



EXECUTIVE COMMITTEE

**Wednesday, September 4, 2013
11:45 AM**

Forum, Main Floor, City Hall



Office of the City Clerk

**Public Agenda
Executive Committee
Wednesday, September 4, 2013**

Approval of Public Agenda

Minutes of the meeting held on August 14, 2013.

Administration Reports

EX13-44 2013 Youth Advisory Committee Forum

Recommendation

1. That Executive Committee endorse the plans for the 2013 Youth Forum “i’s Open” as outlined in the body of this report.
2. That this report be forwarded to City Council for information.

EX13-45 Transit Route Revision - Harding Street

Recommendation

That a revision to Route 12 – Varsity Park – Mount Royal be approved rerouting bus service down the full length of Truesdale Drive taking effect October 20, 2013.

EX13-46 2014 Alley Maintenance Strategy and Special Tax Levy Funding Options

Recommendation

1. That the City Solicitor be instructed to prepare the appropriate bylaw for alley maintenance for 2014, which includes the following levies, proposed revenues, and estimated costs:

Paved Alleys	\$3.90 per assessable foot
Gravel Alleys	\$2.57 per assessable foot

The proposed revenues and estimated costs for maintenance of alleys in 2014 are:	
Paved Alleys	\$3,113,900
Gravel Alleys	<u>\$1,575,250</u>
TOTAL	\$4,689,150

2. That the administration conducts a review of the Alley Maintenance Special Tax Bylaw and provides a report with recommendations to the Public Works Committee in the second Quarter of 2014.

Resolution for Private Session

AT REGINA, SASKATCHEWAN, WEDNESDAY, AUGUST 14, 2013

AT A MEETING OF THE EXECUTIVE COMMITTEE
HELD IN PUBLIC SESSION

IMMEDIATELY FOLLOWING THE CITY COUNCIL MEETING
AT 1:05 P.M.

These are considered a draft rendering of the official minutes. Official minutes can be obtained through the Office of the City Clerk once approved.

Present: Councillor Mike O'Donnell, in the Chair
Mayor Michael Fougere
Councillor Sharron Bryce
Councillor Bryon Burnett
Councillor John Findura
Councillor Jerry Flegel
Councillor Shawn Fraser
Councillor Bob Hawkins
Councillor Terry Hincks
Councillor Wade Murray
Councillor Barbara Young

Regrets: N/A

Also in Attendance: City Clerk, Joni Swidnicki
City Manager, Glen Davies
City Solicitor, Byron Werry
Deputy City Manager, Corporate Services, Brent Sjoberg
Deputy City Manager, Community Planning & Development, Jason Carlston
A/Deputy City Manager, City Operations, Pat Wilson
Director, Assessment and Property Taxation, Don Barr
Committee Assistant, Mavis Torres

APPROVAL OF PUBLIC AGENDA

Councillor Barbara Young moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted.

ADOPTION OF MINUTES

Councillor Bob Hawkins moved, AND IT WAS RESOLVED, that the minutes for the meetings held on July 17 and 23, 2013 be adopted, as circulated.

ADMINISTRATION'S REPORT

EX13-43 Provincial Review of Property Tax Tools

Recommendation

1. That a copy of this report and a copy of report CR13-16 be forwarded to the Minister of Government Relations along with a letter that:
 - opposes any changes that would remove local government's ability to use tax tools as each community is unique in terms of the make up of the commercial tax base and the residential property tax base and therefore there is a need to have authority to use these tools to manage these differences to maintain stability.
 - cautions against rushing this review as it may result in unintended consequences.
 - requests a further opportunity for the City of Regina to comment on tax policy changes once the province has developed a concrete proposal.
2. That this report be considered by City Council on August 26, 2013.

Mayor Michael Fougere moved, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in after amending point two in recommendation #1 to read as follows:

- **requests no changes be made without the City of Regina having an opportunity to fully review any proposed draft legislation.**

RESOLUTION FOR PRIVATE SESSION

Councillor Sharron Bryce moved, AND IT WAS RESOLVED, that in the interests of the public the remainder of the items on the agenda be considered in private.

Councillor Sharron Bryce moved, AND IT WAS RESOLVED that the meeting recess for ten minutes.

Meeting recessed at 1:16 p.m.

Chairperson

Secretary

September 4, 2013

To: Members,
Executive Committee

Re: 2013 Youth Advisory Committee Forum

RECOMMENDATION

1. That Executive Committee endorse the plans for the 2013 Youth Forum “i’s Open” as outlined in the body of this report.
2. That this report be forwarded to City Council for information.

CONCLUSION

The Youth Advisory Committee’s (YAC) second annual forum will be held on October 23, 2013 at the University of Regina’s Centre for Kinesiology and Health Studies. This year’s Youth Forum, “i’s Open,” will focus on volunteering, with emphasis on the potential for professional career development. An exciting and unique addition to the YAC’s yearly forum is the newly developed partnership with the University of Regina’s Career Centre. Collectively, the YAC, City of Regina, and University of Regina will strive to educate Regina’s youth on the varying volunteer opportunities, and the endless benefits and impact that volunteering has within the community.

BACKGROUND

The YAC Terms of Reference require that the YAC and City Administration hold a yearly forum to discuss policies, programs and services related to youth. This report outlines the YAC’s plans for the 2013 Youth Advisory Forum.

In 2012, the YAC held its first annual youth forum, “Extreme Youth on the Move”. The focus for the forum was on sport and recreation, specifically the promotion of positive lifestyle choices for children and youth over the age of six. One hundred and twenty-two children attended and experienced a wide range of ‘try it’ sessions including lacrosse, spin, swimming, basketball, yoga, zumba and soccer. The Extreme Youth on the Move forum provided awareness around the importance of making healthy lifestyle choices by providing accessible and barrier free sport and recreation activities.

In 2013, the YAC challenged itself to create a new theme, one that would broaden not only the committee’s knowledge and experience, but also reach a slightly different age and demographic of Regina youth. Where the 2012 forum focused on youth in and around the age of six and up, this year’s forum will focus on later high school years, and early university years. Specifically, the focus will be on grades 10 through 12, as well as first and second year university students. The 2013 Youth Forum, ‘i’s Open,’ will focus on volunteering, specifically on empowering and educating youth on this topic area.

