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Halifax Regional Council
March 18, 2003

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:



Dan English, Acting Chief Administrative Officer

DATE: March 10, 2003

SUBJECT: Amendments to Administrative Order 15

ORIGIN

Committee of the Whole Meeting of Halifax Regional Council held on February 11th, 2003 and relative to proposed amendments to Administrative Order 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 outlined within this report.

BACKGROUND

This report follows several on this subject relative to the establishment of parking exemption and permit fees as per the Residential On-Street Parking policy approved in principle by Halifax Regional Council on November 12, 2002 followed by the approval of By-law P-1000 Respecting On-Street Parking Exemptions and Permits on December 10, 2002.

The required amendments to Administrative Order 15, establishing the range of exemption/permit fees, was introduced to Regional Council on January 7, 2003. Following discussion and questions from Council, it was moved that further discussion be referred to Committee of the Whole which took place on February 11, 2003.

From the lengthy discussion on February 11th, it appeared at the conclusion that Council was re-questioning the goals and objectives of the Residential On-Street Parking Policy. Staff thus committed to bringing back a further report that would provide a synopsis overview of what the Policy is intending to achieve along with any final recommendations on the range of fees to be applied.

This report is in response to that commitment.

DISCUSSION

Why are we implementing this policy

There is presently a very high demand for parking in and around the downtown cores of Peninsula Halifax and areas of Dartmouth where years of residential, commercial and institutional development have been allowed to proceed without requirements to provide adequate parking for tenants, students and employees. This situation has manifested itself into the present situation where parkers are forced to seek space on neighbouring residential streets which create problems for those living on these residential streets.

The Residential On-Street Parking Policy is an attempt by the municipality to bring a resolution to these two competing interests by striving to alleviate symptoms of high on-street parking demand in residential areas and at the same time attempting to maintain some level of reasonable utilization of on-street parking supply.

Policy objectives

The Residential On-Street parking Policy has four primary objectives:

1. To improve the ability of local residents to obtain required parking on local streets.
2. To reduce the incidence of blocked driveways by all day parkers on local streets.
3. To provide non-local residents with valid parking in high demand areas without having a

- negative impact on the residential neighbourhoods.
4. To optimize the balance of parking between local and non-local residents.

Areas of application by the policy

During the February 11th COW discussion, there were some questions about the areas of application for the Residential On-Street parking Policy and whether or not the Policy should apply outside of the downtown core areas of Halifax and Dartmouth. It is staff's contention that the primary focus of the Policy application will be to those areas where the high demand on-street parking exists. However, being an HRM Policy, it may and can have application across the municipality should a circumstance arise that would trigger applications for parking exemptions/permits.

Permits

By-law P-1000 outlines the two basic permits required to administer the Residential On-Street Parking Policy. They are:

Residential Parking Exemptions - These may be acquired by residents of a street on which parking controls have been implemented under the Policy.

Parking Permits - In cases where residents of a street, working within the Policy, choose to implement parking by permit only, parking permits will be made available (based on available parking supply) to residents who do not live on the street.

Fee structure

The first set of fees that are set in the Administrative Order are for Parking Exemptions issued to residents of the street. Parking Exemptions are intended to exempt residents from whatever parking controls are established under the Policy. Staff continues to recommend that an annual fee of \$30 be charged for Parking Exemptions for the following key reasons:

1. The fee will allow staff to recover administrative costs
2. The fee will discourage residents from obtaining an Exemption unnecessarily, thereby reducing the ability of staff to optimize parking utilization within the Policy
3. The fee will discourage residents from requesting parking controls on their street unless a real parking supply problem exists

The second set of fees that are to be established by the Administrative Order are fees for the parking permits. The Residential On-Street Parking Policy states as one of its principles:

Rates for non-local resident parking permits must be set at fair market value so as to not encourage parkers from using off-street spaces to park on-street or to compete unfairly with off-street parking provided by the private sector. The rates will be established in Administrative Order 15 associated with By-law P-1000 Respecting

On-Street Parking Exemptions and Permits. Zones will be established and assigned a rate which will reflect the market value of parking in that area.

In approving amendments to Administrative Order 15, Regional Council is being asked only to assess the rates staff has recommended as being reflective of the current market. It is the opinion of staff that to consider otherwise would require reevaluation of the Policy approved in November, 2002.

At the February 11th Committee of the Whole presentation, staff offered reduced rates below those originally proposed in the Administrative Order amendments that had been presented to Council on January 7th. Those reduced rates have been listed in the attached Administrative Order amendment being recommended by staff. The table below summarizes the two sets of rates.

Area	Previous Rate	Suggested Rate(February 11th)
A	\$100	\$65
B	75	65
C	55	45
D	40	35

During the February 11th discussion, Councillor Sloane had suggested an extension of Zone B northward to encompass areas that could benefit from parking by permit only. Staff has looked at this suggestion and recommends against making such a change, as this would not be reflective of true market rates for parking. The application of parking by permit only is equally available within all zones. The zones simply allow staff to attract a controlled level of outside parking through appropriate pricing.

Although the types of parking controls allowed are defined in the Policy, staff has agreed to retain any existing parking controls currently in place, if so desired by the residents. In the case of streets in District 9 which have all day no parking controls, staff would be prepared to retain these controls even though they are not allowed under the Policy as they exclude all non-local parking.

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

Regional Council may consider:

1. Approving the amendments to Administrative Order 15 with the original rates for parking permits or some other set of rates deemed to be reflective of market rates.
2. Approving the amendments to Administrative Order 15 with a different rate or no fee for parking exemptions.
3. Not approving amendments to Administrative Order 15 and giving notice of motion to repeal the Residential On-Street Parking Policy.

ATTACHMENTS

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.

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Report Approved by:

RR Paynter
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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” - \$65.00 Monthly Area “B” - \$ 65.00 Monthly Area “C” - \$ 45.00 Monthly Area “D” - \$ 35.00 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".