



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Information Item 3
Transportation Standing Committee
January 21, 2016

TO: Chair and Members of Transportation Standing Committee
Original Signed

SUBMITTED BY: _____
Bruce Zvaniga, P.Eng., Director, Transportation and Public Works

DATE: January 5, 2016

SUBJECT: Maintaining Streetlights – Private Roads

INFORMATION REPORT

ORIGIN

On June 16, 2015, Regional Council requested a staff report on the financial implications and possible options to be used to replace and maintain non-functioning streetlights on private roads.

LEGISLATIVE AUTHORITY

Clause 79(1) of the Halifax Regional Municipality Charter provides that "The Council may expend money required by the Municipality for:

- (n) lighting any part of the Municipality;
- (ab) private roads, culverts, retaining walls, sidewalks, curbs and gutters that are associated with private roads and are identified and approved for expenditure by Council.

BACKGROUND

On April 7, 1998, Regional Council passed a motion to consider the funding of lights on private roads as part of the review process of the 1998-1999 Operating Budget (see Attachment 1). A staff draft report dated February 17, 1998 was used to assist with the cost estimate for private lane streetlight service, as well as location of roads being serviced. Operating costs associated with approximately 800 lights on private residential roads with unrestricted public access, were considered for inclusion in the fiscal 1998-99 Operating Budget. The report indicated that if the Municipality expanded its commitment to include streetlights on private roads where residents currently pay for the service and to lights on private roads to condominiums and co-ops, it would add about 150% to the private roads streetlight operating budget. It recommended that Regional Council not assume responsibility for these additional private road lights.

On July 29, 2014, the Municipality approved the purchase of 28,864 existing roadway streetlights, 4,548 LED roadway streetlights and an additional 500 non-roadway lights which were owned and operated by NSP and billed directly to the Municipality. In 2015, the Municipality recognized the commitment to provide streetlight service to these specific private roads (see Attachment 2) and continues to maintain the luminaires and pay associated energy bills. These private roads represent about 12% of such roads within the Municipality.

DISCUSSION

Currently, staff is unable to provide the financial implications of various options for streetlight maintenance on private roads because there is not an accurate inventory of streetlights. Staff has confirmed this with Nova Scotia Power (NSP). However, NSP has agreed to dedicate resources to conduct an inventory of streetlights on private and non-accepted roads. It is anticipated that the inventory will be completed by the end of February, 2016. Staff will work collaboratively with NSP to review and validate the data. Once completed, staff will be in the position to provide the financial implications for the various options for Council's consideration. It is expected that a recommendation report will be forthcoming during the summer of 2016.

It is important to note that in the interim all streetlights will continue to be maintained within the Municipality until such time as Council direction is given regarding the long term ownership streetlights on private and non-accepted roads. At a recent meeting with NSP, staff confirmed that the utility will maintain streetlights on privately owned and non-accepted roads within the Municipality with the exception of those streetlights on private roads that the Municipality currently maintains (see Attachment 3). This is an interim arrangement until such time as a permanent resolution on streetlight ownership and maintenance is reached. NSP is currently not recovering costs for streetlight service on private roads, other than the ones HRM has committed to maintain. The electricity and maintenance costs for these lights were likely paid by the Municipality prior to August 1, 2014 when the Municipality took ownership of the municipal roadway lights. However, the power bills did not articulate where lights were located to the extent that verification of charges could be undertaken.

FINANCIAL IMPLICATIONS

In the interim, there should not be an impact to the ongoing maintenance of streetlights on the private roads identified as being the responsibility of HRM (see Attachment 2). These streetlights have been billed to the Municipality as a full service rate from NSP, including electricity, maintenance and lease costs. HRM maintains these luminaires on designated private roads and pays NSP for electricity.

COMMUNITY ENGAGEMENT

N/A

ATTACHMENTS

1. Streetlights – Recommendation Report – Halifax Regional Council Committee of the Whole – April 7, 1998
2. 1998 Council Approved Private Road List: Street Lighting – March 16, 2015
3. Letter from NSP - November 26, 2015

A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/index.php> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

Report Prepared by: Taso Koutroulakis, P.Eng., PTOE, Manager, Traffic Management, 902-490-4816

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Halifax Regional Council
Committee of the Whole
April 7, 1998

TO: Mayor Fitzgerald and Members of Halifax Regional Council

SUBMITTED BY: George McLellan, Acting Chief Administrative Officer

DATE: April 2, 1998

SUBJECT: STREET LIGHTS

ORIGIN

On February 17, 1998, Council deferred a street light report pending further information on the cost of HRM assuming responsibility for all light currently existing on private residential roads leading into condominium and co-op housing.

