When they are entered by the resident, it automatically connects to the software program the parking officers use and when they approach a vehicle on the road, they run the plate and if there is an exemption, the officer can see it and therefore no ticket is issued.
15	You didn't address my question for single homes. All about NDUs. Waste of my time		Town staff acknowledge this comment, however unfortunately we do not have a record of your question regarding single homes.

## 4.0 Developer Consultation

Residential developers were contacted to inquire about their interest in discussing the preliminary findings and recommendations of this study. Meetings were held on October 15, 2020 and October 19, 2020. Representatives of the following organizations attended:

- Amico Properties
- Arutip Engineering Limited
- Conservatory Group
- Glenn Schnarr and Associates
- Macauley Shiomi Howson Ltd.
- Mattamy Homes
- Remington Group
- Weston Consulting

A presentation was provided that summarized the scope of the study and conclusions and preliminary recommendations were presented. Discussions included the operational challenges faces by Town staff and Council related to insufficient residential parking.

In recognition of the assessment of the need to accommodate longer vehicles in driveway and garage space, the development representatives were presented with the preliminary alternative of modifying the zoning bylaw to increase the minimum unobstructed garage space to 5.8 m and minimum driveway length to 6.0 m.

The representatives of the developers in the Vision Georgetown community expressed concerns with increased minimum requirements, including: inconsistencies with Vision Georgetown policies and sustainability objectives, impact on unit yield and impact to development costs per unit and resultant housing affordability. Based on the input provided, consideration was given to increasing the useable driveway and garage space without increasing the overall minimum driveway and garage area required.

A Subsequent meeting was held with developers active in Vision Georgetown on November 16, 2020. A modification to the recommendations included reducing the minimum driveway width to 2.6 metres for single family, semi-detached and townhouse units.

The October 15<sup>th</sup> and 19<sup>th</sup> presentations are presented below.



## Halton Hills Parking Study Development Industry Consultation

October 19, 2020  
Town of Halton Hills

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R.J. BURNSIDE & ASSOCIATES LIMITED



### Parking Study Process

#### Scope of the Residential Parking Study

1. Research Parking Supply and Demand in the Town:
  - What factors affect the demand (need) for parking?
  - What conditions affect the supply of parking?
2. Summarize of Residential Parking Needs:
  - Neighbourhood-by-neighbourhood review.
  - Assess the effects of parking on Town public works operations.
3. Identify Opportunities to Address Parking Needs:
  - Benchmarking review of parking operations of 10 municipalities.
  - Benchmarking review of parking policies for new development.
  - Public engagement and public input (on-line survey).
4. Identify and Evaluate Alternatives:
  - Develop opportunities into specific alternatives.
  - Identify evaluation criteria and evaluate alternatives.
  - Public input through a public information centre.

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## Parking Demand

### 1. Overnight Parking – Recurring Demand:

- Accommodated in garage or on driveway
- Includes residents' vehicles
- Influenced by house size/amenities and employment commute
- Influenced by prevalence of multi-generational families
- Influenced by higher density units and basement units
- Demand has been observed within the driveway boulevard

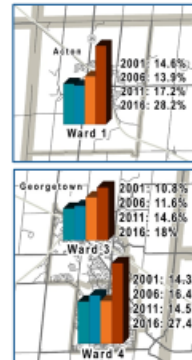
### 2. Overnight Parking – Occasional Demand:

- Accommodated on driveway or by overnight on-street permits
- Includes overnight guests' and family members' vehicles

### 3. Daytime Parking – Occasional Demand:

- Accommodated on driveway or on-street (less than 6 hours)
- Includes visitors, contractors and support workers

Percent of homes with  
3 or more vehicles



Source: TTS Survey

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## Parking Supply

### 1. On-site Garage Parking Capacity:

- Influenced by unobstructed garage size and AODA needs
- Influenced by vehicle size and trends toward larger vehicles
- Influenced by competing household storage needs

### 2. On-site Driveway Parking Capacity:

- Influenced by driveway dimensions / sidewalk and AODA needs
- Influenced by vehicle size and trends toward larger vehicles

### 3. On-street Parking Capacity:

- Influenced by residential lot size and driveway size
- Influenced by road width and horizontal alignment
- Designated 12-hour parking zones allow for overnight parking

### 4. Available Parking Lot Capacity:

- Influenced by lot proximity, accessibility, safety and security

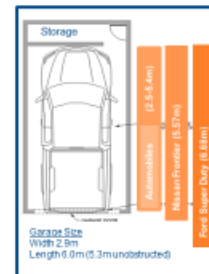
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## Parking Regulation

Municipality	Garage Size (unobstructed)		Driveway Size	
	Width (m)	Length (m)	Width (m)	Length (m)
Town of Milton	2.90	5.30	3.20	5.50
Town of Caledon	2.60	5.80	2.75	6.00
City of Burlington	3.00	5.50	2.75	6.00
City of Markham	2.60	5.80	2.60	5.80
City of Hamilton	2.70 / 3.00	6.00 / 5.70	2.80	5.80



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## Parking Needs

### Sufficient Supply to Serve Residents

- Overnight supply that meets recurring demand for most homes
- Sufficient accommodation of occasional overnight parking needs
- Sufficient on-street capacity for daytime temporary visitors

### Parking Solutions to Minimize the Impacts of Illegal Parking

- Keep roadway clear of parking for safe and efficient operations
- Keep parking safely off-road to allow efficient snow clearing
- Ensure sidewalks unobstructed by parked vehicles
- Manage storm run-off by limiting hard surface on residential yards
- Manage parking to allow road, water and sewer construction and utility access



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## Possible Solutions

### Alternative 1: More Permissive On-street Parking

- a) On-street Exemption Flexibility (more days, more flexibility of 24 days)
- b) On-street Exemption Flexibility (paid additional parking exemptions)
- c) Develop a policy and incorporate boulevard parking into the Traffic By-law
- d) Investigate Additional 12-hour Parking Zones
- e) Increase the On-street Maximum

### Alternative 2: User Pay On-street Parking

- a) Monthly on-street parking permits – Neighbourhood Specific
- b) Monthly on-street parking permits – All Roads

### Alternative 3: Parking Lots for Paid Overnight (7:00pm – 7:00am) Parking

- a) Increased use of municipal lots or use of Town properties
- b) Shared parking agreements with private property owners

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## Possible Solutions

### Alternative 4: Proactive Enforcement Strategies

- a) Refocus existing resources to add proactive investigations
- b) Increase resources and balance costs with additional revenue

### Alternative 5: Public Promotion Campaigns

- a) Use your garage campaign to increase supply by using available garages
- b) Park-right! Campaign to promote parking legally
- c) Develop neighbour-to-neighbour parking arrangements (e.g. Rover App)

### Alternative 6: Development and Zoning Requirements

- a) Increased minimum unobstructed garage space to accommodate storage and vehicles
- b) Increased minimum driveway space to allow vehicle to completely fit on the driveway
- c) Require developers/owners-sellers to disclose parking capacity relative to vehicle size

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## Conclusions and Recommendations

### CONCLUSIONS RELATED TO NEW DEVELOPMENT

1. Many residents do not fully use their garage parking capacity
2. Most long bed pick-up truck models are too large for the minimum unobstructed garage length and the minimum driveway length
3. Some home purchasers are not fully aware of the adequacy of parking space sizes

### RECOMMENDATIONS RELATED TO NEW DEVELOPMENT

1. Update the Zoning By-law to:
  - a) Increase the garage minimum unobstructed length to 5.8 metres
  - b) Increase the driveway length to 6.0 metres
2. Amend the Site Plan Application Guide, and other appropriate regulations, to include disclosure of parking space sizes by developers/owners/sellers of homes



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## Appendix C

### Vehicle Size Data

## APPENDIX C – VEHICLE SIZES



### 1.0 Vehicle Types and Sizes

The accommodation of vehicle parking is subject to the vehicle type and size. The existing vehicle fleet and dimensions are documented in on-line sources, which show new car dimensions organized by make and classified by size categories.





