

June 2, 2016

To: Members,  
Mayor's Housing Commission

Re: Improved Coordination of Planning and Notification of Residents in New Subdivisions

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### RECOMMENDATION

That this report be received and filed.

### CONCLUSION

Administration continues to work with individual developers and the development community to ensure that adequate on-street parking is provided in new residential neighbourhoods. Potential changes to standards, bylaws and processes include:

- Requiring when 'No Parking' signs are installed;
- What street widths are acceptable to the City of Regina;
- Width of lots in relation to driveway widths; and,
- Where the presence of alleys are required.

The above changes will help ensure that safe and adequate parking will be provided on our new residential streets.

### BACKGROUND

Design specifications for new neighbourhoods are provided in the City of Regina (City) Development Standards Manual. Section 7.3.8 identifies that street widths along local roadways can be either 8.7 metres in width, which provides parking on one side and two drive lanes, or 11 metres in width, which provides for parking on both sides and two drive lanes. These standards were developed with consideration for the *National Fire Code of Canada* which requires a clear width of 6 metres for emergency vehicle access.

From approximately 2005 to 2014, a number of streets in new development areas were constructed with an 8.7 metre width. As per the City standards, when developments are constructed with 8.7 metre street widths, such streets require 'No Parking' signs to be installed on one side of the street to permit two-way vehicle operation, as well as emergency and maintenance vehicle access. It was discovered that 'No Parking' signs were not installed when some of these streets were constructed. Administration began a process of bringing streets in new development areas in line with the City standards by installing 'No Parking' signs along all streets with a width of 8.7 metres.

The process of bringing the streets in line with the City standards included notifying residents and the area affected Ward Councillors of the pending change. Communication to residents was done through the use of informational door hangers, preparing Service Regina staff with a template of potential questions and responses, and having staff available to answer any escalated questions that could not be addressed directly by Service Regina. The 'No Parking' signs were installed in 2013 and 2014 and parking enforcement began shortly after.

The implementation of 'No Parking' signs resulted in a number of service requests related to the parking changes. The majority of service requests were handled by the Administration, however, some residents contacted their respective Ward City Councillor or the Mayor's Office.

At the August 5, 2014 meeting of the Mayor's Housing Commission, motion M14-5 entitled 'Improved Coordination of Planning and Notification of Residents in New Subdivisions' was brought forward. Upon consideration, it was resolved that the matter be referred to the Administration for a report to a future meeting that:

- Provides the results of a debrief with respect to Harbour Landing issues that were raised;
- Provides insight into the implications of street widths in Harbour Landing and other new developments;
- Observes improving communication between departments when planning new developments; and,
- Considers rear-alley pick up for garbage and recycling on streets where two-sided parking is not allowed.

## DISCUSSION

### Development Issues Debrief

A number of issues were identified as a result of implementing 'No Parking' along one side of an 8.7 metres wide streets. These issues include:

- Residents and home builders indicated they were not informed that their street would have 'No Parking' signs installed on one side of their street when they purchased their lot.
- Delays in 'No Parking' signs being installed resulted in residents indicating they felt misled by the City, developer and/or home builder.
- Residents indicated they felt the streets should have been built wide enough to support parking on both sides.
- Service Agreements between the City and various land developers indicated who was obligated to install 'No Parking' signs, however, timing on the installation of 'No Parking' signs was either after houses were occupied or, in some cases, signs were not installed by the Servicing Agreement completion deadline.

Administration wants to avoid these issues in the future, and as such, is working with individual developers and the development community on the following measures:

### Street Width Implications

- Ensuring that local streets are designed and constructed with an 11.0 metres width to permit parking on both sides while safely allowing two-way vehicle operation, as well as providing emergency and maintenance vehicles access. Some streets may be permitted with an 8.7 metres width where parking is not required on both sides of the street such as: streets with houses that back onto it, streets with adjacent small local parks, or along streets with an adjacent utility corridor on at least one side.

### Communication and Coordination

- For streets where 'No Parking' is required, it is desired to ensure that 'No Parking' signs are installed prior to the road being taken over by the City. A potential solution is to

make the installation of signs a requirement prior to the roadway being opened to the public as a term of the Servicing Agreement between the developer and the City.

- Administration is requesting developers provide alleys where lots are not of adequate width to provide on-street parking between adjacent driveways. For example, streets with lots less than 36 feet in width and 20 foot wide driveways effectively have no on-street parking because the gaps between driveways are too small to permit legal on-street parking. Further formalization of alley requirements will be examined within a review and update of existing City standards.
- Identify ways to disclose to property purchasers that there will only be parking on one side of their street. Such a disclosure could be accomplished through registering the on-street parking restriction on title during the Servicing Agreement process or through asking the developer and subsequent home builder to disclose any parking restrictions.

#### Garbage and Recycling Pickup

- When determining the set-out-point for garbage and recycling collection, a number of factors are taken into consideration. Alley collection will be considered when: construction along the alley has been completed, collection trucks are able to effectively navigate the alleys and adjacent properties have room to store the carts on the property and to set them out for collection without interfering with property access or protruding into the alley.

### RECOMMENDATION IMPLICATIONS

#### Financial Implications

None with respect to this report.

#### Environmental Implications

None with respect to this report.

#### Policy and/or Strategic Implications

The Zoning Bylaw Review Project will identify possible changes to existing regulations that will support the provision of sufficient on-street parking.

Review of City design standards will also identify possible changes to existing requirements that will outline the requirements for the installation of 'No Parking' signs and require alleys where appropriate.

#### Other Implications

None with respect to this report.

#### Accessibility Implications

None with respect to this report.

COMMUNICATIONS

None with respect to the report.

DELEGATED AUTHORITY

There is no delegated authority associated with this report as it is for informational purposes only.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "SBzdel".

Shauna Bzdel , Director  
Planning Department

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Diana Hawryluk".

Diana Hawryluk, Director  
City Planning and Development