RECOMMENDATION

It is recommended that:

1. The funding of any lights on private roads be considered as part of the review process of the 1998-99 Operating Budget.

DISCUSSION

Staff believes it is important that Council not consider the implications of funding lights on private roads in isolation of the review of the 1998-99 Operating Budget. A draft report has been prepared on the cost of HRM assuming responsibility for maintaining existing lights on private roads leading into condominium and co-op housing. This report is included for discussion proposes in the Committee of the Whole package for April 8, 1998.

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: John MacKay, P.Eng., Director of Works and Natural Services

Report Approved by: John MacKay, P.Eng., Director of Works and Natural Services

1998 COUNCIL APPROVED PRIVATE ROAD LIST: STREET LIGHTING

16-Mar-15

Message:

- On August 1st, 2014, HRM took over all of the street lighting assets within HRMs right-of-way. Therefore, HRM is responsible for maintaining and paying for all of these assets.
- In 1998, Council approved a list of approximately 215 private streets whereby the Municipality would maintain and pay for the street lights on these streets which are directed on the roadway.
- If a private street is not on this Council approved list, the Municipality is not responsible for maintaining the street lighting and it will be the responsibility of the private street owners.
- Before August 1, 2014, there may have been street lights on private roadways not on this Council approved list that had been maintained by Nova Scotia Power and billed to HRM. Unfortunately, HRM is not responsible for maintaining these lights on a go forward basis.

OWNER	STREET NAME	START	END	QUANTITY
PRI	10th Street	Lucasville Road		2
PRI	2nd Street	Lucasville Road		2
PRI	3rd Street	Lucasville Road		2
PRI	4th Street	Lucasville Road		2
PRI	5th Street	Lucasville Road		2
PRI	6th Street	Lucasville Road		2
PRI	7th Street	Lucasville Road		2
PRI	8th Street	Lucasville Road		2
PRI	9th Street	Lucasville Road		3
PRI	Ashcroft Avenue			1
PRI	Avenger Place	Eastern Passage Road		2
PRI	Baid Rock Road			7
PRI	Banshee Avenue	Fulmar Avenue	Swordfish Drive	7
PRI	Bar Harbour Lane			1
PRI	Barracuda Drive	Albacore Place	Harvard Drive	4
PRI	Bashful Avenue			1
PRI	Basin Bridge Road			6
PRI	Bayview Drive	Lift Station	Lift Station	1
PRI	Bayview Drive			12
PRI	Bellwood Drive			3
PRI	Benie Road	Highway #7		4
PRI	Big Indian Road			3
PRI	Birch Lane			1
PRI	Birch Street	Elder Avenue	Apple Street	3
PRI	Birch Tree Lane			7
PRI	Birchlee Drive			5
PRI	Bonavista Drive			1
PRI	Boutilier Drive	Tedbury Crescent		4
PRI	Boy Scout Camp Road	Guysborough Road		3
PRI	Bumpy Lane			6
PRI	Burke Road			4
PRI	Burnett Drive			8

November 26, 2015

Taso Koutroulakis
Manager, Traffic management
HALIFAX
PO BOX 1749
Halifax NS B3J 3A5

VIA E-MAIL: koutrot@halifax.ca

Taso

Thank you for meeting with us last week to discuss the issue of responsibility for streetlights on private roads in HRM. As a follow up to that meeting, I am able to confirm that:

1. NSP will maintain streetlights on privately owned roads in HRM, including not-accepted roads, with the exception of those roads HRM has already agreed to maintain.
2. NSP will conduct an inventory of streetlights on privately owned roads in HRM, including not accepted roads. NSP expects to begin this work shortly and expects to be complete by the end of February, 2016. The inventory will focus on the presence, location, type and wattage of roadway lights and NSPI will share the results of this inventory with HRM.

Understandably, NSP cannot provide streetlight service indefinitely, maintenance or energy, if there is no customer paying for the streetlight (e.g. HRM or a private customer). We are committed to working collaboratively with HRM and our respective customers to get permanent resolution on responsibility for streetlight service and payment. NSP would like to see this completed by the end of September, 2016.

November 26, 2015
Taso Koutroulakis

We look forward to our ongoing work with you and your team on these objectives.
Please contact me if you have any questions or concerns.