DISCUSSION

The 2013 Youth Forum is scheduled to take place on Wednesday, October 23, 2013 at the University of Regina, from 10:00 a.m. until 2:00 p.m. in Gymnasium 3. The event is being hosted in partnership with the University of Regina's Career Centre. The 'i's Open' theme will look to foster three objectives for the day:

1. Inform: Educating youth of Regina on the various volunteer opportunities that are available, as well as the endless benefits that come with volunteering at a young age.
2. Involve: The forum will involve the youth of Regina, as well as a variety of community organizations. Youth attending the event will be involved in a day of education, and personal and professional development. Further to this, youth will be empowered to play an active role and make informed choices on their professional development and career choices.
3. Impact: The impact of volunteering not only benefits the individuals volunteer, but also the organizations that they are volunteering for, and of course the community as a whole. The decision to volunteer may be based on an internal, selfless decision to help, and assist someone, but often is linked to a stepping stone for professional development. Youth attending the event will have the opportunity to provide feedback on the effectiveness of the event by completing a questionnaire developed by the YAC.

The YAC chose to name the youth forum 'i's Open' as it signifies overall awareness in relation to volunteering, but more so the impact that youth can make by volunteering in the community. The forum will also provide education and awareness on specific volunteer opportunities available for the youth of Regina.

The agenda will begin with a brief program emceed by the Chair of the YAC. Following this, Mayor Fougere and Councillor Bryce will bring greetings on behalf of the City of Regina, and welcome all in attendance. Jim Hopson, President and Chief Executive Officer of the Saskatchewan Roughriders has agreed to be a guest speaker at the event. Mr. Hopson will address the topic of volunteering, community impact, and the overall benefits of volunteering. The Saskatchewan Roughriders Football Club is known for their active participation in the community, specifically the countless volunteer hours spent at care homes, hospitals, neighbourhood centres, and special events throughout the city and province. Community engagement is clearly a priority for this organization.

Community organizations, including the City of Regina, will be set up around the gymnasium grouped by relevance to specific faculty departments. Organizations and agencies will have the opportunity to promote their services, specifically the volunteer opportunities they have for youth attending the event. In addition, presentations from participating organizations will be staggered throughout the day and will be unique to that specific organization. Food will also be provided through the University of Regina and will be available for all volunteers and organizations with a booth.

The 'i's Open' forum will provide awareness and education on volunteer opportunities as they relate to professional career development. Youth will be given the opportunity to network with organizations and agencies and learn first hand about the personal benefits of volunteering, and more importantly the community wide impact. The YAC realizes that the topic of volunteering may not be an easy sell for all participants, however, the forum will look to change the perception of volunteering by education on positive community development, but also the

personal intrinsic value that is gained through volunteer work. Invitations will be sent to high schools, encouraging staff to bring their students to the event. A wide variety of community and youth serving organizations will be invited to host a booth at the event. Regina Transition House, Canadian Blood Services, Saskatchewan Voice of People with Disabilities, and Regina Immigrant Women Centre are just a few of the agencies that have already committed to host a booth at the forum.

Appendix A is the list of organizations registered as of August 14, 2013, however more organizations are expected to register.

RECOMMENDATION IMPLICATIONS

Financial Implications

Funding for this forum was approved in the 2013 budget.

Environmental Implications

There are no environmental issues related to the content of this report.

Policy and/or Strategic Implications

The work of the YAC will assist the City of Regina in achieving its vision of becoming a sustainable, inclusive and vibrant community. By hosting this forum, the YAC will look to increase placements and training opportunities to enhance skills and resumes of youth, as well the recognition of volunteer work done by youth in the community.

Other Implications

There are no other implications related to this report.

Accessibility Implications

The YAC assists the City of Regina in their vision of being an inclusive community by increasing equal access and opportunity.

COMMUNICATIONS

The YAC will work with the City of Regina Communications Branch to develop a variety of methods to advertise the event. The fall edition of the Leisure Guide will include a poster outlining the basic details of the event (See Appendix B.) Further to this, the YAC would like to increase social media advertisement via such tools as Facebook, Twitter, and YouTube. The University of Regina will also assist with marketing and promoting the event by having information posted throughout campus, including advertisements on TVs located in the hallways. Members have also expressed interest in attending the University of Regina's 'Welcome Week' festivities in order to promote the event to new and current U of R students.

DELEGATED AUTHORITY

This report is within the authority of Community and Protective Services Committee. However, at its special meeting held August 14, 2013, City Council approved that reports for main committees for the month of September be considered by Executive Committee on September 4, 2013.

Respectfully submitted,

A handwritten signature in blue ink that reads "Laurie Shalley".

Laurie Shalley, Manager, Community
Development
Community Development, Recreation & Parks

Respectfully submitted,

A handwritten signature in blue ink that reads "C. Holden".

Chris Holden, Director
Community Development, Recreation & Parks

Report prepared by:
David Slater, Community Consultant, Social Development

-Appendix A-

List of Organizations Registered
As of August 14, 2013

North Central Community Association
St. Johns Ambulance
Schizophrenia Society
AIDS Programs South Saskatchewan
SEARCH - Regina Student Clinic
Canadian Blood Services
Saskatchewan Voice of People with Disabilities
Regina Transition House
Regina Sexual Assault Centre
William Booth Special Care Home
Regina Little Theatre
Regina Immigrant Women Centre
Neil Squire Society
Saskatchewan Organization for Heritage Languages
YWCA Big Sisters of Regina
Regina Humane Society
U of R Ambassadors
Randall Kinship Centre
Tetra Society of North America
Regina Food Bank
Phoenix Residential Society
Carmichael Outreach
Fruit for Thought
REACH Regina
Heart and Stroke Foundation
Cosmopolitan Learning Centre
Planned Parenthood Regina
Regina Public Library

Save the Date



i's Open: Inform-Involve-Impact

October 23

10 a.m. to 2 p.m.

University of Regina, Centre of Kinesiology & Health Studies, GYM 3

Join the City of Regina's Youth Advisory Committee, the University of Regina's Career Centre, and a range of Community agencies as we empower and educate youth on the volunteering opportunities in Regina.

