

Offsite Levy

Council Information Workshop

The Team

- Byron Buzunis - Lisa Sutherland - Janet Gutsell -

- Combined 50 years Offsite Levy experience
- Working on our 10th Offsite Levy Review
- Offsite Levy revenue about \$8 to 10 million/year
- A major component of City – Land Development Industry relationship

Presentation Outline

Part I - Offsite Levy Purpose and Background

Part II – Calculation of the Levy Rate

Part III – City Growth and the Levy

Offsite Levy Purpose & Background

Part I

Offsite Levy Purpose

A mechanism to fund the major infrastructure needed for continued growth.



Municipal Government Act & Offsite Regulation

Sections 648-650 – Offsite Levy

- Empowers the Municipality to Charge Offsite Levy

- Outlines considerations for the calculation of the Offsite Levy

- Sets requirements like financial tracking and annual reporting

From the Regulation

- “There must be a correlation between the off-site levy and the benefits to new development.”

Offsite Levy Components

- MGA allows:

STORM

WATER



FIRE HALLS &
POLICE
STATIONS

SANITARY



REC.
FACILITIES
& LIBRARIES

ROADS

Roles: The City

Major Infrastructure

Level: City
Sector / Multiple
Neighbourhoods

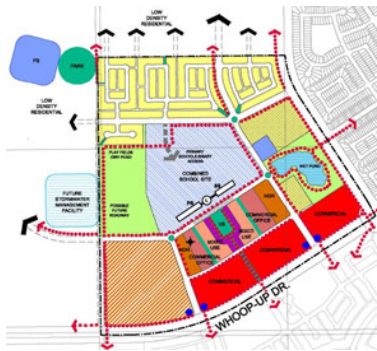


The City

- Manages the Offsite Levy Fund
- Undertakes infrastructure planning
- Expands major infrastructure and arterial roads
- Coordinates orderly development (no skipping and no blocking)
- Finances major infrastructure projects (carries debt risk)

Roles: Land Developers

Level:
Neighbourhood



Local Infrastructure



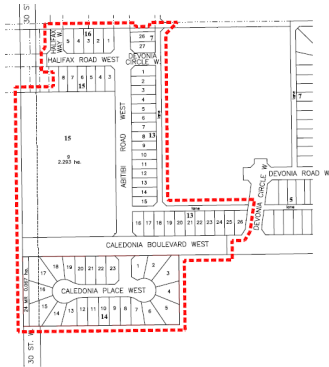
Land Developers

- Service lots
- Pay per ha rate to the Offsite Levy Funds
- Provide neighbourhood infrastructure (on site) and turn over to City
- Recover cost from lot buyers

Roles: Property Owners

On Lot Development

Homes and Businesses



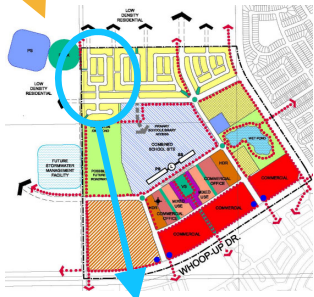
Property Owners

- Pay their share in the lot price

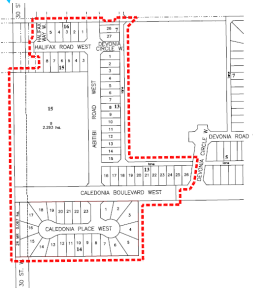
Outcomes



City Sector /
Multiple Neighbourhoods



Neighbourhood



Homes and
Business

The City Benefit:

- Facilitated Community growth

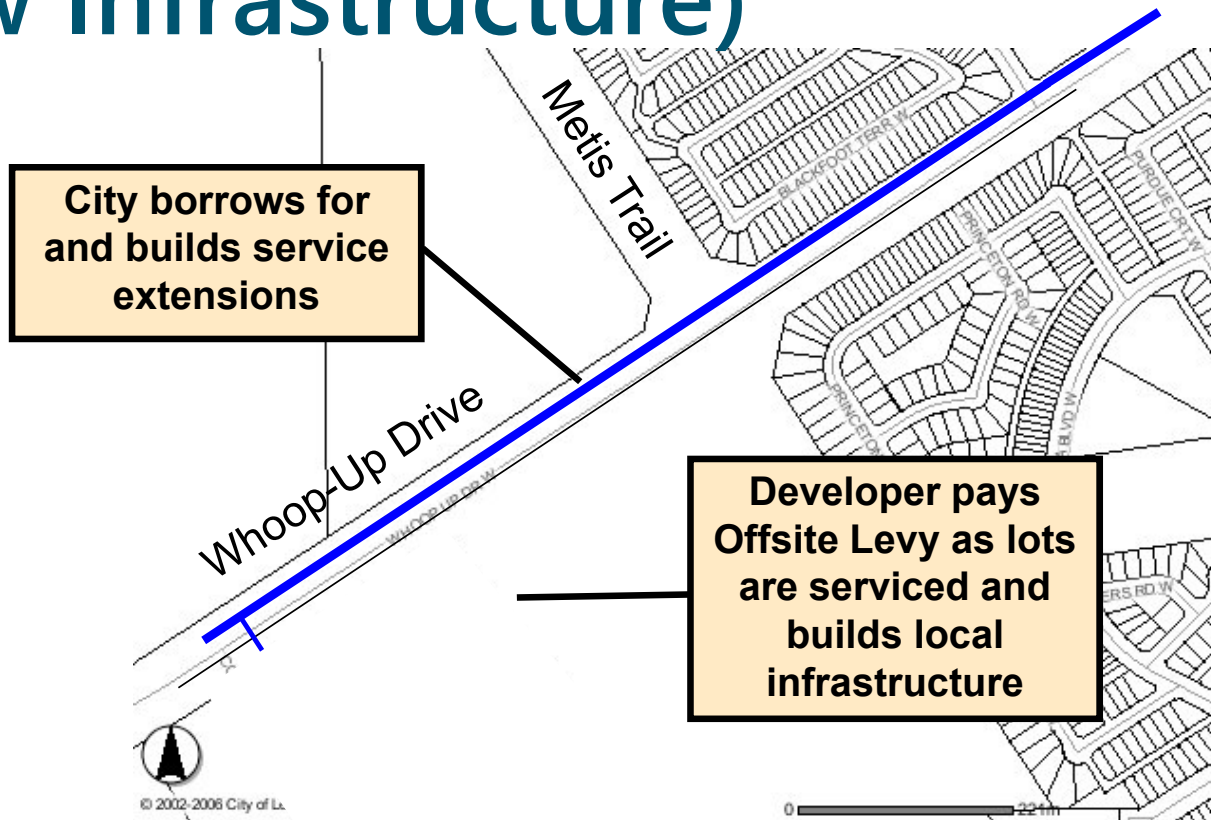
Land Developers Benefit:

- Avoid large upfront infrastructure investments
- Ability to service and sell lots

Property Owners Benefit:

- Connections to utilities and roads

Offsite Levies Service Extensions (New Infrastructure)



Principles



- Growth Pays for Growth
- Fixed Rate per Ha - level playing field
- Planned Orderly Development
- Transparent Process
- Community Pays for City Benefiting Projects

Offsite Levy Component Rates

Offsite Levy Rate \$ / ha

Year	2019	2020	2021	2022	2023	2024	2025
Water	\$61,000	\$62,000	\$62,000	\$62,000	?	?	?
Sanitary Sewer	\$55,000	\$57,000	\$57,000	\$57,000	?	?	?
Storm Sewer	\$56,000	\$58,000	\$58,000	\$58,000	?	?	?
Arterial Roads	\$101,000	\$104,000	\$104,000	\$104,000	?	?	?
Total	\$273,000	\$281,000	\$281,000	\$281,000	?	?	?

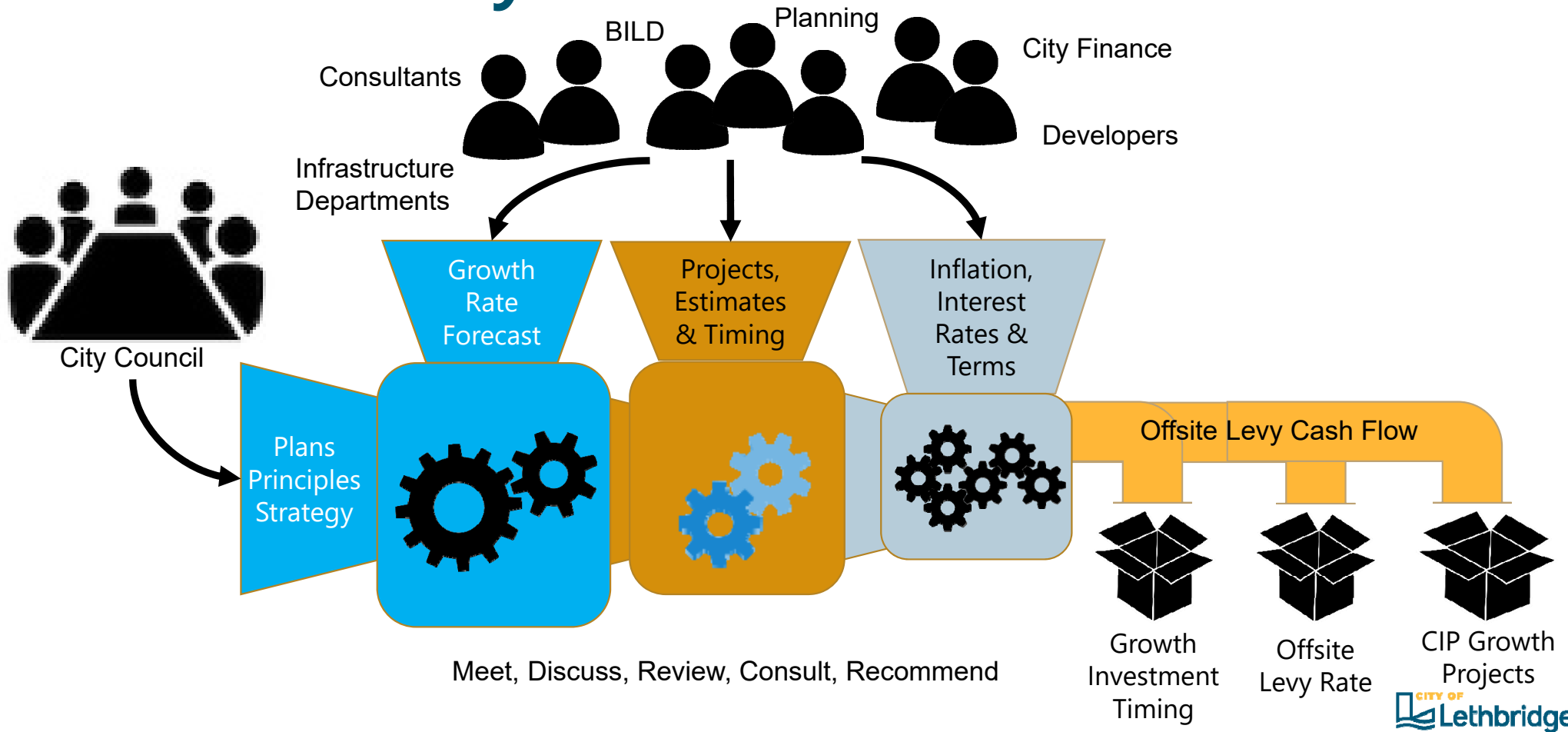
- In 2020 rate for 2021 and 2022 only
- Slower growth and reduced revenue is offset by delaying projects
- This review will set future rates for 2023-2025 and potentially 2026

Questions?

Calculation of the Levy Rate

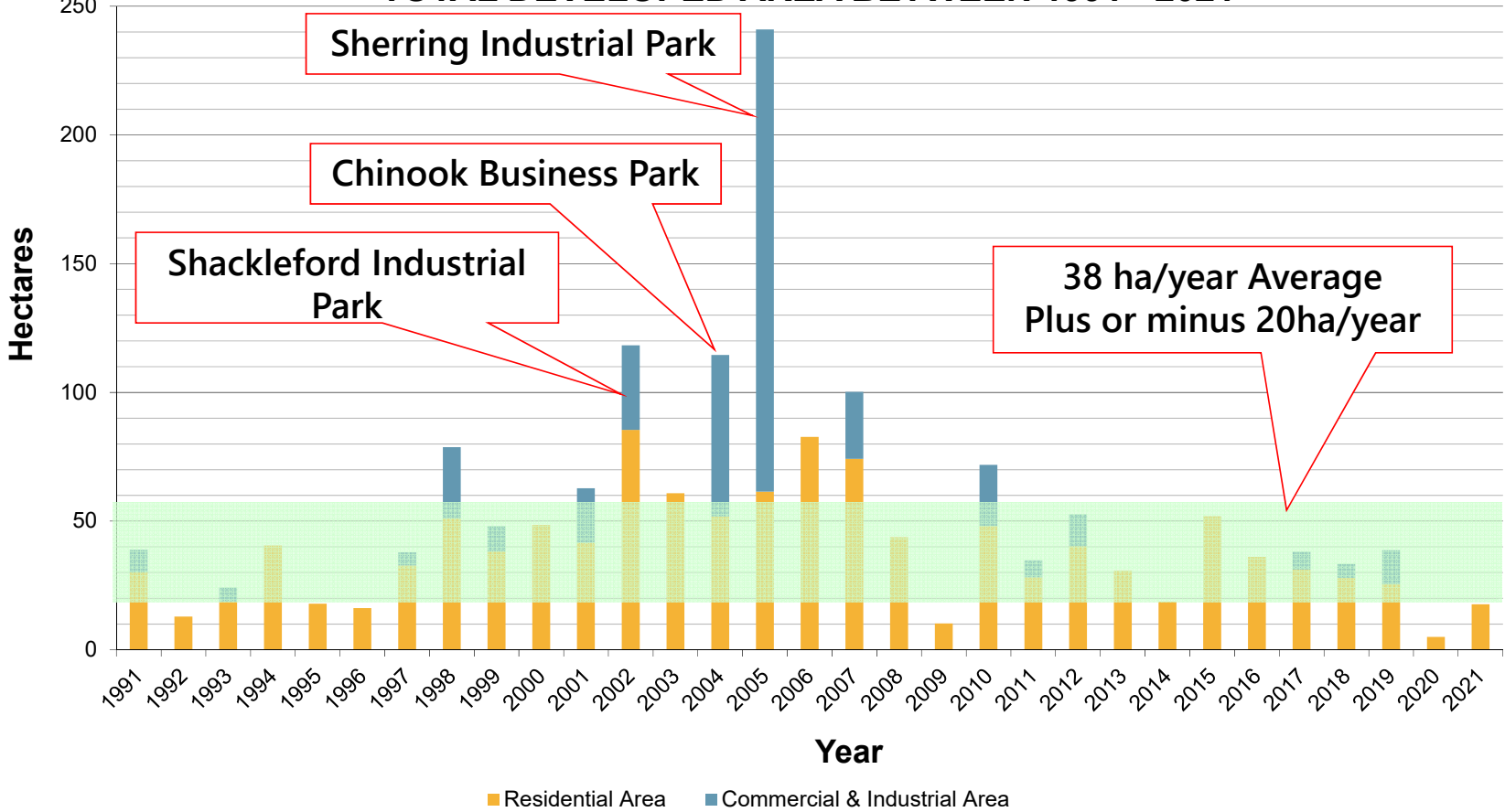
Part II

Offsite Levy Calculation



Historic Growth

TOTAL DEVELOPED AREA BETWEEN 1991 - 2021



Growth Rate Forecast

	Forecast Growth by Year (ha)						
	2019	2020	2021	2022	2023	2024-2035	ongoing
Forecast	27	5	12	30	35	35	44
Actual	38.74	5.03	17.73				

Note: The 2019 forecast is under going review in consultation with BILD

Projects, Estimates & Timing



**110
Projects**

Projects
required to
service to
the City
Boundary



**\$680
Million**

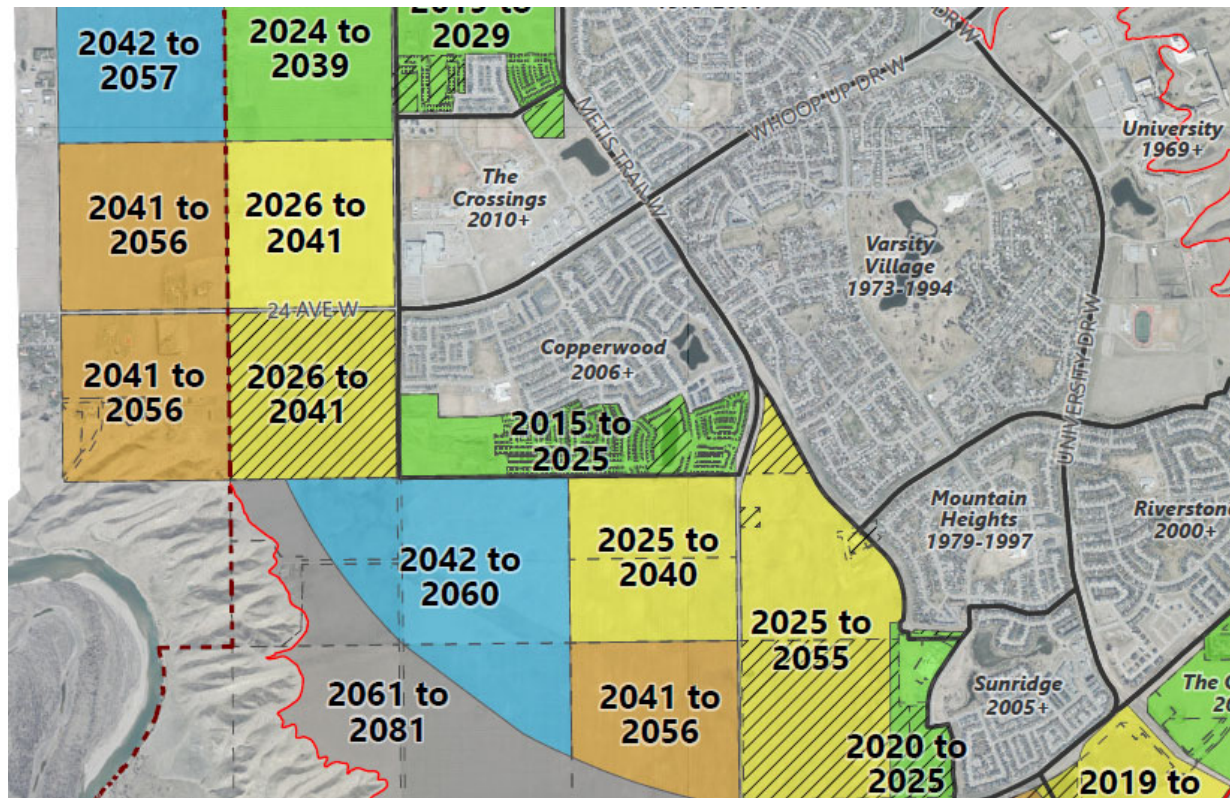
The 2019
value of offsite
infrastructure
to service
inside the City
Boundary



**2083
CE**

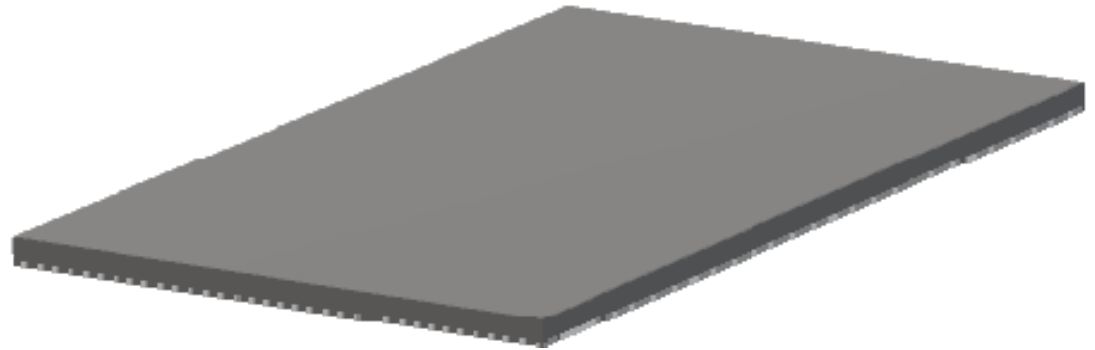
Forecast year
of the last
project

Growth Forecast Map



Project Cost Estimates

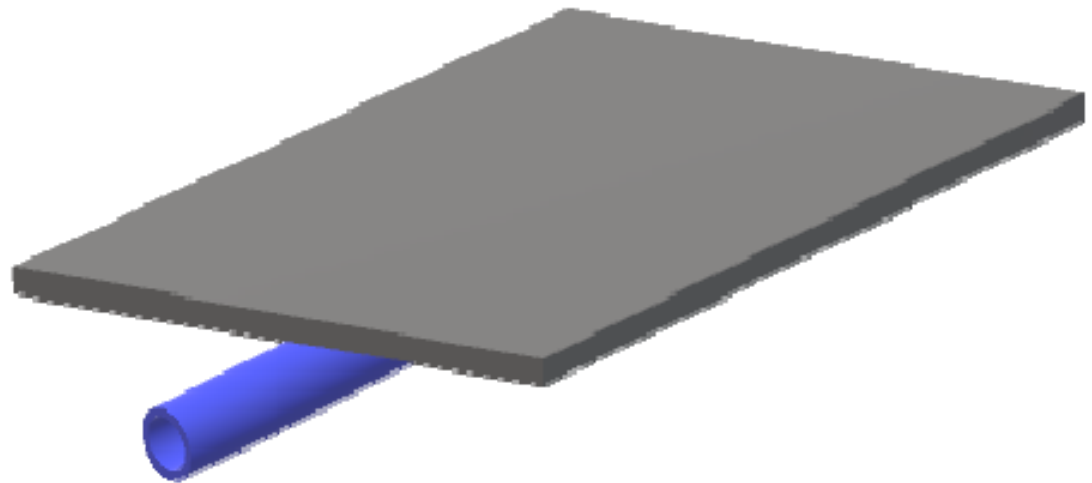
Road = $\$3,600 / \text{m} \times 500 \text{ m} = \$1,800,000$