Sincerely,

Steve Pothier, P.Eng
Director, Operational Systems and Quality Assurance

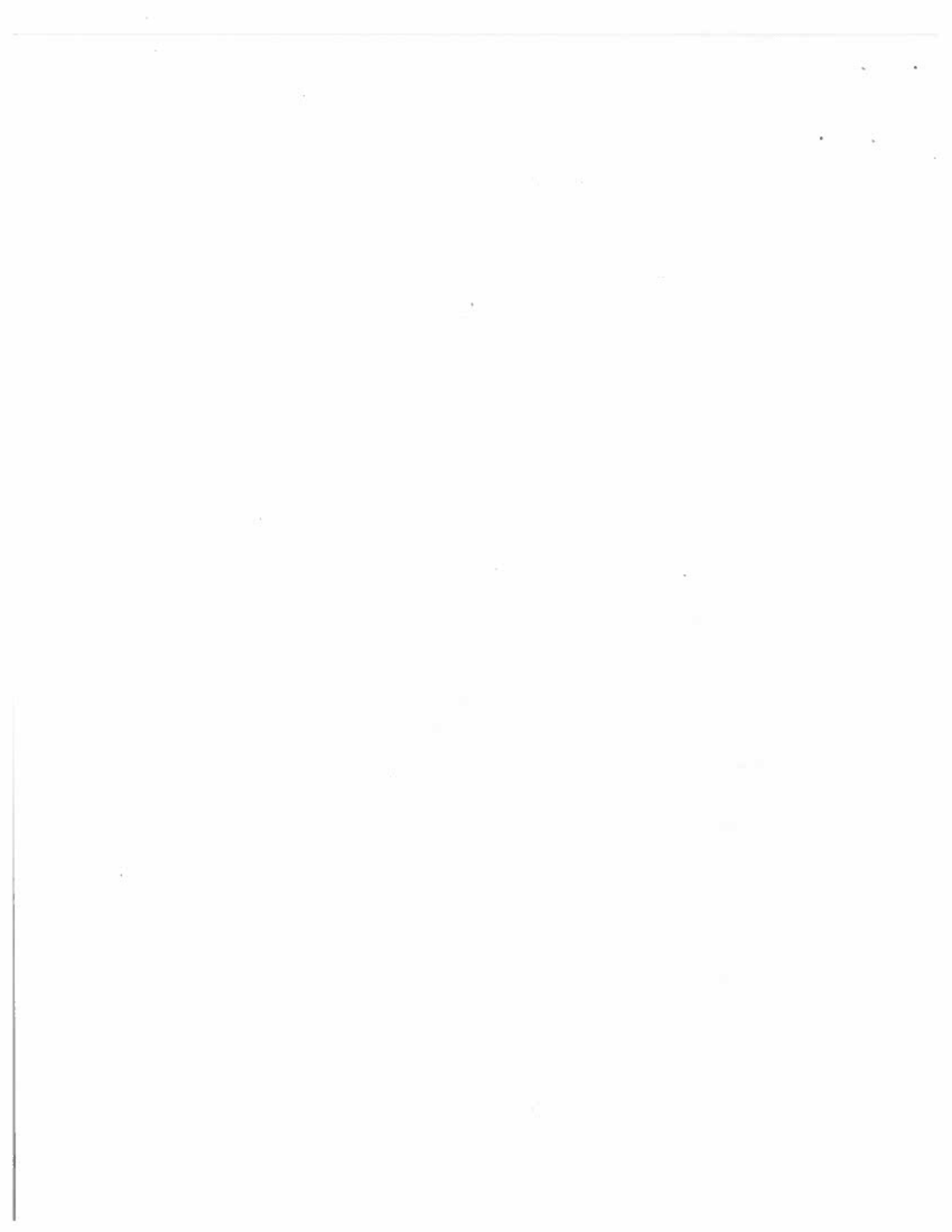
CC Angus Doyle, HRM
Scott Cherry, NSP
File

