



**CAPE BRETON**  
REGIONAL MUNICIPALITY

# Parking Bylaw Study & Update

# Parking Study – Background and Origin

- ▶ CBRM Forward made significant updates to parking requirements in relation to residential construction.
- ▶ Parking study was commissioned to serve dual purpose in the analysis of current parking standards and impacts of these changes under the Housing Accelerator Program

Parking Study

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# Parking Study



Figure 5: Parking Supply and Demand in Downtown Sydney



Figure 6: Parking Supply and Demand in Downtown Glace Bay

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# Parking Study



Figure 7: Parking Supply and Demand in Downtown North Sydney

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# Study Findings

Section	Topic	Recommendation
5.1	Special Designation of On-Street Parking Spaces	No on-street parking be designated for a special purpose other than accessible parking or commercial loading.
5.3	Access to Public Parking Lot in North Sydney	Remove the middle driveway to the North Sydney parking lot and replace it with a pedestrian walkway
5.4	Parked Meters Positioning	Continue to bag or remove meters that are too close to crosswalks
7.2	Pay Stations	Amend By-law P-100 to include the use of pay-stations and smart phone apps.
7.3	Parking Enforcement	Dedicate two staff positions to parking enforcement
7.4	Parking Drainage, Design and the Environment	Include measures identified in Section 7.4 into design of new parking lots and rehabilitation projects.
7.5	Accessible Parking	A target of 5% should be set as the minimum percentage of all on-street and municipally-owned off-street parking spaces being designated accessible

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# Study Findings

Section	Topic	Recommendation
7.5	Accessible Parking	Designated accessible parking stalls should meet the regulations of Nova Scotia Building Code and should be signed with the Province of Nova Scotia signage regulations with sign RB-52B
7.7	Electric Vehicle Charging	Work with a private sector partner to provide electric vehicle charging in hourly parking sections of municipally-owned off-street lots
7.8	Controls to Prevent All-Day Parking on Residential Streets	Continue to post 30-minute parking controls where warranted on residential streets surrounding the downtown Sydney pay area. Provide an exemption to timed parking controls to street residents
7.9	Loading Zones	Continue to add Loading Zones within downtown Sydney in response to identified issues associated with need for commercial loading and passenger drop-off
7.10	Bus Stops and Movement of Transit Buses	Work with Transit Cape Breton to identify areas where turning and other manoeuvring of buses is impeded by legally or illegally parked cars

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# Study Findings

Section	Topic	Recommendation
7.12	Carpool and Transit Park and Ride Parking	Include consideration of park-and-ride in future transit planning projects. Work with Nova Scotia Public Works to create and improve carpool parking lots at highway interchanges.
7.5 & 7.14	Directional Signs for Public Parking Lots	Add more wayfinding signs advising drivers of the locations of public parking lots. Add parking location maps (noting accessible parking spaces) to the municipal website.
8.3	Parking Lot Consolidation	Each of these parking lot consolidation opportunities be explored by CBRM and implemented where possible
6.1	Parking Governance	The Municipality create at least one-half of a full-time equivalent position (0.5 FTE) for the co-ordination of parking

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# Prioritization

Proposed Implementation	Not contained in the current proposed revision	Not Supported At This Time
Special Designation of On-Street Parking Spaces	Access to Public Parking Lot in North Sydney	Accessible Parking
Parked Meters Positioning	Parking Enforcement	Loading Zones
Pay Stations	Parking Drainage, Design and the Environment	Parking Lot Consolidations
	Electric Vehicle Charging	
	Controls to Prevent All-Day Parking on Residential Streets	
	Carpool and Transit Park and Ride Parking	
	Directional Signs for Public Parking Lots	

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# Prioritization - Future Consideration