Project Cost Estimates

Road = \$3,600 / m x 500 m = \$1,800,000

Water = \$800 / m x 500 m = \$400,000

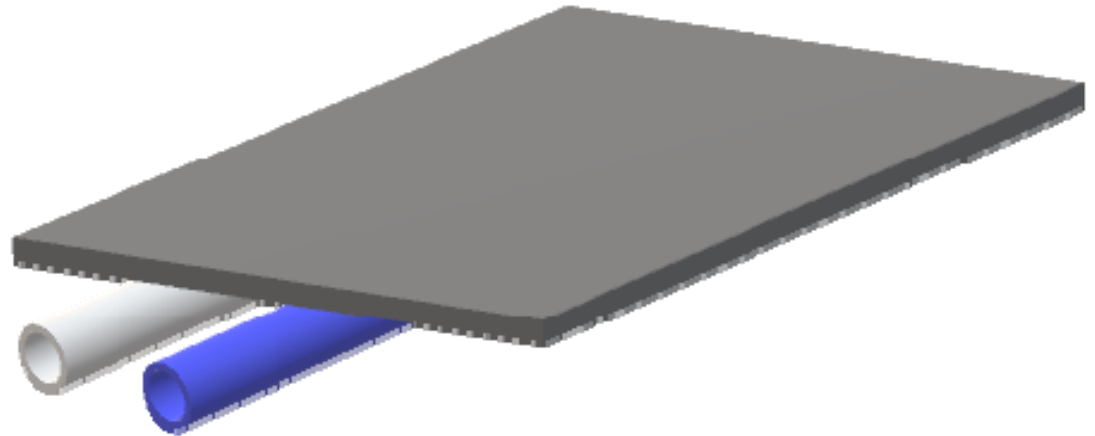


Project Cost Estimates

Road = \$3,600 / m x 500 m = \$1,800,000

Water = \$800 / m x 500 m = \$400,000

Sewer = \$3,000 / m x 500 m = \$1,500,000



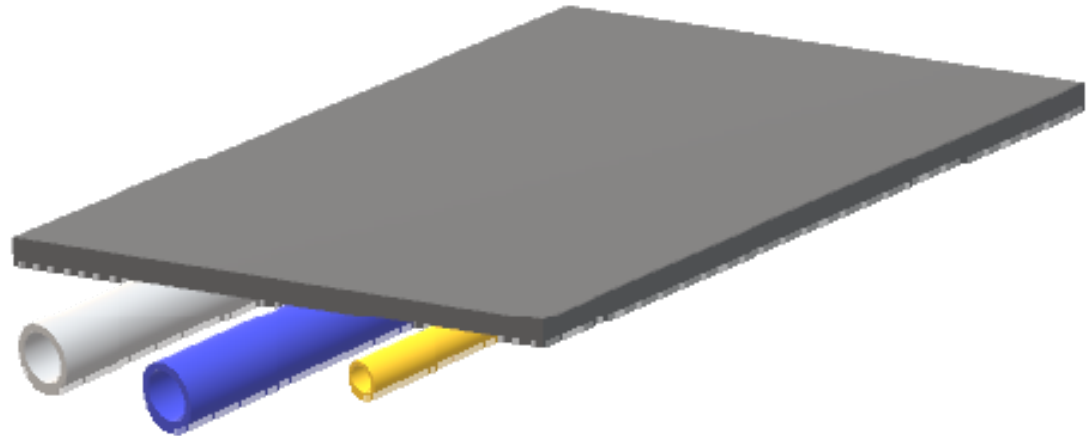
Project Cost Estimates

Road = \$3,600 / m x 500 m = \$1,800,000

Water = \$800 / m x 500 m = \$400,000

Sewer = \$3,000 / m x 500 m = \$1,500,000

Storm = \$1,800 / m x 500 m = \$900,000



Project Cost Estimates

Road = $\$3,600 / \text{m} \times 500 \text{ m} = \$1,800,000$

Water = $\$800 / \text{m} \times 500 \text{ m} = \$400,000$

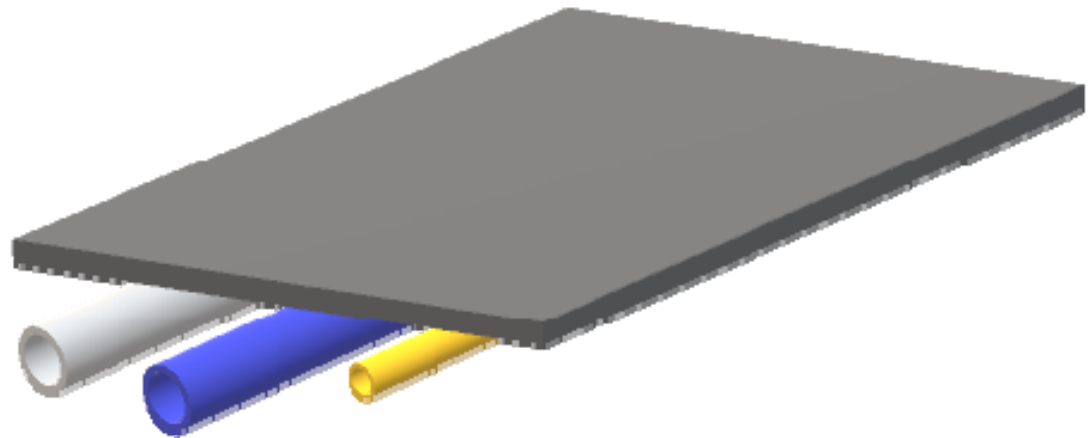
Sewer = $\$3,000 / \text{m} \times 500 \text{ m} = \$1,500,000$

Storm = $\$1,800 / \text{m} \times 500 \text{ m} = \$900,000$

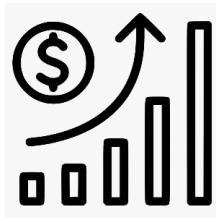
Total = \$4,600,000

Other costs considered

- Intersections
- Depth of Pipe
- Stage 1 or Stage 2

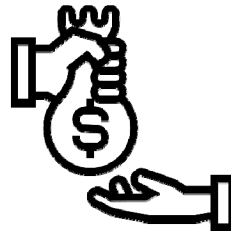


Inflation, Interest Rates & Terms



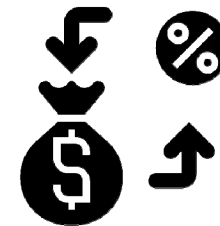
Inflation – 3%

Inflates the future costs of projects and increases the Offsite Levy Rate



Borrowing

Interest paid on borrowing and the borrowing terms are adjusted to optimize the cash flow



Return

Interest earned on balances in the Offsite Levy Account

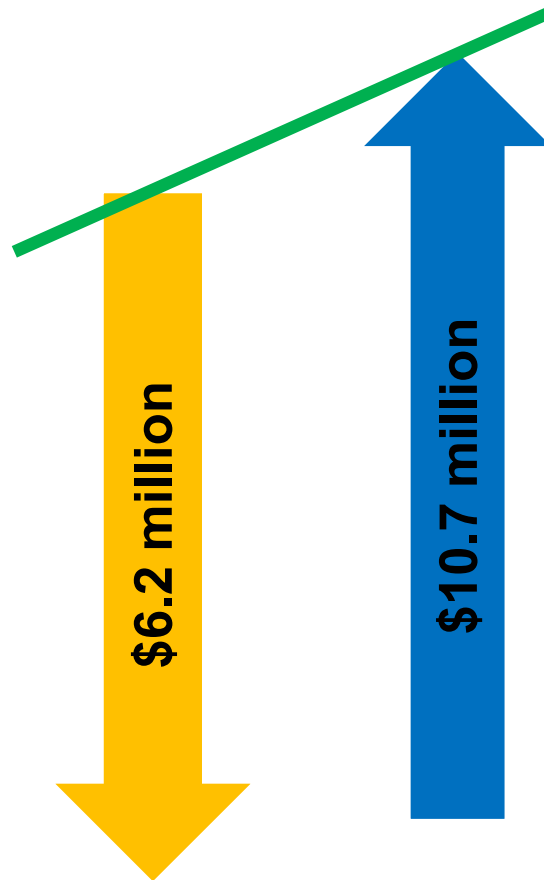
A year in the life of the Offsite Levy

Offsite Levy Payments

\$700,000 - Cash

\$5,500,000 – Debt Payment

\$6,200,000 – 2019 Payments

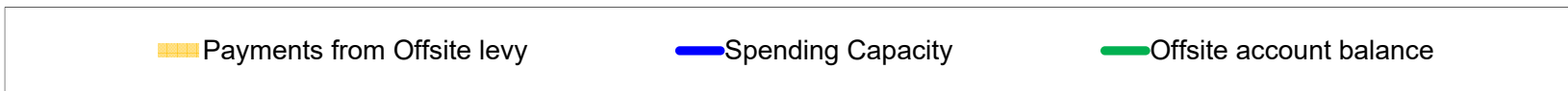
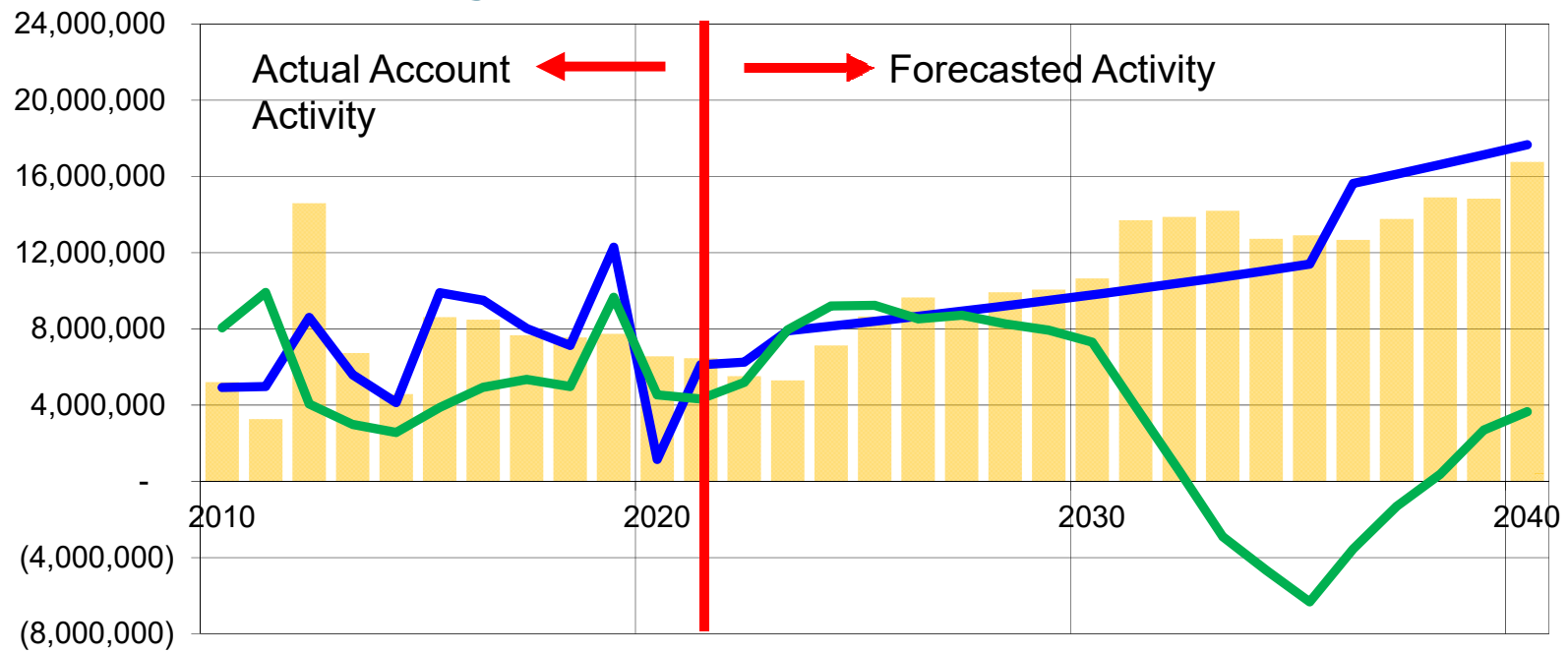


Offsite Levy Revenue

39 Ha x \$273,000/Ha =

\$10,700,000 – 2019 Revenues

Offsite Levy Forecast 2019-2040



Questions?

City Growth and the Levy

Part III

Growth Investment Timing

Plan Area	Prior Forecast Investment Year	New Forecast Investment Year
West Lethbridge Employment Centre	2025	2029
Southeast (Discovery)	2029	2030
Watermark	2027	2028
Royalview	-	2031*

* Existing road infrastructure would allow development to start in 2025-26

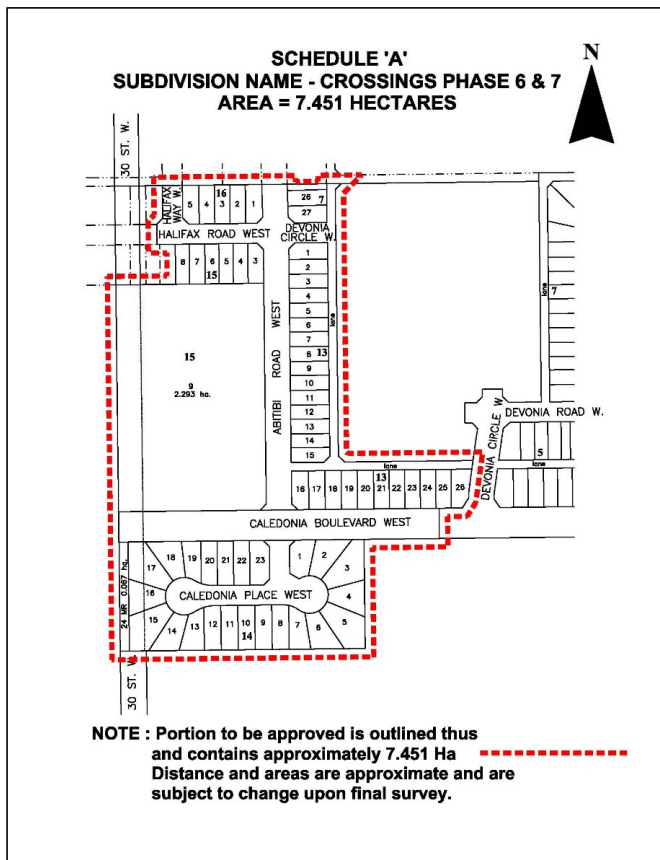
Input to Capital Improvement Program



Growth Projects

- Identified by the Offsite Levy Review
- Information Input into CIP Sheets
- Identified as CO & EO
- Typically built by the City

Collection of the Offsite Levy



Service Agreements

- Defines Land Developers – City relationship
- Manages quality of infrastructure given to the City
- Used to Collect Offsite Levies
 - 50% at service agreement
 - 50% before building permit

Annual Reports

- Annual Report
 - Draft Issued Nov (end of construction season)
 - Finalized in April / May (with year end report)
- Discusses:
 - Actual growth rates
 - Inflows and outflows
 - Reports on projects:
 - Coming up
 - Underway
 - Completed

Next Steps

Offsite Levy Review & Update

Phase 1 (2022)

- Froze the rate in 2019 for 2020 – 2022.
- Set Offsite Levy Rate for 2023 to 2025 and potentially 2026
- Reformat the Offsite Levy Bylaw to align with latest MGA requirements
- Review current state of the Bylaw

Phase 2 (2023-2024)

- Full Bylaw Rewrite
- By Consultant

Questions?



Province of Alberta

MUNICIPAL GOVERNMENT ACT

OFF-SITE LEVIES REGULATION

Alberta Regulation 187/2017

With amendments up to and including Alberta Regulation 101/2021

Current as of June 2, 2021

Office Consolidation

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Note

All persons making use of this consolidation are reminded that it has no legislative sanction, that amendments have been embodied for convenience of reference only. The official Statutes and Regulations should be consulted for all purposes of interpreting and applying the law.

(Consolidated up to 101/2021)

ALBERTA REGULATION 187/2017

Municipal Government Act

OFF-SITE LEVIES REGULATION

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Definition

1 In this Regulation, “transportation infrastructure” means infrastructure referred to in section 648(2)(c.2) of the Act and any land required for or in connection with that infrastructure.

AR 187/2017 s1;53/2018;101/2021

Application generally

2 A municipality, in establishing an off-site levy

- (a) for the purposes of section 648(2)(a) to (c.1) of the Act and any land required for or in connection with these purposes, must apply the principles and criteria specified in section 648.2 of the Act and sections 3 and 5,
- (a.1) for the purposes of section 648(2)(c.2) of the Act and any land required for or in connection with these purposes, must apply the principles and criteria specified in section 648.2 of the Act and sections 3, 3.1, 5 and 5.1,
- (b) for the purposes of section 648(2.1) of the Act, must apply the principles and criteria specified in section 648.2 of the Act and sections 3, 5 and 6, and
- (c) for the purposes of section 648.01 of the Act, must apply the principles and criteria specified in section 648.2 of the Act and sections 3, 5 and 7.

AR 187/2017 s2;53/2018;101/2021

General principles

3(1) Subject to section 3.1, the municipality is responsible for addressing and defining existing and future infrastructure, transportation infrastructure and facility requirements.

(2) The municipality may, where necessary and practicable, coordinate infrastructure, transportation infrastructure and facilities provisions with neighbouring municipalities.

(3) Notwithstanding anything to the contrary in this Regulation, the off-site levy is of no effect to the extent it directs the Government of Alberta to expend funds, to commit to funding transportation infrastructure or arrangements to undertake particular actions or to adopt particular policies or programs.

(4) A municipality must not compel an applicant for a development permit or subdivision approval to fund the cost of the construction of infrastructure, transportation infrastructure or facilities to be funded by an off-site levy beyond the applicant’s proportional benefit.

AR 187/2017 s3;53/2018;101/2021

Transportation infrastructure — general principles

3.1(1) The municipality, in consultation with the Minister responsible for the *Highways Development and Protection Act*, is responsible for defining the need, standards, location and staging for new or expanded transportation infrastructure.

(2) All transportation infrastructure constructed must adhere to the standards, best practices and guidelines acceptable to the Minister responsible for the *Highways Development and Protection Act* and are subject to that Minister's approval.

AR 53/2018 s5

Off-site Levy Bylaws

4 Repealed AR 101/2021 s6.

Additional principles and criteria for determining off-site levy costs

5(1) In determining the basis on which an off-site levy is calculated, the municipality must, at a minimum, consider and include or reference the following in the bylaw imposing the off-site levy:

- (a) a description of the specific infrastructure, facilities and transportation infrastructure;
- (b) a description of each of the benefitting areas and how those areas were determined;
- (c) supporting studies, technical data and analysis;
- (d) estimated costs and mechanisms to address variations in cost over time.

(2) There must be a correlation between the off-site levy and the benefits to new development.

AR 187/2017 s5;53/2018;101/2021

Additional principles and criteria to apply to transportation infrastructure

5.1(1) In calculating an off-site levy imposed pursuant to section 648(2)(c.2) of the Act, the municipality must take into consideration the following:

- (a) supporting traffic impact assessments or other applicable technical studies;
- (b) statutory plans;

- (c) policies;
- (d) agreements that identify
 - (i) the need for and benefits from the new transportation infrastructure,
 - (ii) the anticipated growth horizon, and
 - (iii) the portion of the estimated costs of the transportation infrastructure that is not covered by the Crown that is proposed to be paid by
 - (A) the municipality,
 - (B) the revenue raised by the off-site levy, and
 - (C) other sources of revenue;
- (e) any other relevant documents.

(2) In addition to the principles and criteria set out in section 648.2 of the Act and sections 3, 3.1 and 5, the additional criteria set out in subsections (1), (3) and (4) apply when determining an off-site levy for transportation infrastructure.

(3) Once the need for transportation infrastructure has been identified by a municipality in consultation with the Minister responsible for the *Highways Development and Protection Act*, the municipality

- (a) must determine the benefitting area, and
- (b) must base the benefitting area on a reasonable geographic area for the use of the transportation infrastructure.

(4) An off-site levy under this section must apply proportionally to a benefitting area determined under subsection (3).

AR 53/2018 s8;101/2021

Additional principles and criteria to apply to s648(2.1) facilities

6(1) In calculating an off-site levy imposed pursuant to section 648(2.1) of the Act, the municipality must take into consideration supporting statutory plans, policies or agreements and any other relevant documents that identify

- (a) the need for and anticipated benefits from the new facilities,
- (b) the anticipated growth horizon, and

- (c) the portion of the estimated cost of the facilities that is proposed to be paid by each of
 - (i) the municipality,
 - (ii) the revenue raised by the off-site levy, and
 - (iii) other sources of revenue.

(2) In addition to the criteria set out in subsection (1), the principles and criteria set out in section 648.2 of the Act and sections 3 and 5 apply when determining an off-site levy for the facilities referred to in section 648(2.1) of the Act.

(3) The municipality has the discretion to establish service levels and minimum building and base standards for the proposed facilities.

AR 187/2017 s6;101/2021

**Additional principles and criteria to apply to s648.01
intermunicipal off-site levies**

7(1) In calculating an off-site levy imposed on an intermunicipal basis pursuant to section 648.01 of the Act, each participating municipality must use a consistent methodology to calculate the off-site levy and each bylaw imposing the levy must

- (a) identify the same specific infrastructure, transportation infrastructure and facilities,
- (b) identify the same benefitting area across participating municipalities for the specific infrastructure, transportation infrastructure and facilities, and
- (c) identify the portion of benefit attributable to each participating municipality within that benefitting area.

(2) In addition to the criteria set out in subsection (1), the principles and criteria set out in section 648.2 of the Act and sections 3 and 5 apply when determining an intermunicipal off-site levy referred to in section 648.01 of the Act.

(2.1) In addition to the criteria set out in subsection (1), the principles and criteria set out in sections 3.1 and 5.1 apply when determining an intermunicipal levy for transportation infrastructure referred to in section 648(2)(c.2) of the Act.

(3) In addition to the criteria set out in subsection (1), when determining an intermunicipal levy referred to in section 648.01 of the Act for facilities referred to in section 648(2.1) of the Act, the principles and criteria set out in section 6 apply.

AR 187/2017 s7;53/2018;101/2021

8 Repealed AR 101/2021 s11.

9 Repealed AR 101/2021 s11.

Off-site Levy Bylaw Appeals

Who may appeal

10(1) Pursuant to section 648.1 of the Act, any person who is directly affected by a bylaw imposing an off-site levy for a purpose referred to in section 648(2) and (2.1) of the Act may submit a notice of appeal to the Land and Property Rights Tribunal.

(2) Subsection (1) and sections 11 to 14 apply where the bylaw referred to in subsection (1) is made on or after the day this section comes into force.

(3) Where a person is directly affected by a bylaw referred to in subsection (1) that was made before the day this section comes into force, sections 10 to 14 of this Regulation as it read immediately before the coming into force of this section apply to that person.

AR 187/2017 s10;53/2018;101/2021

Appeal period

11 An appeal must be submitted to the Land and Property Rights Tribunal within 90 days of the day on which the bylaw imposing the off-site levy was passed.

AR 187/2017 s11;101/2021

Form of appeal

12(1) A notice of appeal under section 10 must

- (a) identify the municipality or municipalities that passed the bylaw that is objected to,
- (b) identify how the appellant is directly affected by the bylaw that is objected to,
- (c) set out the grounds on which the appeal is made, and
- (d) contain a description of the relief requested by the appellant,

(e), (f), (g) repealed AR 101/2021 s15.

(2) If a notice of appeal does not comply with subsection (1), the Land and Property Rights Tribunal must reject it and dismiss the appeal.

AR 187/2017 s12;101/2021

Consolidation of appeals

13 Where there are 2 or more appeals commenced in accordance with section 10, the Land and Property Rights Tribunal may

- (a) consolidate the appeals,
- (b) hear the appeals at the same time,
- (c) hear the appeals consecutively, or
- (d) stay the determination of the appeals until the determination of any other appeal.

AR 187/2017 s13;101/2021

No stay of off-site levy

14(1) The municipality may continue to impose and collect an off-site levy even if the bylaw imposing the off-site levy is subject to an appeal under section 10(1).

(2) During the appeal period or pending the determination of an appeal of the bylaw imposing the off-site levy by the Land and Property Rights Tribunal, any off-site levy received under that bylaw by the municipality must be held in a separate account for each type of facility.

(3) The municipality must not use off-site levy funds received while the bylaw imposing the off-site levy is subject to an appeal under section 10 until the appeal has been determined by the Land and Property Rights Tribunal.

AR 187/2017 s14;101/2021

Sale of Facilities**Consultation on proposed sale**

15 The municipality must engage in public consultation prior to the sale of any facilities constructed using off-site levy funds.

AR 187/2017 s15;101/2021

Proceeds of sale

16 The proceeds of the sale of a facility constructed using off-site levy funds must be used for the purpose for which the off-site levy was originally collected.

AR 187/2017 s16;101/2021

Repeal

17 The Principles and Criteria for Off-site Levies Regulation (AR 48/2004) is repealed.

Expiry


17.1 For the purpose of ensuring that this Regulation is reviewed for ongoing relevancy and necessity, with the option that it may be repassed in its present or an amended form following a review, this Regulation expires on June 30, 2031.

