Meeting Minutes

Date: May 10, 2022 10:00am

Attendees: Perry Neufeld, Adam McDonald, Don Janzen, Bridget Mearns, Brad Schmidtke, Bud Hogeweide, Darwin Juell, Doug Kaupp, Byron Buzunis, Lisa Sutherland and Janet Gutsell

Meeting #3 – Project Scope, Estimates and Timing

Project List

- Working with the same list we have been for a while
- Typically, just add or remove one or two projects based on updated data
- Arterial Stage 1 or 2, Intersection Type, Water, Sanitary, Storm, Project total, project year, Status, notes
- Projects in Purple – Approved CIP (4 Year) Values are adjusted for time (3.1% inflation)
- Projects in Blue – CIP (10 Year) – values are adjusted for time (3.1% inflation)
- All other projects are in 2019 values
- CIP is the plan for spending money and the Offsite Levy is the funding source for certain projects. C-O and E-O projects are funded from the offsite levy
- Once the projects have been set through the offsite levy review then they well be brought forward to the CIP process.
- City Council wants to approve the 4-year budget to align with the CIP
- Offsite Levy review is intended to be completed one year before the CIP so that our projects are ready to go into the CIP vetting process
- As soon as the CIP is approved any project change needs to go back to council and Staff has committed to going to BILD with any proposed changes
- If a project is delayed in the past it hasn't gone to council especially if 100% of the funding is from the offsite
- Now is the point we look at projects in the near future based on the current growth rate
- Two components:
    - Developer need (either earlier or later) – i.e. Metis Trail extension to Coalbrook Gate – done at the same time the developer constructed Coalbrook Gate
    - Growth requirements – i.e. Walsh Drive Sewer – Doing flow monitoring to see what the system capacity is at

Projects Discussed

- Arterial road intersections – Previously when most intersections were signalized the developer would be responsible for connecting to the arterial road and any intersection improvements required. Current practice is to build the ultimate roundabout. Station Gate at Metis intersection, propose Developer pays the difference between a stage 1 intersection and the ultimate roundabout. Developer pays both local and offsite costs. If the project benefits all developers then the cost is offsite, if it isn't then the cost belong to the developer.

- Shift principle so that the offsite levy pays for the ultimate arterial intersection no matter when the Developer gets there.
- Look at how we refer to it, perhaps keep it out of the CIP so that it could be built by the developer and reimbursed by the levy instead of going through the CIP process and city procurement process
- Some CIP projects may need to change years. Do we want to make some changes?
    - This process won't be in alignment with the timing for the 2026 CIP discussion that is currently underway
- EO-1 – West Siphon Screen Relocation – This services most of the sewage from the west side. This project has already been delayed +10 years because we built the sewer in Metis Trail which diverted the sewage north for development west of Metis. Now this work is required and must be done
- EO-2 – 28th St Watermain Loop – Currently 2028. This project provides redundancy for Cavendish and Sherring. This is in the 10-year window. We will keep it as is unless increased development in Sherring moves this forward.
- CO-2 – N. Scenic Dr. Uplands to Grace Dainty. Previous discussion was to extend N. Scenic north to 44th but since the development in BW2 hadn't started this was delayed. Growth in Legacy and BW1 has put more traffic south of Grace Dainty. Currently in 2024 just to Grace Dainty. Transportation is okay delaying it to 2028
- Second stage of CO-2, Grace Dainty to 44th, During growth discussions we pushed Royalview out until 2030. Transportation said that 6 phases of development could be handled by the current road so this could be pushed out to 2036 from the current date of 2031
- CO-1 – Intersection at 26th and N. Scenic. Currently at 2027 but the warrant is currently higher but ¾ of the project is funded from basic capital so it may be harder to move it forward.
- CO-3 – Walsh Drive – Monitoring the existing sewage because there is some infiltration assumed in the Model, this project is both the sewer and the road because the excavation of the pipe destroys the road. Currently in 2025 and 2026. There is some storm but there isn't a trunk main in Walsh. This is a critical piece of infrastructure for the west side and this project has been delayed during previous reviews.
- CO-4 – Preliminary design of University Drive Walsh to Highway currently in 2025, okay to delay to 2029
- CO-5 – University Drive – Walsh to Highway (two projects underground and transportation), currently in 2029, move to 2031
- CO-6 – Metis trail – Coalbrook to Greatbear, currently in 2028, brings Metis to new Firehall. Underground and Transportation. Move to 2032
- CO-7 – Upgrade 26th Ave. Currently 2029. Tied to EO-3 – deep sewer
- CO-8 – 28th St N – Kodiak to Blackwolf Blvd, currently in 2030. Wait for next cycle, TMP and change to an intersection improvement.

- EO-3 (need to adjust map and project cost, west end was done with N. Siphon project, almost to 13th St), 4 (2031 – issue with lack of planning and fragmented land ownership north of highway), 5 & 6 – All relate to SE servicing, 2029-31
- EO-7 – Outfall for Royalview – Currently in 2030. Move to 2035
- EO-8 – Chinook Outfall – Currently in 2030 – Move to 2031-32
- Move the remaining projects based on the changes in the growth forecast maps
- Functional design for Chinook trail – project being done by LEU
    - Alberta Utility wanted a transmission line connecting the substations in WLEC and Greatbear. Direct line is down Metis Trail but there are a number of existing constraints. If they use Chinook Trail they need to determine the alignment first, AUC requires two options and then they will decide on the best route. Cost of any ROW required by the transmission line, costs may be deferred by the utility.
- Byron wants to convene a group to talk about the process of reviewing the arterial road width discussion.

Next Meeting: Review the levy rates based on the changed discussed in Meeting #2 & #3. City staff will do the work updating the project list, modified growth maps, cash flow graph (2019 and now) and updated levy rates.