PRI	Bustin Avenue	Loney Hill	Susan Drive	6
PRI	Cedarwood Drive	Forest Hills Drive		5
PRI	Champlaine Avenue	Commodore Avenue	Elcona Avenue	8
PRI	Charles Grey Road			6
PRI	Church Drive			1
PRI	Church Lane	Fall River Road		2
PRI	Circle Drive			21
PRI	Clearwater Drive			1
PRI	Clover Lane			2
PRI	Cocoa Street	Elder Avenue		3
PRI	Commodore Avenue	Springfield Avenue	Champlaine Drive	5
PRI	Conrad Lane	Fall River Road		5
PRI	Corrie Lane			1
PRI	Corsair Drive	Banshee Avenue	Pleasant Street	4
PRI	Cox Lake Road			3
PRI	Daigles Lane			1
PRI	Dempseys Lane			2
PRI	Devil Hill Road			8
PRI	Dixon Court			4
PRI	Doc Avenue			1
PRI	Dogwood Avenue	Elder Avenue	Cocoa Street	3
PRI	Dopey Lane			1
PRI	Duffy Drive			3
PRI	Duggan Drive	Susan Drive	Bustin Avenue	7
PRI	Eagle Point Lane			1
PRI	Elcona Avenue	Champlaine Avenue	Springfield Avenue	4
PRI	Elder Avenue	Main Street		6
PRI	Elmridge Drive			6
PRI	Fawson's Cove Road			6
PRI	Fenerty Crescent	Sackville Drive	Springfield Lake	8
PRI	Fern Drive	Milo Terrace	Bustin Avenue	2
PRI	Fern Drive			2
PRI	Findlay Road	Conrod Settlement		1
PRI	Firefly Terrace	Fulmar Avenue		13
PRI	First Pond Drive			5
PRI	First Street			1
PRI	Five Island Road			8
PRI	Fortress Drive			2
PRI	Fourth Street			3
PRI	Foxpoint Lane			1
PRI	Frederick's Lane	Pine Street	Maple Lane	3
PRI	Fulmar Avenue	Martiet Place	Swordfish Drive	3
PRI	Gaetz Lane			1
PRI	Garden View Drive	Highway #7		2
PRI	George Gray Road			3
PRI	Gilkie Drive			1
PRI	Glen Baker Drive			2

PRI	Glen Rise Drive	Marquis Place	Woodbine Avenue	7
PRI	Government Wharf Road			4
PRI	Grays Road			5
PRI	Greenhead Road			8
PRI	Guildwood Drive	Guysborough Road		7
PRI	Gus Flemming Drive			4
PRI	Happy Drive			3
PRI	Harbour Lane	Eastern Passage Road		1
PRI	Harbour View Drive	Bellefontaine Road		1
PRI	Harvard Drive	Avenger Place	Albacore Place	11
PRI	Hazel Street			6
PRI	Heather Lane			2
PRI	Heather Street	Krista Drive		5
PRI	Heidelberg Lane			4
PRI	Hemlock Road			4
PRI	Henneberry Lane	Eastern Passage Road		4
PRI	Hillside Drive			4
PRI	Hillside Lane			1
PRI	Hilltop Drive	Parklane Drive	Walker's Service	8
PRI	Hilltop Lane			1
PRI	Holy Stone On the Sea Road			1
PRI	Homestead Road			2
PRI	Hughes Drive	Wagner Drive	Millwood Drive	5
PRI	Hunts Brook Road			3
PRI	Ingrham River Lane			1
PRI	Joe's Road			2
PRI	Keans Road			4
PRI	Ketch Harbour East Road			14
PRI	Kilag Road	Highway #7		1
PRI	Kilgar Road			6
PRI	Kings Road	Mowat Crescent		3
PRI	Kings Road	Sunnylea Road		8
PRI	Knowles Crescent			9
PRI	Lafitte Lane			2
PRI	Lake Hill Drive			1
PRI	Lakeside Drive			2
PRI	Langilles Lane			2
PRI	Larrigan Drive			7
PRI	Lintaman Lane			1
PRI	Litchfield Lane			1
PRI	Little Point Road			3
PRI	Lochaber Crescent			3
PRI	Loughran Drive			1
PRI	Lupin Lane			5
PRI	Lynn Court	Old Sackville Road		1
PRI	MacDonald Lake Road			9
PRI	Manor Drive	Hilltop Drive	Walker's Service	8

PRI	Maple Lane			7
PRI	Maria Crescent			2
PRI	Marie Avenue			6
PRI	Martiet Place			10
PRI	Martins Lane			1
PRI	Matthews Court			2
PRI	McKay Road			4
PRI	Miah Drive	Hughes Drive	Yeadon Drive	2
PRI	Miller Road			3
PRI	Module Drive			2
PRI	Moore Drive	Boutilier Drive	Wagner Drive	4
PRI	Mountain View Drive			10
PRI	Myers Lane			3
PRI	Nickerson Road			1
PRI	Norwood Crescent			3
PRI	Oak Lane			3
PRI	Osborne Drive			5
PRI	Osborne Lane			1
PRI	Otter Street			2
PRI	Parklane Drive	Hilltop Drive		10
PRI	Parkview Drive			5
PRI	Peruz Court			4
PRI	Peter Lake Road			3
PRI	Petpeswick Lane			2
PRI	Pettipas Road			2
PRI	Pine Street			5
PRI	Pioneer Crescent	Forest Hills Road		1
PRI	Pioneer Hill Road			2
PRI	Pooles Drive			2
PRI	Power Terrace Court			3
PRI	Quarry Road	Beaverbank Road		2
PRI	Rains Mill Road			5
PRI	Redden Court			5
PRI	Reg Moir Drive			2
PRI	River Drive			9
PRI	Rockcliff Drive			1
PRI	Rockwood Hills			1
PRI	Roseway Court			2
PRI	Rowlings Court			5
PRI	Ryedale Crescent			2
PRI	Salto Drive			1
PRI	Sambro Fish Plant Road			2
PRI	Sawdust Road			1
PRI	School Road			1
PRI	Schooner Drive			1
PRI	Scotia Terrace			4
PRI	Second Street			1

