

Neighbourhood Renewal Program Overview

There are approximately 300 neighbourhoods (including industrial) in Edmonton. The age of neighbourhood (assuming 40 - 50 year service life) and its renewal history influences the type of renewal required. At the end of 2011, the renewal needs for 151 neighbourhoods were as follows:

- 104 require reconstruction
- 47 require overlay/rehab

The City uses a lifecycle approach to residential roadway renewal to provide for maximum efficiency and life expectancy of neighbourhood infrastructure. New Construction Standards have been developed and implemented over the past 10 years and now provide proper treatment during life cycle to allow for a 60 Year Life Span. These maintenance treatments are as follows:

- Microsurfacing (preventative maintenance) – year 10 (operating program)
- Roadway overlay – year 30
- Microsurfacing (preventative maintenance) – year 40
- Reconstruction – year 60
- Major drainage and cast iron renewal at time of reconstruction

Based on approximately 300 residential and industrial neighbourhoods, to achieve lifecycle model, the following annual program would be required:

Operating:

- 5 microsurfacing neighbourhoods - \$0.5 million each (operating program)

Capital:

- 6 overlay neighbourhoods - \$2.5 million each
- 5 - 6 reconstruct neighbourhoods - \$20.0 million each
Note: These take 2 years to complete, work is occurring in 10 - 12 neighbourhoods per year
- Collector Renewal - \$10 million
- Northeast road reconstruction - \$8 million
- Rural Neighbourhood Road Renewal - \$1.5 to \$2.0 million (annually)
- Alley renewal - \$4 million capital (annually)

Average annual ongoing funding would be approximately \$151 million (2012 dollars), plus drainage and water. The funding model for this program is based on a combination of funding sources including the Neighbourhood Tax levy, Local Improvement levy and Provincial MSI funding.

This plan was originally intended to have sufficient sustainable funding from the Neighbourhood Tax levy so that the MSI component would be phased out in 2018. This funding model was initially set at an annual 2% tax levy increase and would provide for the following infrastructure targets to be achieved in approximately 25 years:

- Condition rating target for roads – 3.0 out of 5.0
- 0% sidewalks in “F” condition

In the 2012—2014 Capital Budget, the Program Tax Levy requirements were approved at an annual 1.5% increase. The 10 year funding plan includes the levy continuing at 1.5% until 2018.