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Halifax Regional Council
June 27, 2006

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY: Betty MacDonald
Betty MacDonald, Director, Business Planning & Information
Management

DATE: June 27, 2006

SUBJECT: **2006-07 Budget and Business Plan Questions from Committee of the
Whole**

INFORMATION REPORT

ORIGIN

This report responds to the inquiries by Councillors at the Committee of the Whole meetings between June 14th and June 20th, 2006.

BACKGROUND

The subject of these meetings was the discussion of the proposed 2006-2007 budget and business plans and the service-level implications of the business plans.

Each Business Unit presented their respective plan implications, detailing the expected service increases, decreases or expected services not being delivered resulting from their proposed business plan and the supporting budget envelope. Councillors were given the opportunity to address the Business Unit representatives and to request further clarification on the points and issues raised by the presentation. This report contains the information available at this time to satisfactorily answer the questions needing clarification.

DISCUSSION

Office of the Chief Administrator (CAO):

Clarification on Expenditure Items 10 (Vehicle Expense), 11 (Travel) and 12 (Training & Education): Why did these increase, in light of the 2005/06 Actuals being below budget?

The CAO and Administrative budget does indicate an increase over actual expenditures from 05/06, however, there is a 18% decrease in the budgeted amount. The proposed budget is greater than the actual amount spent last year to account for anticipated rises in the cost of fuel, anticipated travel resulting from the recent realignment under the CAO Office (i.e. Economic Development) and to provide opportunities for training and education which are essential to ensuring HRM remains an employer of choice and dealing with succession planning issues.

What is the status of the Muralist Position? How much has been spent on murals within the HRM?

During last year's debate, Council requested that HRM hire a full-time muralist which staff did not recommend pursuing. The Community Response Team's proposed 06/07 business plan does not include a muralist position for the same reasoning provided last year - that a muralist's work is seasonal. Cost centre E500 allocates approximately \$50,000 in support of implementing the draft Graffiti Management Plan, which will be tabled with Council this summer. Upon approval of the Management Plan, Council may wish to direct a portion of these funds in support of new murals.

For 2005/06, the amounts spent by individual Councillors for murals etc. are:

District 6 Capital funds - \$1,200.00

District 17- Capital funds - \$5,900.00

There is nothing from Discretionary.

There is also a commitment from District 6 Capital funds for \$17,354.54 (May 2005) and from District 17 Capital funds for \$2,000.00. (March 2005).

Clarification on the status of the Lobbyist position

The CAO's 2006 Goals and Objectives indicate a renewed commitment and priority to Intergovernmental Relations. As such, the CAO has dedicated considerable time and energy towards fostering new and fruitful relationships with both provincial and federal government partners. As these relationships begin to flourish, it is the CAO's hope that many of the outcomes expected of a lobbyist position, would actually be achieved through his office. The concept of lobbyist position is a viable option that the CAO will explore as directed, but in the context of this renewed focus on Intergovernmental Affairs. A report will be tabled discussing the potential of a lobbyist position in HRM.

CAO to come back with a report on the feasibility of placing a moratorium and improved controls on expenditures for: Office Furniture, Books and Periodicals, Professional/Contract fees, Training & Education, Out-of-town Travel and Conferences, Membership Dues.

The CAO has tabled the 06/07 budget reflective of his commitment to reducing inefficiencies, including the expenditure areas identified above. The CAO has also placed controls on out of town travel. However, it is important to maintain a budget demonstrative of the organization's commitment to employees, thereby ensuring that HRM's highly skilled, educated and experienced employees are retained, and that new employees are attracted.

Finance will prepare a report to Council outlining current controls and policies governing these type of expenditures, as well as an analysis by Business Unit, and recommendations around any areas for potential improvement. Signing authorities, expenditure authorization, and controls around the accounts payable process are reviewed annually by the external auditors are part of the year-end audit. Finance commits to return to Council with this report within the next 3 months. A quick analysis of these discretionary cost elements by business unit per FTE, and as a percentage of the total corporate expenditures suggest that most are well below the level of similar sized organizations.

Business Planning & Information Management:

Clarification as to the location of the historical documents / pictures / etc. from the former municipal units

As promised by Donna Davis, Susan McClure, Municipal Archivist in Business Planning & Information Management has been in contact with Councillor McCluskey through e-mail. Our Archives have significant holdings of the region's history but between our holdings from the Town/City of Dartmouth and what the Dartmouth Heritage Museum holds there are still gaps in the municipal record.