Watch **Regina.ca** and **www.uregina/careercentre.ca** for more information.

*Become a
Volunteer!!*

September 4, 2013

To: Members,
Executive Committee

Re: Transit Route Revision - Harding Street

RECOMMENDATION

That a revision to Route 12 – Varsity Park – Mount Royal be approved rerouting bus service down the full length of Truesdale Drive taking effect October 20, 2013.

CONCLUSION

Although the current configuration of the conventional transit Route 12 – Varsity Park – Mount Royal on Harding Street works well in servicing transit customers in this area, extended use of Harding Street by the conventional buses would cause accelerated deterioration to the integrity of the road. Also, concerns regarding bus service on this street have been expressed by residents. The proposed route change within this report mitigates anticipated deterioration of the road structure on Harding Street and addresses concerns raised by residents.

BACKGROUND

At its special meeting held August 14, 2013, City Council approved that reports for main committees for the month of September would be considered by Executive Committee on September 4. This report, under normal circumstances, would have been considered by the Community and Protective Services Committee.

The Transit Department undertook an analysis of the conventional transit routes following recommendations from the Transit Investment Plan. This included introducing express routes, decreasing travel times, and eliminating the indirectness of some routes. The planning process of the routes included input from various City Departments. After public consultation, a report was drafted by the Administration and the Community and Protective Services Committee approved the routing of the new transit system on April 10, 2013. This approval included introducing new services in residential areas that did not previously have transit service, new express routes, and more direct routes. The changes made were completed ‘cost neutral’, with no increase to the budget or quantity of buses required to provide the new service. The alterations to the transit system were met with enthusiasm for the expanded service coverage.

As the implementation date neared, an issue was raised by residents respecting the presence of new bus stops installed on Harding Street. The original route is attached as Appendix A. The Transit Department investigated this complaint, consulted Roadways Preservation, and found that this street was indeed not fit for conventional transit use. Upon learning that Harding Street was not suited as a bus route, the Transit Department issued notices to customers that the buses on this route would be detoured until further notice. Transit rerouted the bus to no longer travel on Harding Street to mitigate damage to the road in this area. As a result, the walking distance for customers in this area has dramatically increased.

DISCUSSION

The elimination of Harding Street from conventional transit use does pose a challenge in providing bus service to this area. Given this constraint, the Transit Department looked at options for alternative service in this area. Illustrations of each option can be seen in Appendix A.

Option #1 – Reroute Bus Service Down the Full Length of Truesdale Drive (recommended)

This option would see bus service remain on Truesdale Drive, but removed from Harding Street. As this service would be providing bus service to Truesdale Drive, the route becomes circular and increase travel times, as it would drive all the way to University Park then back to Prince of Wales Drive. However, service would be maintained on Truesdale Drive and decrease the walking distance for customers to bus service.

Advantages:

- Cost neutral.
- Service removed from Harding Street.
- Service provided to Truesdale Drive.
- Maintains Transit's walking distance standard.

Disadvantages:

- Slightly increased travel times for passengers on this route.
- Route becomes less efficient and indirect.

Option #2 – Maintain Buses on Prince of Wales Drive Only (not recommended)

This option would keep the bus on Prince of Wales Drive and would not service Truesdale Drive or Harding Street (see Appendix A). Once the bus leaves the Sandra Schmirler Centre, it would continue north to the east commercial area, turn around, and then proceed south on Prince of Wales. There would be a bus stop present at the corner of Prince of Wales Drive and Truesdale Drive. However the walking distance to the closest bus stop could be up to 600 metres, 200 meters outside the standard for bus service in the City.

Advantages:

- Cost neutral.
- Service removed from Harding Street.
- Consistent service to the commercial area in the east end.
- Service provided with faster travel times than those proposed in the original route.

Disadvantages:

- Walking distance increased for customers living on Truesdale Drive to the closest bus stop.

Option #3 – Reroute Bus Service Down the Full Length of Truesdale Drive then Continue Downtown (not recommended)

This is a variation of option #1. This option would see bus service remain on Truesdale Drive, but removed from Harding Street. The bus would provide service to Truesdale Drive and continue down Arcola Avenue to the downtown. This would lengthen the passenger trip time for customers getting on at Windfield Road or Assiniboine Avenue by 20 minutes.

Advantages:

- Cost neutral.
- Service removed from Harding Street.
- Service provided to Truesdale Drive.
- Maintains Transit's walking distance standard.

Disadvantages:

- Greatly increased travel times of passengers on the route.
- Route becomes less efficient and indirect.

**Option #4 – Repave Harding Street to Support Conventional Transit Buses
(not recommended)**

Rebuilding the structure of the street to be able to support bus traffic would solve the issues and retain the original plan for the route. The route would maintain predicted travel time for passengers and the walking distance for customers in that area. This option would have a large financial investment of \$860,000.

Advantages:

- Harding Street would be able to support bus traffic.
- Travel time for customers on the bus maintained.
- Maintains Transit's walking distance standard.

Disadvantages:

- Requires an \$860,000 investment.

The Administration evaluated and considered other options to remedy the Harding Street issue; however, the abovementioned four options are the most feasible. The use of small shuttle buses was considered; however, use of small buses in this area is not feasible as this route is a base route that travels to downtown. Additionally, a smaller bus would not be able to handle the passenger volumes for this area.

The future growth plans of conventional transit service in this area look to expand additional community routes in Wascana View, the Greens on Gardiner, and The Creeks that would collect customers at a central point (like the Sandra Schmirler) and take them quickly to the downtown area on an express route or board a bus that services the University. The express route could service the portion of Truesdale Drive once resources for this type of service are approved. See attached Appendix A for this concept diagram. After weighing the advantages and disadvantages of each option, Transit Administration is recommending Option #1, knowing that future service will be planned on Truesdale Drive in the form of another route.

RECOMMENDATION IMPLICATIONS

Financial Implications

Depending on the option chosen, costs would range. Option #1, #2 #3 have no cost implications. Option #4 would require a capital investment of \$860,000 to rebuild the road in that area.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

None with respect to this report.

Other Implications

None with respect to this report.