PRI	Shannon Drive	Jamieson Drive		1
PRI	Sharon Drive	Krista Drive		7
PRI	Sheet Harbour Road	William - Fisher		1
PRI	Shiloh Drive			7
PRI	Silver Court			3
PRI	Silvers Lane			4
PRI	Simmonds Road			16
PRI	Skyline Drive			2
PRI	Sleepy Lane			1
PRI	Sneezy Avenue			2
PRI	Springfield Avenue	Sackville Road	Commodore Avenue	7
PRI	Springfield Lake Road	Lakeview Avenue	Sackville Drive	15
PRI	Sprucedale Drive			1
PRI	Squires Lane			2
PRI	Stanbrae Road			2
PRI	Stanley Street	Sackville Drive		8
PRI	Station Road - Grand Dese	#207 Highway	Bonin Road	3
PRI	Stephen Lane	Fall River Road		2
PRI	Still Water Lane			3
PRI	Summerville Drive	Zinck Avenue		3
PRI	Sunrise Lane			1
PRI	Sunset Cove Road	#207 Highway		1
PRI	Susan Drive	Frankie Drive	Bustin Avenue	10
PRI	Sylvan Avenue	Champlaine Avenue	Springfield Avenue	4
PRI	That Street			3
PRI	The Lane			1
PRI	Third Street			1
PRI	Thorn Street	Woodbine Avenue	Bustin Avenue	2
PRI	Unity Court	Millwood Drive		4
PRI	Vivian Lane			3
PRI	Wagner Drive	Milwood Drive	Moore Drive	8
PRI	West Head Lane			2
PRI	West Side Hills Road			1
PRI	Whistler Cove Road			11
PRI	Winter Hill Road			2
PRI	Woodbine Avenue	Beaverbank Road	Thorn Street	4
PRI	Wyatt Road	Bedford Highway		4
PRI	Wyndenfog Lane			1
PRI	Yeadon Drive	Wagner Drive	Hughes Drive	4
PRI	York Lane			2
PRI	York Redoubt Crescent			2





OFFICE OF THE DEPUTY CHIEF ADMINISTRATIVE OFFICER
CORPORATE SERVICES and REGIONAL OPERATIONS

MEMORANDUM

TO: Mayor Fitzgerald and Members of Halifax Regional Council
FROM: George McLellan
DATE: April 3, 1998
SUBJECT: Street Lights

Please find attached a copy of the Street Lights Draft Supplementary Report that is being presented for discussion purposes at the April 8th Budget Debate.

Halifax Regional Council
Committee of the Whole
April 8, 1998

TO: Mayor Fitzgerald and Members of Halifax Regional Council

SUBMITTED BY: George McLellan, Acting Chief Administrative Officer

DATE: April 2, 1998

SUBJECT: STREET LIGHTS

DRAFT SUPPLEMENTARY REPORT

ORIGIN

On February 17, 1998 Council deferred a street light report pending further information on the cost of HRM assuming responsibility for all lights currently existing on private residential roads leading into condominium and co-op housing.

RECOMMENDATION

It is recommended that:

1. Council not assume responsibility for existing lights on private residential roads serving condominium and co-op housing.
2. Existing lighting facing road frontage on private residential roads, where public access is not restricted and currently paid for by HRM, be grandfathered into the number of street lights and be funded through Area Rates for lights outside the Core, and be funded through the Urban General Rate inside the core. All lights on private property that are being paid for by HRM funds that do not meet this criteria will be transferred to the property owner(s), or removed at the owner(s) request. This will be done in consultation with the property owners. In the future, no new lights will be added on any private road and paid for by HRM, until such time as staff has reviewed the definition of a private road, and a report is submitted to Council.
3. Staff will review which lights on private property do not meet the above recommendation and will notify the District Councillor before consultation with the property owner.
4. The grandfathered lights along with lights on public roads in each District outside the Core, shall become the basis for calculating the required Area Rate for the Operating Budget proposals, and NSPI be requested to reflect these changes when invoicing HRM.

