

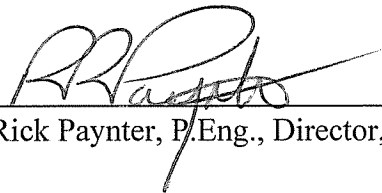


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HALIFAX REGIONAL COUNCIL  
January 7, 2003

**TO:** Mayor Kelly and Members of Halifax Regional Council

**SUBMITTED BY:**

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

**DATE:** January 2, 2003

**SUBJECT:** PARKING PERMITS AND EXEMPTIONS

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**INFORMATION REPORT**

**ORIGIN**

A staff report recommending amendments to Administrative Order 15 was presented at the December 17, 2002 meeting of Halifax Regional Council, but was deferred until the January 7, 2003 meeting. Staff was asked to provide additional information for the January 7, 2003 meeting on who owns the streets and on whether fees for parking permits are too high.

**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**

Public streets within the core of Halifax Regional Municipality, with a few exceptions, are owned by the Municipality. In presenting the Residential On-Street Parking Policy to Regional Council in November 2002, staff sought clarification on the fundamental principle of in whose interest parking should be managed on residential streets.

The report described the two ends of the philosophical spectrum being:

- that all residents of HRM have equal and unlimited right (within the bounds of safe street operation) to park on any public street; and
- that residents have exclusive right to park on the street on which they live when parking demand exceeds supply.

The staff report offered Regional Council several options, but recommended a balanced approach whereby parking in high demand areas would be managed in a way that gave priority to street residents while continuing to provide a supply of on-street parking for others. That recommendation was adopted in principle by Regional Council.

In setting a rate for parking permits it is important that the rate be low enough to generate demand, but high enough to avoid undercutting the price of nearby off-street parking facilities. Staff advise that selecting appropriate rates will involve a trial-and-error process and that Regional Council may be asked to adjust rates again in the near future. Staff acknowledge that the proposed rates may be high initially, but prefer to make future price adjustments downward rather than upward.

## **BUDGET IMPLICATIONS**

There are no budget implications.

## **FINANCIAL MANAGEMENT POLICIES/BUSINESS PLAN**

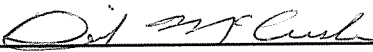
This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

## **ALTERNATIVES**

There are no recommended alternatives.

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

DMc/bmh