**Table 1** presents approximate dimensions of typical vehicles found in Canada. Vehicles range between 2.5 metres to 5.9 metres long. Vehicle widths range from 1.5 metres for compact cars to 2.0 metres for trucks.

The majority of vehicles are within the subcompact car to pick-up truck range, however through observations of parking conditions within the Town of Halton Hills, larger vehicles were prevalent including long-bed pick-up trucks.

**Table 1: Dimensions of Typical Vehicles in Canada**

Type of Vehicle	Approximate Dimensions (mm)		Picture
Microcar	Length	2500	
	Width	1515	
	Height	1549	
Subcompact Car	Length	3610	
	Width	1660	
	Height	1500	

Type of Vehicle	Approximate Dimensions (mm)		Picture
<b>Compact Car</b>	Length	4188	
	Width	1734	
	Height	1440	
<b>Mid-size Car</b>	Length	4445	
	Width	1645	
	Height	1390	
<b>Full-size Car</b>	Length	5091	
	Width	1851	
	Height	1491	
<b>Compact SUV</b>	Length	4788	
	Width	1955	
	Height	1745	
<b>Mid-size SUV</b>	Length	4953	
	Width	1862	
	Height	1694	

Type of Vehicle	Approximate Dimensions (mm)		Picture
Full-size SUV	Length	4971	
	Width	1956	
	Height	1902	
Minivan	Length	5015	
	Width	2004	
	Height	1775	
Pick-up	Length	5364	
	Width	2004	
	Height	1867	
Long Bed Pick-up	Length	5890	
	Width	2030	
	Height	1920	

Sources: <https://www.dimensions.com/collection/pickup-trucks>,  
<https://www.automobiledimension.com/> and Town of Whitby Parking Study (2009)

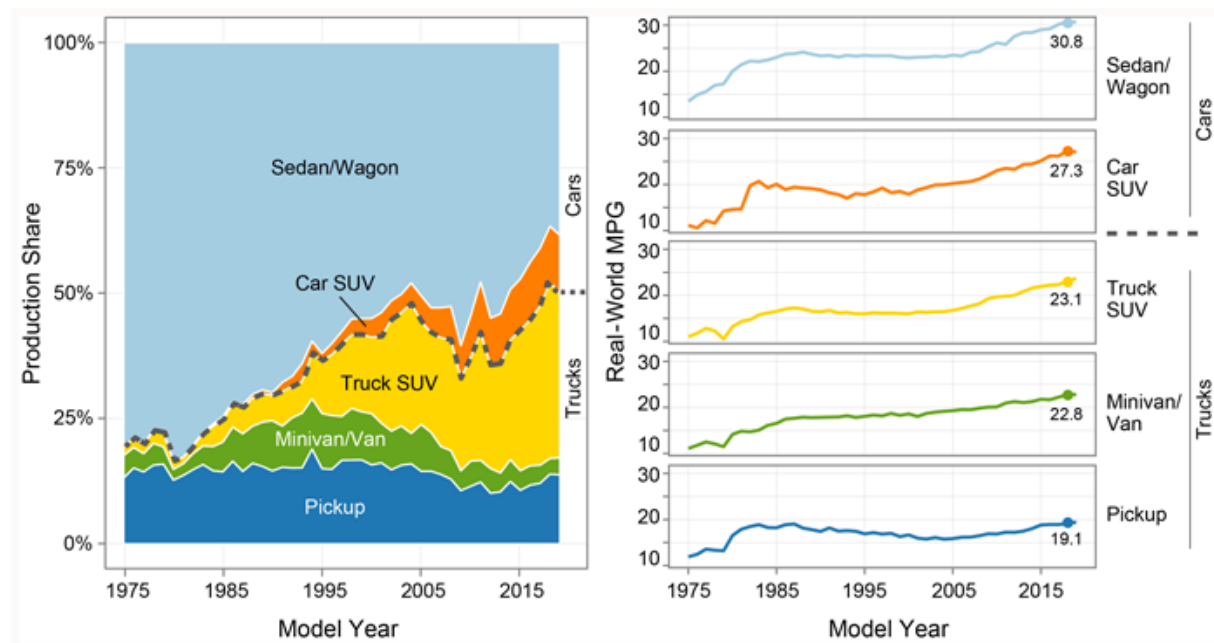
## 2.0 Trends in Vehicle Type

Based on a United States Environmental Protection Agency (EPA) source (<https://www.epa.gov/automotive-trends/highlights-automotive-trends-report>), the vehicle market continues to move towards trucks including truck SUVs. In the United States, trucks represented 50% of the personal vehicle market share in model year 2018. These values are assumed to be similar to proportions and trends in Ontario and within Halton Hills.

**Figure 2** illustrates trends in vehicle type over the past 45 years, the trends toward larger vehicles has continued. With truck SUVs representing approximately one third of all vehicles.

Vehicle footprint, an indication of the size of the vehicle, is the product of wheelbase times average track width (the area defined by where the centers of the tires touch the ground). Over the past 15 years the average vehicle footprint has increase by 3% to 50.4 square feet.

**Figure 2 – Vehicle Fleet Type Trends**



Source: United States EPA





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## Appendix D

### Neighbourhood Inventory

## APPENDIX D – NEIGHBOURHOOD PARKING REVIEW

### 1.0 Georgetown Neighbourhoods

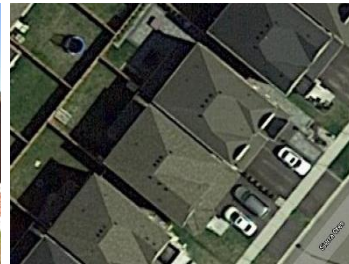
To assess and document parking needs of residential communities, a review of each neighbourhood within Georgetown was undertaken. The review assessed 19 geographic areas that were defined by similar age building form and general community characteristics. These areas are described as neighbourhoods for the purpose of this study recognizing that other community definitions and geographic boundaries may exist.



The following 15 sections describe the key streets that comprise each neighbourhood, the building and lot characteristics affecting the on-site parking, the on-street characteristics and an assessment of parking issues and need.

## 1.1 Sierra Crescent

The **Sierra Crescent** neighbourhood is a community in south Georgetown including Sierra Crescent, Fengate Lane, Rainforest Lane, Oasis Trail, Hidden Lake Trail, Northwest Court and a portion of Danby Road.



**Building and Lot Type:** Most homes are detached homes with 10m frontage and double-car garages. Driveway depth is 6m – 8m which comfortably accommodates two cars on the property side of the sidewalk.

A few townhomes are located on Rain Forest Lane next to Eighth Line with single garage and driveway space for one car only. Driveway depth ranges from 5m to 10m without a sidewalk and boulevard.

**On-Street Conditions:** Most Streets are 9 metres in width and allow temporary on-street parking on both sides of the street. Spaces between driveways range from 1m - 2m up to 8m. For the townhomes on Rain Forest Lane, parking is permitted on one side of the street; there are approximately 12-15 on-street spaces available for the 15 adjacent townhomes. A 12-hour parking zone exists on Rain Forest Lane that appears to be fully utilized.