Susan recommended that the Councillor visit the Archives to see the materials on hand and to discuss any specific items the Councillor may be looking for as well as any leads on where those materials may be located. We're still at the stage of getting better control over what was returned to us from the provincial archives and incorporating that with records transferred from the records centre and City Hall, and we want to know where any archival records from the former municipalities may still be. We would encourage every Councillor to work with the Archives to ensure relevant materials are captured.

See Appendix A - List of Series (Historical Archives - Dartmouth).

Community, Culture & Economic Development:

Staff to return to Chebucto Community Council with a presentation outlining options for facility use at the Captain William Spry Community Centre, including retrofitting and facility modifications

Staff has provided a separate response to funding / options for Captain William Spry in the Parking Lot Report submitted to Council June 27, 2006.

Cost of the Burke Oliver study

The cost of the study was \$45,000.

Staff to provide to Council an update on the status of HRM rinks and updated needs assessments for HRM-owned facilities

CCED can provide a high level updated needs assessment in October, and at that time will indicate if additional resources are required for a more comprehensive review.

Staff to provide a report on the status of considering a private Tree Bylaw for HRM

The Tree Bylaw will be included in the Urban Forest Master Plan for HRM. The plan is expected

to come to Council late this year or early next year.

Environmental Management Services

Request to strengthen the Mayor's plan for discussion with the Province on the status of the downloaded rural stormwater ditches. Examine status of ditches and whether they meet a standard to which HRM would expect for assets being transferred to its responsibility.

Discussion with the province on the transfers: The condition of the infrastructure was not considered during road transfer negotiations with the province. This was because road condition was not included in the original transfer agreement (HRM-01) signed at Amalgamation. The criteria for road transfer is based upon urban development density thresholds only, and when satisfied, the roads meeting this criteria are to be conveyed to the Municipality. It is recommended that the Mayor's plan for discussion with the Province include a revision of the transfer agreement (HRM-01) to include condition of asset as a factor on consideration.

Condition of the Ditches (Provincial Road Transfer in the Hammonds Plains Area, Dec 6/05 Council Report): The condition of the open roadside storm water drainage and culvert systems recently transferred over to HRM from the Province, in most locations, do not meet HRM standards. To bring these assets to HRM standards, ditches will have to be excavated to improve flows and deficient culverts replaced. Most of the culverts are corrugated metal which do meet HRM standards. Approximately 60% of the streets being taken over require major repairs. Of those major repairs, there are currently 5 known and visible cross culverts that will require repairs at approximately \$30,000 each.

How many new pumping stations were inherited by HRM for 2006/07?

HRM currently owns and maintains 155 sanitary and sewage pumping stations. HRM acquires pumping stations either through its own needs (via capital budget) or as a result of development.

HRM system needs: HRM is constructing 6 due to capital construction throughout HRM and 3 in early 2007 for the Halifax Harbour Solutions Project.

Development: As of June 2006, it is anticipated that there are no pumping stations being taken over as a result of private development approvals this year. Two are anticipated to be decommissioned from the construction of private development. One pumping station was taken over as part of private development last year.

How is HRM addressing the issue of rodent control for underground works projects being carried out by developers / contractors on behalf of / within HRM?

Rodents are an inevitable reality in any modern city. Any measures undertaken can only be reactive and will only serve to suppress infestations rather than eliminate them.

The development of a corporate approach to addressing rodent issues during underground works projects will require a meeting between Planning & Development, Technical & Underground Services, Environmental Engineering Services and Design & Construction. Staff will meet during the second quarter of 06/07 to clarify roles, responsibilities and develop a corporate approach towards addressing this issue.

Request to return to Council with a report outlining a comparative cost analysis of paying off the Sackville Landfill in 2006/07 vs. extending the repayment over the longer term currently negotiated with the Province (in light of current debenture repayment requirements).

Staff carried out a comparative cost analysis of paying-off the Sackville Landfill Closure liabilities in 2006/7 versus extending the repayment over the longer term as the Province recently advised is an option available to any municipality. The following is noted:

According to the Sackville Landfill Closure Reserve Case (Q119) funding for this reserve is from Waste Resources Operating Budget M431. Therefore there are no debenture repayment requirements.

Cost analysis showed that funding the reserve in 2006/07 has an interest paid to reserve cost of about \$964K. This is compared to an estimated interest cost of \$842K by maintaining the current funding strategy, to 2010/11.

