









## **BACKGROUND**

On January 8, 2009, HRM was awarded funding from Transport Canada under its ecoMOBILITY program. The Transportation Demand Management (TDM) Fund component of HRM's ecoMOBILITY project was to develop small-scale "pricing signals" for the choice to commute by car, to apply that revenue to projects that expand and enhance more sustainable commuting choices, and to measure the public reaction regarding such policies.

The Residential On-Street Parking Policy, approved by Regional Council in 2002, allows for the implementation of Parking by Permit Only Controls on residential streets where high parking demand makes access to parking difficult for residents. In 2011, as part of the ecoMOBILITY project, Regional Council directed staff to actively seek candidate streets for implementation of these controls.

## **DISCUSSION**

Implementation of parking by permit controls requires a polling of the residents of the candidate street block. If a simple majority of the responses support the controls, they will be implemented. HRM staff identified several candidate streets within Districts 12 and 14, in consultation with the area Councillors. Those streets, and the result of the resident vote, are shown in the table below.

<b>Street Block</b>	<b>Agree to Controls?</b>
Bauer Street	No
Beech Street	No
Creighton Street (Cogswell to Buddy Daye)	No
Divas Lane	Yes
Falkland Street	Yes
Harris Street	No
James Street	Yes
John Street	No
Maynard Street (Cogswell to Buddy Daye)	Yes
West Street	Yes
Wright Street	Yes
Woodill Street	Yes

**Table 1: Streets petitioned for Parking by Permit Only Controls**

A map of affected streets is also shown in Attachment 1. Staff is preparing to implement these parking controls in February, 2012, accompanied by a targeted public awareness campaign, and have noted that the parking fees under Administrative Order 15 may be too high to attract demand from drivers looking for parking. In the only application of this policy to date (Williams Street), the cost of the permit has resulted in zero sales to outside parkers. The result is that available parking supply on this street is not utilized, and the effect of residential parking by permit only on Williams Street has had the same effect as posting the street for parking by

residents only. If this trend continues on a broader base, it will limit the effectiveness of expanding the program.

For parking by permit controls to achieve the desired balance between the needs of residents and the need for parking supply in high demand areas, it is important that there be a demand for the purchase of parking permits. Staff are concerned that the current rates for permits are not set at a price point which reflects that on street parking is generally less convenient than paid off-street parking and that it remains subject to street controls like the winter parking regulations.

For the reasons stated above, it is appropriate to reduce the current rates and monitor the demand for parking permits.

The following table shows the rates that are suggested to be included in Section 9 of Administrative Order 15. There are different rates for four geographic areas currently defined in the Order and shown in Attachment 2.

Parking Permit Zone	Currently Monthly Fee	Recommended Monthly Fee
A	\$65.00	\$40.00
B	\$65.00	\$35.00
C	\$45.00	\$30.00
D	\$35.00	\$20.00

**Table 2: Recommended Parking Permit Fees**

HRM Staff will provide ongoing monitoring of the demand for parking permits and will recommend further adjustments to the fee schedule as needed to match the market.

**BUDGET IMPLICATIONS**

There is currently no revenue coming from or budgeted to come from monthly on-street parking, and any parking permits sold represents an increase in revenue.

Operating costs such as parking enforcement and the public awareness campaign can be accommodated within existing staffing levels.

**FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN**

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

## COMMUNITY ENGAGEMENT

A series of five community meetings were held in the areas where parking controls were being considered to provide information on the process and to assist residents in determining whether controls would be in their best interest.

## ALTERNATIVES

The committee may choose to not change the parking permit fees in Administrative Order #15 or to change them to something other than those recommended by staff. This is not recommended as setting fees appropriate to parking demand is critical to the success of this initiative and staff believes the rates recommended achieve that.

The committee may also choose not to create a new cost centre to which the revenue from parking permits would be directed. Instead, the money would go into General Revenue. This is not recommended as it is not consistent with our funding proposal to Transport Canada.