**Assessment:** The Sierra Crescent community appear to have numerous homes with demand that exceeds capacity on Rain Forest Lane. Homes have a maximum of two parking spaces with garages and small driveway space. Multiple homes have large trucks which are marginally larger than driveways and may not fit conveniently within the garage. Solutions for additional parking capacity are warranted.

Note: Images have been selected from Google Maps.

## 1.2 Danby West

The **Danby West** neighbourhood is located west of Mountainview Road South and north of Tenth Sideroad. The neighbourhood includes Danby Road, Milfoil Street, Ballantine Drive, Snowberry Crescent, Lily Lane and Diamond Leaf Lane, Woodcote Crescent, Barber Drive, Silver Pond Drive, Jolana Crescent, Orchid Avenue and south portion of Robinson Road.



**Building and Lot Type:** Most homes are detached homes with 10 m frontage and double-car garages. Driveway depth is 8m - 12m which comfortably accommodates two cars on the property side of the sidewalk or four cars if there is no sidewalk.

A few semi-detached homes with single-car garages are located at Snowberry Crescent near 10 Side Road. There are also a number of homes with single car garages on Milfoil Street. Most homes have a driveway depth of 5m - 7m and have space for one car; few have a longer driveway of 10m and have space for two cars with the sidewalk.

**On-Street Conditions:** Most Streets are 9 metres in width and allow temporary on-street parking on both sides of the street. Spaces between driveways range from 1m – 2m up to 10m. For the semi-detached homes on Snowberry Crescent, street parking is allowed on both sides of Snowberry Crescent and there are approximately 20 – 25 parking spaces for 20 homes north of Snowberry Crescent between the west leg of Snowberry Crescent and Lily Lane.

**Assessment:** Most homes within the Danby West community have parking available for 3 vehicles. Including parking capacity within the boulevard, the vast majority of homes have space for 3 or more vehicles. As a whole, the Danby West community has sufficient parking supply.

Note: Images have been selected from Google Maps.



### 1.3 Danby East

The **Danby East** neighbourhood is a community north of 10 Side Road between Mountainview Road South and 10<sup>th</sup> Line. The neighbourhood includes Niagara Trail, Wildflower Lane, Danby Road, Morningside Drive, La Roche Avenue, Goldham Way, Barber Drive, Hartwell Road and a few crescent loops. New construction west of Hartwell Road is shown on Google Maps satellite image.



**Building and Lot Type:** The Danby East community has mixed housing types including detached homes with 10m frontage and double-car garages or detached homes with 7m frontage and single-car garages, semi-detached homes and a few townhomes. Detached homes typically have a driveway depth of 8m – 10m which can accommodate two cars with sidewalk or four cars without sidewalk.

The number of available parking spaces for townhouses vary depending on the width of the driveways. The number of units with wider driveways accommodating two parking spaces is roughly equivalent to the number of units with narrower driveways accommodating one parking space.

**On-Street Conditions:** Most Streets are 9 metres in width and allow temporary on-street parking on both sides of the street. Most spaces between driveways range from 1m - 2m up to 8m and can usually accommodate one additional car.

**Assessment:** The Danby East community as a whole has sufficient parking available. For townhomes on north side of Niagara Trail west of Barber Drive, smaller driveway space and limited street parking might lead to some issues. The new homes being built in the east portion of the neighbourhood should be monitored.

Note: Images have been selected from Google Maps.

## 1.4 Argyll East, Miller and Argyll West

The **Argyll East**, **Miller** and **Argyll West** neighbourhoods are located south of Credit River West Branch between Eighth Line and 10 Line. These communities include numerous streets and crescents along Argyll Road and two schools located in Miller – Argyll West community.



**Building and Lot Type:** Most homes are detached homes with 10 m frontage and double-car garages. Driveway depth is 8-12m which comfortably accommodates two cars on the property side of the sidewalk or four cars if there is no sidewalk.

A few detached homes with 7m frontage and single-car garages could be found in the Miller – Argyll West community north of Miller Drive and north of Eaton Street between Miller Drive and Craig Crescent. Typically, these homes can accommodate at least two cars on the driveway.

There are a few streets with more limited on-site parking. Homes within Garrison Square (southeast of Argyll Road and Barber Drive) have a single garage and a driveway of less than 6m. Visitor parking is limited to a 6-space lot; Town staff is not aware of deficiencies in parking for the Garrison Square residents.

**On-Street Conditions:** Most Streets are 9 metres in width and allow temporary on-street parking on both sides of the street. Typical space between driveways is 3m – 5m and can usually accommodate one additional car if street parking is permitted.

**Assessment:** The homes in Argyll East, Miller and Argyll West communities typically have sufficient parking spaces on their own driveways. On-street temporary street parking capacity is sufficient given the wide gap between driveways.

Note: Images have been selected from Google Maps.

## 1.5 Upper Canada

The **Upper Canada** neighbourhood is located north of Guelph Street and east of McFarlane Drive. Neighbourhood streets included Upper Canada Crescent and Ridgeway Crescent. Sidewalks are running on south side of Upper Canada Crescent and north side of Ridgeway Crescent.



**Building and Lot Type:** Upper Canada has mixed home types including semi-detached homes and townhomes on the west side of the east leg of Ridgeway Crescent and a few detached homes with double-car garages. For semi-detached homes and townhouses, the available parking spaces vary depending on the driveway depth and the presence of sidewalk.

For detached homes along east portion of Upper Canada Crescent, the driveway depth is typically 8m – 10m with no boulevard on the north side and 2.0 m boulevard on the south side. Driveway widths range from 3.8 m (north side) to 3.3 m (south side). These dimensions allow one or two parking spaces on the driveways.

**On-Street Conditions:** Both Upper Canada Crescent and Ridgeway Crescent are 7.5 to 8.0 metres in width and allow temporary on-street parking on both sides of the street. Space between driveways ranges from 1m - 2m up to 8m - 10m. There are constraints associated with parking and pavement width particularly at horizontal curves of the road alignment.

**Assessment:** The Upper Canada community has narrower streets. On-street parking should be monitored to identify problems in maintaining adequate operating width to accommodate through traffic and emergency vehicles, particularly during winter operations. There may be a need for additional enforcement to limit the impact of on-street parking on snow clearing and maintenance operations.

Note: Images have been selected from Google Maps.

## 1.6 Delrex East and Delrex West

The **Delrex East** and **Delrex West** neighbourhoods are located between Guelph Street / GO Rail Line and Credit River West Branch. Key streets include: Main Street Kingham Road, Mill Street, Main Street, Cobblehill Road and Elmore Drive.



**Building and Lot Type:** The homes in these neighbourhoods are detached or semi-detached homes without garages, with single-car garages or with double-car garage and townhomes with own driveways or with shared parking areas. The detached and semi-detached homes without garages typically have a driveway with depth more than 10m – 12m and can accommodate at least three cars.

Detached homes with single-car or double-car garages can be found close to the northeastern corner of the Delrex East community and on south end of Cedarvale Crescent in Delrex West Community. The average depth of driveways is 6m – 8m and two cars can be accommodated on the driveway.

**On-Street Conditions:** Most Streets are 9 metres in width and allow temporary on-street parking on both sides of the street. Distance between driveways varies from 1m – 2m to more than 20m depending on the frontage of the homes.

**Assessment:** Homes typically have sufficient parking spaces on their own driveways. On-street temporary street parking capacity is sufficient given the typical wide gap between driveways.