Accessibility Implications

Having bus service in an area that is a walkable distance is important to promote usage of the conventional transit system. If services are located too far away for residents to access, the system will be inefficient and ineffective. People with mobility limitations in particular are negatively affected when there are long walking distances to bus stops.

COMMUNICATIONS

Once approved, work will start to inform residents of the changes in this area. New schedules will be printed and implementation will start October 20, 2013. Bus stops installed in the area will have signage directing customers to the nearest bus stop for one month, then the stops will be removed permanently.

DELEGATED AUTHORITY

The disposition of this report is within the authority of the Executive Committee should Options #1, #2 or #3 be selected. The report must be forwarded to Council for approval of Option #4 due to budgetary implications.

Respectfully submitted,



Brad Bells, Director
Transit Department

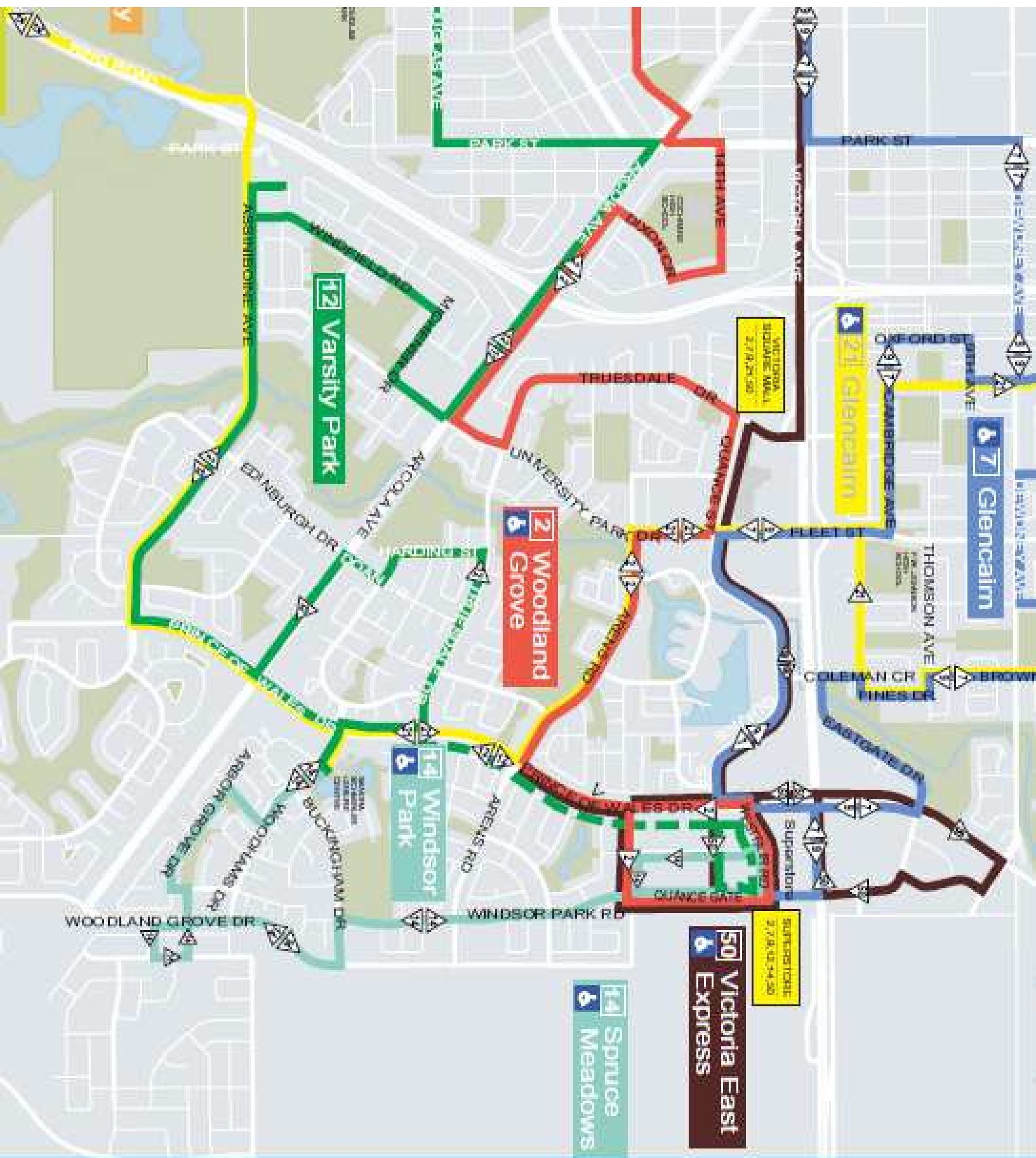
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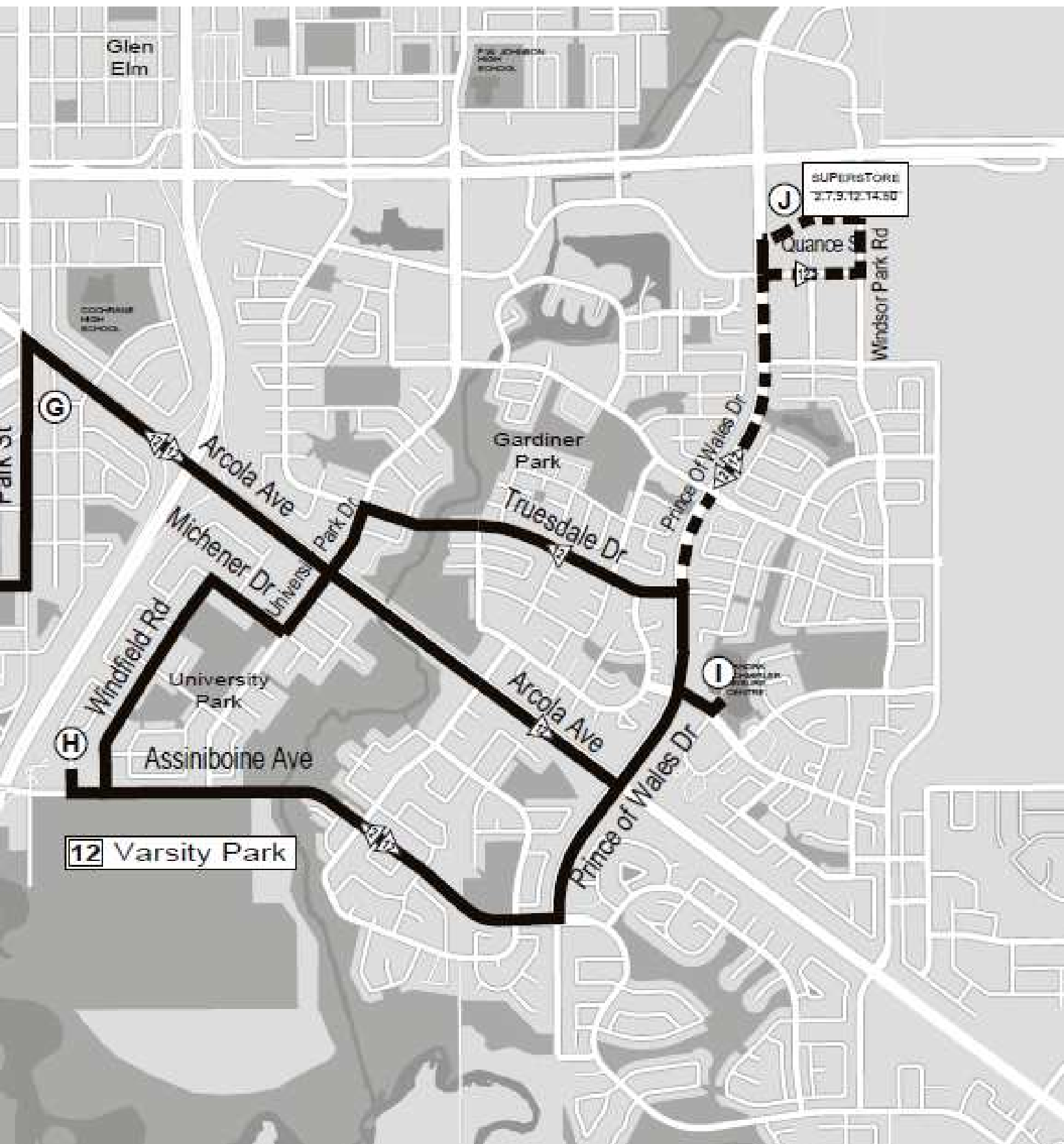