## ATTACHMENTS

Attachment 1: Streets Approving Permit Parking Controls  
Attachment 2: Permit Parking Zones

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A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/cc.html> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

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Original Signed

Report Approved by: Peter Duncan, P.Eng., Manager, Asset & Transportation Planning, 490-5449

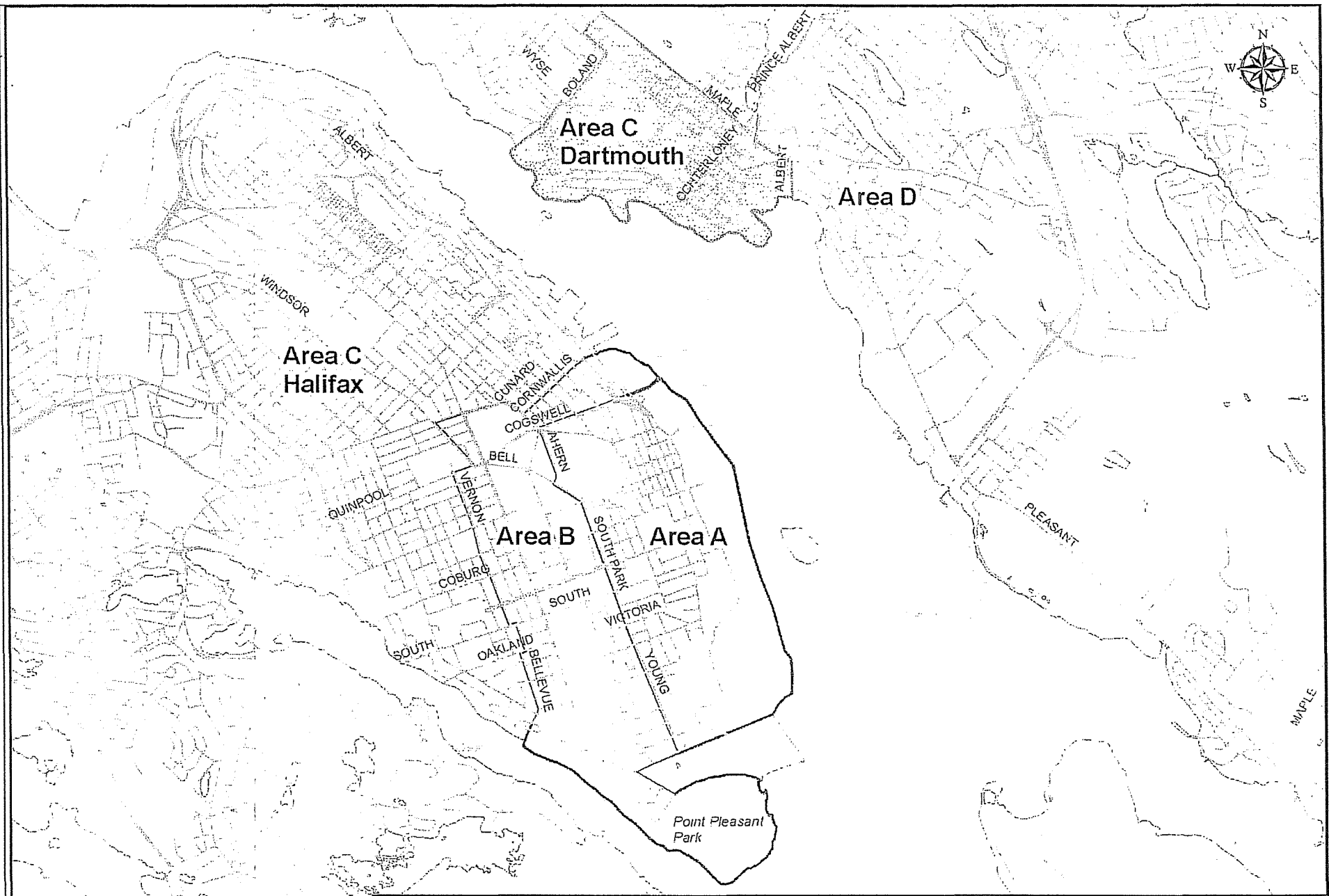
Original Signed

Financial Approval by: James Cooke, CGA, Director of Finance/CFO, 490-6308

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0 0.5 1 2 Kilometers



Amendment to Administrative Order 15: Parking Permit Fees

November, 2011

ATTACHMENT 2

# Permit Parking Zones