Note: Images have been selected from Google Maps.



## 1.7 Dominion Gardens

The **Dominion Gardens** neighbourhood is situated between Maple Avenue, Mountainview Road North and Guelph Street. The Dominion Gardens Park and a secondary school are located next to the residential area and are connected to the community by a multi-use path.



**Building and Lot Type:** Most homes in Dominion Gardens are townhomes with single-car garage and the driveways are typically around 3 meters wide. Approximately 70% townhouses have a driveway of 10m – 12m depth, while townhomes on Seed House Lane have a short 6 m – 7m driveway without sidewalks. These driveways can only accommodate one car due to the presence of sidewalks.

Townhomes with longer 10m – 12m driveway can accommodate a maximum of two cars.

**On-Street Conditions:** Most streets are 9 metres in width and allow temporary on-street parking on both sides of the street with some exceptions. The north leg of Dominion Gardens Drive south of Maple Avenue west of Harding Street is operated as one-way street and parking is allowed on the south side of the road only. The typical gap between driveways are small and range from 1m – 8m. Most gaps are not able to accommodate on-street parking.

A 12-hour parking zone is designated along a 60 m section of Dominion Gardens Drive (south of Harding Street, parallel to Maple Avenue) accommodating approximately 9 vehicles. These spaces appear fully utilized.

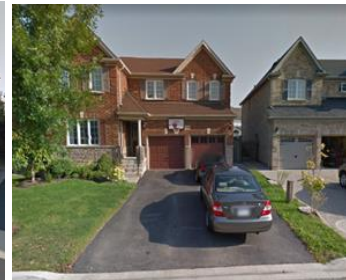
**Supplemental Parking:** The Town allows overnight permit parking using a portion of the Dominion Gardens park parking lot; there is a waiting list for those spaces. There are also 20 spaces of permit parking currently available at Christ the King Catholic Secondary School (between 50 and 300 metres from neighbourhood homes).

**Assessment:** Due to the low parking capacity on driveways and on-street, even with additional visitor parking spaces provided on east side of Seed House Lane east leg, the demand for parking exceeds supply for the community as a whole. Solutions for additional parking capacity are warranted.

Note: Images have been selected from Google Maps.

## 1.8 McNally

The McNally neighbourhood is located north of 15 Side Road between Trafalgar Road and Main Street South. McNally Park is situated at the center of this community comprised of a number of crescent streets connecting to McNally Street and Belmont Boulevard.



**Building and Lot Type:** Most homes are larger detached homes with double-car garages. Driveways comfortably accommodate two cars on the property side of the sidewalk or four cars if there is no sidewalk. Additionally, with wide driveways, a third car could be parked on the road side of the sidewalk without impacting the pedestrians or traffic.

A few detached homes with a driveway longer than 20 meters could be found along Chantelay Crescent situated at the west end of the community, with some homes having driveways directly connected to 15 Side Road. All homes in this area should be able to accommodate multiple vehicles on their own driveways.

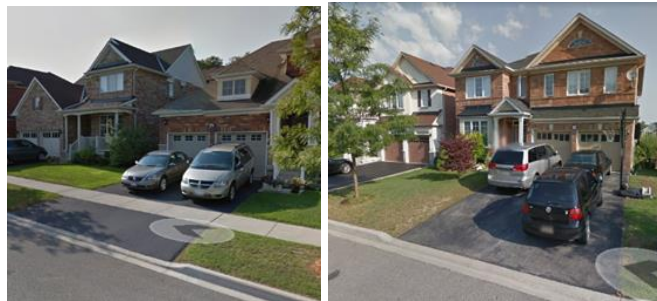
**On-Street Conditions:** Most Streets are 9 metres in width and allow temporary on-street parking on both sides of the street. Typical space between driveways is 1m to up to 15m and can accommodate one or two additional cars if street parking is permitted.

**Assessment:** The homes in McNally communities have sufficient parking spaces on their own driveways. On-street parking capacity is high given the wide gap between driveways.

Note: Images have been selected from Google Maps.

## 1.9 Arborglen and Cindebarke Terrance

The Arborglen neighbourhood is a community with approximately two hundred homes located east of Main Street South between Maple Avenue and 15 Side Road. The Arborglen Drive extends around the community and Apple Blossom Crescent provides access to the center of the community. The Cindebarke Terrance area has thirteen homes located at the west end of the road.



**Building and Lot Type:** Most homes are detached homes with at least 10m frontage and double-car garages. Driveway depth is 8m – 12m which comfortably accommodates two cars on the property side of the sidewalk or four cars if there is no sidewalk. Given the wide driveways, a third car could be parked on the road side of the sidewalk without impacting the pedestrians or traffic.

The thirteen homes on Cindebarke Terrance are all detached homes with double-car garages and more than 10m driveways. There is no sidewalk on either side of the road, giving the homes capacity for at least four driveway parking spaces.

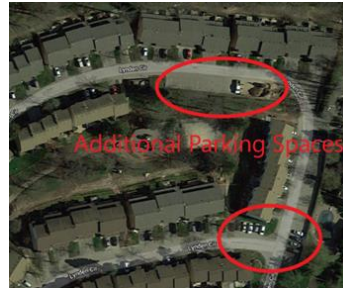
**On-Street Conditions:** Most Streets are 9 metres in width and allow temporary on-street parking on both sides of the street. Typical space between driveways is 2m to up to 15m and can accommodate one or two additional cars if street parking is permitted.

**Assessment:** The homes in Arborglen and Cindebarke Terrence communities have sufficient parking spaces on their own driveways. On-street parking capacity is also high given the wide gap between driveways.

Note: Images have been selected from Google Maps.

## 1.10 River Drive – Stewart MacLaren

The River Drive – Stewart MacLaren neighbourhood is located east of Mountainview Road North and North of Maple Avenue with River Drive and Stewart MacLaren Road running east-west crossing the community. Since the office building in this area has its own parking lot and has no direct connection to the residential area, it is assumed to have no impact on parking within the community.



**Building and Lot Type:** Most homes in River Drive community are townhomes with single-car garages. The typical depth of driveways is 6m – 8m which can provide parking space for one car. Additional dedicated parking spaces are provided on a few streets including Lynden Circle, Corey Circle, Whitehorn Lane, Kersey Lane and Wylie Circle.

Two apartment buildings are located in the north of the community on John Street; each building has its own parking lot. A few additional cars can be accommodated on north side of John Street; the elbow area also acts as a parking area with a capacity of four cars.

**On-Street Conditions:** Most Streets are 9 metres in width and allow temporary on-street parking on both sides of the street. Typical space between driveways is 2m to up to 10m. Most spaces are too short to accommodate street parking. A 12-hour parking zone is designated along an 80 m section of Stewart MacLaren Road (East of Mountainview Road) accommodating approximately 10 vehicles. It appears that the 12-hour parking is fully utilized overnight.

**Assessment:** The narrow spacing between driveways limits the capacity for on-street parking. It appears that there are numerous homes with demand that exceeds the two parking spaces available. Solutions for additional parking capacity are warranted.

Note: Images have been selected from Google Maps.



## 1.11 Marywood Meadows

The Marywood Meadows neighbourhood is located at the north-western quadrant of the Main Street South and 17 Side Road intersection. The community has a hospital and a public school, both are equipped with dedicated parking lots. A few blocks fronting Main Street South are primarily commercial uses, hence the parking demand and supply are not considered in this study; we are not aware of parking demands for these uses having impact on adjacent residential areas.



