

That effective immediately the following cost-sharing policy setting forth special assessments for pavements and sidewalks constructed under the provisions of The Local Improvement Act BE APPROVED:

- A. (ii) Alley Pavements, or
- (iii) Pavements: Residential or Local Industrial - rights-of-way which are not served by full underground sewer services.

The City will absorb:

- (a) The cost of intersections and drainage
- (b) Fifty (50%) percent of the remainder of the total cost of the work
- (c) Seventy-five (75%) percent of the cost of the first 150 feet of the lot flankage

- B. Pavements: Residential and Local Industrial – on rights-of-way which are served by full underground sewer services.

The City will absorb:

- (a) The cost of intersections and drainage
- (b) Sixty-seven (67%) percent of the remainder of the total cost of the work
- (c) Seventy-five (75%) of the cost of the first 150 feet of the lot flankage

- C. (a) Pavements will have such structural and geometric design as the Commissioner of Works shall determine to be appropriate, having regard to subsoil conditions, vehicular loads, and other relevant matters.

(b) Residential pavements will be constructed to a minimum width of 28 feet measured face-to-face of curbs, and shall have top soil and seed or sod placed on unpaved portions of the boulevard between the curb and sidewalk (or where no sidewalks exist, a point in the boulevard determined by the Commissioner of Works).

(c) Where, at the City's option, a pavement is constructed of greater width or structural strength than is required for the abutting properties the City shall assume the cost of the additional work. In the case of residential streets, "a greater width" will mean in excess of 28 feet.

(d) That this policy apply only to pavements constructed on assumed street rights-of-way.

- D. Sidewalks: Residential and School Approach

- 1. In the residential areas, sidewalks will be 4 ft. wide, except where the safety of pedestrians warrants a greater width.

2. Where a 4-ft. wide residential sidewalk is constructed, the City will absorb:
 - (a) The cost of the walk at intersections.
 - (b) Seventy-five (75%) percent of the cost of the first 150 feet of lot flankage.
 - (c) Twenty-five (25%) percent of the remainder of the total cost of the work.

3. Where a residential sidewalk is constructed wider than 4 ft. for pedestrian safety, the abutting property owners will be assessed for only a 4-ft. wide walk. The City will absorb the balance of the cost in addition to the amounts set out in 2(a) and 2(b) above.

4. Where a sidewalk:
 - Is required to serve more than the abutting properties or is required on a school approach street;
 - Is required for the safety of children in the community travelling to and from school;
 - Is requested or endorsed by a School Board; and
 - Where it would be unequitable to charge the full cost of the walk to the abutting property owners;The sidewalk will be termed a 'school approach sidewalk' and the total cost therefore will be paid by the City.

And further, that Council Resolution 94/68 adopted on January 22, 1968, and that Council Resolution 305/73 adopted on April 9, 1973 setting forth a policy in respect of such Local Improvements BE RESCINDED.