Maintaining the current funding approach to 2010/11 supports a balanced budget in 2006/07 and future years. This is achieved through a reduced interest obligation of \$122K and appropriate reserve obligation planning.

It's important to note that the contributions which will be set-aside during the next 5 years will be used to offset costs of maintaining the landfill beginning in 2012/13. Therefore fully funding the reserve in 2006/7 is not financially prudent.

Finance:

Staff to prepare a report to Council on current major tax agreements, including what is being forgiven, and how long these agreements have been in place. Also - to identify opportunities, if any, to collect additional revenues from various organizations, such as the Halifax International Airport, Port of Halifax, Sears, etc.

Staff will return to Council with a report by July 4th. With respect to tax agreements, HRM currently levies taxes as follows:

- Payment in Lieu of Taxes (PILT). PILT agreements include buildings, land and Crown Corporations that fall under the jurisdiction of the Federal and Provincial governments.
- Development Grants. Currently, HRM has one development grant in place, as previously approved by Council, with The Halifax International Airport Authority. The criteria for this development grant is that the tax savings generated are to be reinvested in new development at the airport site. This new development is then subject to full taxation. The development grant for HIAA for fiscal 2005-06 was \$717,245.
- Oil & Gas. Provincial legislation compels HRM to levy taxes based on production capacity, distribution revenues and pipeline costs. Organizations that are currently under this arrangement are Imperial Oil, Maritime Northeast Pipeline and Heritage Gas.

Staff to provide a report on the number of appeals that were filed against the assessment roll this tax year and last tax year

- Deed Transfer Affidavits. Affidavits are received bi-weekly. Staff monitor for value and applicable tax paid. Affidavits are reviewed for sale price relative to assessed value. In known areas of new development, staff conduct reviews to ensure transactions are including land and building where applicable. Also, nil transactions are scrutinized to ensure they meet requirements of the Municipal Government Act for exemptions. Questionable transfers are investigated via contact with law firms and Assessment Department as well as HRM staff.
- Tax Appeals. Thirty-four (34) accounts were appealed by staff in reviewing the 2006 assessment roll (see Appendix B - HRM Appealed Properties - 2006 Assessment Roll). Appealed properties were reviewed by the Director of Assessment and information provided to substantiate value. Staff will return to Council with a report on the number of appeals that were filed in 2005.
- Assessment Roll Validation. Staff review each new assessment roll for any discrepancies of a \$50,000 value increase/decrease. Additional validations are conducted for properties changing from exempt to taxable, consolidated accounts removed from the roll, taxable to exempt and removal of / change in classification. Further review is conducted for anticipated new accounts, relative to sub-divisions.
- Service Nova Scotia. Per the 2007 Preliminary roll presentation, Service NS reviews deeds and sales (approximately 13,000) for reasonableness with respect to the ratio of assessment/sale price. If the assessment to sale price ratio does not fall into the 90% - 100% range it is investigated. As well, Service NS has a program with HRM's Planning and Development department, whereby Planning provides Services NS a monthly report of all building permits. Service NS reviews 100% of the permits provided by planning and development. Last year total permits reviewed by Service NS were 11,058. As Council could not attend the presentation on the 2007 preliminary roll, an electronic copy of the presentation has been forwarded to the Councillor's support office for circulation.

Staff requested to address the issue of exempting municipal pension plans from funding solvency deficits

The HRM Pension Committee is actively pursuing changes to the Pension Benefits Act of Nova Scotia to exempt municipal pension plans from the requirement to make special payments to fund solvency deficiencies. The requirement to fund solvency deficiencies is intended to protect benefits earned by pension plan members in the event an employer ceases business. However, because of the perpetual nature of municipal governments, the Committee believes this is an unnecessary added expenditure that creates hardship for employees and impinges on the operating capacity of plan sponsors; such as HRM.

It is estimated that the total annual cost of funding the solvency deficiency for HRM would be \$12.4 million. The current contribution rate is sufficient to fund \$4.7 million of this annual payment. Therefore the additional cost to HRM if full relief to fund the solvency deficiency is not granted is \$7.7 million annually. These additional payments would continue for 5 years. These numbers include only the HRM employer share. Since there is 50/50 cost sharing of contributions with Plan members, employees would be impacted to the same extent. These numbers also do not include other employers who participate in the Plan such as the School Board. It is important to note that the calculation of solvency deficiencies is very sensitive to changes in long-term interest rates.