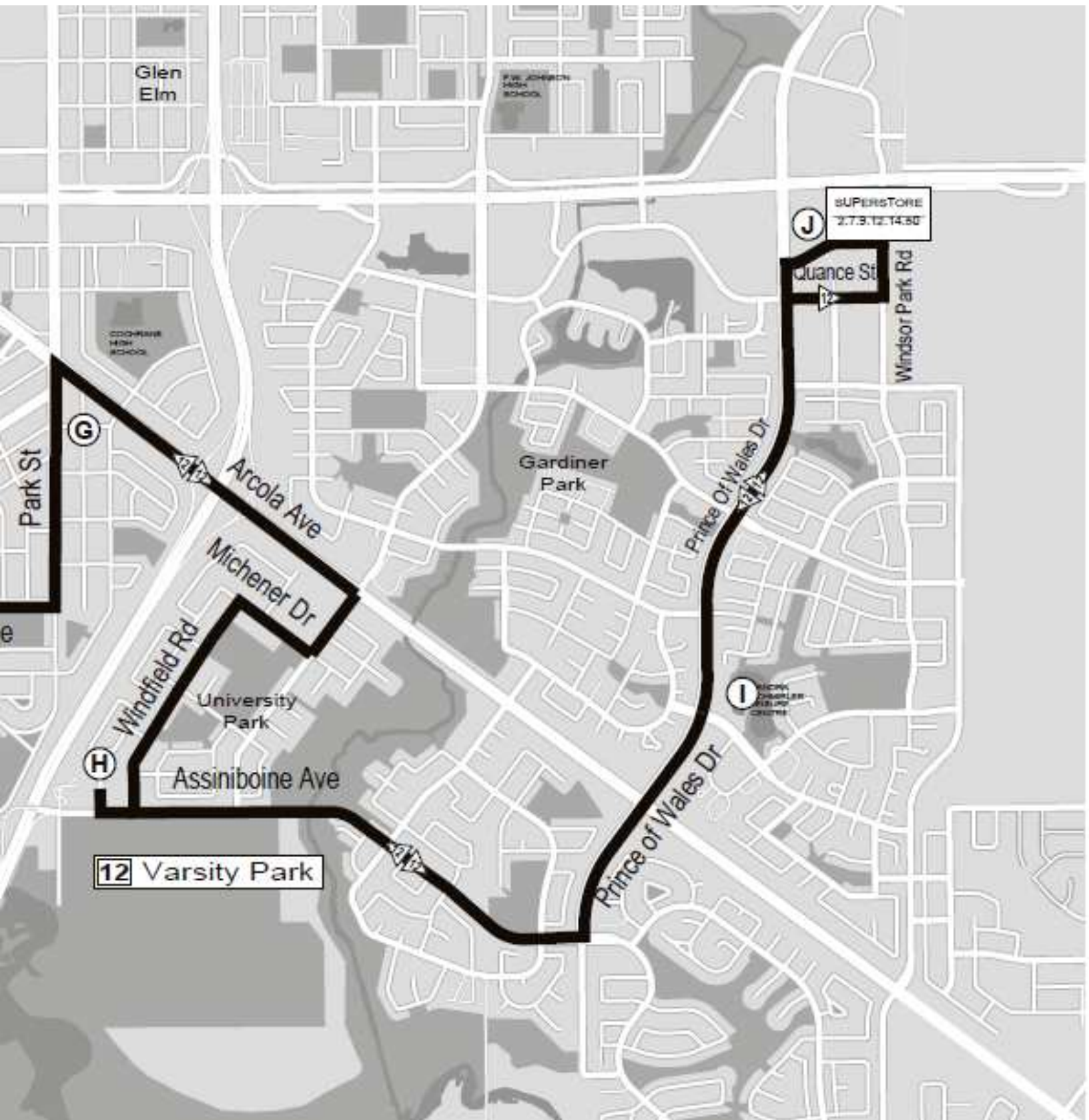
Neil Vandendort, Deputy City Manager
City Operations

