

Opportunities for Partnership

1. Use of City Funds to Front-End Urban Upgrades
 - City funds could be spent to upgrade Meridian Street (or portions of) at a cost of approximately \$3,825/m (-30%/+50%). The most critical portion of Meridian Street from 153 Avenue to 161 Avenue is 320 m in length and would cost approximately \$1.22 Million (-30%/+50%) to urbanize, not including land purchasing costs. The City would then enter into a servicing agreement and recover costs as development advances. The timeline for recovery would depend on the speed of development in the area and could be 10 years or longer.
 - This option would also require land purchase for the ultimate alignment of Meridian Street and to accommodate the urban standard roadway.
 - This becomes a risk to the City as developers could potentially expect the City to front end other arterial construction in various ARA catchments.
 - There is no budget identified for urban upgrades to Meridian Street
2. Municipal Stimulus Program
 - With the recent Municipal Stimulus Program (MSP) announcement, funding for Meridian Street improvements may be possible within the Rural and Industrial Roads group of projects. Applications for the program have been submitted to the Province for review and approval. When approved, work will commence to review and prioritize locations with consideration for the funding available in the program. More is anticipated to be known about the viability of this option by the end of 2020.
 - The MSP criteria for funding approval requires the work to be completed by the end of 2021. The work required to fix the issues at Meridian Street between 153 Avenue and 161 Avenue contains base failures, which may risk its eligibility, as the work may not be able to be completed by December 31, 2021.
 - The MSP funding is limited and is required to be spent in a timeline that prevents urban standard upgrades however even rural standard upgrades on Meridian Street would be considered a low priority for the program.
 - Investment from the City to upgrade to an interim rural standard would eventually be thrown-away when developers are required to upgrade this portion of Meridian Street to an urban standard. The Arterial Roadway Assessment Bylaw requires an urban arterial upgrade which would be on a different alignment and include underground servicing, sidewalk, lighting, curb and gutter.
 - An interim investment would allow the urban upgrades to be

delayed until further development in the area demands it.

3. Roadway Renewal

- The renewal timing of Meridian Street is dependent on the section (the roadway is of differing surface types and ages). There are limited capital renewal options for surface treated roads. For the hot-mix asphalt section (between 161 Ave and 167 Ave) the current condition is currently rated as Fair (Rated C), and is tentatively slated for renewal between 2023 and 2026, notwithstanding the timing of developer funded upgrades as described elsewhere in this report.
- An upgrade to the portion of Meridian Street from 153 Avenue to 161 Avenue on its current alignment to a paved rural standard is estimated to cost \$630,000 (strategic level estimate; -50% to +100%). As an upgrade in service, this by definition is growth and such a project would not be typically funded by the renewal program.
- An investment by the City to upgrade to an interim rural standard would eventually be thrown-away when developers are required to upgrade this portion of Meridian. The renewal program typically takes the coordination and timing of developer funded roadway upgrades into account when programming roadways for renewal.
- An interim investment would allow the urban upgrades to be delayed until further development in the area demands it.

4. Local Improvement

- In theory, Local Improvement financing could be used to pay for the upgrades of Meridian Street from 153 Avenue to 161 Avenue, but there are some serious drawbacks in attempting to do so.
- The City would be required to follow all of the Local Improvement requirements in the *Municipal Government Act* which includes sending a formal Local Improvement notice to all benefitting property owners and waiting the 30 day petition period to allow those owners to petition against the local improvement if they do not support this project. Given the number of owners requiring notification, all landowners in the Horse Hill ASP, this would be a significant administrative burden.
- The City would be required to borrow the necessary money for the construction. The City's current debt load and debt limits would have to be considered. The costs would then be recovered from the benefitting properties over a 20 year period as an additional charge on the tax roll of the benefitting properties.
- In order to spread the costs across all of the future developments in the catchment area would require a major shift in methodology from how the City has calculated Local Improvement charges for funding of roads in the past. The past practice has been to assess only

abutting properties based on frontage. Arterial roads benefit the larger area, not just the abutting properties, therefore it would have to be assessed on a “per area” basis.

- It would be possible to impose a Local Improvement on existing developed properties in Quarry Ridge, but doing so would come as a surprise to many and it is anticipated that it would not be well received by the existing owners. Land owners and residents could take the necessary steps to petition against the Local Improvement and a sufficient number of petitions against the Local Improvement could defeat it.