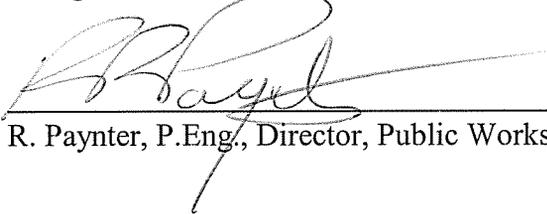

HALIFAX REGIONAL COUNCIL
December 17, 2002

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:



George McLellan, Chief Administrative Officer



R. Paynter, P.Eng., Director, Public Works & Transportation

DATE: December 16, 2002

SUBJECT: AMENDMENT TO ADMINISTRATIVE ORDER 15

ORIGIN

At the December 10, 2002 meeting of Halifax Regional Council, Councillor Fougere gave notice to introduce a motion to amend Administrative Order Number 15, the purpose being to set permit fees relating to By-Law P-1000, Respecting On Street Parking Exemptions and Permits.

RECOMMENDATION

It is recommended that Regional Council approve amendments to Administrative Order 15 as attached to this report.

BACKGROUND

By-law P-1000 Respecting On-Street Parking Exemptions and Permits was approved by Regional Council on December 10, 2002. This by-law replaced City of Halifax Ordinance 179 and City of Dartmouth By-law R-200. At the November 12, 2002 meeting of Regional Council, the Residential On-Street Parking Policy was approved in principle.

DISCUSSION

The proposed amendment to Administrative Order 15 provides the mechanism to charge fees for the administration of the Residential On-Street Parking Policy and By-Law P-1000.

One fee that is included in the amendment is a \$30 annual fee for a residential parking exemption. This \$30 fee was included in the now-repealed City of Halifax Ordinance 179. The City of Dartmouth by-law did not include a fee.

The second set of fees is needed to implement the parking permit portion of the Residential On-Street Parking Policy. Under the policy, a parking permit may be offered for parking on a street where residents have chosen to implement parking by permit only. These permits are available to anyone, but the fee is intended to reflect the market rate for parking. The supply of permits will be limited by HRM staff to prevent over-utilization of available space. Residents of the street will be allowed to park on it by securing a parking exemption.

The amendment includes a description of four 'parking zones' within the municipality. The monthly permit parking fees set for each of these zones are intended to reflect the current market rate for reserved parking.

Staff suggests that it is appropriate to retain a \$30 annual fee for parking exemptions for the following reasons:

1. The fee is required to offset the staff resources needed to administer the exemption process.
2. Since implementation of parking restrictions to control over-demand is at the discretion of the residents, a fee for parking exemptions will help deter over-implementation of restrictions.
3. Through a series of public meetings and information sessions, staff heard from a number of residents expressing acceptance of the need for an annual fee, and from no one indicating opposition to a fee.

BUDGET IMPLICATIONS

Implementation of By-law P-1000 and the Residential On-Street Parking Policy will result in expenditure of staff resources, however, this is expected to be fully offset by the annual fee for parking exemptions proposed in the amendment to Administrative Order 15.

Fees collected for parking permits will far exceed the cost of administration. As indicated in the Residential On-Street Parking Policy, this surplus will be directed towards investment in transit park-and-ride facilities.

FINANCIAL MANAGEMENT POLICIES/BUSINESS PLAN

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

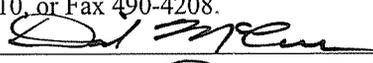
ALTERNATIVES

There are no recommended alternatives.

ATTACHMENTS

Resolution to Amend Administrative Order 15.

Additional copies of this report and information on its status can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report prepared by: 
David McCusker, P.Eng., Manager, Traffic & Transportation Services, 490-6696

Report approved by: 
R. Paynter, P.Eng., Director, Public Works & Transportation.

DMC/bmh

HALIFAX REGIONAL MUNICIPALITY

BE IT RESOLVED as a policy pursuant to Section 49(1)(c)(i) of the Municipal Government Act that Administrative Order 15 of the Council of the Halifax Regional Municipality be amended as follows:

1. Schedule "A" of said Administrative Order 15 is hereby amended by adding to the end thereof the following:

<u>By-Law #</u>	<u>Short Title</u>	<u>Section</u>	<u>Fee</u>
P-1000	On-Street Parking Exemptions and Permits	S. 4(1)	Residential Parking Exemption - \$30.00 Annual Visitor Parking Exemption - 1 Day- \$ 5.00 14 Day- \$20.00 Parking Permit - Area "A" - \$100.00 Monthly Area "B" - \$ 75.00 Monthly Area "C" - \$ 55.00 Monthly Area "D" - \$ 40.00 Monthly Lost or Stolen Exemptions or Permits replacements \$10.00 each

The areas as described below include all streets which are located in the boundary up to and including both sides of the identified boundary street.