AR 101/2021 s20

Coming into force

18 This Regulation comes into force on the coming into force of sections 104, 105 and 131(b) of the *Modernized Municipal Government Act* and section 1(60)(a) of *An Act to Strengthen Municipal Government*.



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CITY OF
Lethbridge

BYLAW 5990

DATE OF CONSOLIDATION: December 22, 2020

Amendment History:

<i>Bylaw 6255</i>	<i>Section 4 is amended by striking out "2020" and replacing it with "2022"; Appendix "D" is amended.</i>
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Bylaw Last Revised: December 14, 2020
Effective Date: December 14, 2020
Bylaw 6255

BYLAW 5990

A CONSOLIDATION OF A BYLAW OF THE CITY OF LETHBRIDGE PROVIDING
FOR THE IMPOSITION OF AN OFF-SITE LEVY IN RESPECT
OF LAND TO BE DEVELOPED OR SUBDIVIDED
FOR THE YEARS 2017, 2018, 2019 and 2020

WHEREAS Section 648 of the Municipal Government Act permits a Council to impose a levy known as an Off-Site Levy in respect of land to be developed within the municipal limits of the City of Lethbridge and authorize an Agreement to be entered into for payment of the levy;

AND WHEREAS the City has engaged in extensive consultation with representatives of the development and house building industries to address and define existing and future infrastructure requirements of the City having regard to circumstances of the municipality and the benefits of development;

AND WHEREAS the Council of the City of Lethbridge has determined that a consistent levy for each infrastructure type is in the best interests of all of the beneficiaries of development;

AND WHEREAS Council has advertised its intention to consider the provisions of this Bylaw pursuant to the provisions of Section 606 of the Municipal Government Act;

NOW THEREFORE, THE COUNCIL OF THE CITY OF LETHBRIDGE, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, HEREBY ENACTS AS FOLLOWS:

1. There is hereby imposed a levy which shall be known as an Off-Site Levy upon all undeveloped lands lying within the municipal boundary of the City of Lethbridge except land designated as Environmental Reserve, Municipal Reserve and Arterial Road Right-of-Way.
2. The principles and criteria of the Off-Site Levy shall be in accordance with the attached Appendix "A".
3. The entering into of a Service Agreement with respect to the collection of a levy or the payment of oversize credits is hereby authorized.
4. For the period of January 1st, 2017 to December 31st, 2022 the Off-Site Levy shall be in accordance with the rates set out in Appendix "D" which is attached hereto and forms part of this Bylaw.

Bylaw 6255 – December 14, 2020

**APPENDIX “A”
OFFSITE LEVY BYLAW**

AUTHORITY TO COLLECT OFFSITE LEVIES AND ISSUE CREDITS

City Council has the authority under the Municipal Government Act to create a bylaw for the purpose of collecting an Offsite Levy. The executed Service Agreement authorizes City Administration to collect the assessed offsite levies and provide the calculated compensation payments to Developers.

1. **DEFINITIONS**

- i. **Developable Land** - Land that can be physically provided with water, sanitary sewer and storm drainage service and is suitable for urbanization.
- ii. **Developed Land** - The land is considered developed once it is subdivided, Offsite levies have been paid and services provided to the lot.
- iii. **Development Region** - The development region includes all undeveloped land within the City boundary.
- iv. **Growth** - Creation of new serviced residential, commercial or industrial lots from previously un-serviced land.
- v. **Industry** - Industry members shall consist of interested members of the development community including but not limited to members and the executive of the Urban Development Institute (UDI) and the Canadian Home Builders Association (CHBA) Lethbridge branches.
- vi. **Skip Development** - Development of lots that are not contiguous with existing development.
- vii. **Offsite Infrastructure** - Offsite infrastructure is sanitary facilities, storm sewer, water facilities and arterial road facilities required for the development phase but installed outside the development boundary. The Offsite Account provides compensation payments for the installation of offsite infrastructure based upon the criteria of this by-law.
- viii. **On-site** - Roads, sewer and water facilities built on the land area defined by the current phase of development required to provide capacity to service the current phase of development.
- ix. **Oversize Infrastructure** - Oversize infrastructure is sanitary facilities, storm sewer, and water facilities sized greater than the predefined base size or capacity that provides increased capacity in the system beyond what is required by the current phase of development. The Offsite Account provides compensation payments for the installation of oversize infrastructure.
- x. **Sanitary Sewer Facilities** - Sanitary sewer facilities, in the context of this bylaw, include pipe, appurtenances, lift stations and force mains.
- xi. **Storm Sewer Facilities** - Storm Sewer Facilities, in the context of this bylaw, include pipe, appurtenances and lift stations.
- xii. **Storm Water Detention Facilities** - Storm Water Detention Facilities, in the context of this bylaw, include storm water ponds, pond outlets up to and including the control structure,

low flow bypass pipe, overland surface flow routes and land associated with these facilities.

- xiii. Water Facilities - Water Facilities, in the context of this bylaw, include pipe, appurtenances, pump stations and reservoirs.

2. OFFSITE LEVY BYLAW PURPOSE

The Offsite Levy Bylaw creates a levy to provide funds for the construction of offsite infrastructure required for growth.

3. OFFSITE LEVY BYLAW PRINCIPLES

The following principles provide guidance for interpretation of the Bylaw and form the basis of the provisions.

1. Development in new growth areas through an Offsite Levy will provide the capital that will fund the infrastructure required for growth. Those who benefit from the infrastructure, which is defined by all those in the development region, should share proportionally, on a per hectare basis, in its costs. These projects provide service extensions to specific new neighborhoods or create capacity for entire sectors of the city.
2. Provision or the providing of Offsite Infrastructure will not create an advantage or penalty due to the time or location of development. Thus offsite levies should remain somewhat constant over time unless additional costs are added.
3. Infrastructure will be provided to maintain cost effective and orderly growth. Decisions regarding what is considered cost effective and orderly growth are not made through the Offsite Levy but are determined by the planning process and City Council. Thus skip development will not be funded by the offsite fund but may be funded by the developer through an approval process.
4. The calculation of the levy should be an open transparent process. Thus the process should be clear and understandable. The management of the Offsite Levy Account should be an audited process, with reports available to the public and industry.
5. Projects and infrastructure that have substantial city wide benefit should be funded by the community as a whole. Some projects are of a magnitude and scale that they provide community wide benefit. Examples of this type of infrastructure include the water treatment plant, waste water treatment plant, arterial roadway expansions beyond four lanes and road bridge crossings of the river valley.

4. OFFSITE LEVY OBJECTIVES

1. To recover the cost of infrastructure required for growth:
 - a. Using financing strategies that remain sustainable.
 - b. Facilitating development by reducing risk on early Developers and ensuring future Developers share the costs of the facilities from which they benefit.
 - c. Promoting cost effective development.
2. To promote orderly development by:
 - a. Supporting City planning through growth strategies, Master Servicing Plans and

Area Structure Plans.

- b. Providing offsite infrastructure, once the outline plan is approved and when Developers require it.
 - c. Providing infrastructure for contiguous development.
3. To create a transparent process by:
 - a. Conforming with the Municipal Government Act.
 - b. Providing opportunity for industry input into the levy and its administration as specified to in the Management Plan.
 - c. Providing an Annual Report on levies and account status.
 4. To create a clear process for calculation of the rate, levies and credits by:
 - a. Creating consistent and predictable levies and credits.
 - b. Creating predictable and stable levies over time.
 - c. Documenting a process for establishing the levy rate.
 - d. Create a logical cost recovery framework.

5. APPLICATION OF OFFSITE LEVIES

Offsite Levies will be assessed on all Developable Land within the development region except land designated as:

1. Environmental Reserve (ER),
2. Municipal Reserve (MR),
3. Arterial Road Right-of-Way (AR).

When one component of the Offsite Levy becomes due, all components are due. The Offsite Levy is a single indivisible levy. No component levy can be deferred or waived separately from the other components.

No legally defined parcel of land will be assessed levies on only a portion of its area.

Offsite Levies will not be collected on land where:

1. It can be shown or it is reasonable to assume that the land was previously connected to all municipal services including water, sanitary sewer, and storm drainage services and road access; or
2. There will be a reasonable opportunity to collect offsite levies in the future, upon subdivision and further servicing of the land; or
3. The land remains completely un-serviced.

Where a new service is provided to an existing residence but it is not appropriate to charge Offsite Levies then an appropriate connection charge will be assessed to allow the service connection. The connection charge will be evaluated based upon the equivalent value of the Offsite Levy components for services provided, land area used by an equivalent residence on an urban lot and future opportunities to collect full Offsite Levies. This occurs only where an existing, formerly un-serviced residence is connected to City services where no planning, subdivision or zoning changes are contemplated.

For services provided beyond the City boundary a connection charge will be negotiated in lieu of Offsite Levies that is appropriate to the services provided and is representative of the connections impact on the overall system.

6. CALCULATION OF DEVELOPER OFFSITE LEVIES

Offsite Levies will be calculated using the rates set out in Appendix "D".

Offsite Levies will become due upon execution of the Service Agreement. 50% of the assessed fees will be paid prior to the start of construction upon execution of the service agreement and 50% will be paid prior to the first building permit being issued within the development phase.

Assessment formula:

$$\text{Net Area} = \text{Gross Area} - \text{MR} - \text{ER} - \text{AR}$$

$$\text{Assessed Levy} = \text{Net Area} \times \text{Levy Rate}$$

7. CALCULATION OF OVERSIZE CREDITS – UNDERGROUND UTILITIES

Oversize credits shall be equal to the assessed value of the facility installed minus the assessed value of the base size facility.

Oversize credits will be calculated on a uniform basis in any calendar year using the procedures, tables and formulas established by the City Administration.

Developers are responsible for extending services to their property line.

Oversize credits shall be calculated using the following formula:

$$\text{Oversize Credit} = \text{Value of Facility Constructed} - \text{Value of Base Size Facility}$$

Oversize Credits will be provided for the capital costs of the following types of facilities and pipe installations:

- a. Sanitary Sewer
- b. Storm Sewer
- c. Water
- d. Sanitary Sewer Lift Stations and associated force mains

The base size pipe diameters for non-industrial developments are:

- a. Water = 250mm
- b. Sanitary = 300mm
- c. Storm = 450mm

In industrial areas larger base sizes will be used to acknowledge the additional capacity required. The base size pipe diameters for industrial developments are:

- a. Water = 500mm
- b. Sanitary = 600mm
- c. Storm = 1800mm

The base size for Sanitary Sewer Lift stations is 16L/s.

The base size for Storm Sewer Lift Stations is 39L/s.

A Developer may appeal the oversize credit calculation should significant fluctuations in costs occur over a single construction season. City Administration will update the credit calculation tables by polling contractors, consultants and suppliers.

Credits will not be paid for facilities that service a skipped development until the land in which the facilities are located is developed. Oversized credits will be calculated based on the Service Agreement for the intermediary lands.

Facilities and pipes smaller than base size shall not be eligible for oversize credits.

Oversize credits will not be provided for storm water detention facilities.

8. CALCULATION OF OFFSITE CREDITS

The Installer of an offsite facility will be compensated from the offsite levy.

Offsite credits for offsite infrastructure will be based on actual project costs where City policies and procedures are followed or calculated costs based on the City's assessment.

Offsite credits will be calculated on a uniform basis in any calendar year using the procedures, tables and formulas established by the City Administration.

Documentation that the procedures followed by the developer are equivalent to the processes followed by the City will be required to ensure appropriate use of the funds.

In cases where water, sanitary sewer and storm sewer improvements are made to underground infrastructure built prior to 1991, then the available credit will be the present value of the upgraded facility less the present value of the existing facility.

9. ARTERIAL ROADWAY CREDITS

Arterial roadway credits will be provided for the capital costs of arterial roadways, arterial roadway improvements and land required for arterial roadways. Arterial roadway credits are funded wholly from offsite levies.

Arterial roadway credits will be 100% of the project costs of the new arterial roadway. New arterial roads include projects that construct the initial two lanes of the required arterial.

Arterial roadway credits will be 75% of the project costs for twinning an arterial roadway. Twinning new arterial roads includes projects that expand arterial roads constructed after 2003 from 2 to 4 lanes.

Arterial roadway credits will be 50% of the project costs for projects bounded on at least one side by areas built prior to 2003. Expanding bounded arterial roads includes projects that expand the arterial road from 2 to 4 lanes.

Arterial roadway credits will be 25% of the project costs for projects that expand or enhance Arterial roadways located within the historic core of the City. (Appendix "B")

Arterial roadway credits will be 25% of arterial roadway intersection improvements. The project must increase the capacity of the intersection by upgrading the type of intersection control or by adding additional lanes at the intersection.

10. PAYMENT OF CREDITS TO DEVELOPERS

Oversize credits will be subtracted from the total amount of the Offsite Levy Fees owing at the service agreement stage. Any remaining oversize credits owing will then be paid to the developer upon execution of the service agreement.

The terms of payments for offsite credits will be reflected in the Service Agreement as determined on a case by case basis.

11. CALCULATION OF OFFSITE LEVY RATE

The levy rate calculation shall include the following for each levy component:

- a. Total hectares of developable land within the City boundary.
- b. A list of proposed utility and transportation projects and a forecast of their construction dates.
- c. Total estimated present day cost of offsite infrastructure required to service the development region.
- d. Estimated total of oversize credits and arterial roadway credits required to repay Developers.
- e. Present per hectare cost of each levy component.
- f. A schedule of offsite levy debts and their annual payments.
- g. A cash flow analysis.
- h. A discussion of alternative financing strategies.
- i. A recommendation of the preferred option.

The levy rate calculation will be fully updated at least once every three years.

Representatives of the development industry will be invited to participate in the update of the offsite levy rate calculation.

The levy rate will be calculated separately for each of the water, sanitary sewer, storm water and arterial roadway components.

12. CALCULATION DETAILS

Offsite levies include the following:

- 1. Water reservoirs and pumping stations
- 2. Sanitary lift stations
- 3. Storm Water pumping facilities
- 4. River valley utility crossings and outfalls
- 5. Sanitary sewer trunk lines
- 6. Water distribution trunk lines
- 7. Storm Water trunk lines
- 8. Arterial roadways

Offsite levies do not include:

- 1. Water treatment plants
- 2. Wastewater treatment plants

3. Storm Water detention facilities
4. Roadway bridge crossings of the river valley
5. Expansion of arterial roadways beyond four lanes

13. PREPAYMENT OF OFFSITE LEVIES

Prepayment of Offsite Levies occurs when Offsite Levies for a parcel of land are paid prior to the year in which it will be serviced as indicated by a Construction Completion Certificate being issued by the City for the water and waste water utilities.

Prepayment will be accepted when:

1. A single legal entity has control over the land on which prepayment is to be made.
2. Payment is made on entire legally defined parcels of land. (no payment will be accepted on part of a parcel)
3. The total of the parcels consists of more than 100 hectares of land excluding land that would be designated ER and MR.

Provided that the above three conditions have been met the levies will be calculated as:

Offsite Levies Due = Current Offsite Levy Rate x Land Area

Once Offsite Levies have been paid under this clause no further offsite levies will be collected. No refund of Offsite Levies will be provided on any land which has had the levies prepaid and subsequently become exempt from offsite levies at a future date (for example land that once subdivided is designated Municipal Reserve).

Oversize credits will be calculated based upon the Offsite Levy Bylaw, Service Agreements, procedures and rates in place at the time the work is completed.

14. ANNUAL REPORTING REQUIREMENTS

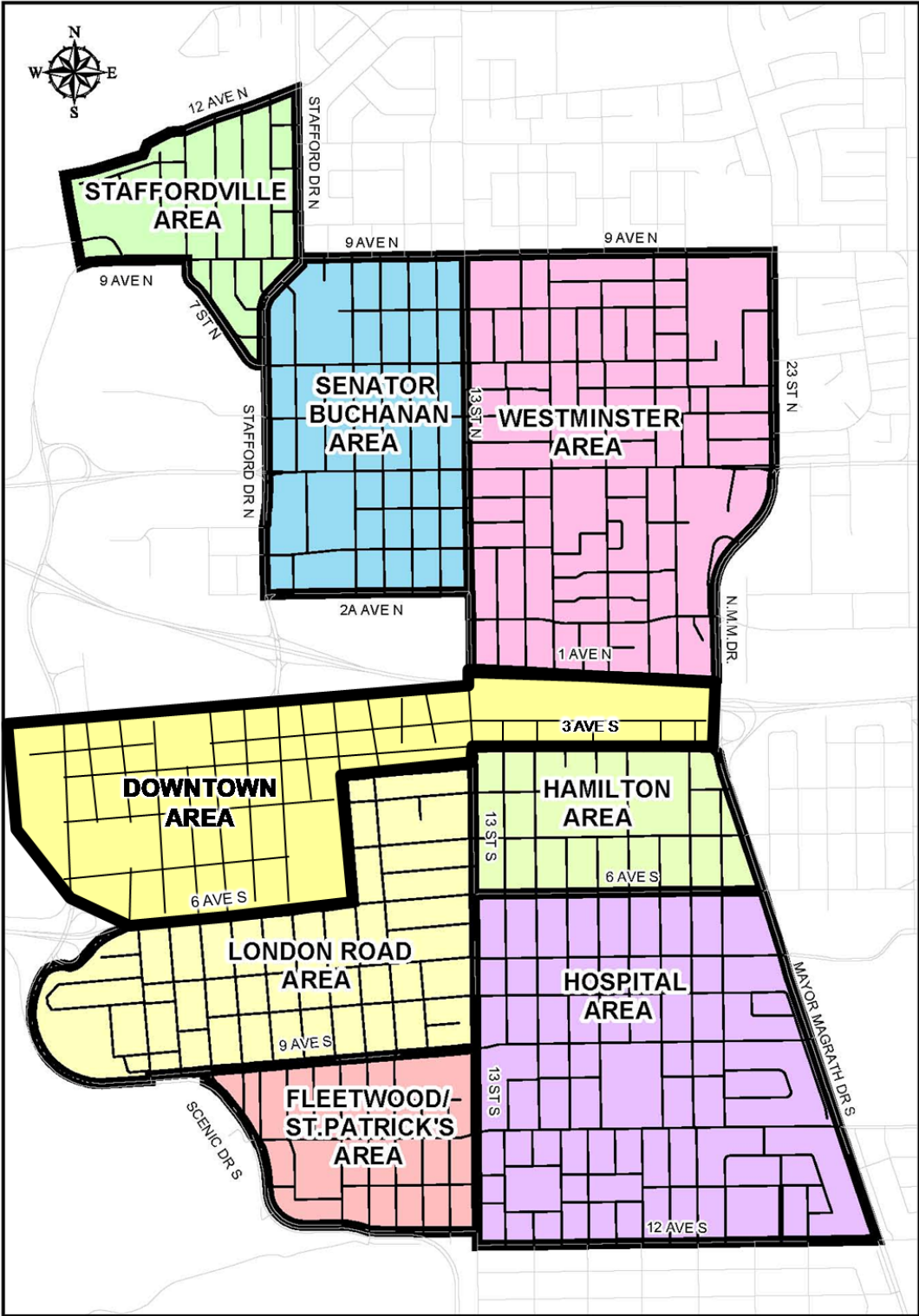
City Administration will prepare an Annual Report on the performance of the Offsite Levy in conformance with the Management Plan.

15. INDUSTRY LIASON

Communication between the City of Lethbridge and key industry stakeholders will be guided by the mutually agreed upon Management Plan.

APPENDIX "B"
HISTORIC CORE AREA MAP

HISTORIC CORE AREA



APPENDIX "C"
OFFSITE LEVY HISTORIC RATES

The following table shows the Offsite Levy Rate established:

For the period July 1, 2004 to December 31, 2004 inclusive.

2004 Offsite Levy Rate (per hectare)

	2004
Water	\$10,540
Sanitary Sewer	\$8,930
Storm Sewer	\$13,290
Arterial Roads	\$2,730
Total	\$35,490

For the period January 1, 2005 to December 31, 2005 inclusive.

2005 Offsite Levy Rate (per hectare)

	2005
Water	\$12,300
Sanitary Sewer	\$11,300
Storm Sewer	\$17,100
Arterial Roads	\$19,400
Total	\$60,100

For the period January 1, 2006 to December 31, 2006 inclusive.

2006 Offsite Levy Rate (per hectare)

	2006
Water	\$12,600
Sanitary Sewer	\$11,600
Storm Sewer	\$17,500
Arterial Roads	\$39,700
Total	\$81,400

For the period January 1, 2007 to December 31, 2007 inclusive.

2007 Offsite Levy Rate (per hectare)

	2007
Water	\$12,900
Sanitary Sewer	\$11,800
Storm Sewer	\$18,000
Arterial Roads	\$61,100
Total	\$103,800

For the period January 1 to December 31 for 2008, 2009, and 2010 as indicated in the table.

Offsite Levy Rate (per hectare) Forecast

Year	2008	2009	2010
Water	\$20,400	\$21,700	\$23,100
Sanitary Sewer	\$18,500	\$19,600	\$21,000
Storm Sewer	\$19,100	\$20,200	\$21,400
Arterial Roads	\$74,000	\$78,500	\$83,500
Total	\$132,000	\$140,000	\$149,000

For the period January 1 to December 31 for 2011 and 2012 as indicated in the table.

Year	2011	2012
Water	\$33,100	\$37,400
Sanitary Sewer	\$30,000	\$33,800
Storm Sewer	\$30,900	\$34,800
Arterial Roads	\$70,000	\$73,000
Total	\$164,000	\$179,000

For the period January 1 to December 31 for 2013, 2014, 2015 and 2016 as indicated in the table.

Offsite Levy Rate (per hectare) Forecast

Year	2013	2014	2015	2016
Water	\$43,400	\$47,200	\$51,100	\$55,300
Sanitary Sewer	\$39,300	\$42,900	\$46,300	\$50,200
Storm Sewer	\$40,300	\$43,900	\$47,600	\$51,500
Arterial Roads	\$84,000	\$87,000	\$89,000	\$92,000
Total	\$207,000	\$221,000	\$234,000	\$249,000

**APPENDIX “D”
 OFFSITE LEVY RATES**

The Offsite Levy Rates for the period January 1 to December 31 for the noted years are shown in the table below.

Offsite Levy Rate (per hectare) Forecast

Year	2017	2018	2019	2020
Water	\$57,000	\$59,000	\$61,000	\$62,000
Sanitary Sewer	\$52,000	\$53,000	\$55,000	\$57,000
Storm Sewer	\$53,000	\$55,000	\$56,000	\$58,000
Arterial Roads	\$95,000	\$98,000	\$101,000	\$104,000
Total	\$257,000	\$265,000	\$273,000	\$281,000

Offsite Levy Rate (per hectare) Forecast

YEAR	2021	2022
Water	\$ 62,000.00	\$ 62,000.00
Sanitary Sewer	\$ 57,000.00	\$ 57,000.00
Storm Sewer	\$ 58,000.00	\$ 58,000.00
Arterial Roads	\$104,000.00	\$104,000.00
TOTAL...	\$281,000.00	\$281,000.00

IMPLEMENTATION OF LEVY RATE CHANGES

It is intended to collect Offsite Levies appropriate for the year in which a developer intends to have all lots within a development phase ready for on lot development.

In order for a developer to qualify for Offsite Levies in place in a particular year the developer will:

1. Provide a construction schedule that shows there is a reasonable expectation that the development phase will be ready for the Underground Construction Completion Certificate prior to the end of the construction season for that year. In Lethbridge the construction typically season ends by November 1st.
2. Demonstrate effort consistent with the proposed Construction Schedule to complete the development phase during that year’s construction season.

OR

3. Prepay offsite levies as per the requirements in Appendix “A”.

5. Provide a construction schedule that shows there is a reasonable expectation that the development phase will be ready for the Underground Construction Completion Certificate prior to the end of the construction season for that year. In Lethbridge the construction typically season ends by November 1st.
 6. Demonstrate effort consistent with the proposed Construction Schedule to complete the development phase during that year's construction season.
- OR
7. Prepay offsite levies as per the requirements in Appendix "A".
 8. This Bylaw shall come into force on the first day of January, 2017.