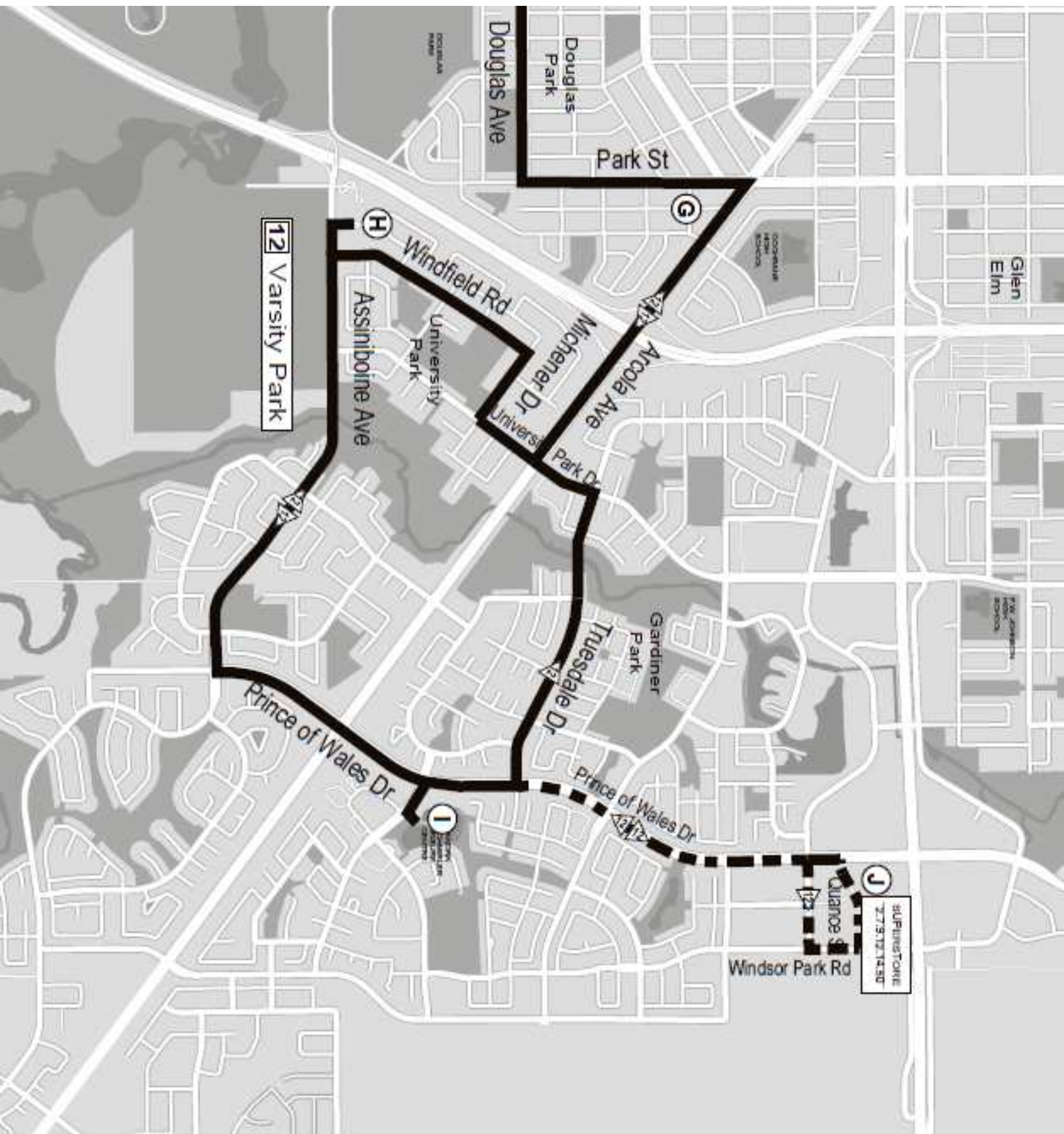
Report prepared by:
Nathan Luhning, Manager of Business Development