**Building and Lot Type:** Most homes are detached homes with at least 10m frontage and double-car garages. Driveway depth is 8m – 12m which comfortably accommodates two cars on the property side of the sidewalk. Given the wide driveways, a third car could be parked on the road side of the sidewalk without impacting the pedestrians or traffic.

A few homes with no garage exist in the north part of the community along Mary Street and Henry Street. The driveways for these homes typically have a depth of at least 20m and are able to accommodate at least three or four cars.

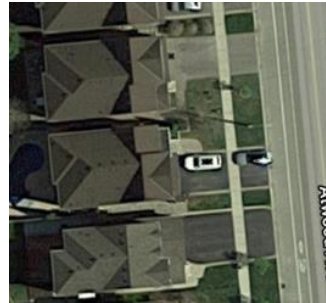
**On-Street Conditions:** Most Streets are 9 metres in width and allow temporary on-street parking on both sides of the street. Typical space between driveways is 2m to up to 10m.

**Assessment:** The homes in Marywood Meadows have sufficient parking spaces on their own driveways. On-street parking capacity is sufficient given the road widths and driveway spacing.

Note: Images have been selected from Google Maps.

## 1.12 Berton – Atwood

The Berton – Atwood neighbourhood is located east of Trafalgar Road between south of the GO rail corridor. The community includes Berton Boulevard, Atwood Avenue, Princess Anne Drive, Newman Place, and several crescents and cul-de-sacs. Berton Boulevard Park is located at the center of the community and is connected to different parts of the community by several walking trails.



**Building and Lot Type:** Most homes are detached homes with at least 10m frontage and double-car garages. Driveway depth is 8m -12m which comfortably accommodates two cars on the property side of the sidewalk. Most homes have wide driveways and wide spacing between the curbside and the sidewalks; a third car could be parked on the road side of the sidewalk without impacting the pedestrians or traffic.

A few townhomes and semi-detached homes are located on Mowat Crescent. Most townhomes have a driveway of 10m – 12m depth, however, due the presence of sidewalks, these driveways can only accommodate one car; some illegal parking behavior was observed, with vehicles overhanging the road or sidewalk.

**On-Street Conditions:** Most Streets are 9 metres in width and allow temporary on-street parking on both sides of the street. Typical space between driveways is 2m to up to 10m. Most spaces can accommodate on-street parking.

**Assessment:** Most of the community has sufficient parking capacity. Some illegal parking behavior was observed for townhome units on Mowat Crescent; additional enforcement may be required. On-street parking spaces are available at the east side of Mowat Crescent and should provide enough capacity.

Note: Images have been selected from Google Maps.

### 1.13 Moore Park

The Moore Park neighbourhood is located north of the GO rail corridor and south/west of Highway 7. This community includes two sub-communities with different on the building type and connectivity. Joseph Gibbons Public School is located in this community and a few shops are located in a plaza between Moore Park Crescent and Jersey Lane west of Highway 7.



**Building and Lot Type:** Most homes are detached homes with 10m frontage and single-car garages. Most driveways are wide enough for two cars and with a typical depth of 8m - 12m and can comfortably accommodate two cars on the property side of the sidewalk.

A few townhomes are located between Jersey Lane and Carruthers Road. The driveways are typically short and can only accommodate one car, but more than 30 additional visitor parking spaces are available in this neighbourhood on Tiffany Lane, Renfrew Lane and Jersey Lane.

**On-Street Conditions:** Most Streets are 9 metres in width and allow on-street parking on both sides of the street, except for the townhome area. Typical space between driveways is 2m to up to 30m.

**Assessment:** The community appears to have sufficient parking capacity. For residents of detached homes, both driveway parking and street parking are available. For residents of townhomes, several additional visitor parking areas are easily accessible for all units and should provide enough parking space for occasional parking demand.

Note: Images have been selected from Google Maps.

## 1.14 John Street – Meadowglen

The John Street – Meadowglen neighbourhood is located west of Mountainview Road between Mullen Place and John Street. Since Mountainview Residence provides its own parking spaces and has no direct connection to the rest of residential area, it is not included in this assessment.



**Building and Lot Type:** Most homes are detached homes with at least 10m frontage and double-car garages. Driveway depths range between 8m – 12m which comfortably accommodates two cars on the property side of the sidewalk. Additionally, with typical wide driveways, a third car could be parked on the road side of the sidewalk without impacting the pedestrians or traffic.

A few townhomes can be found on Sutcliff Lane with single-car garages. The typical depth of driveway is less than 8m and only one car can be accommodated on driveways. Around 15 additional visitor parking spaces are available for a total of 53 townhomes.

**On-Street Conditions:** Most Streets are 9m in width and allow temporary on-street parking on both sides of the street. Typical space between driveways is 2m to up to 10m. Less than half spaces can accommodate additional street parking.

**Assessment:** Overall, the community should have sufficient parking capacity. Some illegal parking behavior has been observed for townhome residents on Sutcliff Lane; however, additional visitor parking spaces are available and should provide enough capacity. Supplementary enforcement may be warranted.

Note: Images have been selected from Google Maps.



## 1.15 Oak Ridge, Glen Williams and Erin Beaver

These four neighbourhoods are located at the north of Mullen Place share similar profile including large lot area, wide spacing between homes and typical long and wide driveways.



**Building and Lot Type:** Most homes are detached homes with at least 10m frontage. Some homes are equipped with garages while others only have driveway parking spaces. However, homes with no garage usually have a long driveway that can accommodate at least three cars.

A few newly constructed detached homes can be found south of Prince Street along Barracough Boulevard. These homes are equipped with garages for two or more cars and usually have driveway space for at least four more cars.