BACKGROUND

On February 17, 1998 staff presented a report to Council with a recommendation to confirm continued payment for existing lights on private residential roads with unrestricted public access. These lights were paid for by the previous municipal units.

Council deferred the report, seeking additional information on assuming the operating and maintenance costs of lights on private roads leading to condominium and co-op housing. It was noted that residents living in condominium and co-op housing in the Urban Core pay an urban residential tax rate that includes a component for street lighting, and thus HRM should take over the cost of lighting of their private roads.

DISCUSSION

Staff has reviewed the financial impact of maintaining lights on private roads leading to condominium and co-op housing. In addition, staff believes it is also appropriate to identify the cost implications of maintaining the remaining lights on private roads.

Staff attempted to identify all condominium and co-op housing that met the criteria of having a private residential road with unrestricted access to the public. A list of approximately 400 was obtained, and approximately 200 of the 400 were surveyed to determine the existing number of lights involved, and the existing service levels. In order to expedite the process, an assumption was made that the 200 were representative of the rest, so the results were prorated to account for all. It should be pointed out that this survey only included the roadway, and excluded lights in the parking areas.

About 60% of those surveyed were found to have an average of 1 to 2 lights on the roadways. The remaining 40% had no lights or poles. To assume operating costs of these existing lights is estimated to cost an additional \$50,000 annually.

A survey last summer identified approximately 800 lights on private roads paid for by HRM. The report on February 17, 1998 has recommended that Council confirm continued payment of those lights on private residential roads with unrestricted public access. This has an annual cost of \$116,000. (Note the Report on February 17, 1998 originally stated \$94,000. However additional information showed some lights on private roads in Halifax and Dartmouth not previously included, so the cost component was increased to \$116,000.)

DISCUSSION (continued)

If in addition to the lights currently funded lights on roads to condominium and co-ops are added, an argument can be put forth to include the remaining lights on other private roads in HRM. It is unknown at this time how many of these lights exist, without a detailed study. A request to NSPI resulted in a determination that they were not able to provide sufficient information either. Therefore, accurate costs cannot be presented. However, a cursory review suggests that there could be as many lights not being paid for by HRM, as there are now being paid for by HRM. This means that it could add an additional \$116,000 on top of the \$50,000. All this would be in addition to the cost of the lights on private roads that HRM is currently paying for.

PROJECTED STREET LIGHTING COST FOR PRIVATE ROADS

	Funded through Area Rate	Funded through Urban General Rate	Total
Lights on private roads that were paid for by the previous municipal units	\$32,400	\$ 83,600	\$116,000
Lights on private roads for condominium and co-op housing	-	\$ 50,000	\$ 50,000
Lights on private roads now paid for by homeowners	up to \$32,400	up to \$ 83,600	up to \$116,000
Total	\$64,800	\$217,200	\$232,000

Once you expand the number of lights taken over, it makes it more difficult to deny request for new lights, and the cost for these could be very significant.

An important point to be highlighted is that a Municipality normally provides lighting on public roads for the primary purpose of a safe vehicular traffic roadway network. Lights are placed based on pole distances, traffic volumes, and road classification. It is not intended that lights be placed near driveway entrances, but in high density areas the lights may end up in the vicinity of a driveway due to pole locations. The public road system is for the benefit of all citizens. Those living on private roads, condominium and co-ops share in this cost because they also share in the usage of HRM's public road network.

Committee of the Whole
February 17, 1998

TO: Mayor Fitzgerald and Members of Halifax Regional Council

SUBMITTED BY:

 K.R. Meech, Chief Administrative Officer

 George McLellan, Commissioner of Regional Operations

DATE: 11 February 1998

SUBJECT: STREET LIGHTS - Amended

ORIGIN

Council Motion, February 25, 1997, for number of lights on private roads. Also from CMT to help assist in calculation of area rates, as well as determining accurate number of lights for Street Light Service Ownership Study.

RECOMMENDATION

It is recommended that:

1. Council approve the following to replace Item # 5, as originally tabled in the Street Light Policy:

Existing lighting facing road frontage on private residential roads, where public access is not restricted, be grandfathered into the street light totals and be paid for through Area Rates outside the Core, and inside the core be paid for through the Urban General Rate. All lights on private property that are being paid for by HRM funds that do not meet this criteria will either be transferred to the property owner(s) or removed. This will be done in consultation with the property owners. No new lights will be added on any private roads and paid for by HRM, until such time as staff have reviewed the definition of private roads, report back to Council, and Council approves any additional changes to this recommendation at that time.

