

# Infrastructure Upgrading and Renewal – Roads and Alleys

## Recommendation:

That the March 22, 2011, Transportation Department report 2011TD1563 be received for information.

## Report Summary

**This report is in response to a motion regarding potential options for funding upgrades to existing rural or unpaved roads and alleys.**

## Previous Committee Action

At the August 24, 2010, Transportation and Public Works Committee meeting, the following motion was passed:

That Administration provide a report to Transportation and Public Works Committee outlining options for infrastructure upgrading and renewal for rural roads or unpaved roads and alleys.

## Report

### Existing Situation

There are currently two processes in place to fund upgrades to existing roads and alleys in the City.

1. Unpaved alleys and roads can be paved or upgraded through a Local Improvement process in which the adjacent residents petition for the paving of the alley or road through a Local Improvement Bylaw. The residents then pay the cost of the paving over a period of 10 to 20 years depending on the value of the Local Improvement.

2. Existing gravel or cold-mix asphalt roads in rural neighbourhoods that were not initially serviced to City standards can be upgraded through servicing agreements in which the property owners are responsible for 100 percent of the initial cost.

The current processes do not always provide a suitable alternative as there are situations in which the Local Improvement is difficult to achieve or the proposed work is not eligible for Local Improvement funding.

In existing areas, where there is a mix of residential and commercial/industrial land use, Local Improvement petitions may fail because there is typically only support from the residential component. If there is a sufficient petition against, the Bylaw cannot proceed.

Rural subdivisions within the City that were acquired through annexation were never serviced to City of Edmonton standards. Because these areas were not serviced to the City standard, they are not eligible for Local Improvement financing in accordance with "City Policy C200B - Financing of Local Improvements." This results in a situation where the adjacent residents must enter into a servicing agreement to bring the development to City Standards and therefore must fund the upgrade construction of the road themselves.

In order for an existing gravel or cold-mix asphalt road in rural neighbourhoods to be upgraded or paved through a Local Improvement, City Council must exempt the specific project from City Policy C200B. This is an alternative solution; however, it

cannot be initiated by the Administration.

### Potential Funding Alternatives

Upgrades to existing alleys, or roads, in areas where there is a mix of residential and commercial, could be coordinated with existing City rehabilitation projects such as the Neighbourhood Renewal Program. In these situations, funding would have to be included in the City's approved Capital Program.

The areas that are currently designated as Neighbourhood Revitalization projects are high-need areas that Council has agreed to fund within the Great Neighbourhoods Capital program. Funding could be available in these commercial/residential areas for alley development if that is a priority for that particular neighbourhood(s).

Amendments to the existing "City Policy C200B - Financing of Local Improvements" would be necessary in order for Administration to initiate Local Improvement submissions for upgrades to existing rural subdivisions. Alternately, these Local Improvements would need to be initiated through an exemption to City Policy C200B which would need to be supported by City Council.

### **Policy**

- City Policy C200B - Financing of Local Improvements
- City Policy C535 - Process for Developed Properties that are Currently Un-serviced to Connect to City Services

### **Corporate Outcomes**

Improve Edmonton's Livability

- complete communities that are strong, inclusive, and have accessible services

- safe and clean city

Transform Edmonton's Form

- sustainable civic infrastructure

Shift Edmonton's Transportation Mode

- transit and active modes of transportation are preferred

### **Budget/Financial Implications**

Funding of upgrades through City programs would impact the specific Capital programs, and would require prioritization of scheduled projects.

### **Others Reviewing this Report**

- M. Koziol, General Manager, Capital Construction Department, and A/General Manager, Asset Management and Public Works Department
- D. H. Edey, General Manager, Corporate Services Department
- L. Cochrane, General Manager, Community Services Department
- L. Rosen, Chief Financial Officer and Treasurer