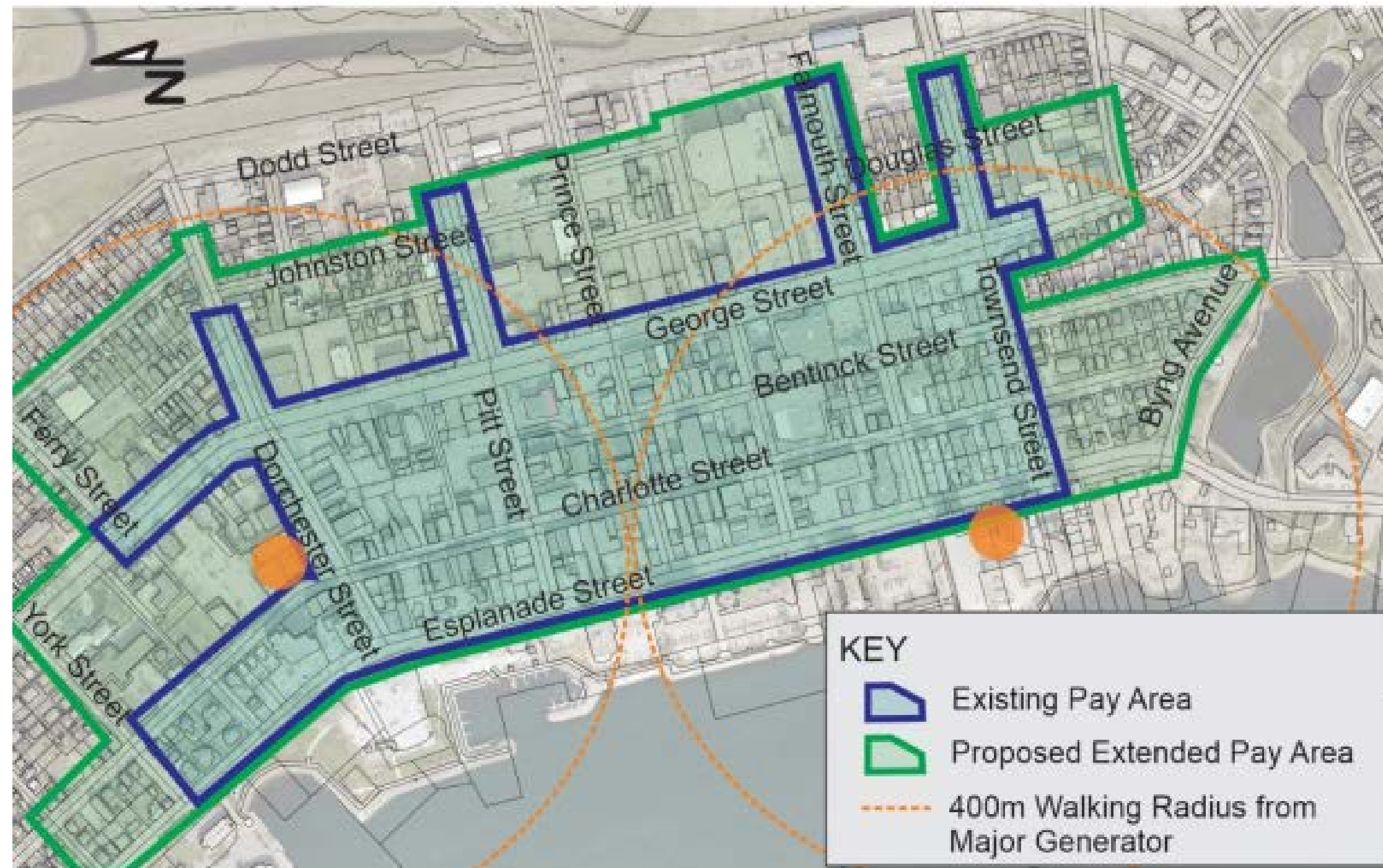


Figure 36: Expanded Parking Payment Area in Downtown Sydney

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# Prioritization – Not Supported at this time