Regulation prescribes the interest rate to be used when valuing Plan liabilities (benefits earned) on a present value basis. Therefore, an increase in long-term interest rates would reduce the liability and vice versa should rates decrease.

There is plenty of precedence in government for such an exemption. In Nova Scotia, plans exempted from these solvency requirements include pension plans covering provincial civil servants, former Sydney Steel Corporation pension plans, and the teachers' pension plan. As well, the federal government has exempted federal pension plans covering federal civil servants, the Armed Forces, and RCMP personnel.

In 2005, the Province of Nova Scotia gave partial relief for funding solvency deficits of university pension plans. Recently, the Province of New Brunswick provided an avenue for municipal pension plans to apply for an exemption from solvency funding, and more recently, the Province of Quebec, has proposed measures to exempt municipal pension plans from funding solvency deficits. As well, in the May 2006 Federal Budget, the federal government recognized the hardship of funding solvency deficits, and proposed measures to provide relief to federally regulated pension plans to help minimize future contribution increases.

The Pension Committee has taken the following actions towards resolving this issue:

- The Pension Plan CEO has met with the Superintendent of Pensions for the Province to discuss this issue.
- She has also obtained support from the UNSM.
- During the recent provincial election campaign, the Committee spearheaded a letter writing campaign by providing sample letters to all pensioners and active employees and encouraging them to write to their local MLA and the Minister of Labour and Environment regarding this issue. This appears to have had some measure of success in that both opposition parties have agreed to pursue the issue.
- The CEO has also been successful in obtaining a meeting with the Premier in early July.

If the Committee is not successful in obtaining a full exemption, it may obtain a partial exemption similar to that provided to Nova Scotia universities. If this in turn is not successful, the Committee will then need to review all aspects of the HRM Pension Plan to determine how benefits and/or contribution rates can be modified to reduce or eliminate the solvency deficiency.

The Committee is committed to keeping all Plan stakeholders, including Council, informed of any significant developments with regard to this issue, and providing adequate advance notice of any changes required.

Staff to return to Council with a report containing options for the Metropark Parkade, and for generating revenues through the sale of this property (Pg. J10/J11/J12 - Budget Book)

The Metropark Parkade was constructed by HRM in 2001 as a "Municipal Purpose" parking facility, which could service the downtown core, when it was apparent that there was no interest in the private sector to build and operate such a facility. Metropark is budgeted at a break-even to repay capital cost and to reserve operating funds for future maintenance. In fiscal 2005-06 gross revenues earned from Metropark were \$1,361,918. After operating expenses, surplus revenues were allocated to the capital cost of construction and a reserve for future maintenance.

Staff will provide a more detailed information report to Council at a later date on this issue.

Fire & Emergency Services:

In the report being brought back by the CAO regarding the parking lot item of “Increase Fire Budget to address OHS & Fire Code issues”, the following items were requested to be addressed in the report:

- **Conditions surrounding the lack of running water and washrooms at the Three Harbours Station and Dutch Settlement Station. And, can MRIF funds be used to assist with the upgrading.**

Three Harbours does not have running water, washroom facilities, extraction system. An Engineer’s report indicates the site is not suitable for an onsite sewage disposal field and also rejected the possibility of a well at this location. Fire Service staff are investigating options to provide temporary washroom and hand washing facilities to address the immediate needs.

Dutch Settlement: Structural issues, no vehicle extraction system, the well is currently on the adjacent property (not owned by HRM) and it is too close to the existing septic field. Due to the small size of the property we cannot increase either the septic field or relocate the well.

The status of MRIF funding for the fire station was discussed In-Camera on January 31, 2006.

- **Define a ‘must’ situation as referred to by the Solicitor**

Adoption of the Fire Code By the Fire Safety Act.

15 (1) Unless otherwise provided in the regulations, the 1995 edition of the National Fire Code of Canada issued by the National Research Council of Canada, as amended from time to time, is adopted as the Fire Code.

National Fire Code of Canada 1995

Part 1

1.1.1.1. Responsibility

1) Unless otherwise specified, the owner or the owners authorized agent shall be responsible for carrying out the provisions of this code.

It is important to recognise that the National Fire Code violations identified in the rural stations are not retrofits or upgrades. The majority of the contravention(s) are maintenance issues and many deal with safe exiting from the building. This issue is being dealt with through the recommendations contained in the Parking Lot Report.