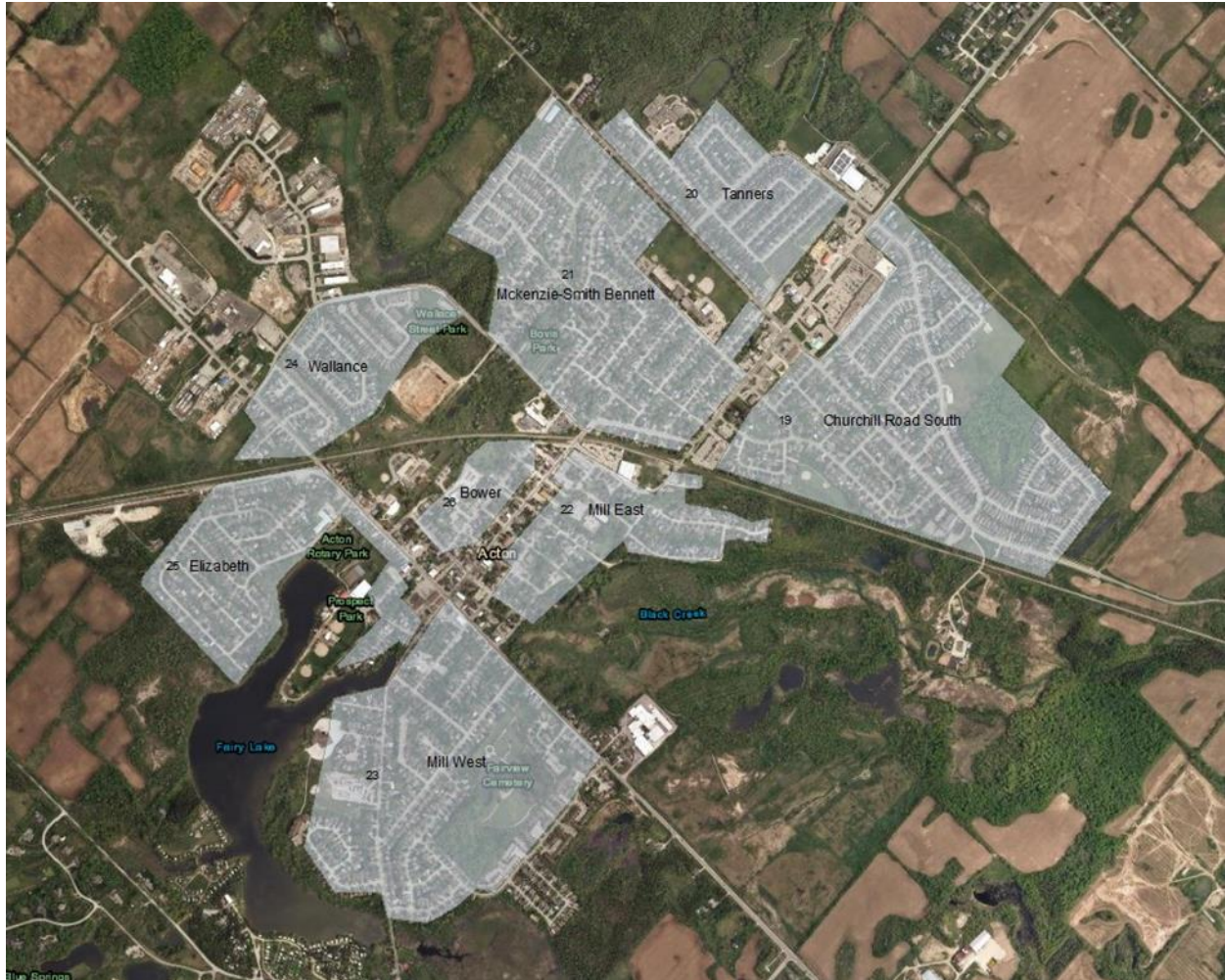
**On-Street Conditions:** Most Streets are 6m - 7m in width and allow temporary on-street parking on both sides of the street. Typical space between driveways is 2m to up to 50m. Most spaces can accommodate additional street parking.

**Assessment:** Due to the low density of homes, parking issues should not concern these four communities.

Note: Images have been selected from Google Maps.

## 2.0 Acton Neighbourhoods

To assess and document parking needs of residential communities, a review of each neighbourhood within Acton was undertaken. The review assessed 8 geographic areas that were defined by similar age building form and general community characteristics. These areas are defined as neighbourhoods for the purpose of this study recognizing that other community definitions and geographic boundaries may exist.

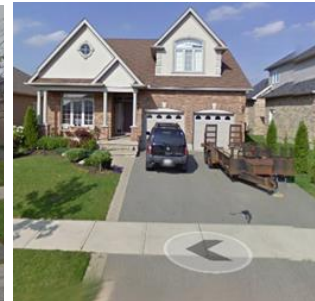
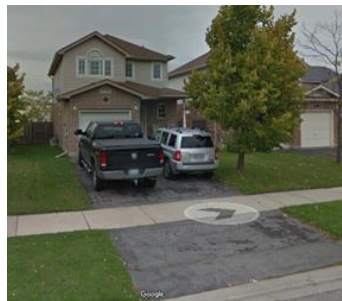


The following sections describe the key streets that comprise each neighbourhood, the building and lot characteristics affecting the on-site parking, the on-street characteristics and an assessment of parking issues and need.

Note: Images have been selected from Google Maps.

## 2.1 Churchill Road South

The Churchill Road South community is divided into two sub-communities by Churchill Road South. Lot sizes for homes west of Churchill Road are generally larger than those on the east side. The east sub-community sits along Tanners Drive and the west sub-community has Longfield Road running through it.



**Building and Lot Type:** Most homes in the west sub-community have no garage or single-car garages. The driveways for these homes usually have a depth of at least 20m and can accommodate at least three or four cars. For homes with wider driveways, it is possible to park more than five cars on the driveway.

Most homes in the east sub-community are detached homes with single-car garages. However, the driveways for these homes are wide enough for two cars and the typical depth of the driveways is also 8m-12m. Some homes with double-car garage can also be found in this community and the driveways can also typically accommodate at least two cars.

**On-Street Conditions:** Most Streets are 9 metres in width and allow temporary on-street parking on both sides of the street. The typical space between driveways is 2m to up to 10m. Most spaces can accommodate on-street parking.

**Assessment:** The community should have sufficient parking capacity. Parking spaces for homes in east sub-community is more limited. On-street parking is common on Rachlin Drive but there appears to be no significant impact on traffic and safety.

Note: Images have been selected from Google Maps.



## 2.2 Mill East - Bower

The Mill East - Bower neighbourhood is situated along Mill Street East between the GO rail corridor and Main street East west of the Acton GO train station. This community includes a few blocks with a mix of commercial buildings and residential buildings.



**Building and Lot Type:** This community includes a mix in building types. For homes north of Poplar Avenue, there are a range of housing types including detached homes with double-car garages, detached homes with no garage and semi-detached homes with no garage. At least two parking spaces on driveways are available for most homes.

Most homes south of Poplar Avenue are detached homes with single-car garage and a long driveway typically more than 20m long. At least three cars can be accommodated on the driveways.

We are not aware of any commercial sites that have parking demands that impact the adjacent residential areas.

**On-Street Conditions:** Most Streets are 9 metres in width and allow temporary on-street parking on both sides of the street. Typical space between driveways is 2m to up to 10m. Most spaces can accommodate additional street parking.

**Assessment:** The parking capacity should be sufficient for residents in low-rise homes in this neighbourhood. Given the range of parking supply for each block, any future needs and enforcement issues may need to be addressed on a block-by-block basis.

Note: Images have been selected from Google Maps.

## 2.3 Mill West – Kingham

The Mill West – Kingham neighbourhood is situated on west side of Main Street South and south of Mill Street West. The community can access Main Street South through Mill Street West, Brock Street, Cobblehill Road, Ransom Street and Kingham Road.



**Building and Lot Type:** Most homes are detached homes with at least 10m frontage. Some homes have single-car garages while other have double-car garages, however, the driveway for most homes are wide enough for two cars and the typical driveway depth is 8m – 12m, making it possible to park two cars on the property side of the sidewalk.

Many townhomes/low-rise apartments can be found at the south of this community along Kingham Road and on Birchway Place. These units do not have their own dedicated parking spaces immediately adjacent to the home. There are parking lots serving overnight demand for residents of these apartments; no visitor parking is available.

**On-Street Conditions:** Most Streets are 9m in width and allow temporary on-street parking on both sides of the street. Typical space between driveways is 2m to up to 10m. Most spaces can accommodate additional street parking. A 12-hour parking zone is designated along a 460 m section of Kingham Road (west of Main Street) accommodating approximately 70 vehicles; the on-street overnight parking appears fully utilized.

**Assessment:** There is insufficient on-site overnight parking along Kingham Road due to lack of dedicated parking spaces and visitor parking accommodation. Solutions for additional parking capacity are warranted.

Note: Images have been selected from Google Maps.

## 2.4 Tanners

The Tanners neighbourhood is located east of Churchill Road North and north of Queen Street. While Tanners Drive runs through the community, internal connectivity is provided by Somerville Road, Hurst Street, Browns Crescent, Bonnette Street and Cedar Road. Acton District High School is situated at the northeastern corner of this community.