READ A FIRST TIME THIS 4TH DAY OF APRIL, 2016.

READ A SECOND TIME THIS 18TH DAY OF APRIL, 2016.

READ A THIRD TIME THIS 18TH DAY OF APRIL, 2016.

A. NEUFELD (Sgd.)
City Clerk

C.A. SPEARMAN (Sgd.)
Mayor

Financial Factors used in Calculating the offsite Levy Rates

The CPI rate can be found at: <http://www.statcan.gc.ca/tables-tableaux/sum-som/l01/cst01/econ09j-eng.htm> (Change location to Alberta to get the regional data)

The project inflation factor relates to the CIP approval process. The finance department and the City Treasure give instructions about the inflation factor to use when estimating future projects. For the 2022-2031 CIP we were instructed to use 3% per year. If the cost of a project is higher than estimated as part of the CIP, an amendment will be done.

The CPI rate for the last 107 years is attached.

Interest rates

Website at this link: [Loans to Local Authorities - Lending Rates \(gov.ab.ca\)](https://www.gov.ab.ca/loans-to-local-authorities-lending-rates)

Some back ground information. Prior to September 30, 2020, loans and lending rates were offered through Alberta Capital Finance Authority (ACFA). As of October 31, 2020, ACFA was dissolved and loans and lending rates are now offered by the Government of Alberta.

In the last review we used these rates

Term	Rate Used
	2020-21
0	0.000%
3	2.812%
5	3.107%
10	3.623%
15	4.028%
20	4.324%
25	4.516%
30	4.629%

As part of the review we can adjust the increase factor to ensure we are accounting for all the factors that have an effect on borrowing rates. The factor used in the 2020-21 was 1.75%. this means there was 1.75% added to the most current indicative rates from the ACFA/Alberta Government site. Borrowing rates have increased considerably over the last 6 months. There are a few reasons. One of the reasons is the when the ACFA was dissolved and the borrowing was moved to the Alberta Government the preferential rates are no longer available. Economy and Bank of Canada are also factors in the borrowing rates.

The borrowing terms of a loan are highly dependent on the cash flow of the Offsite levy.

The rates we are proposing for 2023-2025

Increase factor	1.75%	Current ACFA	
Term	Proposed New	15-Mar-22	Increase From previous review
	2023-2025		
0	0%	0%	0.000%
3	4.28%	2.530%	1.468%
5	4.46%	2.710%	1.353%
10	4.82%	3.070%	1.197%
15	5.15%	3.400%	1.122%
20	5.37%	3.620%	1.046%
25	5.51%	3.760%	0.994%
30	5.59%	3.840%	0.961%

Rate of return

The balance in the Offsite levy account earns a rate of return interest value. This is paid by the City and calculated based on what the city earns on investments. This factor ranges from 1 to 3%. The rate of return for 2021 1.615. in the Offsite calculation the rate is 3%. We will need to review and adjust this number for the next bylaw rate term.

Over size Costs

Oversize infrastructure is sanitary facilities, storm sewer, and water facilities sized greater than the predefined base size or capacity that provides increased capacity in the system beyond what is required by the current phase of development. The Offsite Account provides compensation payments for the installation of oversize infrastructure. These costs are budgeted as part of the offsite levy rate and accounted for in the cash flow of the offsite levy balance. The 2021 over size costs were \$795,325. The estimate of yearly oversize costs in the Offsite Levy calculation is \$1.9 million. The oversize cost will be part of the review.

Growth Forecast

2022 30 ha
 2023 35 ha
 2024 35 ha
 2025 35 ha
 Ongoing 44 ha

	Forecast Growth by Year (ha)						
	2019	2020	2021	2022	2023	2024-2035	Ongoing Growth
Forecast	27	5*	12*	30	35	35	44
Actual	38.74	5.03	17.73				

The growth forecast is under review. The Growth maps are included in this package.

Areas that have previously been delayed are shown below. These areas require a large investment in offsite infrastructure in order to begin.

Plan Area	Prior Forecast Investment Year	New Forecast Investment Year
West Lethbridge Employment Area Structure Plan	2025	2029
South East Area Structure Plan	2029	2030
Water Mark Outline Plan	2027	2028
Royal View Area Structure Plan	-	2031*

* Existing road infrastructure would allow development to start in 2025-26

(3) If a municipality registers a caveat under subsection (2), the municipality must discharge the caveat when the order has been complied with.

1995 c24 s95

Division 6 Development Levies and Conditions

Redevelopment levies

647(1) If a person applies for a development permit in respect of development in a redevelopment area and the area redevelopment plan contains proposals for residential, commercial or industrial development, a redevelopment levy may be imposed on the applicant in accordance with the bylaw adopting the area redevelopment plan.

(2) A redevelopment levy imposed and collected must be used to provide, in respect of the redevelopment area,

- (a) land for a park or land for school buildings designed for the instruction or accommodation of students, or
- (b) land for new or expanded recreation facilities,

or both.

(3) On September 1, 1995 a redevelopment levy under the former Act continues as a redevelopment levy under this Part.

(4) A redevelopment levy imposed and collected under this Part or the former Act may be imposed and collected only once in respect of a development.

(5) A redevelopment levy imposed pursuant to this Part may vary between one class of development and another in a redevelopment area.

(6) If a redevelopment levy is collected, the municipality must pay that portion of the levy imposed to provide land for school buildings designed for the instruction or accommodation of students to the one or more school boards.

RSA 2000 cM-26 s647;2008 c37 s11

Off-site levy

648(1) In this section and sections 648.01 to 648.4,

- (a) “facility” includes the facility, the associated infrastructure, the land necessary for the facility and related appurtenances referred to in subsection (2.1);

- (b) “infrastructure” means the infrastructure, facilities and land required for the purposes referred to in subsection (2)(a) to (c.1);
- (c) “stakeholder” means any person that will be required to pay an off-site levy when the bylaw is passed, or any other person the municipality considers is affected.

(1.1) For the purposes referred to in subsections (2) and (2.1), a council may by bylaw

- (a) provide for the imposition and payment of a levy in respect of land that is to be developed or subdivided, and
- (b) authorize an agreement to be entered into in respect of the payment of the levy.

(1.2) A bylaw may not impose an off-site levy on land owned by a school board that is to be developed for a school building project within the meaning of the *Education Act*.

(2) An off-site levy may be used only to pay for all or part of the capital cost of any or all of the following:

- (a) new or expanded facilities for the storage, transmission, treatment or supplying of water;
- (b) new or expanded facilities for the treatment, movement or disposal of sanitary sewage;
- (c) new or expanded storm sewer drainage facilities;
- (c.1) new or expanded roads required for or impacted by a subdivision or development;
- (c.2) subject to the regulations, new or expanded transportation infrastructure required to connect, or to improve the connection of, municipal roads to provincial highways resulting from a subdivision or development;
- (d) land required for or in connection with any facilities described in clauses (a) to (c.2).

(2.1) In addition to the capital cost of facilities described in subsection (2), an off-site levy may be used to pay for all or part of the capital cost for any of the following purposes, including the cost of any related appurtenances and any land required for or in connection with the purpose:

- (a) new or expanded community recreation facilities;

- (b) new or expanded fire hall facilities;
- (c) new or expanded police station facilities;
- (d) new or expanded libraries.

(2.2) Subject to an appeal under section 648.1, an off-site levy may be imposed and collected for a purpose referred to in subsection (2.1) only if no off-site levy has been previously imposed under subsection (1) for the same purpose with respect to the land on which the off-site levy is being imposed.

(3) On September 1, 1995 an off-site levy under the former Act continues as an off-site levy under this Part.

(4) An off-site levy imposed under this section or the former Act may be collected once for each purpose described in subsection (2) or (2.1), in respect of land that is the subject of a development or subdivision, if

- (a) the purpose of the off-site levy is authorized in the bylaw referred to in subsection (1), and
- (b) the collection of the off-site levy for the purpose authorized in the bylaw is specified in the agreement referred to in subsection (1).

(4.1) Nothing in subsection (4) prohibits the collection of an off-site levy by instalments or otherwise over time.

(5) An off-site levy collected under this section, and any interest earned from the investment of the levy,

- (a) must be accounted for separately from other levies collected under this section, and
- (b) must be used only for the specific purpose described in subsection (2)(a) to (c.2) or (2.1)(a) to (d) for which it is collected or for the land required for or in connection with that purpose.

(6) A bylaw under subsection (1) must be advertised in accordance with section 606 unless

- (a) the bylaw is passed before January 1, 2004, or
- (b) the bylaw is passed on or after January 1, 2004 but at least one reading was given to the proposed bylaw before that date.

(7) Where after March 1, 1978 and before January 1, 2004 a fee or other charge was imposed on a developer by a municipality pursuant to a development agreement entered into by the developer and the municipality for the purpose described in subsection (2)(c.1), that fee or charge is deemed

- (a) to have been imposed pursuant to a bylaw under this section, and
- (b) to have been validly imposed and collected

effective from the date the fee or charge was imposed.

(8) If, before the coming into force of this subsection, a fee or other charge was imposed on a developer by a municipality pursuant to a development agreement entered into by the developer and the municipality for one or more purposes described in subsection (2) or (2.1), that fee or charge is deemed

- (a) to have been imposed pursuant to a bylaw under this section, and
- (b) to have been validly imposed and collected effective from the date the fee or charge was imposed.

(9) If, before the coming into force of this subsection, a bylaw was made that purported to impose a fee or other charge on a developer for a purpose described in subsection (2) or (2.1),

- (a) that bylaw is deemed to have been valid and enforceable to the extent that it imposed a fee or charge for a purpose described in subsection (2) or (2.1) before the coming into force of this subsection, and
- (b) any fee or charge imposed pursuant to the bylaw before the coming into force of this subsection is deemed to have been validly imposed and collected effective from the date the fee or charge was imposed.

RSA 2000 cM-26 s648;2003 c43 s3;2012 cE-0.3 s279;
2015 c8 s67; 2016 c24 s104;2017 c13 ss1(60),2(17);
2020 c39 s10(32)

Intermunicipal off-site levy

648.01(1) For the purpose of section 648(1) and subject to the requirements of section 12, 2 or more municipalities may provide for an off-site levy to be imposed on an intermunicipal basis.

(2) Where 2 or more municipalities provide for an off-site levy to be imposed on an intermunicipal basis, the municipalities shall enter into such agreements as are necessary to attain the purposes

described in section 648(2) or (2.1) that are to be funded by an off-site levy under section 648(1), by a framework made under Part 17.2 or by any other agreement.

(3) Repealed 2020 c39 s10(33).

(4) If a bylaw providing for an off-site levy to be imposed on an intermunicipal basis is appealed under section 648.1, the corresponding bylaws of the other participating municipalities are deemed to also be appealed.

2016 c24 s105;2020 c39 s10(33)

Appeal of off-site levy

648.1(1) Any person may, subject to and in accordance with the regulations, appeal any of the provisions of an off-site levy bylaw relating to an off-site levy for a purpose referred to in section 648(2) or (2.1) to the Land and Property Rights Tribunal on any of the following grounds:

- (a) that the purpose for which the off-site levy is to be imposed is unlikely to benefit future occupants of the land who may be subject to the off-site levy to the extent required by the regulations;
- (b) that the principles and criteria referred to in regulations made under section 694(4)(b) that must be applied by a municipality when passing the off-site levy bylaw have not been complied with;
- (c) that the determination of the benefitting area was not determined in accordance with regulations made under section 694(4)(c);
- (d) that the off-site levy or any portion of it is not for the payment of the capital costs of the purposes set out in section 648(2) or (2.1), as applicable;
- (e) that the calculation of the off-site levy is inconsistent with regulations made under section 694(4) or is incorrect;
- (f) that an off-site levy for the same purpose has already been imposed and collected with respect to the proposed development or subdivision.

(2) After hearing the appeal, the Land and Property Rights Tribunal may

- (a) dismiss the appeal in whole or in part, or

(b) declare the off-site levy bylaw or a portion of the bylaw to be invalid and provide that the bylaw may be repassed or amended in a manner determined by the Tribunal.

(3) Where an off-site levy bylaw amends the amount of an off-site levy referred to in subsection (1), an appeal under this section may only be brought with respect to that amendment.

2016 c24 s105;2017 c13 s2(18);2020 cL-2.3 s24(32);2020 c39 s10(34)

Calculation of off-site levy

648.2(1) Subject to subsection (2), a municipality may determine the methodology on which to base the calculation of an off-site levy.

(2) Subject to subsection (7), the methodology on which a municipality bases its calculation of an off-site levy must

- (a) take into account criteria such as area, density or intensity of use,
- (b) recognize variation among infrastructure, facility and transportation infrastructure types,
- (c) be consistent across the municipality for that type of infrastructure, facility or transportation infrastructure, and
- (d) be clear and reasonable.

(3) Notwithstanding subsection (2)(c), the methodology used in determining the calculation of an off-site levy may be different for each specific type of infrastructure, facility or transportation infrastructure.

(4) The information that a municipality uses in the calculation of an off-site levy must be current.

(5) A bylaw imposing an off-site levy must include a requirement for a periodic review of the calculation of the off-site levy.

(6) A municipality that imposes an off-site levy must make the following publicly available:

- (a) any information or data the municipality relied upon and any assumptions the municipality made in calculating the levy, including, without limitation, any information, data or assumptions the municipality used in models to complete calculations;
- (b) the calculations that were performed in order to determine the amount of the levy;

- (c) anything else that would be required in order to replicate the determination of the levy.

(7) Subsection (2) does not apply to the City of Calgary or the City of Edmonton.

2020 c39 s10(35)

Consultation with stakeholders

648.3(1) A municipality must consult, in good faith, with stakeholders

- (a) before making a final determination on defining and addressing existing and future infrastructure, transportation infrastructure and facility requirements, and
- (b) when determining the methodology on which to base an off-site levy.

(2) Before passing or amending a bylaw imposing an off-site levy, a municipality must consult, in good faith, on the calculation of the levy with stakeholders in the benefitting area where the off-site levy will apply.

(3) A consultation referred to in this section must begin at the earliest opportunity and must provide stakeholders with the ability to provide input on an ongoing basis.

(4) During a consultation referred to in this section, a municipality must make publicly available any calculations the municipality has made and any information the municipality has relied upon including, without limitation, any assumptions and data the municipality has used in models to complete calculations.

2020 c39 s10(35)

Annual report

648.4(1) A municipality must provide full and open disclosure of all off-site levy costs and payments.

(2) A municipality must, on an annual basis, make a report on an off-site levy publicly available and include in the report

- (a) the details of all off-site levies received by each contributor for each type of facility and infrastructure within each benefitting area,
- (b) the uses for each type of facility and infrastructure within each benefitting area for each capital project, and

- (c) the balances retained for each type of facility and infrastructure within each benefitting area.

2020 c39 s10(35)

Levy bylaws

649 A bylaw that authorizes a redevelopment levy or an off-site levy must set out the purpose of each levy and indicate how the amount of the levy was determined.

RSA 2000 cM-26 s649;2015 c8 s68

Condition of issuing development permit

650(1) A council may in a land use bylaw require that, as a condition of a development permit's being issued, the applicant enter into an agreement with the municipality to do any or all of the following:

- (a) to construct or pay for the construction of a road required to give access to the development;
- (b) to construct or pay for the construction of
 - (i) a pedestrian walkway system to serve the development, or
 - (ii) pedestrian walkways to connect the pedestrian walkway system serving the development with a pedestrian walkway system that serves or is proposed to serve an adjacent development,or both;
- (c) to install or pay for the installation of a public utility described in section 616(v)(i) to (ix) that is necessary to serve the development, whether or not the public utility is, or will be, located on the land that is the subject of the development;
- (d) to construct or pay for the construction of
 - (i) off-street or other parking facilities, and
 - (ii) loading and unloading facilities;
- (e) to pay an off-site levy or redevelopment levy imposed by bylaw;
- (f) to give security to ensure that the terms of the agreement under this section are carried out.

(2) A municipality may register a caveat under the *Land Titles Act* in respect of an agreement under this section against the certificate of title for the land that is the subject of the development.

(3) If a municipality registers a caveat under subsection (2), the municipality must discharge the caveat when the agreement has been complied with.

(4) Where, prior to the coming into force of this subsection, an agreement referred to in subsection (1) required the applicant to install a public utility or pay an amount for a public utility referred to in subsection (1)(c), that requirement is deemed to have been validly imposed, whether or not the public utility was located on the land that was the subject of the development.

RSA 2000 cM-26 s650;2015 c8 s69

Agreements re oversize improvements

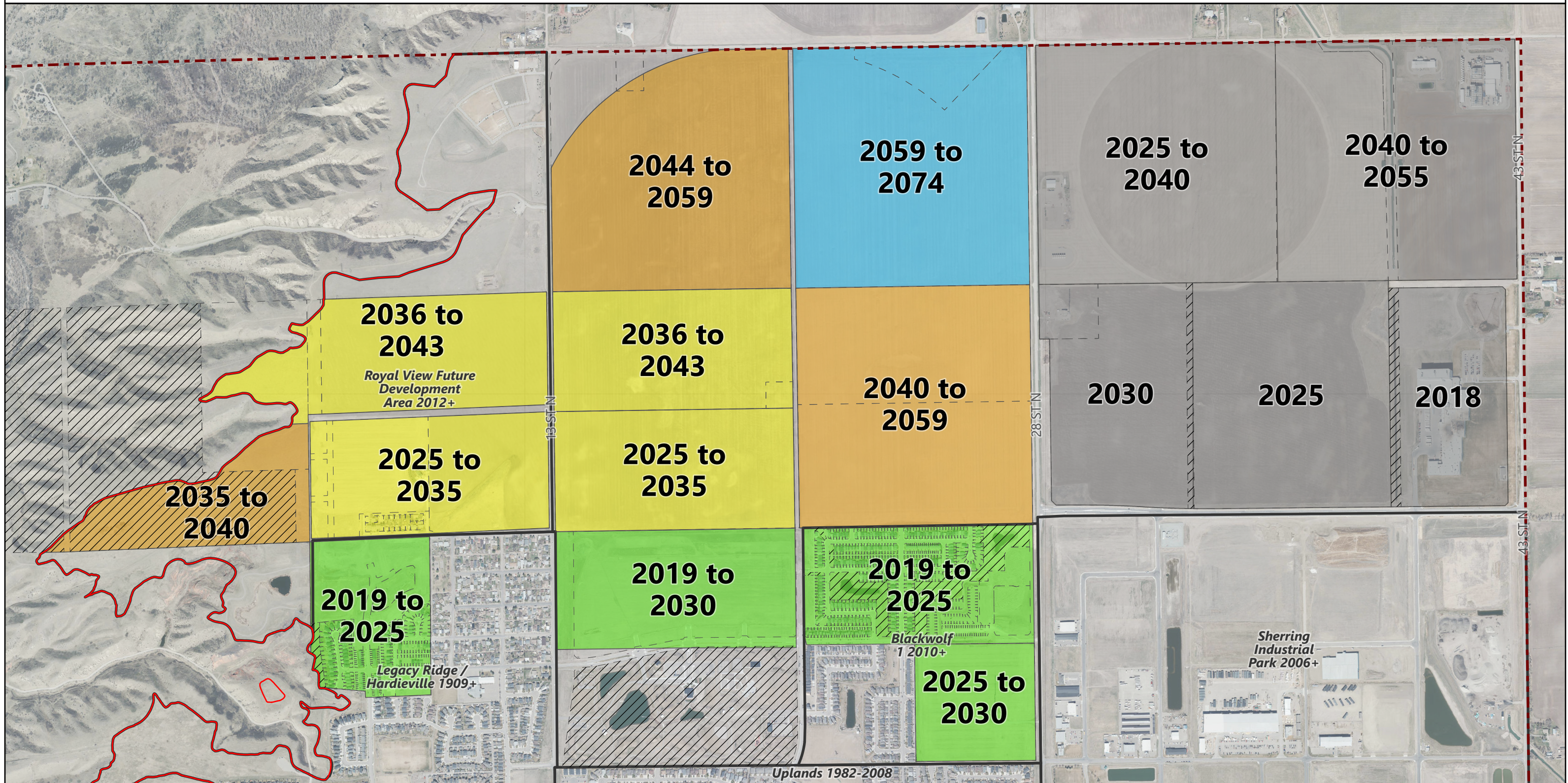
651(1) An agreement referred to in section 648, 650 or 655 may require the applicant for a development permit or subdivision approval

- (a) to pay for all or a portion of the cost of an improvement constructed or paid for in whole or in part by a municipality at any time prior to the date of approval of the development permit or subdivision approval application, or
- (b) to construct or pay for all or a portion of an improvement with an excess capacity.

(2) An agreement referred to in subsection (1)(b) or (3) that obliges an applicant for a development permit or subdivision approval to construct or pay for an improvement with an excess capacity may also provide for the reimbursement of the cost incurred or payment made in respect of the excess capacity together with interest calculated at the rate fixed pursuant to subsection (4) on the amount of the cost until the land that benefits from the excess capacity is developed or subdivided.

(3) If a municipality has at any time, either before or after this section comes into force, or before or after section 77.1 of the *Planning Act* was deemed to come into force, entered into an agreement providing for reimbursement of payments made or costs incurred in respect of the excess capacity of an improvement by an applicant for a development permit or subdivision approval, the municipality must, when other land that benefits from the improvement is developed or subdivided, enter into an agreement with the applicant for a development permit or subdivision approval for the other land, and that agreement may require the applicant to pay an amount in respect of the improvement, as

North Lethbridge Growth Scenario



- | | | |
|-------------------------------|-------------------------------------|--|
| City Boundary | Parcel Boundary | Residential Very Long Term Development |
| Safe Development Setback Line | Residential Short Term Development | Employment/Industrial Development |
| City Owned Parcel | Residential Medium Term Development | Redevelopment Opportunity |
| Neighbourhood Boundary | Residential Long Term Development | |



NOT INTENDED FOR USE BEYOND THE OFFSITE LEVY REVIEW 2015 (Update April 2022)

Though updated in July 2019, these growth scenario maps are only current up to the date of their creation. Any use of the information is totally at your own risk. These guesses about the future are made in order to establish a timeline for projects as an input into the Offsite Levy Rate Calculation. The information used to generate the maps is constantly changing. These dates have no official status and can change at any time for any reason. Factors impacting the timing and order of development are completely beyond the control of the authors of these maps. The dates do not dictate timing or order of development. This map created April 07 2022.

OFFICE OF INFRASTRUCTURE SERVICES

2021 Offsite Report
 Year ended December 31, 2021
 Per The Requirements of Bylaw 5990
 March 28, 2022

Bylaw 5990 rates for 2019 to 2022 per ha

2020 - \$281,000

2021 - \$281,000

2022 - \$281,000

Bylaw 5990 can be found on the City of Lethbridge webpage.

Growth forecast for 2021 was 12ha and actual developed was 17.73ha. The collection of Offsite Levies on 5.7ha more than estimated results in \$1.6 million additional revenue. The budget for the oversize cost was \$1.8 million, actual oversize costs were \$795,000. The debt payments for 2021 is about \$5 million. All these factors result in the balance in the Offsite account of \$3.7 million at the end of 2021. We will need to collect levies on a minimum of 18 Ha to pay for one year of debt payment taken on by the City for existing Offsite Levy funded projects. Offsite Levy Debt to date is \$79,849,231. It is our goal to ensure we have enough funds to pay the existing debt and continue to provide infrastructure for growth in the city. The details of all the Offsite levy debt is attached.