- **Goff’s Fire Station - currently the HIAA give payment in lieu of taxes for fire services - what would be best practice in this situation.**

Payment in lieu of taxes paid by HIAA is for all municipal services. A committee was reviewing the payment in lieu of taxes. Recommend that this review process continue to address this as a corporate issue and not by business unit.

Report to come back to Council discussing the feasibility of combining stations 14 and 18.

A comprehensive fire station location study in conjunction with the Service Delivery Standards and general building assessments will be conducted by Fire Services and TPW. Staff recommend the establishment of a Building Recapitalization Program that would comprise a strategy around building assessments, prioritization, funding and rationalization of all HRM-owned facilities.

Human Resources:

Clarification regarding the decrease in the 06/07 budget for legal and consulting fees spent in light of the fact that actual legal and consulting expenditures were higher than what was budgeted for 05/06

Human Resources reduced the amount of funds allocated for Legal and Consulting fees to meet our budget envelope with the objective of accomplishing our required outcomes with internal resources. Decreases in cost will be achieved by conducting research for job evaluation, compensation studies, benefits analysis, and the provision of all collective bargaining in-house.

Legal Services:

None

Halifax Regional Libraries:

Request for a report from the Grants Committee to explore options of a contribution funding program for future capital campaign efforts (i.e. Halifax Central Library). For example the art gallery of NS is having it's final payment this year.

The next scheduled meeting of the HRM Grants Committee is Monday, July 31st. Staff will place this item on the agenda and prepare a report re: financial assistance to a fundraising capital campaign in support of the Halifax Regional Library. Staff will review the current funding criteria of the Community Grants Program and alternatives. A formal report will be sent to Regional Council from the Grants Committee with recommendations.

Planning & Development Services:

Staff to return to Council with a breakdown and explanation of expenditures for Regional Plan (per Budget Book, pg. P8, Cost Centre C320, R951, C002)

The decline in these cost centres does not reflect an overall decline in funding for implementation of the Regional Plan.

The 18% decline to cost centre C320 primarily reflects the transfer of staff to CCED as part of the reorganization and loss of Federal grant money for the housing initiative.

The 50% decline to cost centre C002 primarily reflects distribution of funds to CCED and EMS to support the implementation of the Regional Plan.

There are 9 existing staff in the Regional & Community Planning division that will continue working on the Regional Plan implementation and the following new positions have also been created to support the implementation of the Regional Plan:

- 3 Community Developers (CCED)
- 4 Planner I's (PD)
- Water Quality Monitoring (EMS) - consultant

Planning & Development are converting existing vacant positions into Urban Designer and Regional Planning Implementation Coordinator positions. All money budgeted in cost centres C320, R951 and C002 will be going towards the Regional Plan implementation.

In addition to the operating cost centres there is also capital budget dollars allocated for Regional Planning as follows:

	05/06	06/07	07/08	08/09
Centre Plans	\$200,000	\$300,000	\$250,000	\$250,000
Harbour Plan	\$150,000	\$100,000	0	0
Functional Plans	\$0	\$470,000	\$750,000	\$286,000
CCC Area Studies	\$0	\$60,000	\$60,000	\$60,000
Total:	\$350,000	\$940,000	\$1,060,000	\$596,000

Staff to comment on the feasibility of allowing for public / Councillor input when HRM is considering cash-in-lieu for parkland

Under the current process, assessment of area parkland needs is done to determine most suitable park dedication or cash-in-lieu that HRM is eligible to receive under legislation for proposed subdivisions.

However, early in the process, the Parkland Planner could consult with the area Councillor to get an understanding/indication of any specific parkland needs from the community. This would be consultative and consideration will be taken in the decision rendered by the Development Officer.

Staff will initiate this change in procedure.

Staff to provide opinion on the feasibility to bridge the provincially funded rural bus service which is being discontinued at the end of the month, leading up to debate of the Provincial Legislature on this matter, so as to avoid having rural bus services shut down

It is understood that financing for this rural transit service will run out at the end of the month. It is expected that the province will approve financing for this service during the budget process in July.

The URB requires that 3 months notice be provided before this service is discontinued. The Regional Plan supports rural bus service to this area and recommends the funding be in the form of a forgivable loan in the amount of \$10,765 to be funded from Cost Centre R951(Regional Transportation)

Staff to provide a breakdown of current planning / permit fees and fines, which fees have changed, and the revenues generated by each fee / fine

Please see Appendix C - Construction Related Permit Fees Fiscal 05-06

Halifax Regional Municipality Police (HRP & RCMP):

None

Transportation and Public Works:

TPWS staff to explain the reason for the increase in insurance premiums

The increase is due to an increase in premiums for the new properties HRM is now operating: Alderney Gate, Musquodoboit Harbour Recreation Centre and 150 Thornhill Drive (Fleet building).

