

## APPENDIX A

### HISTORY OF THE ALLEY TAX LEVY

#### PAVED ALLEY MAINTENANCE

In 1996, a condition survey estimated that over 47 percent of paved alleys required extensive repairs or reconstruction. The majority of these alleys were constructed in the 1960s or 1970s and had far exceeded their design life expectancy.

As a result, in 1996 City Council adopted a strategy to achieve a 30 year reconstruction cycle for paved alleys. This approved strategy was phased in over a 10 year period by increasing the number of paved alley reconstructions by four alleys per year until a full implementation of 45 alley reconstructions per year was achieved. During the first half of the 10 year period, annual funding increases were approximately in the order of 10 percent. However, in 2001, City Council deferred the increase to the special tax levy for one year pending the results of an evaluation on strategy objectives, design methodology, and construction costs. The 2001 evaluation concluded that the approach was sound. In 2002, the strategy continued along with the requested special tax increases.

In 2006, funding for the strategy was fully phased in and the 30 year reconstruction cycle strategy has been maintained since that time. In 2008, an additional line item was added to the paved alley budget for snow ploughing paved alleys. In 2009, additional line items were added to the paved alley budget to initiate bylaw enforcement for the pruning of private trees and for the time spent cost of engineering work related to alleys.

#### GRAVEL ALLEY MAINTENANCE

Typical maintenance activities, which are undertaken to maintain stable surfaces in gravel alleys, are regular maintenance blading, systematic gravel refreshing, re-grading to improve significant drainage concerns, and spot gravelling. During the 1996 review, a 40-year reconstruction life cycle strategy was adopted by City Council for gravel alleys with the original intent that the 40 year life cycle be fully phased in by 2005.

Increasing funding levels between 1996 and 2001 resulted in the completion of those gravel alley reconstruction locations, which had originally been identified and required. The 2001 alley evaluation previously referred to confirmed objectives for reconstruction had been substantially met. A revised strategy was developed, which provided additional efforts aimed towards improving surface maintenance rather than the deeper, structural reconstructions. The revised gravel alley maintenance strategy involved maintenance blading approximately four to five times during the non-winter months, spot gravelling, cleaning of catch basin sumps, minor reconstruction/drainage improvements, and achieving a systematic program of gravel refreshment based on a 10 year cycle. In conjunction, the number of full depth reconstructions was reduced to roughly the equivalent of two locations per year.

In 2006, the revised strategy was fully phased in and the strategy has been maintained since that time. In 2008, an additional line item was added to the gravel alley budget for snow ploughing gravel alleys. In 2009, additional line items were added to the gravel alley budget to initiate bylaw enforcement for the pruning of private trees and for the time spent cost of engineering work related to alleys.