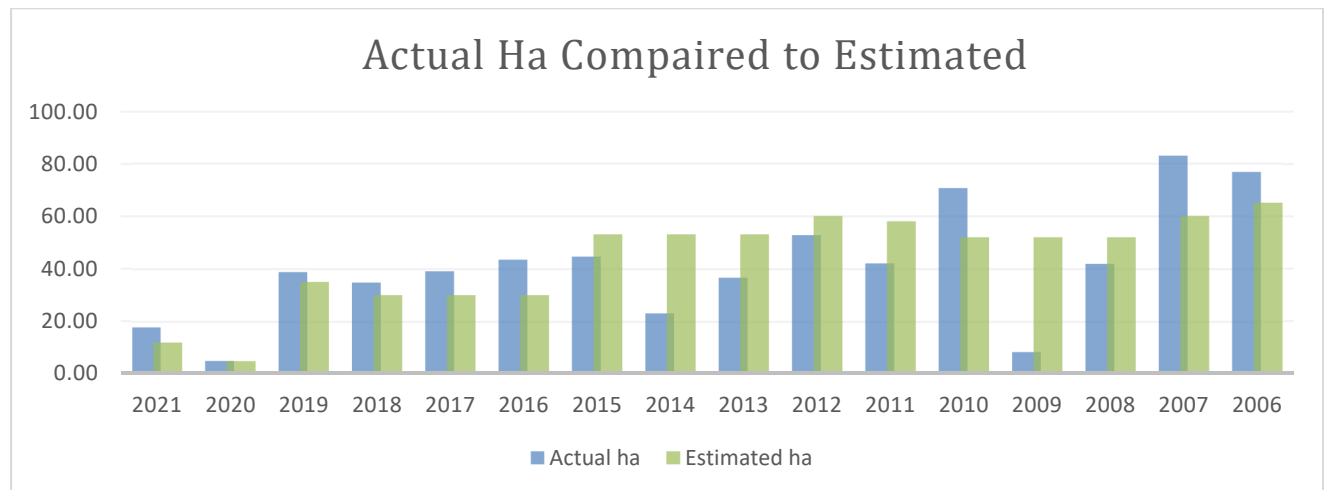
Details of Revenue

Year	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
Bylaw	5990	5990	5990	5990	5990	5781	5781
Actual ha	17.73	5.03	38.74	34.77	39.03	43.45	44.58
Revenue	4,982,411	1,413,711	10,576,020	9,214,050	10,031,117	10,819,050	10,476,300
Estimated ha	12	5	35	30	30	30	53
Shortfall/ Overage	1,610,411	8,711	1,021,020	1,264,050	2,321,117	3,349,050	(1,978,700)

Industry future growth Forecast

<u>Year</u>	<u>Ha</u>
2022	30
2023	35
2024-35	35
2036 Ongoing	44

This forecast is from the ongoing negotiation between the City and Industry set in 2020. The growth forecast plays an important role in setting the Offsite levy rates. It allows us to estimate how much revenue we can expect each year and also determines when new projects will be required.

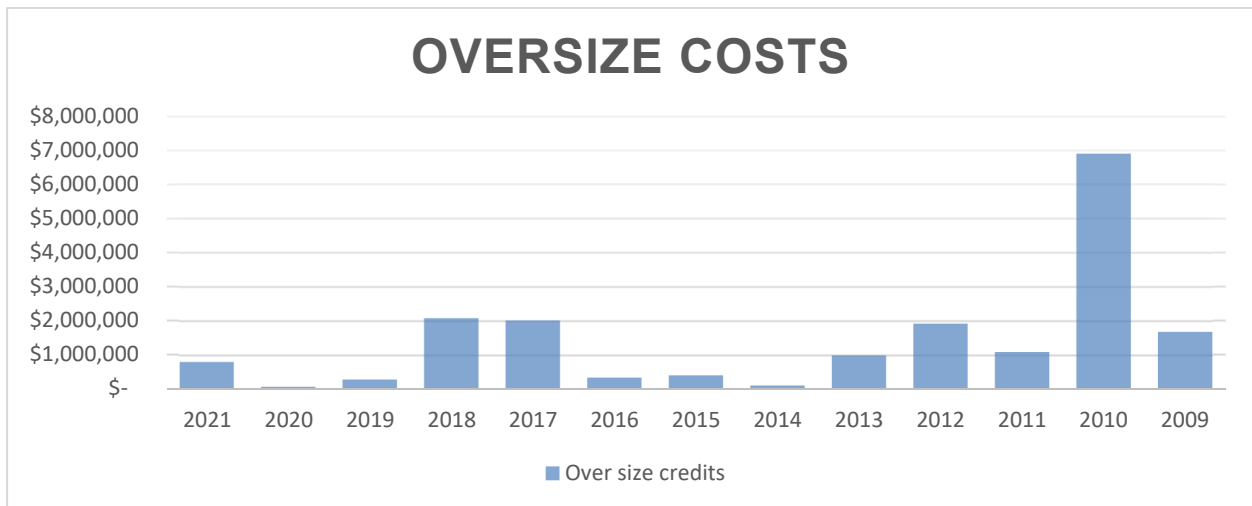


There were 8 service agreements totaling 17.73 Ha finalized in 2021. The average number of lots per Ha in 2021 was 15. The average of Lots per Ha for the last 10 years is 12.

<u>Developer</u>	<u>Ha</u>	<u>Lots</u>
Blackwolf Phase 8 & 9	4.175	40
Copperwood Phase 31	3.273	37
Southbrook Phase 5	2.656	58
Southbrook Phase 2A & B	2.589	44
Crossings Phase 5	1.788	31
Blackwolf Phase 10	1.249	25
Country Meadows Phase 3C	1.199	21
Copperwood Phase 30	0.802	6
	17.731	262

Oversize Costs

Oversize infrastructure is sanitary facilities, storm sewer, and water facilities sized greater than the predefined base size or capacity that provides increased capacity in the system beyond what is required by the current phase of development. The Offsite Account provides compensation payments for the installation of oversize infrastructure. These costs are budgeted as part of the offsite levy rate and accounted for in the cash flow of the offsite levy balance. The 2021 over size costs were \$795,325.



Projects with spending in current year

<u>Project</u>	<u>Offsite Portion</u>	<u>Spent to Date</u>	<u>over/(under) completion</u>	<u>% Complete</u>
University Dr Community Stadium to Sunridge BLVD -CIP 2018-27 CO-4	\$5,770,110	\$4,500,000	-\$1,270,110	100%
Metis Trail Temple Blvd to Coalbrook Gate -CIP 2018-27 CO-6	\$6,900,000	\$6,799,561	-\$100,438	100%
North Siphon Twinning -Council Dec 12, 2016	\$10,300,000	\$8,668,216	-1,631,784	100%
Metis Trail - Walsh to Whoop-Up Council Aug 22, 2016	\$9,700,000	\$9,480,889	-\$219,110	100%
5th Avenue N and 13th Street N (Preliminary Design)	\$125,000	\$108,683	-\$16,317	100%

In 2022 an Offsite levy review is required. Infrastructure staff have been working on a plan to complete a rate review as well as bylaw and financial reviews. There will be more communication in the following weeks to confirm meeting dates and plans for setting the future rates.

Along with this report please find:

1. List of projects and timing changes
2. List of Offsite levy funded debt payments
3. Offsite Levy Analysis. This is the report that was approved by council on March 21, 2022
4. Project timing and Offsite funded CIP project pages EO-1 to CO-8

If you have any questions about this report please contact Lisa Sutherland

Email lisa.sutherland@lethbridge.ca

Project Timing

A four year 2022-2025 Capital plan within a ten-year 2022-2031 context was approved by city council on June 1, 2021. this is the list of projects that will be funded by the Offsite Levy accounts.

This list was detimined by the estimated growth in each area of the city. the timing of the each project is in line with the need for the developable area to start.

2022-2031 CIP	Project	Description	Former CIP	Approved CIP	Cost	Status
EO-1	Waste water	West Siphon Screen Relocation Year 1	2019	2023	960,000	
EO-1	Waste water	West Siphon Screen Relocation Year 2	2020	2024	960,000	
EO-2	Water Loop	28 St N Giffen Rd to Blackwolf Entrance Water Loop	NA	2028	505,000	
EO-3	Sanitary Sewer	26 Ave N 23rd Street to Stafford Trunk	NA	2029	3,127,000	
EO-4	Sanitary Main	Parkside Dr & 43St to 24Ave & 51St/24Ave to 33Ave	NA	2030/31	15,110,000	
EO-5	Gravity Main 28 St N	2 Ave to 15A Ave Sanitary Sewer	NA	2030	9,270,000	
EO-7	Storm	North 13 Street Storm Outfall	NA	2030	7,555,000	
EO-8	Storm	Macleod Westward storm outfall	2026	2030	7,051,000	
CO-1	Intersection	North Scenic Drive and 26 Ave N Intersection	2022	2027	1,579,000	
CO-2	North Scenic Dr	Uplands Blvd to 44 Ave Stage 1	2020	2024&2031	12,315,000	
CO-3	Walsh Drive	University Dr to Metis Trail	2022/2023	2025/26	17,249,000	
CO-4	University Dr	Walsh Dr to Hwy 3 (Design)	2024	2026	557,000	
CO-5	University Dr	Walsh Drive to Commercial Access	2025	2029	9,510,000	
CO-6	Metis Trail	Coalbrook Gate to Greatbear Blvd	2027	2028	6,602,000	
CO-7	26 Avenue N	23rd Street N to Scenic Dr Stage 2	NA	2029	9,966,000	
CO-8	28 St N	Kodiak Gate to Blackwolf Entrance Stage 1	NA	2030	7,538,000	

2018-2027 CIP

EO-1	Water looping	Metis Trail - Temple to Simon Fraser		2018	250,000	Done as part of CO-6
EO-2	Waste Water	West Siphon Screen Relocation Year 1		2019	850,000	Moved to EO-1 2022-31 CIP
EO-3	Waste Water	West Siphon Screen Relocation Year 2		2020	850,000	Moved to EO-1 2022-31 CIP
EO-3	Utility Extension	Whoop Up - Mauretania Rd to 30th St		2026	2,400,000	Part of Whoop-up Drive extension in 2017/18
EO-4	Storm	Macleod Westward Storm Outfall		2026	3,350,000	Moved to EO-8 2022-31 CIP
EO-5	Utility Extension	Macleod Dr - Mount Burk to Metis Trail		2027	1,750,000	Completed as part of road installation
EO-7 2014- 2023 CIP	North Sanitary Siphon Twinning	Wastewater Capacity for North & South (Underway)		2018	10,300,000	Underway/Near completeion as part of Sherring
CO-1	Growth	Intersection Improvements		2022-27	25% / 1,300,000	Moved to CO-1 2022-31 CIP
CO-2	Preliminary design	5th ave N / 13 Street N		2019	25% / 500,000	Underway/ Near completeion
CO-3	N Scenic Dr.	Upland Blvd N to 40th Ave N		2020	4,650,000	Moved to CO-2 2022-31 CIP
CO-4	University Dr.	Community Stadium to Sunridge Blvd W (Underway)		2019/20	5,775,000	Underway/ Near completeion
CO-5	University Dr.	Walsh Dr to Hwy 3 (Preliminary Design)		2024	450,000	Moved to CO-4 2022-31 CIP
CO-6	Metis Trail	Temple to Coalbrook Gate		2020	6,900,000	Underway/ Near completeion
CO-7	Walsh Dr West	University Dr to 400 m West of Metis Trail (Underground & Arteria		2022/23	20,575,000	Moved to CO-3 2022-31 CIP
CO-8	University Dr.	Walsh N to Commercial Access (Underground & Arterial road)		2025	8,150,000	Moved to CO-5 2022-31 CIP
CO-9	Garry Dr	Garry Station to Homestead BLVD (Underground & Arterial road)		2026	5,500,000	Date beyond 10 year time line
CO-10	26 Avenue N	23rd Street N to Scenic Dr Stage 2		2026	11,600,000	Moved to CO-7 2022-31 CIP
CO-11	Metis Trail	Coalbrook Gate to Macleod Dr.		2027	5,150,000	Moved to CO-6 2022-31 CIP

Debt Payments

<u>Project details</u>	<u>Original Capital</u>	<u>Year of Borrowing</u>	<u>Term (yrs.)</u>	<u>Interest Rate</u>	<u>Annual Payment</u>	<u>Year of Maturity</u>
South East Water Reservoir	3,000,000.00	2006	15	4.58%	278,775.00	2021
South East Water Reservoir	1,000,000.00	2007	15	4.61%	93,113.00	2022
South Siphon Upgrade - Stage 2 (2008 E-14)	1,500,000.00	2011	10	2.49%	170,334.00	2021
South Siphon Upgrade (2008 E-14)	500,000.00	2012	10	2.23%	56,047.90	2022
South Siphon Upgrade (2008 E-14)	1,000,000.00	2010	15	3.89%	88,595.00	2025
West Lethbridge Water Reservoir (2011 E-29)	2,300,000.00	2010	15	3.89%	203,769.00	2025
Garry Dr. Reservoir (2011 E-29)	5,700,000.00	2011	15	3.01%	475,124.24	2026
SE Regional Lift Station	3,600,000.00	2014	15	2.81%	295,864.68	2029
Northwest Lethbridge Utility Servicing (2011 E-25)	1,000,000.00	2010	20	4.12%	73,909.00	2030
Northwest Lethbridge Utility Servicing (2011 E-25)	600,000.00	2011	20	3.29%	41,190.00	2031
Northwest Lethbridge Utility Servicing (2011 E-25)	15,000,000.00	2011	20	3.15%	1,016,133.00	2031
Northwest Lethbridge Utility Servicing (2011 E-25)	2,900,000.00	2012	20	2.92%	192,500.00	2032
Metis Trail (2014 CO-7)	1,800,000.00	2015	15	2.57%	145,362.00	2030
Metis Trail Deep Utilities (2011 EO-1)	2,000,000.00	2015	15	2.57%	161,513.00	2030
Metis Trail Deep Utilities (2014 EO-1)	2,200,000.00	2015	15	2.46%	176,264.00	2030
Metis Trail (Walsh to Whoop Up) (2014 CO-7)	2,800,000.00	2015	15	2.46%	224,337.00	2030
43rd St N (Hwy 3 to 9 Ave N)	325,000.00	2016	5	1.60%	67,888.68	2021
Garry Dr (to 600m West of Metis Trail)	150,554.00	2016	5	1.35%	31,450.96	2021
Mayor Magrath Dr. (40th Ave S to City Limit)	624,000.00	2016	5	1.24%	64,544.00	2021
SE Regional Lift Station	156,100.00	2016	5	1.35%	16,146.36	2021
Whoop Up Drive (McMaster to Mauretania Blvd CO-6)	2,500,000.00	2017	15	3.02%	61,952.43	2032
Whoop Up Drive (McMaster to Mauretania Blvd CO-6)	1,500,000.00	2018	15	3.05%	40,150.15	2033
Whoop Up Drive (McMaster to Mauretania Blvd CO-6)	434,548.00	2020	15	1.79%	7,660.53	2035
Metis Trail (Walsh to Whoop Up) (2014 CO-7)	5,000,000.00	2017	15	3.02%		2032
Metis Trail (Walsh to Whoop Up) (2014 CO-7)	2,500,000.00	2017	15	3.05%		2032
Metis Trail (Walsh to Whoop Up) (2014 CO-7)	1,400,000.00	2018	15	3.20%		2033
Metis Trail (Walsh to Whoop Up) (2014 CO-7)	800,000.00	2018	15	2.44%		2033
Metis Trail (Walsh to Whoop Up) (2014 CO-7)	217,470.00	2019	15	2.44%	16,594.52	2034
North Syphon Upgrade	4,300,000.00	2018	15	3.20%	363,219.00	2033
North Syphon Upgrade	4,200,000.00	2019	15	2.55%	338,761.56	2034
University Dr (Community Stadium to Sunridge BLVD) (CO-4)	3,500,000.00	2020	15	1.79%	267,075.22	2035
University Dr (Community Stadium to Sunridge BLVD) (CO-4)	1,000,000.00	2020	15	2.03%	77,682.96	2035
North Scenic Drive (Uplands Blvd N to 40 Ave N)	241,559.00	2020	15	1.79%	18,432.70	2035
Metis Trail (Temple Blvd to Coalbrook Gate)	4,100,000.00	2021	10	2.85%		2031
	79,849,231.00				5,064,389.89	

* Interest only paid Principal paid from Community Lighting

** Interest paid by Transportation Pay as you go and Principal Paid out of Community Lighting

OFFSITE ACCOUNT ANALYSIS
For the period January 1, 2021 to December 31, 2021

Revenues

Net Offsite Levies

Blackwolf Phase 8 & 9	1,173,175
Copperwood Phase 31	919,713
Southbrook Phase 5	746,336
Southbrook Phase 2A & B	695,194
Crossings Phase 5	502,428
Blackwolf Phase 10	350,969
Country Meadows Phase 3c	336,919
Copperwood Phase 30	225,362
Total Net Levies	4,950,096

Other Revenues

Debenture Debt Funded Projects	5,146,999
General Interest	70,471
Total Other Revenues	5,217,470

Total Revenues

10,167,566

Allocations

Offsite/Oversize Credits

Garry Station Phase 3 to 8	603,079
Blackwolf Phase 8 & 9	109,340
Copperwood Phase 31	64,506
Copperwood Phase 30	10,011
Southbrook Phase 2A & B	8,389
Total Oversize Credits	795,325

Other Costs

Metis Trail - Temple Blvd to Coalbrook Gate (CIP 2018-27 CO-6)	5,114,647	*
Debt Payment - ACFA	5,064,390	
Whoop Up Drive - Coalbanks to Mauretania (RELD)	399,904	
5th Avenue N and 13th Street N (Preliminary Design)	108,683	
Chinook Trail Arterial Road land purchase	106,096	
North Siphon Twinning (Council Dec 12, 2016)	32,352	*
North Scenic Dr - Uplands Dr to 42 Ave N (CO-3)	1,009	
	10,827,081	

Total Allocations

11,622,406

Net Decrease in Offsite Account

(1,454,840)

Add: Offsite Account Balance January 1, 2021

5,157,266

Offsite Account Balance December 31, 2021

3,702,426

* project spending is funded by Offsite Levy borrowing

OFFSITE ACCOUNT ANALYSIS
For the period January 1, 2021 to December 31, 2021

Funds Committed for Future

Projects (2020 and prior) Funded by Debentures (external borrowings):

North Scenic Drive - Uplands Blvd N to 40 Ave N (CIP 2018-27 CO-3)	4,650,000
University Dr - Community Stadium to Sunridge BLVD (CIP 2018-27 CO-4)	2,170,489
Metis Trail Underground - Country Meadows to Tartan (Wastewater)	2,080,975
North Siphon Twinning (Council Dec 12, 2016)	1,850,606
West Siphon Screen Relocation (CIP 2018-27 EO-2)	1,700,000
Metis Trail - Temple Blvd to Coalbrook Gate (CIP 2018-27 CO-6)	100,438
	12,552,508

Projects (2020 and prior) Funded by Offsite Levies:

Watermain Loop Metis Trail - Coalbanks Link to Temple Blvd (CIP 2018-27 EO-1)	250,000
5th Avenue N and 13th Street N (Preliminary Design)(CIP 2018-27 CO-2)	16,317
	266,317

12,818,825

Major Program: **Provide Access for Growth (Offsite Levy)**

Project Title: **North Scenic Drive and 26 Ave N Intersection**

Dept - Project #: **555**

Start Year: **2026**

End Year: **2026**



Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
<p>Improve the intersection of 26 Avenue and North Scenic Drive including improvements to the intersection of 13 Street and 26 Avenue which are in close proximity to one another .</p>	<p>This project expands the intersections to create capacity to accommodate continued growth in north Lethbridge, Legacy Ridge, Blackwolf, Royal View and continued development in Sherring Industrial Park.</p> <p>Growth forecasts and project scope and estimates for this project were generated in the Offsite Levy review . The timing of this project will depend on actual growth and the capacity of the Offsite Levy .</p>

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction							1,342					1,342
Consultive Services							237					237
							1,579					1,579
Total Costs							1,579					1,579
Funding												
Grant - Basic Municipal Transportation							1,184					1,184
Offsite Levies							395					395
							1,579					1,579
Total Funding							1,579					1,579

Estimated Debt Charges
 Projected Net Operating Costs
 Est. GHG Emissions (t CO2e)

<u>Comments</u>



26 Ave N & Scenic Dr. N Intersection Improvement



CITY OF
Lethbridge

Major Program: **Provide Access for Growth (Offsite Levy)**

Project Title: **North Scenic Drive (Uplands Blvd to 44 Ave) Stage 1**

Dept - Project #: **50**

Start Year: **2017**

End Year: **2031**



Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
<p>Modification of previous CO-3 (CIP 2018-2027) This project originally extended from Uplands Blvd to 40 Avenue and now has been extended to 44 Avenue to accommodate the work adjacent to Hardieville in a single phase and in response to forecast growth.</p> <p>Preliminary design work was completed under the previous CIP 2018-2027 CO-3.</p> <p>2024 Urbanization of North Scenic Drive between Uplands Blvd and Grace Dainty Road. Includes the installation of a roundabout at Uplands Blvd.</p> <p>2031 Urbanization of North Scenic Drive between Grace Dainty Road and 44 Avenue (the first intersection into Royal View).</p>	<p>These upgrades respond to increasing traffic due to growth in Legacy Ridge, Uplands and Blackwolf, and will accommodate growth in Royal View. They extend North Scenic Drive which is a major north-south arterial roadway with connections to the downtown, Highway 3, 4 and 5. It provides the necessary access to the existing and proposed residential developments in north Lethbridge. The project will urbanize the existing rural cross section.</p> <p>This project is a re-scoping of project CO-3 from the 2018-2027 based on the preliminary design. This project was included in the prior CIP at \$5.393 million extending from Uplands Blvd to 40 Avenue and was approved for preliminary design in 2014 with construction scheduled for 2018. The change in timing and extents reflects developers in the area moving slower than forecasted. The adjusted scope splits the work more appropriately to serve expected growth trends and complete construction adjacent to Hardieville in a single phase.</p> <p>The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.</p>

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction	242			2,935							7,533	10,710
Consultive Services	200			518							1,329	2,047
	<u>442</u>			<u>3,453</u>							<u>8,862</u>	<u>12,757</u>
Total Costs	442			3,453							8,862	12,757
Funding												
Borrowing - Offsites	242			3,453							8,862	12,557
Offsite Levies	200											200
	<u>442</u>			<u>3,453</u>							<u>8,862</u>	<u>12,757</u>
Total Funding	442			3,453							8,862	12,757
Estimated Debt Charges		18	18	18	306	306	306	306	306	306	306	
Projected Net Operating Costs		0	0	0	14	14	14	14	14	14	14	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