TPWS staff to provide more detail on the work plan for the Woodside Ferry Terminal

Metro Transit (Woodside Ferry Terminal)	Paint entrance pedway,	CB300862	\$5,000
Metro Transit (Woodside Ferry Terminal)	Repair damaged floor tiles	CB300862	\$5,000
Metro Transit (Woodside Ferry Terminal)	Structural - rotten wood, paint	CB300862	\$5,000
Metro Transit (Woodside Ferry Terminal)	Safety access	CB300862	\$4,500
Metro Transit (Woodside Ferry Terminal)	Replace bumpers on pontoon	CB300862	\$5,000
Metro Transit (Woodside Ferry Terminal)	Pedway to inshore dolphin	CB300862	\$4,000
Total:			\$28,500

Status of the Cogswell St. Interchange Report

Staff lead is Jacqueline Hamilton, CCED. The status of the report for Cogswell Interchange is that it is identified in Capital District's work plan to be brought forward to Council in 2006/07. The feasibility report that Capital District led (with support from TPW and other Bus. Units) was put on hold pending the completion of the Regional Plan. It will be coordinated with other related initiatives (e.g.,Regional Centre Urban Design study) which are occurring in this upcoming year.

Status of the off-leash dog park planned for District 15/16 as well as the \$49,000 funding budget item from 2005/06

Staff Lead is Peter Bigelow, CCED. The funding of \$49,000 was not approved in the 2005/06 Capital Budget. There are currently 2 designated off-leash parks in HRM: Seaview Park and Point Pleasant Park.

Is the retaining wall on Brunswick Street still included in the list of retaining walls to be repaired?

There are 3 to 5 retaining wall projects that TPWS plan to complete this year. This site is on the list for consideration. It is anticipated that the Brunswick St. project will be designed and tendered in the 2006/07 fiscal year subject to funding availability.

Staff was asked to report on the possibility of 25% of the sale of HRM land (within the Capital District) to be allocated to a Capital District Reserve. Staff to provide a list of all HRM properties in the Capital District that are for sale.

At the moment there are no significant properties actively listed for sale within the Capital District. However there are a number of opportunity sites under review for potential development including 1741 Barrington Street (former Birks Property), Spring Garden and Clyde Parking Lot Properties, Cogswell Street Interchange, St. Pats and QE High Schools. This will be followed up through the DCAO office.

Status of the off-leash park planned for the parkland off of William's Lake Rd.

The parkland is currently under construction and will be phased in over the next several years. The location is a candidate to go through the process for designation as an off-leash park, as part of the first set of additional parks. Council approval will be required to designate this location 'off-leash.'

Timeline for new washroom facilities for Chocolate Lake

New washrooms for Chocolate Lake Beach are now on a request list for consideration once we begin to prioritize opportunities for the 2007/08 capital budget preparation. Capital Projects will undertake a project evaluation in 2006 to scope this work and provide a budget estimate.

Are there any funds for portable washrooms at the J. Albert Walker sports field?

There are limited funds within the Municipal Operations operating budget for requests for portable washrooms. Staff to follow up with Councillor.

TPWS committed to return to Council with a report on the feasibility of a Park & Ride location for Metro Transit at the Spryfield Mall (South Centre) / St. Margaret' Bay Rd.

Although park-and-ride lot locations are still being evaluated, staff believe that the Highway 102/North West Arm Drive interchange is ideally located for a major facility. This location is well suited to intercept commuting traffic from Highways 102 and 103 as well as from Prospect Road and St. Margaret's Bay Road. It is also at a potential junction point for MetroLink services from Spryfield and Clayton Park. Much of the land surrounding the interchange is owned by the province. Consideration will also be given to locating an additional park and ride site at the intersection of North West Arm Drive and Albert Walker Drive.

For the months of July and August could HRM again re-establish the Saturday Service for the community based Transit for Lake Echo/Porters Lake to meet the needs of citizens.

Metro Transit will be undertaking a critical route review to address our service delivery models and identification of opportunities for improvement. Currently, any service expansion to the Community Transit service would require increased funding from the area rate and operator overtime costs. It is recommended that there are no service expansions on the Community Transit service until the completion of our review.