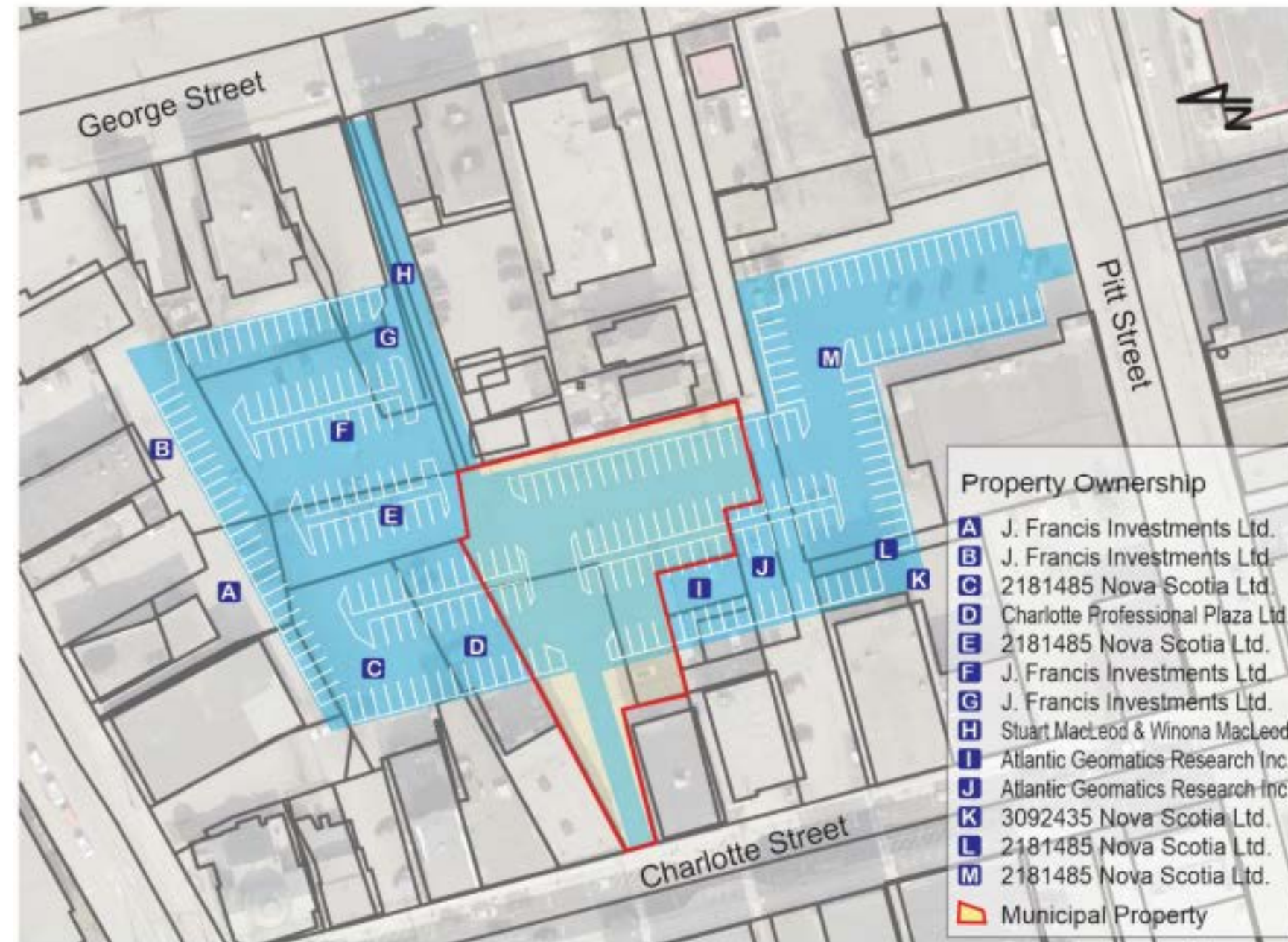


Figure 9: Consolidated Parking Opportunity – Downtown North Sydney

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# Implemented Solutions



Figure 19: Illegal Parking Spaces Indicated by Poor Meter Placement

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# Implemented Solutions



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# By-law Update Overview

- ▶ Statutory Authority
- ▶ Definitions
- ▶ Parking on Municipal Property
- ▶ Type of Payment
- ▶ Unlawful to Park or Impede
- ▶ Exemptions to Parking Restrictions
- ▶ Penalty Provisions
- ▶ Reformatting

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# Recommendation

1. Give first reading to the Parking By-law and schedule a public hearing to consider amendments to the Parking By-law; and
2. Direct staff to proceed with implementation of consolidation projects, expansion and modernization of parking payment systems, implementation of time limits, and associated enforcement practices as recommended and outlined in the CBRM Parking Management Study

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