North Scenic Drive Uplands Blvd N to 44 Ave N Stage 1



CITY OF
Lethbridge



Capital Improvement Program
2022 to 2031

Major Program: **Provide Access for Growth (Offsite Levy)**

Project Title: **Walsh Drive (University Dr to Metis Trail)**

Dept - Project #: **337**

Start Year: **2025**

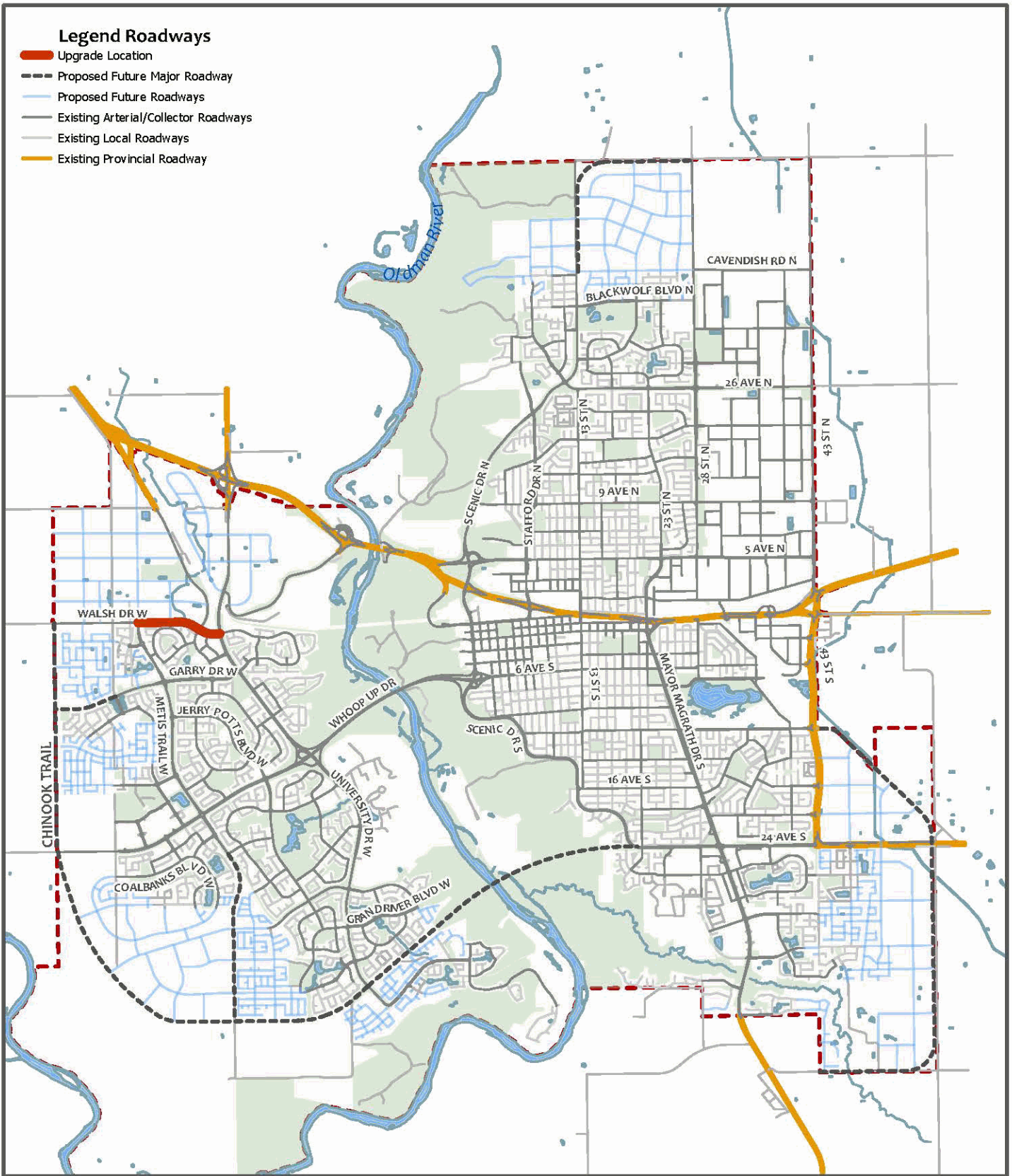
End Year: **2026**

<u>Description & Location</u>	<u>Purpose & Justification</u>
<p>Combined underground utilities and arterial road extension modification of CO-7 Previous CIP 2018-2027. Removed 400 m west of Metis Trail and adjusted timing to reflect growth forecast.</p> <p>Installation of a trunk sanitary sewer and reconstruction of Walsh Drive to an urban standard between the twinned section west of University Drive to the immediately west of Metis Trail.</p> <p>Urbanization of Walsh Drive will be done because the excavation for the sewer will destroy the existing paved rural road.</p> <p>2025: Detail design and construct the required underground extension on Walsh Drive.</p> <p>2026: Construct Walsh Drive.</p> <p>The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.</p>	<p>This project is required because the interim sanitary sewer connection through West Highlands is reaching capacity . The project is required to create capacity for continued growth in west Lethbridge.</p> <p>Slower than anticipated growth has allowed the project to be delayed from previous CIP schedules.</p> <p>The underground portion of this project was previously included in the 2018-2027 CIP as project CO-7 scheduled for construction in 2018. The project has been combined with upgrades to Walsh Drive and adjusted to 2025, reflecting the requirements of sewer and road capacity.</p> <p>The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.</p>

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction					7,399	7,262						14,661
Consultive Services					1,306	1,282						2,588
					8,705	8,544						17,249
Total Costs					8,705	8,544						17,249
Funding												
Borrowing - Offsites					8,705	8,544						17,249
					8,705	8,544						17,249
Total Funding					8,705	8,544						17,249
Estimated Debt Charges		0	0	0	0	725	1,436	1,436	1,436	1,436	1,436	
Projected Net Operating Costs		0	0	0	0	0	41	42	43	44	45	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Walsh Dr W
University Dr W to Metis Trail W



CITY OF
Lethbridge

Major Program: **Provide Access for Growth (Offsite Levy)**

Project Title: **University Drive (Walsh Dr to Hwy 3) Design**

Dept - Project #: **349**

Start Year: **2026**

End Year: **2026**



Capital Improvement Program
2022 to 2031

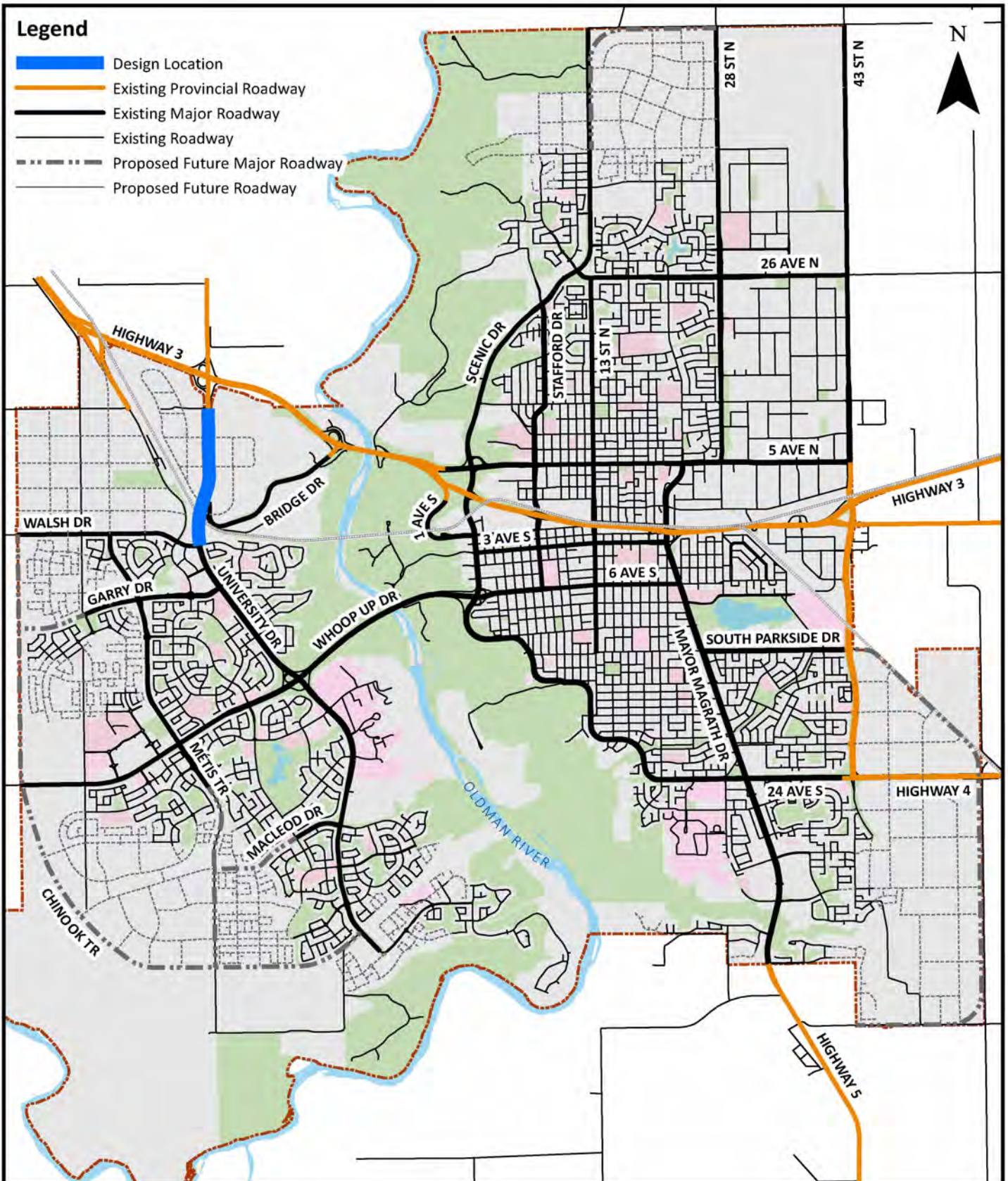
<u>Description & Location</u>	<u>Purpose & Justification</u>
<p>Modification of CO-5 from 2017-2028 CIP, timing adjusted to reflect growth forecast.</p> <p>Preliminary design of University Drive from Walsh Drive to the Highway 3 interchange to an urban standard which includes boulevards, curbs and gutters. The design will take direction from the West Lethbridge Employment Centre Area Structure Plan.</p>	<p>Design of University Dr. from Walsh Drive to the Highway 3 interchange. This design will be an input into the adjacent outline plans and will not proceed unless the plans are underway or imminent.</p> <p>Growth forecasts and project scope and estimates for this project were generated in the Offsite Levy review. The timing of this project will depend on actual growth and the capacity of the Offsite Levy.</p>

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Consultive Services						557						557
						557						557
Total Costs						557						557
Funding												
Offsite Levies						557						557
						557						557
Total Funding						557						557

Estimated Debt Charges
Projected Net Operating Costs
Est. GHG Emissions (t CO2e)

<u>Comments</u>



University Drive Walsh Dr W to Highway 3



CITY OF
Lethbridge

Major Program: **Provide Access for Growth (Offsite Levy)**

Project Title: **University Drive (Walsh Drive to Commercial Access)**

Dept - Project #: **254B**

Start Year: **2029**

End Year: **2029**



Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
<p>Modification of CO-8 from 2017-2028 CIP, timing adjusted to reflect growth forecast.</p> <p>Design and construction of the utility extension and arterial road on University Drive from Walsh Drive to the first commercial access. The project includes water distribution system crossing of the CPR to facilitate looping.</p> <p>This project was included in the prior CIP at \$10 million and scheduled for construction in 2026. The change in timing of the project is in response to developers not completing the outline planning in the area and pressures on the Offsite Levy which indicate financial capacity in the Levy for 2029. The change in the budget is in response to refined estimates.</p> <p>2029: Design and construction of the utility extension and arterial road on University Drive from Walsh Drive to the first commercial access.</p> <p>The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.</p>	<p>This project extends underground utilities and urbanized University Dr allowing growth to begin in the commercial area of the West Lethbridge Employment Centre Area Structure Plan.</p> <p>University Drive is a major north-south arterial roadway with connections to the University, Whoop Up Drive, Highway 3 and ultimately to the third river crossing. It provides the necessary access to the existing and proposed commercial development in northwest Lethbridge.</p> <p>A prerequisite of this project is completion of the outline plan for the area adjacent to University Dr and north of the CPR.</p> <p>This project is growth driven and will be completed concurrently with the adjacent development. The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.</p>

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction									8,318			8,318
Consultive Services									1,192			1,192
									9,510			9,510
Total Costs									9,510			9,510
Funding												
Borrowing - Offsites									9,510			9,510
									9,510			9,510
Total Funding									9,510			9,510
Estimated Debt Charges		0	0	0	0	0	0	0	0	792	792	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	11	11	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



University Dr W (Stage 1)
Walsh Dr W to First Commercial Access



CITY OF
Lethbridge

Major Program: **Provide Access for Growth (Offsite Levy)**

Project Title: **Metis Trail (Coalbrook Gate to Greatbear Blvd)**

Dept - Project #: **336**

Start Year: **2028**

End Year: **2028**



Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
<p>Modification of CO-11 from CIP 2018-2027, timing adjusted to reflect growth forecast.</p> <p>Combined underground utilities and arterial road extension providing access to Watermark and Copperwood. In addition to the roadway, water distribution and sanitary sewer will be extended southward along Metis Trail.</p> <p>Detail design and construct the first two lanes of Metis Trail, and underground utilities from Coalbrook Link to Great Bear Blvd.</p>	<p>Metis Trail is a major north-south arterial roadway (similar to University Drive) and will provide access to the proposed developments west of Metis Trail (Copperwood and Watermark neighbourhoods). This project extends services southward to Great Bear Blvd allowing development to continue in Watermark neighborhood and in future development west of Metis Trail. In addition, this roadway will reduce Fire and EMS response times to these neighbourhoods.</p> <p>The timing of this project has been delayed to 2028 in light of projected growth and the financial capacity of the offsite levy.</p> <p>The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.</p>

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction								5,711				5,711
Consultive Services								891				891
								6,602				6,602
Total Costs								6,602				6,602
Funding												
Borrowing - Offsites								6,602				6,602
								6,602				6,602
Total Funding								6,602				6,602
Estimated Debt Charges		0	0	0	0	0	0	0	769	769	769	
Projected Net Operating Costs		0	0	0	0	0	0	0	13	13	13	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

<u>Comments</u>



Metis Trail W (Stage 1) Coalbrook Gate W to Great Bear Blvd W



CITY OF
Lethbridge

Major Program: **Provide Access for Growth (Offsite Levy)**

Project Title: **26 Avenue North (23rd Street N to Scenic Dr) Stage 2**

Dept - Project #: **339**

Start Year: **2029**

End Year: **2029**



Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
<p>Modification of CO-10 from CIP 2017-2027, timing adjusted to reflect growth forecast.</p> <p>Design and construct of the second two lanes of 26th Avenue North from the existing twinned section of road west of 23rd Street North to Scenic Drive North. The underground sanitary sewer will be installed prior to constructing the roadway and is covered in project EO-2.</p>	<p>This project is necessary to accommodate continued residential development in North Lethbridge. Traffic requirements drive the completion of this work requiring the sanitary sewer to be completed earlier than needed.</p> <p>26th Avenue North, an existing arterial roadway has been twinned in stages since 2013. It will be approaching capacity by 2029. In advance of this work intersection improvement will be required including 26th Avenue and Ermineview Link allowing the twinning to be delayed. 26th Avenue is a major east-west arterial in North Lethbridge and provides access to major north-south arterial roadways such as Scenic Drive, 13th Street, 28th Street/Mayor Magrath Drive and 43rd Street.</p> <p>The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.</p>

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction									8,471			8,471
Consultive Services									1,495			1,495
									9,966			9,966
Total Costs									9,966			9,966
Funding												
Borrowing - Offsites									4,983			4,983
Grant - Basic Municipal Transportation									4,983			4,983
									9,966			9,966
Total Funding									9,966			9,966
Estimated Debt Charges		0	0	0	0	0	0	0	0	415	415	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	29	29	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



26 Ave N Twinning Scenic Dr N to 23 St N



CITY OF
Lethbridge

Major Program: **Provide Access for Growth (Offsite Levy)**

Project Title: **28 St North (Kodiak Gate to Blackwolf Entrance) Stage 1**

Dept - Project #: **556**

Start Year: **2030**

End Year: **2030**



Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Urbanization of 28 Street from Kodiak Gate to Blackwolf Blvd. Includes the pedestrian pathway on the west side of 28 Street from 26 Avenue North to Blackwolf Blvd.	Urbanization of 28 Street accommodates forecast growth in Blackwolf and Sherring. Growth forecasts and project scope and estimates for this project were generated in the Offsite Levy review. The timing of this project will depend on actual growth and the capacity of the offsite levy.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction										6,407		6,407
Consultive Services										1,131		1,131
										<u>7,538</u>		<u>7,538</u>
Total Costs										<u>7,538</u>		<u>7,538</u>
Funding												
Borrowing - Offsites										7,538		7,538
										<u>7,538</u>		<u>7,538</u>
Total Funding										<u>7,538</u>		<u>7,538</u>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	878	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	17	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



28 St N
Kodiak Gate N to Blackwolf Blvd N



CITY OF
Lethbridge

Major Program: **Urban Development (Offsite Levy)**

Project Title: **West Siphon Screen Relocation**

Dept - Project #: **180**

Start Year: **2023**

End Year: **2024**



Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
<p>Modification of EO-2 from CIP 2017-2027 timing adjusted to reflect growth forecast</p> <p>This project was included in the prior CIP at \$1.655 million. In order to reduce pressure on the Offsite Levy, the project timeline has changed.</p> <p>The existing siphon is presently operating at full capacity. Relocation of the screen chamber to a higher elevation will increase the capacity of the siphon without having to install additional pipelines across the river. The increased capacity will allow for continued growth in southern areas of West Lethbridge.</p> <p>The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.</p>	<p>The project will:</p> <p>Leverage use of existing infrastructure.</p> <p>Extend existing levels of service.</p> <p>Allow continued growth and development in southern areas of West Lethbridge.</p>

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction			960	960								1,920
			960	960								1,920
Total Costs			960	960								1,920
Funding												
Borrowing - Offsites			960	960								1,920
			960	960								1,920
Total Funding			960	960								1,920
Estimated Debt Charges		0	0	112	224	224	224	224	224	224	224	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

<u>Comments</u>



Westside Siphon Screen Relocation



CITY OF
Lethbridge

Major Program: **Urban Development (Offsite Levy)**

Project Title: **28 St North (Giffen Rd to Blackwolf Entrance) Water Loop**

Dept - Project #: **562**

Start Year: **2028**

End Year: **2028**



Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Complete the waterline on 28 Street between Giffen Road and Blackwolf Blvd. This project is to be done ahead of the stage 1 road construction on 28 Street North from Kodiak gate to Blackwolf entrance.	This water line creates capacity and looping for growing areas of Sherring Industrial Park and provides benefit to future growth in Royal View and the northward expansion of the industrial park.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction								505				505
								505				505
Total Costs								505				505
Funding												
Offsite Levies								505				505
								505				505
Total Funding								505				505

Estimated Debt Charges
Projected Net Operating Costs
Est. GHG Emissions (t CO2e)

<u>Comments</u>



28 St N - Kodiak Gate N to Blackwolf Entrance Water Service



CITY OF
Lethbridge

Major Program: **Urban Development (Offsite Levy)**

Project Title: **SE Sanitary Servicing 26 Ave (23 Street to Stafford Trunk)**

Dept - Project #: **558**

Start Year: **2029**

End Year: **2029**



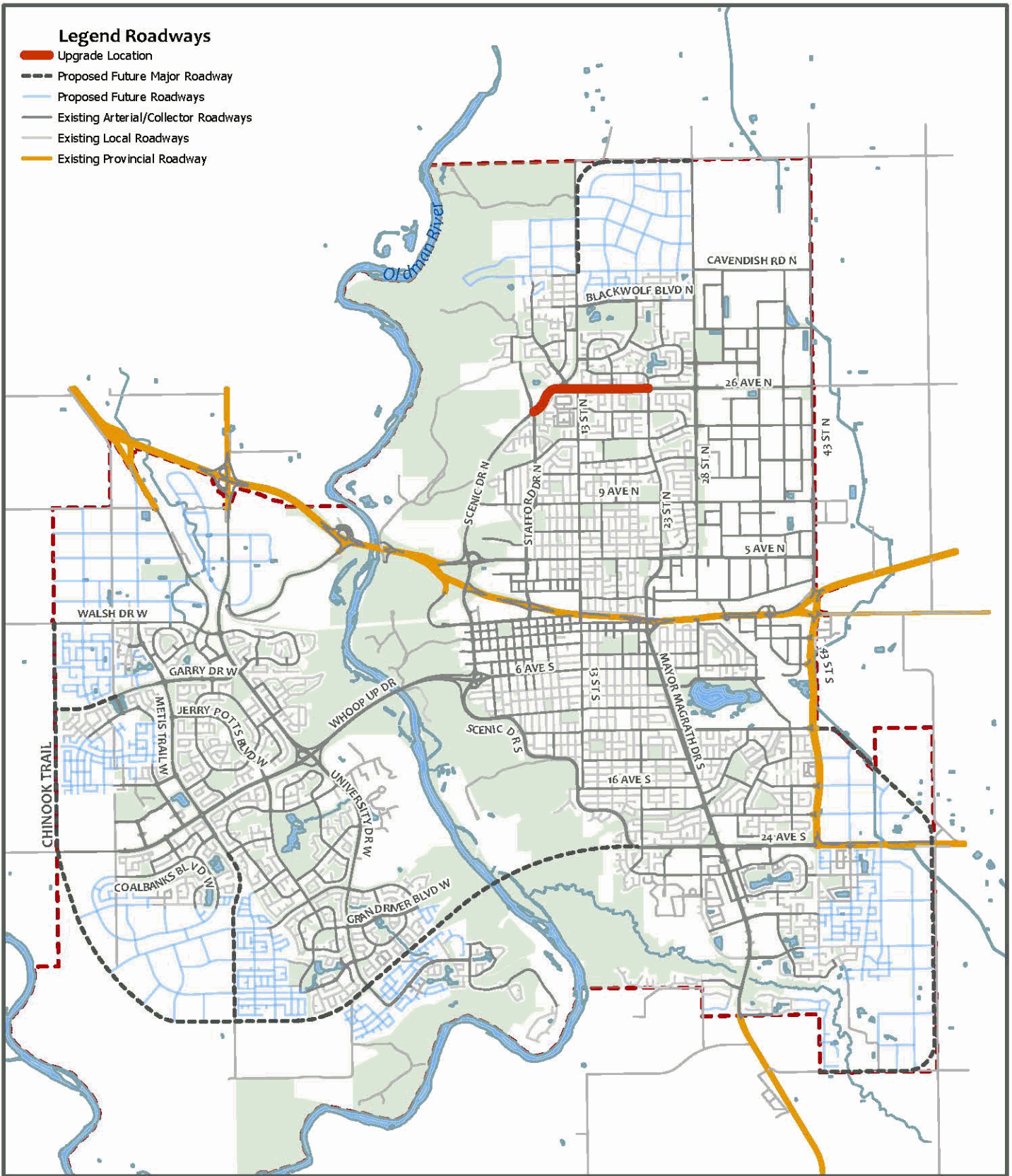
Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
<p>Completion of the sanitary sewer trunk on 26 Avenue North between 23 Street and North Scenic Drive and Stafford Drive.</p>	<p>This sanitary sewer completes a link between the North Sanitary Sewer Siphon and the previously installed sewer installed with the twinning of 26 Avenue East of 23 Street. It is required to service the Southeast Lethbridge Area Structure Plan and to provide additional capacity to allow for continued growth in Broadcast Business Park and growth in the industrial area. This project must be done in advance of the road works.</p> <p>The sanitary sewer is part of the Southeast Regional Sanitary Sewer Servicing Strategy. Traffic requirements drive the completion of this work requiring the sanitary sewer to be completed earlier than needed.</p> <p>The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.</p>

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction									2,814			2,814
Consultive Services									313			313
									3,127			3,127
Total Costs									3,127			3,127
Funding												
Borrowing - Offsites									3,127			3,127
									3,127			3,127
Total Funding									3,127			3,127
Estimated Debt Charges		0	0	0	0	0	0	0	0	260	260	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



SE Sanitary Servicing 26 Ave N - 23 St N to Stafford Trunk



CITY OF
Lethbridge

Major Program: **Urban Development (Offsite Levy)**Project Title: **Sanitary Main (Parkside Dr & 43St to 24Ave & 51St/24Ave to 33Ave)**Dept - Project #: **559**Capital Improvement Program
2022 to 2031Start Year: **2030**End Year: **2031**