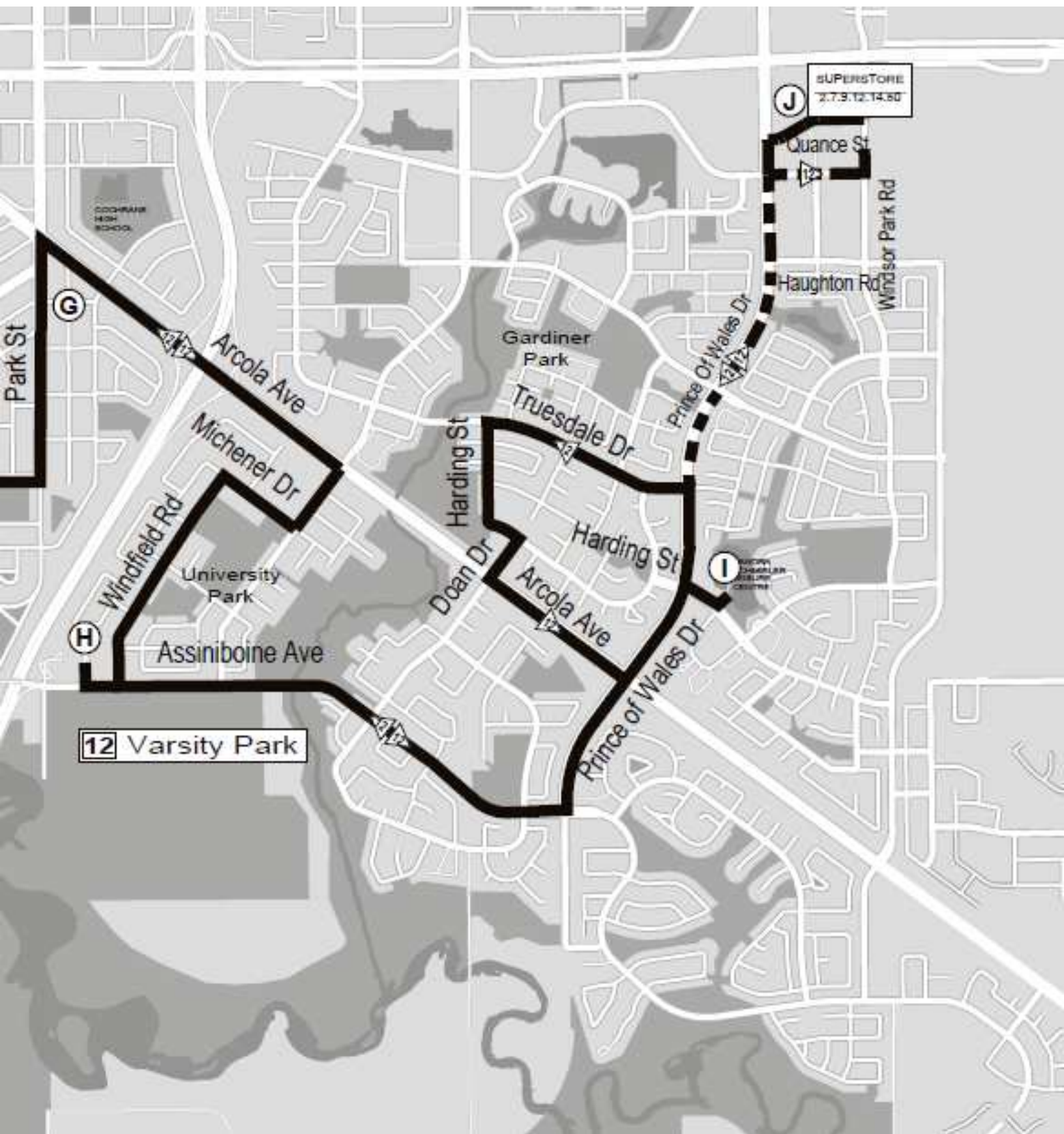
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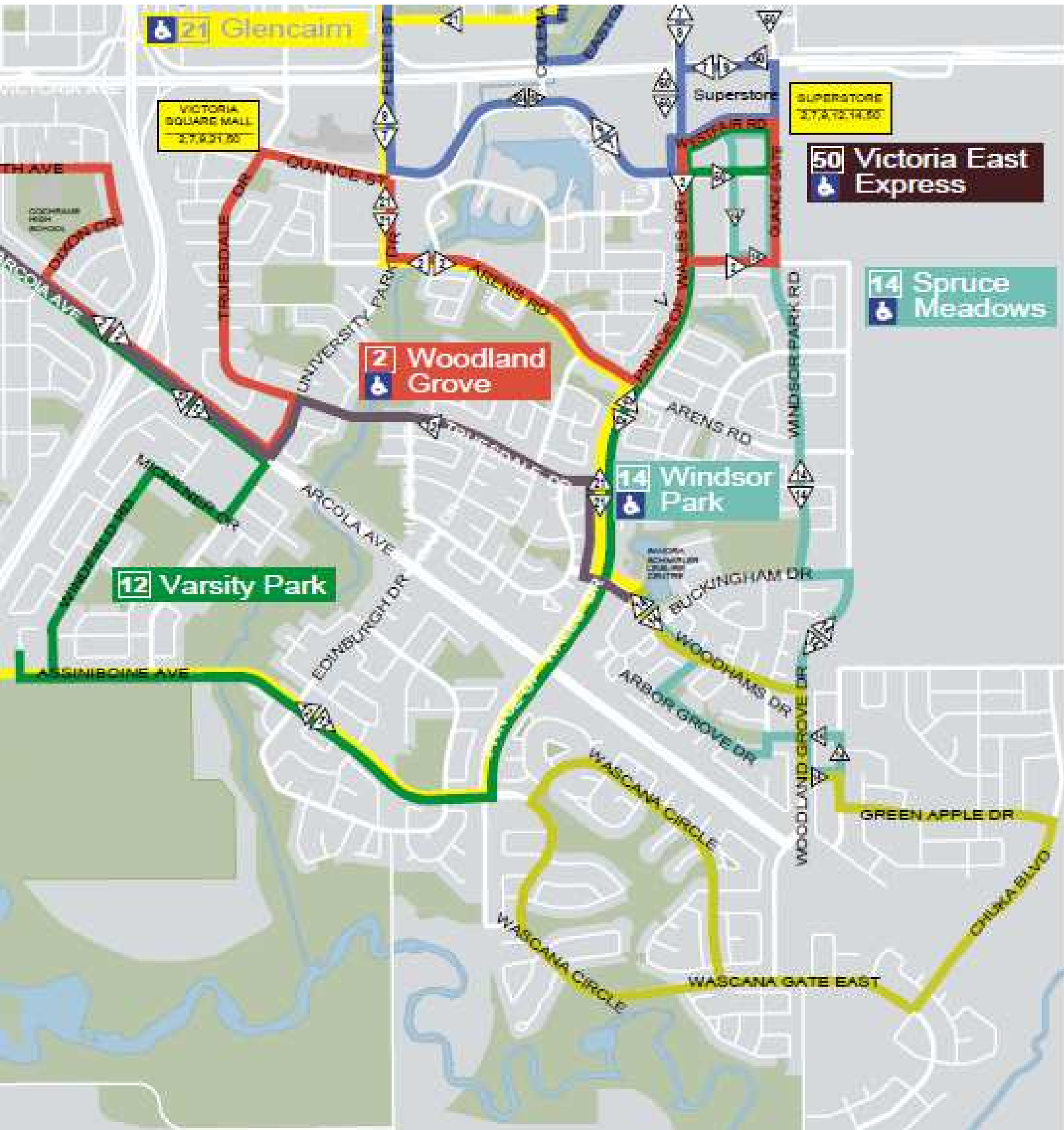












September 4, 2013

To: Members,
Executive Committee

Re: 2014 Alley Maintenance Strategy and Special Tax Levy Funding Options

RECOMMENDATION

1. That the City Solicitor be instructed to prepare the appropriate bylaw for alley maintenance for 2014, which includes the following levies, proposed revenues, and estimated costs:

Paved Alleys **\$3.90** per assessable foot
Gravel Alleys **\$2.57** per assessable foot

The proposed revenues and estimated costs for maintenance of alleys in 2014 are:	
Paved Alleys	\$3,113,900
Gravel Alleys	\$1,575,250
TOTAL	\$4,689,150

2. That the administration conducts a review of the Alley Maintenance Special Tax Bylaw and provides a report with recommendations to the Public Works Committee in the second Quarter of 2014.