2. Staff will review which lights on private property do not meet the above recommendation and will notify the District Councillor before advice to the property owner.
3. The remaining number of lights per District, outside the Core, shall become the totals used to proceed to calculate the required Area Rate for Operating Budget proposals, and NSPI be approached to make changes to their bills.
4. Staff use these numbers and begin discussion with NSPI about ownership takeover. Staff will report back to Council within three months with a recommendation, based on these discussions, for Council's consideration.

BACKGROUND

As part of initiatives to assess HRM services, a major project began last summer to determine the number of lights HRM leases from NSPI, and their locations. This information was necessary for several reasons:

1. Amalgamation changed the boundary lines of the former Districts and their identities. Outside the Core, this change impacted Area Rates and how they will pay for street lighting. Also, the number of lights falling in each District changed. To properly determine the rate required to match expenditures, staff needed to know the number of lights that now fell within the new boundaries in each District outside the Core. Staff also needed to know the number of lights that were in the former County of Halifax that were now inside the Core, so they can be accounted for in the urban general rates, and separated from the NSPI bills for area rated locations. Early discussions with NSPI about their records led both parties to the conclusion that the only way to accomplish this was to drive the streets and count them.
2. Two methods of maintaining street lights existed in the former municipal units:
 - own and maintain the lights ourselves;
 - lease them from NSPI.

Initial analysis by staff shows potential savings to HRM by going with the first method of owning the lights. In order to proceed further, staff needed to have more accurate information on the total number of lights currently leased, and an idea as to their type, age and condition.

3. At a Council meeting of February 25, 1997 to discuss a new Street Light Policy for HRM, a motion was passed to approve the policy report "with the exception of Item #5, and that this service will not be billed to the adjoining property owners until the issue comes back to Council with a staff report." Item #5 recommended against permitting lighting of private property using HRM funds. Council wanted more information on the number of lights currently on private roads or property that HRM pays for, before making a further decision. Staff therefore included as part of the survey count, a separate list of these lighting situations in each District.

DISCUSSION

In order to carry out the survey, two 2-man crews were sent out to drive the streets. Each consisted of an NSPI electrician and an HRM staff member. They concentrated on the former County of Halifax. In order to decrease the inventory study time, it was assumed existing numbers were relatively accurate in other areas. The basis for this was that counts had been carried out in each of the other municipal units within the past few years, and secondly, it was not necessary to know the lights in each District within the Core at this time, as all the lights are funded by the urban general tax rate. As long as the totals were relatively accurate in those areas, individual figures were not required.

Note: The numbers in the following four tables are for discussion purposes only, and may change pending further information.

HRM Property:

The survey has been completed and has identified the total number of lights per District in the former County area, and has separated the number of lights that are now within the Core. It has identified the number of lights by type and wattage, and gives totals per street. The following is a summary of the findings of the inventory study, showing the number of lights per District outside the Core and their associated costs:

TABLE 1

Street Lights Per District Outside Core			
District #	Lights	Total \$ / month	Total \$ / year
1	528	\$5,814	\$69,768
2	287	\$2,724	\$32,688
3	1119	\$11,558	\$138,694
18	581	\$5,636	\$67,630
19	177	\$1,659	\$19,905
22	783	\$7,408	\$88,892
23	1199	\$11,481	\$137,776
Totals	4674	\$46,280	\$555,351

In addition, the following number of lights in the former County of Halifax were found to now be inside the Core and are to be paid through urban general rates:

TABLE 2

Street Lights from Former County, now Inside Core			
District #	Lights	Total \$ / month	Total \$ / year
2	1,187	\$11,328	\$135,942
3	38	\$356	\$4,278
4	1,136	\$11,649	\$139,789
5	1,519	\$15,971	\$191,657
6	8	\$171	\$2,057
8	85	\$979	\$11,750
18	210	\$2,000	\$23,994
19	1,423	\$13,445	\$161,345
20	1,370	\$16,623	\$199,473
22	1,060	\$10,574	\$126,883
Totals	8,036	\$83,096	\$997,168

The next course of action staff will be taking is:

- Come to an agreement with NSPI on the number of lights per District, so that bills can be properly identified with Districts;
- Work with Council to determine the appropriate area rates, knowing the present costs and number of lights;
- Review the Ownership Feasibility Study results with the new leased light totals for savings and costs, and begin negotiations with NSPI, if favourable. Report back to Council on negotiations for approval on an agreement if the proposal is feasible.