**Building and Lot Type:** Most homes are detached with at least 10m frontage and double-car garages. Driveway depth is 8m – 12m which comfortably accommodates two cars on the property side of the sidewalk. Additionally, with typical wide driveways, a third car could be parked on the road side of the sidewalk without impacting the pedestrians or traffic.

Approximately 10% – 15 % of homes in this community are detached homes with single-car garage. The driveways for these homes can typically accommodate one car while a few homes have the driveway widened and can accommodate two cars.

**On-Street Conditions:** Most streets are 9m in width and allow temporary on-street parking on both sides of the street. Typical space between driveways is 2m to up to 10m. More than half spaces can accommodate on-street parking.

**Assessment:** Homes in Tanners community have sufficient parking on-site. Sufficient on-street parking capacity is available given the gap between driveways.

Note: Images have been selected from Google Maps.

## 2.5 McKenzie-Smith Bennett

The McKenzie-Smith Bennett neighbourhood is situated north of Queen Street between Churchill Road South and the GO rail corridor. The community includes Acton Boulevard, Division Street, Peel Street, McDonald Boulevard and Mill Street East.



**Building and Lot Type:** Most homes are detached homes with at least 10m frontage and single-car garages. The driveways are typically wide enough for two cars. With a driveway depth of 8m – 12m, most homes can comfortably accommodate two cars on their driveways on the property side of the sidewalk.

Some homes in this community have long driveways up to 25m and commonly with a single-car garage. These homes can provide at least three or four parking spaces.

**On-Street Conditions:** Most Streets are 9m in width and allow temporary on-street parking on both sides of the street. Typical space between driveways is 2m to up to 10m. Most spaces can accommodate on-street parking.

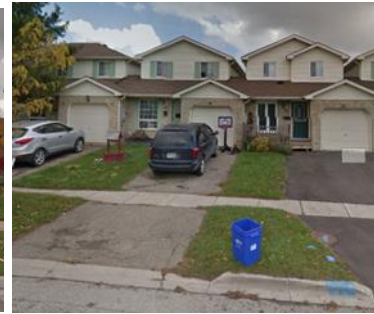
**Assessment:** Homes in Tanners neighbourhood have sufficient parking spaces on-site. Sufficient on-street parking capacity is available given the gap between driveways.

Note: Images have been selected from Google Maps.



## 2.6 Wallance

The Wallance neighbourhood is situated between Wallance Street and the GO rail corridor. Dr. Moore Crescent, Dairy Drive and Danville Avenue provide access to three parts of this community; they are not internally connected. Homes on Dairy Drive are most detached homes while a mix of townhomes, semi-detached homes and detached homes can be found along Danville Avenue and Dr. Moore Crescent.



**Building and Lot Type:** More than half of the detached homes have single-car garage with a driveway wide enough for two cars to park. With a typical driveway depth of 10m – 12m, two or four cars can be accommodated for most detached homes.

For townhomes in this community, the typical depth of driveway is less than 8m and only one car can be accommodated on driveways. The parking demand has exceeded the on-site demand for many homes on Danville Avenue and Dr. Moore Crescent; boulevard parking has been observed at numerous homes. A 12-hour parking zone has been introduced along a 200m section of Danville Avenue (south of Wallace Street) accommodating approximately 25 vehicles.

**On-Street Conditions:** Most Streets are 9m in width and allow temporary on-street parking on both sides of the street. For homes on Danville Avenue, many spaces between townhome driveways are too short to accommodate street parking, limiting on-street capacity on the northeast side of the street

**Assessment:** Homes on Dairy Drive should have sufficient parking spaces. Townhomes on Danville Avenue and Dr. Moore Crescent have more limited parking, but the introduction of the interim boulevard parking and 12-hour parking zone have reduced overnight parking issues.

Note: Images have been selected from Google Maps.



## 2.7 Elizabeth

The Elizabeth neighbourhood is located west of Main Street South between the GO rail corridor and Fairy Lake. This community includes Elizabeth Drive, Elmore Drive, Tyler Avenue, Jeffery Avenue, Tidey Avenue, Lakeview Avenue and Nelson Crescent.



**Building and Lot Type:** Most homes are detached homes with at least 10m frontage and single-car garages. With typical driveway depth of 12m – 15m, most homes can comfortably accommodate at least two cars on their driveways or at least four cars if the driveway is wide enough for two cars side-by-side.

A few homes with double-car garages can be found in this community. These homes can usually accommodate at least four cars on the driveway

**On-Street Conditions:** Most Streets are 9m in width and allow temporary on-street parking on both sides of the street. There is no sidewalk in this community, leaving more space for driveway parking. Typical space between driveways is 2m to up to 10m. More than half spaces can accommodate additional street parking.

**Assessment:** Homes in Tanners community have sufficient parking spaces on their own driveways. On-street parking capacity is sufficient given the gap between driveways.

Note: Images have been selected from Google Maps.

In the preparation of the various instruments of service contained herein, R.J. Burnside & Associates Limited was required to use and rely upon various sources of information (including but not limited to: reports, data, drawings, observations) produced by parties other than R.J. Burnside & Associates Limited. For its part R.J. Burnside & Associates Limited has proceeded based on the belief that the third party/parties in question produced this documentation using accepted industry standards and best practices and that all information was therefore accurate, correct and free of errors at the time of consultation. As such, the comments, recommendations and materials presented in this instrument of service reflect our best judgment in light of the information available at the time of preparation. R.J. Burnside & Associates Limited, its employees, affiliates and subcontractors accept no liability for inaccuracies or errors in the instruments of service provided to the client, arising from deficiencies in the aforementioned third party materials and documents.

R.J. Burnside & Associates Limited makes no warranties, either express or implied, of merchantability and fitness of the documents and other instruments of service for any purpose other than that specified by the contract.

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Note: Images have been selected from Google Maps.



BURNSIDE

[ THE DIFFERENCE IS OUR PEOPLE ]

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## Appendix E

### Evaluation Summary

Halton Hills Residential Parking Study – Appendix E (Evaluation)