Could staff look at providing a noon hour service to augment peak hour service for the Hammonds Plains area.

We have received requests for additional service to be provided to the Hammonds Plains area. This area is currently serviced by the Route 33 - Tantallon which provides service outside of the urban core. Metro Transit will be undertaking a critical route review to address how our service is delivered and areas for improvement. The Regional Transportation Group is also undertaking a study of rural express transit which will lead to the implementation of three express routes (one servicing this area). We are advising at this time, that any service expansion in this area is put off until the completion of these studies.

Breakdown of the amount allocated for maintenance of the Bloomfield location for 2006/07, as well as a list of what work has been done to the site

A detailed report will be provided to Council by July 4th, and a copy of the final report on Bloomfield advancing Phase 3 will also be provided at that time.

The 2005/06 Operating Costs for Bloomfield were as follows:

TPWS Operating Costs:	\$165,000
TPWS Custodial:	\$80,000
TPWS Security (Commissionaires)	\$25,000
CCED Administration Staff:	\$57,820
Total:	\$327,820

Staff to return with a report on the status of the East Musquodoboit Industrial Park and the findings of a cost-shared report.

Study has been recently completed. Information Report will be provided to Council on July 25th.

Explanation of the 'bundled' items in the TPWS budget

These accounts typically are to cover projects for Parks and Buildings which on their own do not meet the criteria for stand alone capital work projects as well as allowing some small flexibility for unforeseen conditions. Our practice is to list the most significant of the projects in the Capital Supplementary book. If Council would like more detailed information beyond what is in the Capital Supplementary Book, staff can return to Council with a detailed list of the work to be carried out within these bundles.

Staff to provide a list of the sidewalks that are going to be cleared of snow and ice. This list to be distributed to all members of Council

Lists provided to the Councillor's Office on the afternoon of June 19, 2006.

Status of toilet facilities at Maybank field in the Dartmouth Commons

There is a toilet facility within a structure located at the Mic Mac Sports field site across the street from Maybank diamond. Field users are given keys to the facility and they are opened by the users when the facility is used. There is a portable toilet at the Dartmouth Common.

Staff to review if time restrictions could be placed on truck loading / unloading on Portland Street

Staff to review. Report will follow.

Staff to provide detail on the source of funding for ditch and drainage issues along Ross Road

Staff Lead is Ian Guppy, EMS. Tender Award 06-227 was presented to Council on June 13th, stating that as a result of the Ross Road Storm Drainage Study it was indicated that the culvert was undersized and near the end of its life. Work will generally consist of the construction of a 1800 mm diameter circular concrete culvert across Highway 207 near Ross Road and includes construction of a retaining wall, inlet and outlet head walls, erosion and sediment control and reinstatement. Work will commence three weeks after tender award (first week of July) and be completed in approx 12 weeks (first week of Sept).

Staff to provide the total dollar amount spent on leasehold improvements since amalgamation

Staff will prepare a report on the extent of leasehold improvements on work conducted within the past few years. A separate report will follow addressing this request, including the cost to improvements to City Hall, Alderney Gate, Duke Tower.

BUDGET IMPLICATIONS

None.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

ALTERNATIVES

None - information only


ATTACHMENTS

Appendix A - List of Series (Historical Archives - Dartmouth)
Appendix B - HRM Appealed Properties - 2006 Assessment Roll
Appendix C - Construction Related Permit Fees Fiscal 2005/06

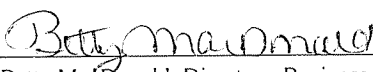
Additional copies of this report, and information on its status, can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Michael Pappas, Business Planning Coordinator (490-5534)

Financial Review by:


Debbi McCaig, CMA A/Manager of Budget and Financial Analysis (490-7203)

Approved by:


Betty MacDonald, Director - Business Planning & Information Management (490-4769)

APPENDIX A - List of Dartmouth Archives Series

TOWN/CITY OF DARTMOUTH	
<i>N.B. Additional Dartmouth records are held by the Dartmouth Heritage Museum (www.dartmouthheritagemuseum.ns.ca)</i>	
101-C	Health and Social Services
101-D	Development, Town Planning
101-E	Civic Elections
101-F	Treasurer's Records (Accounts)
101-H	Housing
101-M	Miscellaneous - Committees, General Correspondence
101-O	Employees and Officials
101-P	Council Records
101-W	Works and Utilities