Private Property:

The other part of the survey was to identify the lights on private roads and property. This has also been completed and is listed below per District, outside and inside the Core:

TABLE 3

Lights on Private Roads and Property, Outside Core			
District #	Lights	Total \$ / month	Total \$ / year
1	13	\$138	\$1,658
2	17	\$160	\$1,919
3	95	\$977	\$11,726
18	81	\$769	\$9,229
22	6	\$56	\$672
23	63	\$598	\$7,174
Totals	275	\$2,698	\$32,379

TABLE 4

Lights on Private Property and roads, Inside Core			
District #	Lights	Total \$ / month	Total \$ / year
2	34	\$318	\$3,811
3	16	\$149	\$1,793
4	31	\$318	\$3,820
5	99	\$1,028	\$12,336
8	10	\$109	\$1,307
18	42	\$395	\$4,734
19	180	\$1,703	\$20,442
20	33	\$323	\$3,872
21	13	\$124	\$1,489
22	67	\$654	\$7,847
Totals	525	\$5,121	\$61,451

In summary, a total of 800 lights were found that are on private property or private roads which are presently being paid for by HRM at a total cost of \$93,830 per year. The question becomes, should HRM continue this practice?

The first concern is that this practice may be in violation of the HRM Act, which states that no services are to be provided to private roads. Further legal advise may be necessary.

Secondly, if HRM were to continue this practice, it will require specific definitions of what is and is not permitted, as staff are concerned about the potential of escalating requests and the impact on operating costs and Area Rates. Although this practice was mostly isolated to the former County, acceptance of it to

continue would open it up to the other Districts. The question would then become, what constitutes a private road? Would a shared driveway to multiple apartment buildings inside the Core be treated the same, for example? Staff have had requests in the past to put lights in the backyards of residents where power line right-of-ways exist, and have been denied. Would these now be accepted equal to other situations of lights on private property?

In addition to the foregoing discussion on the findings from the inventory survey, another 200 lights were identified by the survey crews that, at this time, NSPI has been unable to identify who is paying for them. There is a possibility that HRM is paying for these lights, and staff continue to work with NSPI to determine this. All are located on private roads or property.

Following a meeting with staff and several members of Council, on Tuesday February 10, 1998, it was decided to put forth a new recommendation amending the original report to Committee of the Whole dated February 3, 1998. This recommendation is being brought forth following a discussion in which a number of options were explored with potential implications. From these discussions, it was felt the option presented as Recommendation # 1 should be presented to Council.

There was considerable discussion around what to do with new additional requests on private roads. Staff have recommended this be deferred until the issue around the definition of private roads and services can be examined further and reported back to Council for direction. Until that time, no further street lights shall be added on these roads..

BUDGET IMPLICATIONS

1. The budget implications of the inventory of street lights will possibly affect Area Rates, which will be determined during Operating Budget deliberations. The results of this survey provide more accurate information to make decisions on rates and what amount must be recovered. Final figures will depend on the direction Council wishes to apply rates. A rate will be calculated on the number of lights shown.
2. The budget implications of the second part, possible ownership takeover, will not be known until negotiations with NSPI. This information will be brought back to Council for direction when determined. Alternatives to fund any initiatives recommended will be presented at that time.
3. *The budget implications of the third part, lights on private roads and properties, is shown in the above tables as a minimum, with future impacts unknown. At present, HRM is paying almost \$93,000 per year for lights on private property. Many of these will remain under HRM and will be paid through Area Rates or the Urban General Rate, depending on whether they are inside or outside the Core. Those not meeting the criteria of the amended Policy will come off HRM bills.*

ALTERNATIVES

1. Council can approve the staff recommendation as presented. This option is recommended following an information session with several Councillors, as well as, the information obtained during the inventory study. It is felt this is the best alternative, and balances a fairness to all taxpayers.
2. Council could grandfather for a fixed period of years, and then eliminate these lights.

3. Council could approve to continue the practice of providing lights on private roads and property. This option is not recommended as it could drive up the demand for such requests and force the Area Rates to increase, as well as the urban general rates inside the Core where an influx of requests could appear. Criteria would be required to govern requests.
4. *Council could approve to discontinue the practice of providing any lights on private roads, and private property, and remove any existing ones or transfer them to the beneficiary homeowner.*

Further information regarding the contents of this report may be obtained by contacting Doug Rafuse, P. Eng., Manager of Facilities and Traffic Systems, at 490-6205. For additional copies, or for information on the report's status, please contact the office of the Municipal Clerk, at 490-4210 or 490-4208 (fax).