300050812.1

CRITERIA FOR EVALUATING ALTERNATIVES		Do Nothing	ALT 1: Permissive On-street Parking:	ALT 2: On-street Paid Parking Permits	ALT 3: Supplemental Parking Lot Spaces	ALT 4: Proactive Enforcement Strategies	ALT 5: Public Promotion Campaigns	ALT 6: Policy Changes for New Developoment
			More permissive on-street parking regulations can provide additional temporary parking. Sub-options include:	On-street paid parking permits can supplement overnight parking supply in neighbourhoods where residential supply does not meet demand. Sub-options include:	Additional parking lots can supplement overnight parking supply in neighbourhoods where residential supply does not meet demand. Sub-options include:	Additional enforcement can address encourage parking compliance and address operational issues associated with on-site and on-street parking. Sub-options include:	Communication programs can promote compliance with parking regulations and effective use of available parking capacity. Sub-options include:	Increased residential parking requirements for garage areas, driveways, separation between driveways and/or increase disclosure of parking space sizes:
			- increase maximum on-street parking limit	- permits on local streets	- additional public public parking lots	- targeted revenue neutral resources	- encourage use of garage for parking	- Garage space, driveway space, driveway separation
			- increase on-street parking exemptions	- permits on local and collector streets	- shared parking agreements with landowners	- targeted revenue positive resources	- promote shared parking between neighbours	- Disclose space sizes by developers and landlords
			- formalize boulevard parking and 12 hour zones		- on-street parking bays		- promote private rental parking apps (e.g. Rover)	- Introduce cash-in-lieu contributions for public lots
CRITERIA FOR EVALUATING ALTERNATIVES		Do Nothing	ALT 1: Permissive On-street Parking:	ALT 2: On-street Paid Parking Permits	ALT 3: Supplemental Parking Lot Spaces	ALT 4: Proactive Enforcement Strategies	ALT 5: Public Promotion Campaigns	ALT 6: Increased Zoning Requirements
A EXISTING PARKING NEEDS								
1	Regular overnight parking needs		No impact.	Increase in regular overnight supply where sufficient on-street spaces	Increase in regular overnight supply for some communities where off-street parking options exist in close proximity to communities in need.	No increase in regular overnight parking supply; may reduce illegal overnight on-street parking.	More efficient garage use and shared neighbour parking can increase regular useable parking supply	No impact to existing parking supply.
	Rating							
2	Occasional overnight parking needs		Increase in on-street parking exemptions can address occasional overnight demands where sufficient on-street spacess	Increase in some forms of occasional overnight supply (e.g. multiple week visitors) where sufficient on-street spaces and permits can be issued monthly	Increase in occasional overnight supply for some communities where off-street parking options exist in close proximity to communities in need.	No increase in temporary overnight parking supply; may reduce illegal overnight on-street parking.	More efficient garage use and shared neighbour parking can increase occasional useable parking supply	No impact to existing parking supply.
	Rating							
3	Regular temporary day-time parking needs		Does not impact temporary parking supply, but allows flexibility late evening and early morning. An increase of the 6 hour maximum limit will have minimal positive impact to temporary parking needs.	Does not impact temporary parking supply.	Can provide supplementary temporary day-time parking supply for neighbourhoods with deficiencies.	Does not impact temporary day-time parking supply.	More efficient garage use and shared neighbour parking can increase temporary useable day-time parking supply	No impact to existing parking supply.
	Rating							
SUMMARY EXISTING PARKING NEEDS								
CRITERIA FOR EVALUATING ALTERNATIVES		Do Nothing	ALT 1: Permissive On-street Parking:	ALT 2: On-street Paid Parking Permits	ALT 3: Supplemental Parking Lot Spaces	ALT 4: Proactive Enforcement Strategies	ALT 5: Public Promotion Campaigns	ALT 6: Policy Changes for New Developoment
B FUTURE PARKING NEEDS								
1	Regular overnight parking needs		No impact.	Increase in regular overnight supply where sufficient on-street spaces. Less effective in higher density developments.	Increase in regular overnight supply for some communities where off-street parking options exist in close proximity to communities in need.	No increase in regular overnight parking supply; may reduce illegal overnight on-street parking.	More efficient garage use and shared neighbour parking can increase regular useable parking supply	Larger more efficient garage and driveway space can increase regular overnight useable parking supply. Improved disclosure requirements can reduce the number of parking deficiencies.
	Rating							
2	Occational overnight parking needs		Increase in on-street parking exemptions can address occasional overnight demands where sufficient on-street spacess	Increase in some forms of occasional overnight supply (e.g. multiple week visitors) where sufficient on-street spaces and permits can be issued monthly	Increase in occasional overnight supply for some communities where off-street parking options exist in close proximity to communities in need.	No increase in temporary overnight parking supply; may reduce illegal overnight on-street parking.	More efficient garage use and shared neighbour parking can increase occasional useable parking supply	Larger more efficient garage and driveway space can increase regular overnight useable parking supply. Improved disclosure requirements can reduce the number of parking deficiencies.
	Rating							
3	Regular temporary day-time parking needs		Does not impact temporary parking supply. An increase of the 6 hour maximum limit will have minimal positive impact to temporary parking needs.	Does not impact temporary parking supply.	Does not impact temporary day-time parking supply.	Does not impact temporary day-time parking supply.	More efficient garage use and shared neighbour parking can increase temporary useable day-time parking supply	Does not impact temporary day-time parking supply.
	Rating							
SUMMARY FUTURE PARKING NEEDS								
CRITERIA FOR EVALUATING ALTERNATIVES		Do Nothing	ALT 1: Permissive On-street Parking:	ALT 2: On-street Paid Parking Permits	ALT 3: Supplemental Parking Lot Spaces	ALT 4: Proactive Enforcement Strategies	ALT 5: Public Promotion Campaigns	ALT 6: Policy Changes for New Developoment
C ROAD OPERATIONS & ENFORCEMENT								
1	Snow clearing - efficiency of operations		Minor changes to limits and exemptions will result in nominal increases in on-street parking and impacts to snow clearing operations.	Potential for increases in on-street parking having a negative impact on snow clearing operations.	Nominal increase in effort for snow clearing for parking lots.	Potential for minor decrease in on-street parking. Targeted efforts could focus on decreasing effort for snow clearing.	Targeted messaging could improve public compliance with regulations and improve conditions for snow clearing operations.	Nominal decreases in on-street parking and with nominal impacts to snow clearing operations.
	Rating							
2	Safety and convenience of traffic operations		Minor changes to limits and exemptions will result in nominal increases in on-street parking and impacts to traffic operations and safety.	Potential for increases in on-street parking having a negative impact on safety and convenience of traffic operations, without prohibitions on at key locations where safety or road capacity may be affected.	No impacts to safety or traffic operations.	Potential for minor decrease in on-street parking. Targeted efforts could focus on safety and traffic operations issues.	Targeted messaging could improve public compliance with regulations and improve conditions for safety and convenience of traffic operations.	Nominal decreases in on-street parking and with nominal impacts to safety and convenience of traffic operaitons.
	Rating							
3	Parking enforcement field efforts		Minor changes to limits and exemptions will result in nominal increases in on-street parking and impacts to enforcement efforts.	Requires additional enforcement efforts to distinguish legal permit parking from illegal on-street overnight parking.	Nominal increase in effort for enforcement of parking lots.	May require additional resources, but field operations would remain the same.	No impacts to enforcement field efforts.	No impacts to enforcement field efforts.
	Rating							
4	Parking enforcement administration efforts		No impact to administration of parking enforcement	Requires additional administration for reviewing and issuing permits and managing revenue.	Requires additional administration for reviewing and issuing permits and managing revenue.	Would require additional planning of resources.	No impacts to enforcement administration efforts.	No impacts to enforcement administration efforts.
	Rating							
SUMMARY ROAD OPERATIONS & ENFORCEMENT								
CRITERIA FOR EVALUATING ALTERNATIVES		Do Nothing	ALT 1: Permissive On-street Parking:	ALT 2: On-street Paid Parking Permits	ALT 3: Supplemental Parking Lot Spaces	ALT 4: Proactive Enforcement Strategies	ALT 5: Public Promotion Campaigns	ALT 6: Policy Changes for New Developoment
D SUSTAINABILITY								
1	Stormwater management objectives		No impacts to stormwater management objectives.	No impacts to stormwater management objectives.	No impacts to stormwater management objectives.	No impacts to stormwater management objectives.	Targeted messaging could encourage use of LID parking surfaces and improve stormwater retention and reduced run-off.	No change to driveway space; no impact to stormwater management objectives.
	Rating							
2	Promotion of alternative modes of travel		No impacts to demand for alternative modes of travel.	Allows for higher auto ownership, minor negative impacts to demand for alternative modes of travel.	No impacts to demand for alternative modes of travel.	No impacts to demand for alternative modes of travel.	No impacts to demand for alternative modes of travel.	No impacts to demand for alternative modes of travel.
	Rating							

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