APPENDIX B - HRM Appealed Properties - 2006 Assessment Roll

<u>AAN</u>	<u>Location</u>
03405877	2776 JOSEPH HOWE DR
05456444	6369-89 COBURG ROAD
07739745	940 IVANHOE ST
04492919	112 MANNETTE RD
05474175	103 MAIN AVE
09238816	93 ANCHOR DRIVE
00719188	6946 QUINPOOL RD
05926165	5682 INGLIS ST
08695342	1465 BRENTON S
09238832	97 ANCHOR DR
09238794	87 ANCHOR DR
07729944	83 ANCHOR DR
06124836	UNIT # 7 - 984 LINDOLA PLACE
02318369	298 HOLLAND RD
01112481	49 MINEVILLE RIVER LAN
03021807	17 CRAIGBURN DR
05926157	LEVEL 2, UNIT 1 SUITE 005 5682 INGLIS STREET
02263076	8 JOE CRACKER RD
08609519	UNIT 1 CC# 206 SUITE 93 93A SHORE DRIVE
05926173	LEVEL 1, UNIT 2 SUITE 005 5682 INGLIS STREET
02472597	3702 CAROLINE ISLAND
03983323	1021 BLAND ST
01595784	188-198 HARLINGTON CRESCENT
08696500	1465 BRENTON ST UNIT 1201 LEVEL 1
03752801	6960 QUINPOOL RD
08936617	14 BALD EAGLE PL
06124917	UNIT # 14 - 946 IVANHOE STREET HFX. CO. CONDO. CORP. # 88SUITE 946
01961411	1 BETHEL AVE
02340348	HIGHWAY 3 QUEENSLAND
01238884	Johnson Rd - North Preston
02742225	17 Charles MacDonald - Harrigan Cove
00709603	Lot X-T-0L Chambers Sub Sackville Rd
00276227	Sandy Point - West Chezzetcook
09234225	433 Les Collins Ave - West Chezzetcook

APPENDIX C - Construction Related Permit Fees Fiscal 05/06

Fees - Construction

For new residential construction of four dwelling units or less including excavations, foundations and additions, the following permit application fees shall apply:

	<i>Fee/Rate</i>
<i>Construction Projects Not exceeding \$5000</i>	<i>\$25</i>
<i>All floors, wherein any portion of the floor plane is at or above the mean finished grade surrounding the dwelling.</i>	<i>\$.30/sq.ft.</i>
<i>All floors extending below but not beyond 5.5 ft. of the mean finished grade surrounding the building</i>	<i>\$.25/sq.ft.</i>
<i>Finished/Unfinished Basements</i>	<i>\$.10/sq.ft.</i>
<i>Attached/Detached Garages</i>	<i>\$.10/sq.ft.</i>
<i>Future Settlement</i>	<i>\$250</i>
<i>Plumbing</i>	<i>\$50</i>
<i>Streets & Services</i>	<i>\$100</i>
<i>Sewer Redevelopment</i>	<i>\$.30/sq.ft.</i>
<i>Grade Alteration</i>	<i>\$75</i>

For renovation type construction including structural alterations and repairs, and for all other types of construction a permit fee of \$5.50 per thousand Dollars of construction value shall apply.

Revenue - Construction

Construction Fees (Total)						
	Building Permit Fees	Future Settlement	Plumbing Fee	Streets & Services	Sewer Redevelopment	Grade Alteration
Totals	\$2,971,339	\$38,850	\$72,805	\$101,400	\$1,695,515	\$31,275

1998 was the last time Regional Council amended the Building Permit fees. At that time a fee structure based on square footage was adopted for Low Density Residential construction (4 units and under). In addition the pre-amalgamation fees were harmonized. The fees which ranged from \$4.50 and \$5.00/\$1000 were standardized at \$5.50/\$1000. There have been no increases in these fees since 1998.

Fee adjustments included in Planning and Development's 06/07 Budget

An increase in the overall “value of construction” is projected in fiscal 06/07 due to the level of development. In addition an increase of \$.50/\$1000 for the Value of Construction Fees charged is proposed. This would change the rate to \$6.00/\$1000 value of construction.

The following table indicates the 05/06 Construction activity where the fees were based on the value of Construction as well as the projections for 06/07.

05/06 Actuals		06/07 Projected	
05/06 Value of Construction	05/06 Fees \$5.50/\$1000	06/07 Value of Construction	06/07 Fees \$6.00/\$1000
\$350,000,000	\$1,925,000	\$400,000,000	2,400,000