<u>Description & Location</u>	<u>Purpose & Justification</u>
<p>Extension sanitary sewer trunks serving neighbourhoods in the Southeast Lethbridge Area Structure Plan:</p> <p>Stage 1: Parkside Drive and 43 Street to 24 Avenue</p> <p>Stage 2: 51 Street and 24 Avenue to 51 Street and 33 Avenue</p>	<p>This project extends the infrastructure required to service portions of the Southeast Area Structure Plan and will replace interim measures built to service the Southbrook development. The timing of the work will depend on planning and development demands south of 33 Avenue and East of 51 Street.</p> <p>Delivery of this project may be undertaken by area land developers concurrently as they proceed with their adjacent developments.</p> <p>The actual timing and delivery of this project will be subject to the financial capacity of the Offsite levy and community growth demands.</p>

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction										8,159	5,440	13,599
Consultive Services										907	604	1,511
										9,066	6,044	15,110
Total Costs										9,066	6,044	15,110
Funding												
Borrowing - Offsites										9,066	6,044	15,110
										9,066	6,044	15,110
Total Funding										9,066	6,044	15,110
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	755	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Gravity Main
51 St S/24 Ave S to 33 Ave S &
Parkside Dr S to 24 Ave S



CITY OF
Lethbridge

Major Program: **Urban Development (Offsite Levy)**

Project Title: **Gravity Main 28 St N (2 Ave to 15A Ave Sanitary Sewer)**

Dept - Project #: **569**

Start Year: **2030**

End Year: **2030**



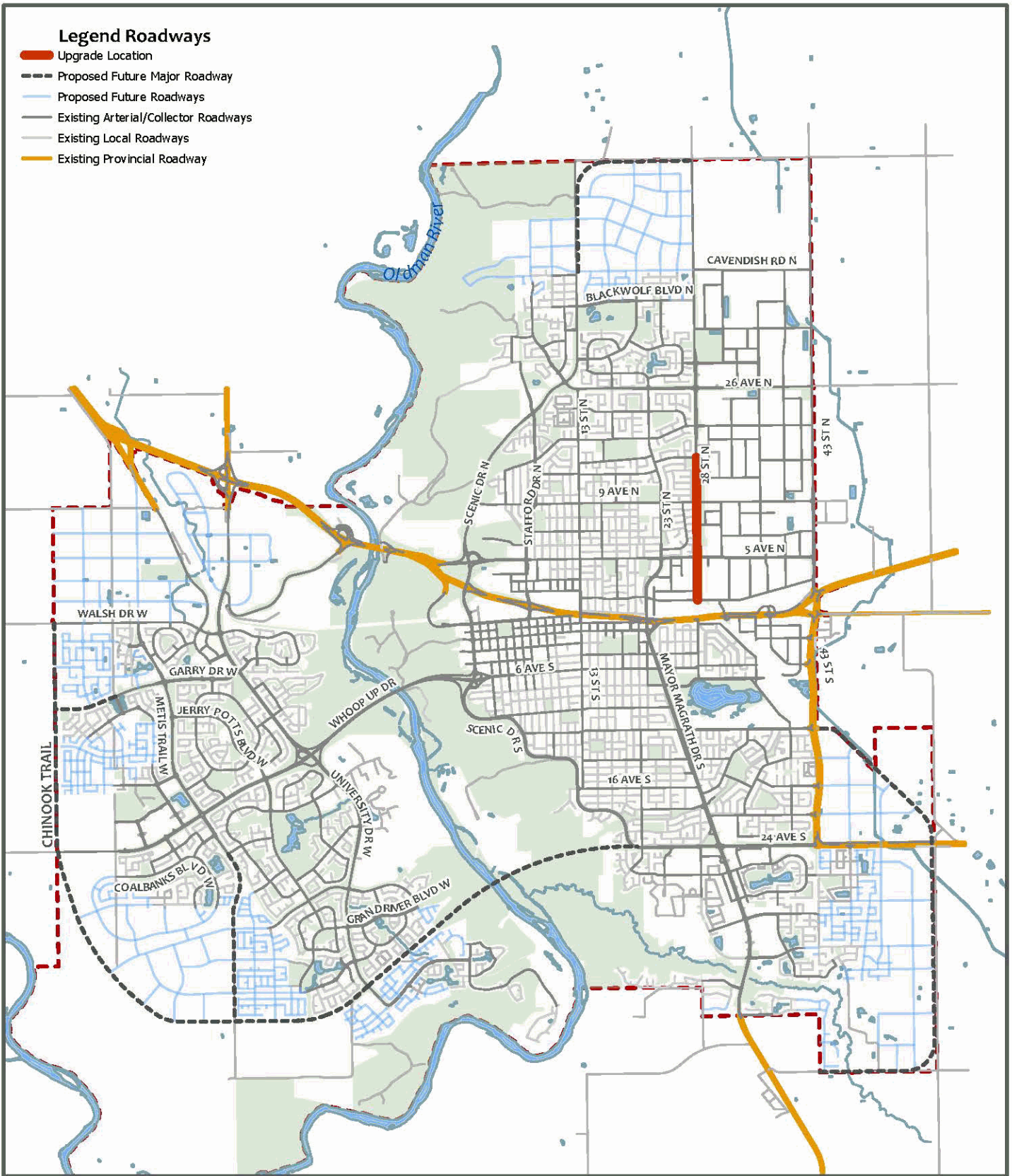
Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
<p>Extension of sanitary sewer trunk along 28 Street North between 2 Avenue and 15A Avenue. This project must occur in advance of road upgrades to 28 Street North.</p> <p>Where possible the trunk will be installed within the green strip on the east side of 18 Street to preserve the existing roadway.</p>	<p>This project is part of the Southeast Sewer Servicing Strategy.</p> <p>This project extends the infrastructure required to service portions of the Southeast Area Structure Plan and will replace interim measures built to service the Southbrook development.</p> <p>The actual timing and delivery of this project will be subject to the financial capacity of the Offsite levy and community growth demands.</p>

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction										8,343		8,343
Consultive Services										927		927
										9,270		9,270
Total Costs										9,270		9,270
Funding												
Borrowing - Offsites										9,270		9,270
										9,270		9,270
Total Funding										9,270		9,270
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	772	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Gravity Main - Sanitary Sewer
28 St N - 2 Ave N to 15A Ave N



CITY OF
Lethbridge

Major Program: **Urban Development (Offsite Levy)**

Project Title: **Southeast Lift Station Phase 1**

Dept - Project #: **560**

Start Year: **2030**

End Year: **2030**



Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
As part of the Southeast Lethbridge Sanitary Sewer Servicing Strategy the construction of the phase one lift station near the intersection of 10 Avenue S and 43 Street.	<p>This project provides sanitary sewer capacity to service the Southeast Area Structure Plan. It will also facilitate redevelopment of the Exhibition lands.</p> <p>The timing of this project has been delayed to reflect the financial capacity of the Offsite levy.</p> <p>The actual timing and delivery of this project will be subject to the financial capacity of the Offsite levy and community growth demands.</p>

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction										7,555		7,555
Consultive Services										840		840
										8,395		8,395
Total Costs										8,395		8,395
Funding												
Borrowing - Offsites										8,395		8,395
										8,395		8,395
Total Funding										8,395		8,395
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	699	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	14	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Southeast Lift Station Phase 1



CITY OF
Lethbridge

Major Program: **Urban Development (Offsite Levy)**

Project Title: **North 13 Street Storm Outfall**

Dept - Project #: **561**

Start Year: **2030**

End Year: **2030**



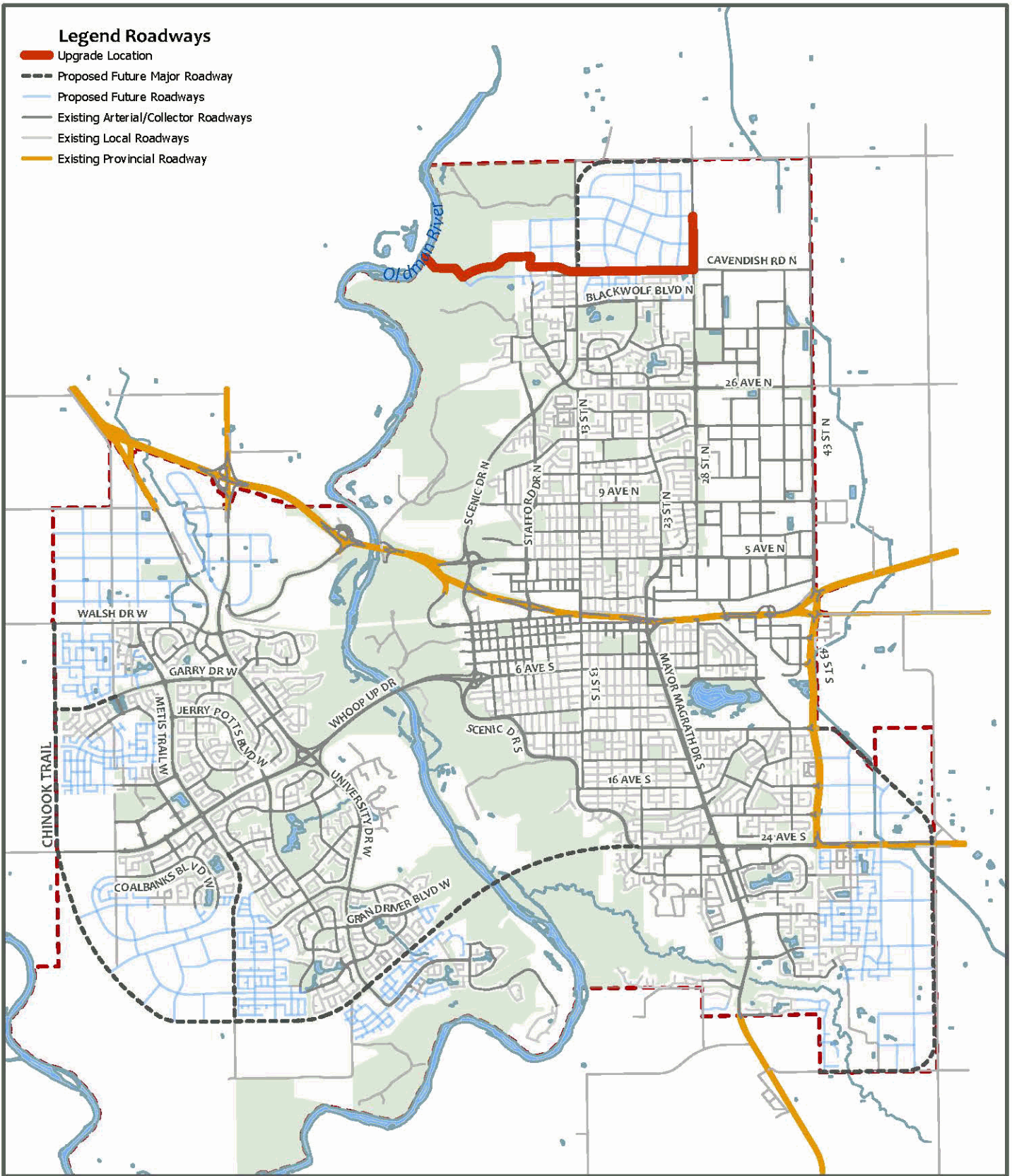
Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
<p>From Outfall at River to 13 Street and along 44 Avenue to 28 Street and along 28 Street for 400m. Portions of this storm sewer will be completed with the construction of 44 Avenue by the land developer with the first phases of the Royal View neighbourhood.</p>	<p>This new outfall is required to provide storm water capacity for the Royal View Area Structure Plan, along with areas of the Sherring Industrial Park and will allow growth to continue in north Lethbridge. The first few phases of Royal View and the northern part of Blackwolf will be serviced to the south on an interim basis but will ultimately drain through this outfall. This outfall is described within the Royal View Area Structure Plan.</p> <p>The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.</p>

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction										6,799		6,799
Consultive Services										756		756
										7,555		7,555
Total Costs										7,555		7,555
Funding												
Borrowing - Offsites										7,555		7,555
										7,555		7,555
Total Funding										7,555		7,555
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	629	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

<u>Comments</u>



North 13 St
Storm Outfall



CITY OF
Lethbridge

Major Program: **Urban Development (Offsite Levy)**

Project Title: **Macleod Drive West Storm Outfall**

Dept - Project #: **352**

Start Year: **2030**

End Year: **2030**



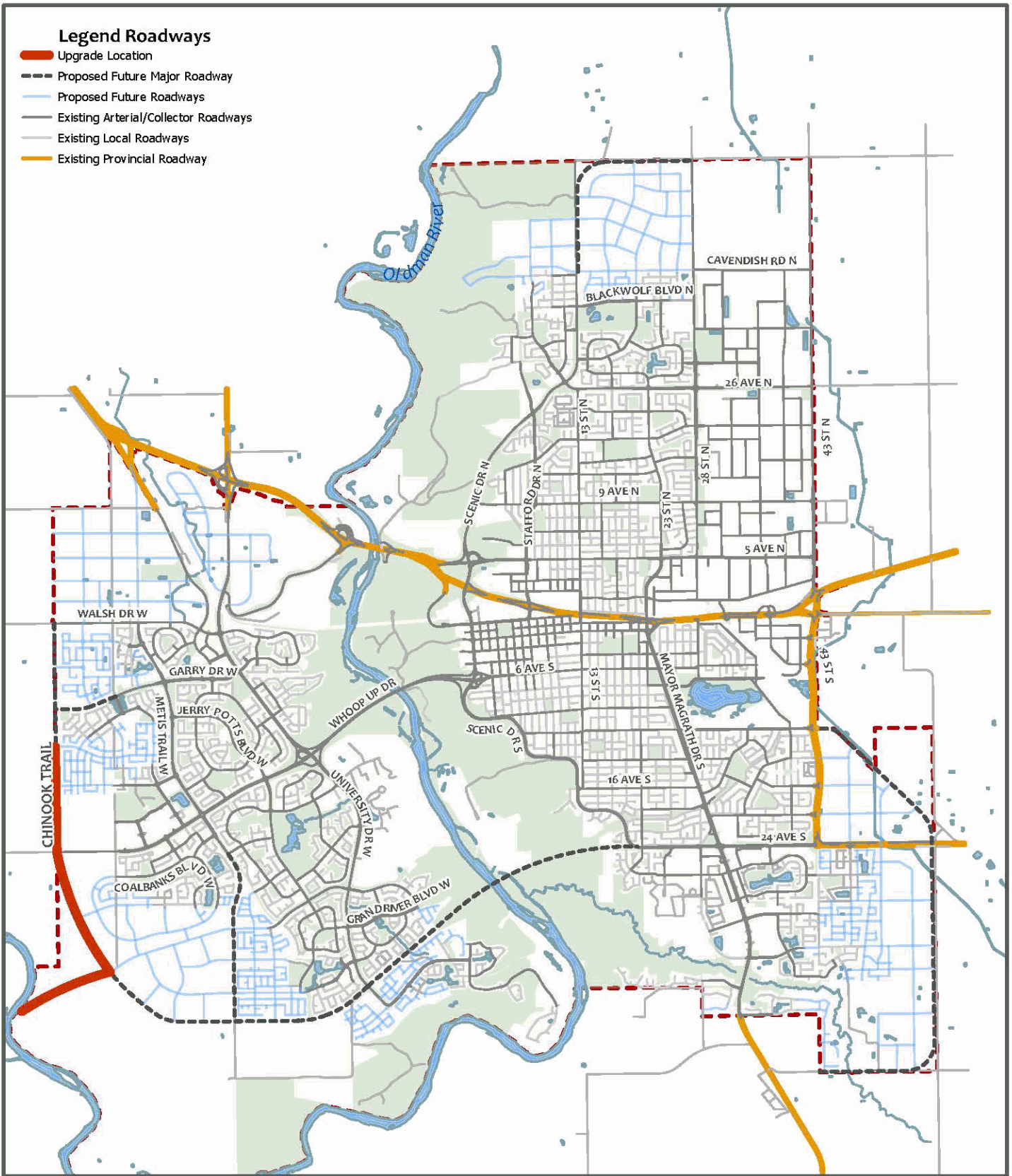
Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
<p>A new storm outfall draining to the Oldman River proceeding westward in the vicinity of the extension of Macleod Drive West.</p>	<p>As growth in the westside peninsula proceeds the land begins to slope towards the west. A storm water outfall will be required to drain the area of the peninsula west of the drainage divide and south of Whoop Up Drive.</p> <p>Several future outfalls have been identified that will allow growth on the peninsula to proceed. Growth projections indicate that a new outfall draining the south west portion of the peninsula will be required by approximately 2030.</p> <p>The timing of this project will depend on the capacity of the Offsite Levy and community growth demands.</p>

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction										6,346		6,346
Consultive Services										705		705
										7,051		7,051
Total Costs										7,051		7,051
Funding												
Borrowing - Offsites										7,051		7,051
										7,051		7,051
Total Funding										7,051		7,051
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	1,529	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Macleod Dr W
Storm Outfall



CITY OF
Lethbridge

Off Site Levy Rates in Other Municipalities (May 2, 2022)

Medicine Hat, Alberta (2018)

<https://www.medicinehat.ca/en/government-and-city-hall/resources/Documents/Bylaws/4157.pdf>

- 17 nodes
- Levy rates are between \$139,557 and \$407,359 with different areas being offered different Municipal Assistance
- The Corvus Model is used
- Projects are not listed in the published Bylaw

Red Deer, Alberta (2019)

https://www.reddeer.ca/media/reddeerca/city-government/bylaws/Off-Site-Levy-Bylaw-3631_2019.pdf

- 19 Basins
- Levy Rate ranges from \$76,529 – 308,956
- Levy lists all project, their value, which basins benefit and the Developer share of the costs
- Levy lists Area to be Developed in each basin

Okotoks, Alberta (2021)

<https://www.okotoks.ca/sites/default/files/2021-01/Bylaw%2004-20%20Offsite%20Levy.pdf>

- Levy rate \$202,580 in 2022
- Bylaw contains a Background Report detailing the methodology and Projects
 - 60 year forecast, 1,417 Ha of developable land
 - Includes financial factors
 - One basin
 - Projects listed

Grand Prairie, Alberta (2008)

<https://www.cityofgp.com/sites/default/files/uploads/bylaws/bc1197.pdf>

- 70 Contributing Areas
- Projects listed
- Only has a Transportation Offsite Levy \$52,800
- Utilities are built by Aquatera and there is no levy for underground infrastructure.
- They are in the process of updating their bylaw but it is still in Draft form https://ehq-production-canada.s3.ca-central-1.amazonaws.com/2c152e04dd78f267d7bce128c06d78d571012c5d/original/1627416620/0832a1d09ec0543ca8128c28b2bd6810_bc1437_DRAFT.pdf?X-Amz-Algorithm=AWS4-HMAC-SHA256&X-Amz-Credential=AKIAIBJCUK4Z04WUUA%2F20220502%2Fca-central-1%2Fs3%2Faws4_request&X-Amz-Date=20220502T165359Z&X-Amz-Expires=300&X-Amz-SignedHeaders=host&X-Amz-Signature=54866ffd8b87a1a4067108e51b6e324f7c61ac779b1627864fcf294d3d5952eb

Strathcona County, Alberta (2019)

https://www.strathcona.ca/files/files/14-2019_offsite_development_levies.pdf

- Breaks down into 6 areas
- Projects Listed
- Levies range from \$6,888 to \$244,792

Calgary, Alberta (2018)

https://www.calgary.ca/search.html?q=Bylaw+41M2018&W_srch_res=19

- Water, Sanitary and Transportation are the same but Storm depends on the catchment.
- Transportation portion is calculated using the current City Boundary. The other components are calculated based on the next 15 years.
- Levies range from \$365,639 - \$409,749/Ha.
- Currently undergoing a review with an updated bylaw anticipated in 2022

Camrose, Alberta (2017)

<https://www.camrose.ca/en/your-government/bylaws.aspx#Off-Site-Levy-Bylaw>

- 84 Off Site Levy Areas
- Net Developable land 1,727 Ha.
- Development timeline 25 yrs
- Projects Listed
- Levies range from \$12,561 to \$201,472

St Albert (2022)

https://stalbert.ca/site/assets/files/18433/off-site_levy_consolidation_by_bl_20-2022.pdf

- 83 Development areas
- Projects Listed
- Levies range from \$225,987 to \$367,383

Airdrie, Alberta (2021)

<https://www.airdrie.ca/index.cfm?serviceID=402#:~:text=Development%20levies%20or%20off%20site,the%20Municipal%20Government%20Act%2C%20R.S.A.>

- 6 Areas
- Includes Engineering, Levy Report, Enhanced Landscaping, Land Acquisition and Recreation
- Projects Listed
- Levy is \$93,071 - \$103,288/acre (approx. \$229,885 – 255,121/Ha)

Chestermere, Alberta (2021)

<https://chestermere.ca/DocumentCenter/View/17914/2021-013-21-OSL-Bylaw>

- 18 Development Areas
- Used Corvus

- Levy ranges from \$167,842 to \$317,473

Strathmore, Alberta (2015)

<https://strathmore.ca/en/town-hall/resources/Documents/bylaws/15-17---Offsite-Levy-Fees-ID-2548.pdf>

- Residential Levy is \$96,218
- Commercial/Industrial Levy is \$73,842

Victoria, BC (Development Cost Charge 2021)

<https://www.victoria.ca/EN/main/residents/planning-development/land-development/development-cost-charge.html>

- Detached Dwelling - \$6,630/lot
- Two Family Dwelling - \$11,881.57/lot
- No other information provided

Kelowna, BC (Development Cost Charge 2020)

<https://apps.kelowna.ca/CityPage/Docs/PDFs/Bylaws/Development%20Cost%20Charge%20Bylaw%20No.10515.pdf>

- Split into Roads, Water, Trunks, Treatment and Parks
- 6 Areas for roads, 2-3 areas for other utilities
- Different costs for units/Ha
- Approximately \$34,000/ha

Kamloops, BC (Development Cost Charge 2017)

<https://kamloops.civicweb.net/document/8471>

- Development Cost Charges \$29.35 to \$56.43/m² of floor area

Regina (couldn't find a bylaw)

Saskatoon (Couldn't find a bylaw)

Humbolt Sk

- Includes Parks
- Levy fee is \$165,953.00 for residential and \$107,804.00 for commercial/industrial

RM Wood Buffalo, Alberta (2016)

<https://www.rmwb.ca/en/mayor-council-and-administration/resources/Documents/bylaws/Offsite-Levy-Bylaw-15-027.pdf>