CONCLUSION

The proposed increase for the 2014 Alley Maintenance Program is consistent with the previously approved strategy to continue to maintain the City's alley inventory in an acceptable and sustainable condition. The 2013 alley maintenance budgets have increased by amounts that reflect rising costs of labour, equipment and materials. For paved alleys, this represents an increase of 3.3 percent, and for gravel alleys, an increase of 3.1 percent. In addition to these budget increases the 22 percent corporate overhead will be applied, based on the 2011 City Council approval of a 3 year phased in process.

The Administration is committed to ensuring that the full costs of delivering alley maintenance services are reflected in the levies charged to residents. Ongoing reviews will be necessary given the upcoming changes occurring in service delivery and impact on alleys. In particular, the solid waste conversion to cart containers and the addition of a recycling cart service has the potential to alter or influence the public's view on the preferred level of service associated with the alleys.

BACKGROUND

At its special meeting held August 14, 2013, City Council approved that reports for main committees for the month of September would be considered by Executive Committee on September 4. This report, under normal circumstances, would have been considered by the Public Works Committee.

Historical information on the Alley Maintenance Program and special tax levy has been included in Appendix A.

DISCUSSION

The City of Regina's Alley Maintenance Program is intended to provide a sustainable alley system that is passable, safe, affordable, efficient, equitable and environmentally responsible. There are approximately 304 kilometres of alleys in the city. This alley inventory consists of 172 kilometres of paved alleys and 132 kilometres of gravel alleys.

The City of Regina's Alley Maintenance Program is governed by *The Cities Act, Sections 275 to 278*, which provides the authority to levy a special tax on properties for specific services. Property owners abutting paved or gravel alleys are required to pay the special tax. Revenues collected from the special tax provide 100 percent of the operating funding dedicated to the Alley Maintenance Program.

The administration of the alley maintenance charges is challenging as there are a variety of situations to address. As the maintenance charges have risen over the years more customers have identified concerns with the program including the allocation of costs. The Administration intends to undertake a review of the bylaw and have any changes to the alley maintenance strategy in place for the 2015 program.

Proposed 2014 Paved & Gravel Alley Budgets

The proposed budget for 2014, as shown by activity, and the special tax levy for paved and gravel alleys are summarized in Table 1 and Table 2, respectively. These are based on the continuation of the strategy for a sustainable alley system. The approved 2013 budget is provided for comparison. A 3.3 percent increase to the paved alley budget and a 3.1 percent increase to the gravel alley budget, are recommended to adjust for the estimated increased costs of labour, equipment, materials and the 2011 City Council approved corporate overhead of 22 percent.

Table 1 – Proposed and Existing Paved Alley Maintenance Budgets

Program Item	2013 Budget	Proposed 2014 Budget
Pavement Maintenance	\$ 735,500	\$ 813,150
Paved Alley Reconstruction	\$ 2,081,200	\$ 2,300,750
Total	\$ 2,816,700	\$ 3,113,900

Paved Alley Levy	2013	Proposed 2014
Assessable Footage*	791,626	799,256
Levy Rate	\$ 3.56/ft.	\$ 3.90/ft.
Levy Amount per 50 ft. lot	\$ 178.00	\$ 195.00

* Any change in assessable footage can be attributed to continual updating of City records.

Table 2 – Proposed and Existing Gravel Alley Maintenance Budgets

Program Item	2013 Budget	Proposed 2014 Budget
General Maintenance	\$ 460,800	\$ 508,450
Reconstruction/Refreshing	\$ 966,800	\$ 1,066,800
Total	\$ 1,427,600	\$ 1,575,250

Gravel Alley Levy	2013	Proposed 2014
Assessable Footage*	613,836	613,222
Levy Rate	\$ 2.33/ft	\$ 2.57/ft
Levy Amount per 50 ft. lot	\$ 116.50	\$ 128.50

* Any change in assessable footage can be attributed to continual updating of City records.

Full Level of Service Cost Recovery

While the Administration is committed to the principle of full cost recovery, it has become apparent in the process of identifying those costs that more detailed level of service statements are required for all budget line items. It is important that the public, Administration and operations have a common understanding of what services are, and are not, provided based on the fees being paid. The original 1996 Alley Maintenance Strategy approved by City Council provided a basic clarity on the reconstruction/gravel refresh components of the gravel and paved alley budgets. In summary, that strategy provided a 30 year reconstruction life cycle for paved alleys and a 10 year systematic gravel refreshment cycle in gravel alleys. However, there are currently no defined levels of service statements for routine alley maintenance. This gap in the alley maintenance service will require further clarification.

RECOMMENDATION IMPLICATIONS

Financial Implications

The recommended increases to paved and gravel alley levies will allow the Administration to maintain its current service levels. The increases are a result of cost increases for labour, equipment, materials and the phasing in of corporate overhead rates. The Alley Maintenance Program is fully funded by revenues obtained through the special alley tax levy to property owners abutting alleys.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

The Alley Maintenance Strategy approved by City Council in 1996 was intended to maintain the alley inventory in an acceptable and sustainable condition. Funding to fully implement that strategy was phased in over a 10 year period. Full funding for the strategy was achieved in 2006 and has continued since that time. The primary focus of the strategy is the provision of a 30 year reconstruction cycle in paved alleys and a 10 year systematic gravel refreshment cycle in gravel alleys.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Public notice of the special tax levy will be carried out in accordance with the requirements contained in *The Cities Act*. The Administration also provides information to various parties, including affected property owners upon request. In addition, construction notices, where the scope of construction is significant, are hand delivered to affected abutting properties prior to the commencement of work.

DELEGATED AUTHORITY

Special tax levies for 2014 require the approval of City Council.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Adam Homes', with a long horizontal flourish extending to the right.

Adam Homes, Director
Roadways and Transportation Services

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'W. Dorian Wandzura', with a stylized 'W' and a horizontal line at the end.

W. Dorian Wandzura, Deputy City Manager and COO
City Operations

Report prepared by:
Danielle Chorney, Project Engineer

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 repair or reconstruction. The majority of those 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.