Area "A" within the former City of Halifax

All that area of the former City of Halifax bounded as follows:

Beginning at the point of intersection of the shoreline of Halifax Harbour with the extension easterly of the northern official street line of Cogswell Street; Thence westerly following the northerly official street line of Cogswell Street to the extension northerly of the western official street line of Ahern Street; Thence westerly and southerly following the western official street line of Ahern Street and the extension thereof to the western official street line of Bell Road; Thence southerly following the western official street line of Bell Road, South Park Street and Young Avenue and the extension thereof to the southern official street line of Point Pleasant Drive; Thence easterly following the southern official street line of Point Pleasant Park Drive and the extension thereof easterly to the shoreline of Halifax Harbour; Thence Northerly following the shoreline of Halifax Harbour to the place of beginning.

Area "B" within the former City of Halifax

All that area of the former City of Halifax bounded as follows:

Beginning at the point of intersection of the shoreline of Halifax Harbour with the extension easterly of the northern official street line of Cogswell Street; Thence westerly following the northerly official street line of Cogswell Street to the extension northerly of the western official street line of Ahern Street; Thence westerly and southerly following the western official street line of Ahern Street and the extension thereof to the western official street line of Bell Road; Thence southerly following the western official street line of Bell Road, South Park Street and Young Avenue and the extension thereof to the southern official street line of Point Pleasant Drive; Thence westerly following the southern official street line of Point Pleasant Park Drive to the eastern official street line of Franklyn Street; Thence southerly and westerly following the eastern official street line of Franklyn Street and the boundary of the Point Pleasant Park to the eastern shore of the waters of the North West Arm; Thence Northerly following the

shoreline of North West Arm to point of intersection of the extension southerly of the western street line of Bellevue Avenue; Then northerly following the western street line of Bellevue Avenue to the southern street line of Oakland Road; Then easterly following the southern street line of Oakland Road to the point of intersection with the extension of the western official street line of Waterloo Street; Then northerly following the western official street line of Waterloo Street and the extension thereof to the northern official street line of South Street; Thence westerly following the northern official street line of South Street to the western official street line of Seymour Street; Thence northerly following the western official street line of Seymour Street and the extension thereof to the northern official street line of Coburg Road; Thence westerly following the northern official street line of Coburg Road to the western official street line of Vernon Street; Thence northerly following the western official street line of Vernon Street and the extension thereof to the northern official street line of Quinpool Road; Thence easterly following the northern official street line of Quinpool Road to the eastern official street line of Windsor Street; Thence northerly following the eastern official street line of Windsor Street to the southern official street line of Cunard Street; Thence easterly following the southern official street line of Cunard Street to the western official street line of North Park Street; Thence southerly following the western official street line of North Park Street to the southern official street line of Cornwallis Street; Thence easterly following the southern official street line of Cornwallis Street and the extension thereof to the western shore of Halifax Harbour ; Thence southerly following shore of the Halifax Harbour to the place of beginning.

Area "C" within the former City of Halifax

The remaining streets within Peninsula Halifax outside of those areas as described in Areas "A" and "B" for the former City of Halifax.

Area "C" within the former City of Dartmouth

Beginning at the point of intersection of the shoreline of Halifax Harbour with the extension westerly of the northwestern official street line of Brookside Avenue; Thence northeasterly following the northwestern official street line of Brookside Avenue to the southwestern official street line of Wyse Road; Thence southeasterly following the southwestern official street line of Wyse Road to the extension of the northwestern official street line of Boland Avenue; Thence northeasterly following the northwestern official street line of Boland Avenue and the extension thereof to the northeastern official street line of Victoria Road; Thence northwesterly following the northeastern official street line of Victoria Road to the southeastern official street line of Woodland Avenue; then northeasterly following the southeastern official street line of Woodland Avenue to the point of intersection of the extension of the northeastern official street line of Maple Street; Thence southeasterly following the northeastern official street line of Maple Street and the extension thereof to the northwestern official street line of Ochterloney Street; Thence northerly following the northwestern official street line of Ochterloney Street to the western official street line of Prince Albert Road; Thence southerly following the western official street line of Prince Albert Road to the extension northwesterly of the southwestern official street line of Pleasant Street; Thence southeasterly following the southwestern official street line of Pleasant Street to the eastern official street line of Albert Street; Thence southerly following the eastern official street line of Albert Street to the shoreline of Halifax Harbour; Thence generally Northerly following the shoreline of Halifax Harbour to the place of beginning.

Area "D" within the former City of Dartmouth

The remaining streets within the former City of Dartmouth outside the area as described in Area "C".