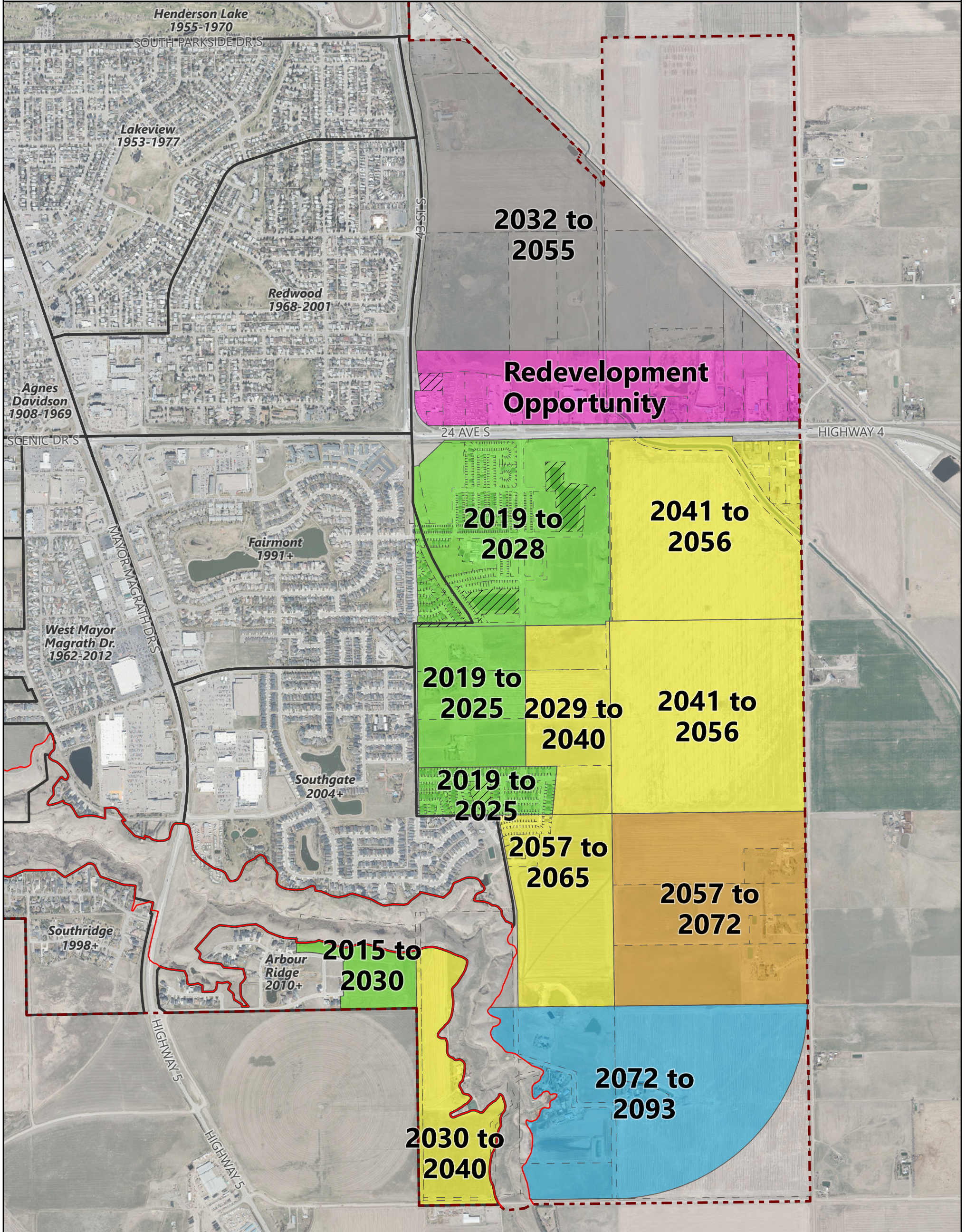
- 4 Residential Areas, 10 Commercial/Industrial/Institutional Areas
- Levy rates from \$1,738 – \$8,785/capita

							With Inflation in Book	
Project	CIP Page	Description	Roads	Water	San Sewer	Storm	Total 2019 COST	Year
			Estimate	Estimate	Estimate	Estimate		
West Siphon Screen Relocation	EO-1	West Siphon Screen Relocation Year 1	\$ -	\$ 0	\$ -	\$ -	\$ 960,403	2023
West Siphon Screen Relocation	EO-1	West Siphon Screen Relocation Year 2	\$ -	\$ 0	\$ -	\$ -	\$ 990,176	2024
N Scenic Dr	CO-2	Uplands Blvd to Grace Dainty Rd Stage 1	\$ 2,964,000	\$ 0	\$ -	\$ -	\$ 3,453,000	2024
Metis Trail		Intersection Metis Trail and Station Gate	\$ 480,000	\$ 0	\$ -	\$ -	\$ 480,000	2025
Walsh Dr	CO-3	University Dr W to Metis Tr W Underground	\$ -	\$ 880,000	\$ 3,096,000	\$ 3,096,000	\$ 8,705,000	2025
Walsh Dr	CO-3	East of West Side Dr W to Metis Tr W Stage 2	\$ 6,900,000	\$ 0	\$ -	\$ -	\$ 8,544,000	2026
University Dr N	CO-4	Walsh Dr W to Hwy 3 Interchange Design	\$ -	\$ 0	\$ -	\$ -	\$ 557,000	2026
N Scenic Dr	CO-1	26 Ave and Scenic Dr intersection improvement, talk	\$ 1,275,000	\$ 0	\$ -	\$ -	\$ 395,000	2027
28 ST N	EO-2	Kodiak Gate to Blackwolf Blvd N Underground	\$ -	\$ 320,000	\$ -	\$ -	\$ 505,428	2028
Metis Trail	CO-6	Coalbrook Gate W to Greatbear Blvd W Stage 1	\$ 3,504,000	\$ 0	\$ -	\$ -	\$ 4,612,000	2028
Metis Trail	CO-6	Coalbrook Gate W to Greatbear Blvd W Underground	\$ -	\$ 0	\$ 1,512,000	\$ -	\$ 1,990,122	2028
26 AVE N	CO-7	23 St N to N Scenic Dr Stage 2	\$ 7,344,000	\$ 0	\$ -	\$ -	\$ 4,983,000	2029
SE Regional Lift Station	EO-3	26 Avenue N - 23 St N to Stafford Regional Trunk as p	\$ -	\$ 0	\$ 2,304,000	\$ -	\$ 3,127,000	2029
University Dr N	CO-5	Walsh Dr W to WLEC Commercial Access Stage 1	\$ 3,552,000	\$ 0	\$ -	\$ -	\$ 4,820,140	2029
University Dr N	CO-5	Walsh Dr W to WLEC Commercial Access Undergroun	\$ -	\$ 480,000	\$ 1,584,000	\$ 1,296,000	\$ 4,689,865	2029
Storm Trunk and Outfall serving n of 44 a	EO-7	From Outfall at river to 13 St and along 44 Ave to 28	\$ -	\$ 0	\$ -	\$ 5,400,000	\$ 7,555,000	2030
28 ST N	CO-8	Kodiak Gate to Blackwolf Blvd N Stage 1	\$ 5,388,000	\$ 0	\$ -	\$ -	\$ 7,538,291	2030
SE Regional Lift Station	EO-6	SE Lift Station Phase 1	\$ -	\$ 0	\$ -	\$ -	\$ 8,395,000	2030
SE Regional Lift Station	EO-5	Regional Trunk Along 28 St N From 2 Ave N to 14 Ave	\$ -	\$ 0	\$ 5,688,000	\$ -	\$ 9,270,000	2030
SE Regional Lift Station	EO-4	SE Gravity Sewer Parkside Dr S to 24 Ave S	\$ -	\$ 0	\$ 6,480,000	\$ -	\$ 9,066,000	2030
Extreme West storm outfall	EO-8	Chinook outfall	\$ -	\$ 0	\$ -	\$ 5,040,000	\$ 7,051,000	2030
N Scenic Dr	CO-2	Grace Dainty Rd to 44 Ave Stage 1	\$ 5,388,000	\$ 0	\$ -	\$ 756,000	\$ 8,862,000	2031
SE Regional Lift Station	EO-4	SE Gravity Main 51 St S - 24 Ave S to 33 Ave S	\$ -	\$ 0	\$ 4,320,000	\$ -	\$ 6,044,000	2031
SE Regional Lift Station		SE Gravity Main 33 Ave S to 44 Ave S	\$ -	\$ 0	\$ 1,512,000	\$ -	\$ 1,512,000	2032
Walsh Dr		Metis Tr W to 400m W of Metis Tr W Underground	\$ -	\$ 0	\$ 864,000	\$ 864,000	\$ 1,728,000	2032
43 ST N		9 Ave N to 26 Ave N Stage 1 & 2	\$ 9,372,000	\$ 0	\$ -	\$ -	\$ 9,372,000	2033
Walsh Dr		Metis Tr W to 400m W of Metis Tr W Stage 2	\$ 1,968,000	\$ 0	\$ -	\$ -	\$ 1,968,000	2033
Metis Trail		Whoop-up Dr W to Caledonia Blvd W Stage 2	\$ 3,984,000	\$ 0	\$ -	\$ -	\$ 3,984,000	2034
Garry Dr. W		Garry Station Port W to Homestead Blvd W Stage 1	\$ 2,078,400	\$ 0	\$ -	\$ -	\$ 2,078,400	2034
Garry Dr. W		Garry Station Port W to Homestead Blvd W Undergro	\$ -	\$ 296,000	\$ 799,200	\$ -	\$ 1,095,200	2034
28 ST N		from 5 th Ave including intersection to 9 th including in	\$ 6,864,000	\$ 0	\$ -	\$ -	\$ 6,864,000	2035
University Dr S		Sunridge Blvd W to Canyons Parkway W Stage 2	\$ 4,416,000	\$ 0	\$ -	\$ -	\$ 4,416,000	2036
SE Storm Outfall		SE Regional Storm outfall and trunk	\$ -	\$ 0	\$ -	\$ 7,200,000	\$ 7,200,000	2037
N Scenic Dr		44 Ave N to 400 m Past 44 Ave Stage 1	\$ 2,208,000	\$ 0	\$ -	\$ -	\$ 2,208,000	2038
N Scenic Dr		44 Ave N to 400 m Past 44 Ave Underground	\$ -	\$ 0	\$ 864,000	\$ 864,000	\$ 1,728,000	2038
University Dr N		WLEC Commercial Access to Hwy 3 Interchange Stag	\$ 4,800,000	\$ 0	\$ -	\$ -	\$ 4,800,000	2039
University Dr N		WLEC Commercial Access to Hwy 3 Interchange Unde	\$ -	\$ 800,000	\$ 2,160,000	\$ 2,160,000	\$ 5,120,000	2039
26 AVE N		34 St N to 43 St N Stage 2	\$ 5,880,000	\$ 0	\$ -	\$ -	\$ 5,880,000	2042
Metis Trail		Caledonia Blvd W to Garry Dr W Stage 2	\$ 7,488,000	\$ 0	\$ -	\$ -	\$ 7,488,000	2043
N Scenic Dr		400 m Past 44 Ave to Cemetery Stage 1	\$ 2,748,000	\$ 0	\$ -	\$ -	\$ 2,748,000	2044
N Scenic Dr		400 m Past 44 Ave to Cemetery Underground	\$ -	\$ 0	\$ 864,000	\$ 864,000	\$ 1,728,000	2044

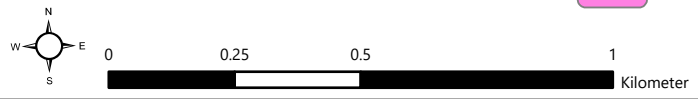
28 ST N	9th Avenue to 18th Ave N. Design & Constr Stage 1 &	\$ 6,864,000	\$ 0	\$ -	\$ -	\$ 6,864,000	2044
10 Ave S	13 St S to MMD S Stage 2	\$ 8,082,000	\$ 0	\$ -	\$ -	\$ 8,082,000	2044
Water Main Looping	North of CPR Under CPR to West (Cased Crossing of C	\$ -	\$ 0	\$ -	\$ -	\$ 0	2045
58 St	33 Ave S to 44 Ave S Stage 1	\$ 3,600,000	\$ 0	\$ -	\$ -	\$ 3,600,000	2046
Metis Trail	Temple Blvd W to Whoop-up Dr W Stage 2	\$ 3,984,000	\$ 0	\$ -	\$ -	\$ 3,984,000	2046
Garry Dr. W	Squamish Blvd W to Garry Station Port W Stage 2	\$ 6,144,000	\$ 0	\$ -	\$ -	\$ 6,144,000	2046
43 ST N	26 Ave N to 44 Ave N Underground	\$ -	\$ 1,320,000	\$ -	\$ -	\$ 1,320,000	2047
Walsh Dr	400m W of Metis Tr W to Chinook Tr W Stage 1	\$ 1,728,000	\$ 0	\$ -	\$ -	\$ 1,728,000	2047
Walsh Dr	400m W of Metis Tr W to Chinook Tr W Underground	\$ -	\$ 960,000	\$ 4,320,000	\$ 864,000	\$ 6,144,000	2047
6 Avenue S	Scenic Dr S to MMD S Stage 2	\$ -	\$ 0	\$ -	\$ -	\$ 0	2052
SE Regional Lift Station	SE Lift Station Phase 2	\$ -	\$ 0	\$ -	\$ -	\$ 0	2052
Chinook Trail	Whoop-up Dr W to Garry Dr W Stage 1	\$ 10,560,000	\$ 0	\$ -	\$ -	\$ 10,560,000	2052
Chinook Trail	Whoop-up Dr W to Garry Dr W Underground	\$ -	\$ 1,600,000	\$ 6,480,000	\$ 1,728,000	\$ 9,808,000	2052
Chinook Trail	Garry Dr W to Walsh Dr W Underground	\$ -	\$ 960,000	\$ 3,744,000	\$ -	\$ 4,704,000	2052
Garry Dr. W	Homestead Blvd W to Chinook Tr W Stage 1	\$ 2,424,000	\$ 0	\$ -	\$ -	\$ 2,424,000	2052
Garry Dr. W	Homestead Blvd W to Chinook Tr W Underground	\$ -	\$ 360,000	\$ -	\$ -	\$ 360,000	2052
43 ST N	26 Ave N to 44 Ave N Stage 1 & 2	\$ 16,206,000	\$ 0	\$ -	\$ -	\$ 16,206,000	2054
Extreme West storm outfall	Macleod outfall	\$ -	\$ 0	\$ -	\$ 5,400,000	\$ 5,400,000	2054
Chinook Trail	South West peninsula Lift Station	\$ -	\$ 0	\$ -	\$ -	\$ 0	2054
Chinook Trail	University Dr W to Metis Tr W Stage 1	\$ 10,080,000	\$ 0	\$ -	\$ -	\$ 10,080,000	2054
Chinook Trail	University Dr W to Metis Tr W Underground	\$ -	\$ 1,600,000	\$ 1,728,000	\$ 864,000	\$ 4,192,000	2054
Metis Trail	Garry Dr W to Walsh Dr W Stage 2	\$ 5,328,000	\$ 0	\$ -	\$ -	\$ 5,328,000	2054
Walsh Dr	East of West Side Dr W To 400m W of Metis Tr W Sta	\$ 9,948,000	\$ 0	\$ -	\$ -	\$ 9,948,000	2054
Metis Trail	Macleod Dr W to Chinook Tr W Stage 1	\$ 6,144,000	\$ 0	\$ -	\$ -	\$ 6,144,000	2055
Metis Trail	Macleod Dr W to Chinook Tr W Underground	\$ -	\$ 0	\$ 2,592,000	\$ -	\$ 2,592,000	2055
N Scenic Dr	5 Ave N to Stafford Dr N Stage 2	\$ 12,768,000	\$ 0	\$ -	\$ -	\$ 12,768,000	2057
58 St	10 Ave S to 17 Ave S Stage 1	\$ 6,144,000	\$ 0	\$ -	\$ -	\$ 6,144,000	2057
58 St	10 Ave S to 17 Ave S Underground	\$ -	\$ 960,000	\$ 1,296,000	\$ -	\$ 2,256,000	2057
SE Regional Lift Station	South of 44 Ave Trunks and North Lift station Upgrad	\$ -	\$ 0	\$ 1,360,800	\$ -	\$ 1,360,800	2057
Metis Trail	Walsh Dr W to "5 Ave" W Stage 1	\$ 4,896,000	\$ 0	\$ -	\$ -	\$ 4,896,000	2057
Metis Trail	Walsh Dr W to "5 Ave" W Underground	\$ -	\$ 640,000	\$ 1,728,000	\$ 1,728,000	\$ 4,096,000	2057
Chinook Trail	Macleod Dr W to Whoop-up Dr W Stage 1	\$ 11,904,000	\$ 0	\$ -	\$ -	\$ 11,904,000	2059
Chinook Trail	Macleod Dr W to Whoop-up Dr W Underground	\$ -	\$ 1,760,000	\$ 5,472,000	\$ 1,728,000	\$ 8,960,000	2059
28 ST N	Blackwolf Blvd N to 44 Ave N Stage 1	\$ 2,208,000	\$ 0	\$ -	\$ -	\$ 2,208,000	2060
28 ST N	Blackwolf Blvd N to 44 Ave N Storm	\$ -	\$ 0	\$ -	\$ 864,000	\$ 864,000	2060
43 ST N	44 Ave N to 62 Ave N Stage 2	\$ 9,372,000	\$ 0	\$ -	\$ -	\$ 9,372,000	2061
N Scenic Dr	Stafford Dr to Uplands Blvd Stage 2	\$ 4,575,000	\$ 0	\$ -	\$ -	\$ 4,575,000	2062
Metis Trail	McLeod Dr W to Temple Blvd W Stage 2	\$ 7,008,000	\$ 0	\$ -	\$ -	\$ 7,008,000	2064
58 St	24 Ave S to South of Canal Stage 1	\$ 3,072,000	\$ 0	\$ -	\$ -	\$ 3,072,000	2066
58 St	24 Ave S to South of Canal Underground	\$ -	\$ 480,000	\$ -	\$ -	\$ 480,000	2066
58 St	South of Canal to 33 Ave S Stage 1	\$ 2,208,000	\$ 0	\$ -	\$ -	\$ 2,208,000	2066
University Dr N	Walsh Dr W to WLEC Commercial Access Stage 2	\$ 5,280,000	\$ 0	\$ -	\$ -	\$ 5,280,000	2066
University Dr N	WLEC Commercial Access to Hwy 3 Interchange Stage	\$ 4,800,000	\$ 0	\$ -	\$ -	\$ 4,800,000	2066
N Scenic Dr	Uplands Blvd to 44 Ave Stage 2	\$ 4,200,000	\$ 0	\$ -	\$ -	\$ 4,200,000	2067

N Scenic Dr	44 Ave N to 400 m Past 44 Ave Stage 2	\$ 2,988,000	\$ 0	\$ -	\$ -	\$ 2,988,000	2067
58 St	17 Ave S to 24 Ave S Stage 1	\$ 6,144,000	\$ 0	\$ -	\$ -	\$ 6,144,000	2067
58 St	17 Ave S to 24 Ave S Underground	\$ -	\$ 960,000	\$ 1,296,000	\$ -	\$ 2,256,000	2067
Whoop-Up Dr	Mauritania Blvd W to Chinook Tr W Stage 1	\$ 6,624,000	\$ 0	\$ -	\$ -	\$ 6,624,000	2068
Whoop-Up Dr	30 St W to Chinook Tr W Underground	\$ -	\$ 960,000	\$ 1,728,000	\$ 864,000	\$ 3,552,000	2068
Chinook Trail	Garry Dr W to Walsh Dr W Stage 1	\$ 6,144,000	\$ 0	\$ -	\$ -	\$ 6,144,000	2069
28 ST N	44 Ave N to 50 Ave N Stage 1	\$ 4,956,000	\$ 0	\$ -	\$ -	\$ 4,956,000	2070
28 ST N	44 Ave N to 50 Ave N Underground	\$ -	\$ 640,000	\$ -	\$ 1,728,000	\$ 2,368,000	2070
N Scenic Dr	Cemetery Entrance along curve to 62 Ave to 800m Ea	\$ 5,232,000	\$ 0	\$ -	\$ -	\$ 5,232,000	2071
Extreme West/South storm outfall	Straight south from Metis	\$ -	\$ 0	\$ -	\$ 5,040,000	\$ 5,040,000	2072
Metis Trail	"5 Ave" W to West Side Drive Stage 1	\$ 8,736,000	\$ 0	\$ -	\$ -	\$ 8,736,000	2072
Metis Trail	"5 Ave" W to West Side Drive Underground	\$ -	\$ 1,440,000	\$ 4,752,000	\$ 3,888,000	\$ 10,080,000	2072
28 ST N	Kodiak Gate to Blackwolf Blvd N Stage 2	\$ 5,388,000	\$ 0	\$ -	\$ -	\$ 5,388,000	2076
28 ST N	50 Ave N to 62 Ave N Stage 1	\$ 3,456,000	\$ 0	\$ -	\$ -	\$ 3,456,000	2080
28 ST N	50 Ave N to 62 Ave N Underground	\$ -	\$ 640,000	\$ -	\$ 1,728,000	\$ 2,368,000	2080
62 AVE N	800m East of N Scenic Dr to 28 St N Stage 1	\$ 3,936,000	\$ 0	\$ -	\$ -	\$ 3,936,000	2082
62 AVE N	800m East of N Scenic Dr to 28 St N Underground	\$ -	\$ 320,000	\$ -	\$ 864,000	\$ 1,184,000	2082
62 AVE N	28 St N to 43 St N Stage 1	\$ 8,832,000	\$ 0	\$ -	\$ -	\$ 8,832,000	2082
62 AVE N	28 St N to 43 St N Underground	\$ -	\$ 1,280,000	\$ -	\$ -	\$ 1,280,000	2082
58 St	44 Ave S to 60 Ave S to Six-mile Coulee Stage 1	\$ 5,664,000	\$ 0	\$ -	\$ -	\$ 5,664,000	2082
Chinook Trail	Metis Tr W to Macleod Dr W Stage 1	\$ 8,304,000	\$ 0	\$ -	\$ -	\$ 8,304,000	2082
Chinook Trail	Metis Tr W to Macleod Dr W Underground	\$ -	\$ 1,360,000	\$ 1,728,000	\$ 864,000	\$ 3,952,000	2082
Metis Trail	Walsh Dr W to "5 Ave" W Stage 2	\$ 4,896,000	\$ 0	\$ -	\$ -	\$ 4,896,000	2082
WLEC	"5 Ave " W/ Bridge Drive W Rail Crossing (Metis Tr W	\$ -	\$ 0	\$ -	\$ -	\$ 0	2082
Metis Trail	"5 Ave" W to West Side Drive Stage 2	\$ 8,736,000	\$ 0	\$ -	\$ -	\$ 8,736,000	2083

South Lethbridge Growth Scenario



-  City Boundary
-  Safe Development Setback Line
-  City Owned Parcel
-  Neighbourhood Boundary
-  Parcel Boundary
-  Residential Short Term Development
-  Residential Medium Term Development
-  Residential Long Term Development
-  Residential Very Long Term Development
-  Employment/Industrial Development
-  Redevelopment Opportunity



NOT INTENDED FOR USE BEYOND THE OFFSITE LEVY REVIEW 2015 (Update April 2022)

Though updated in July 2019, these growth scenario maps are only current up to the date of their creation. Any use of the information is totally at your own risk. These guesses about the future are made in order to establish a timeline for projects as an input into the Offsite Levy Rate Calculation. The information used to generate the maps is constantly changing. These dates have no official status and can change at any time for any reason. Factors impacting the timing and order of development are completely beyond the control of the authors of these maps. The dates do not dictate timing or order of development.

This map created April 07 2022.

Linked Table of Contents – Offsite Levy Council Workshop May 31 -2022

5990 – Offsite Levy

The Offsite Levy Bylaw approved in 2020 setting the rates for 2021 and 2022

Inputs to the Offsite Levy Calculation

Financial Factors used in Calculating the Offsite Levy Rate

Describes inflation, interest rates and other financial factors used as inputs to the Offsite Levy calculation.

North_220407

South_220407

West_220407

Maps of the three city sectors forecasting the timelines of future land development. These maps are used to forecast the years in which various Offsite Levy funded projects will take place as an input to the Offsite Levy Cash Flow.

Project List WIP May 2022

The list of projects required to service the land within the city boundary. The project estimates are based on reviews of historical unit rates. The anticipated year of the project come from the growth forecast maps.

Reporting Requirements

Offsite Annual Report December 31, 2021

An example of the annual report on Offsite Levies provided as a draft each year in November and finalized each year in April/May. The report describes the inflows and outflows from the Offsite Levy accounts and reports on going projects funded from Offsite Levies.

Legislation

MGA Sections 648 – 650

Excerpt from the MGA covering the sections that discuss the Offsite Levy.

2017_187 - Offsite Levy Regulation

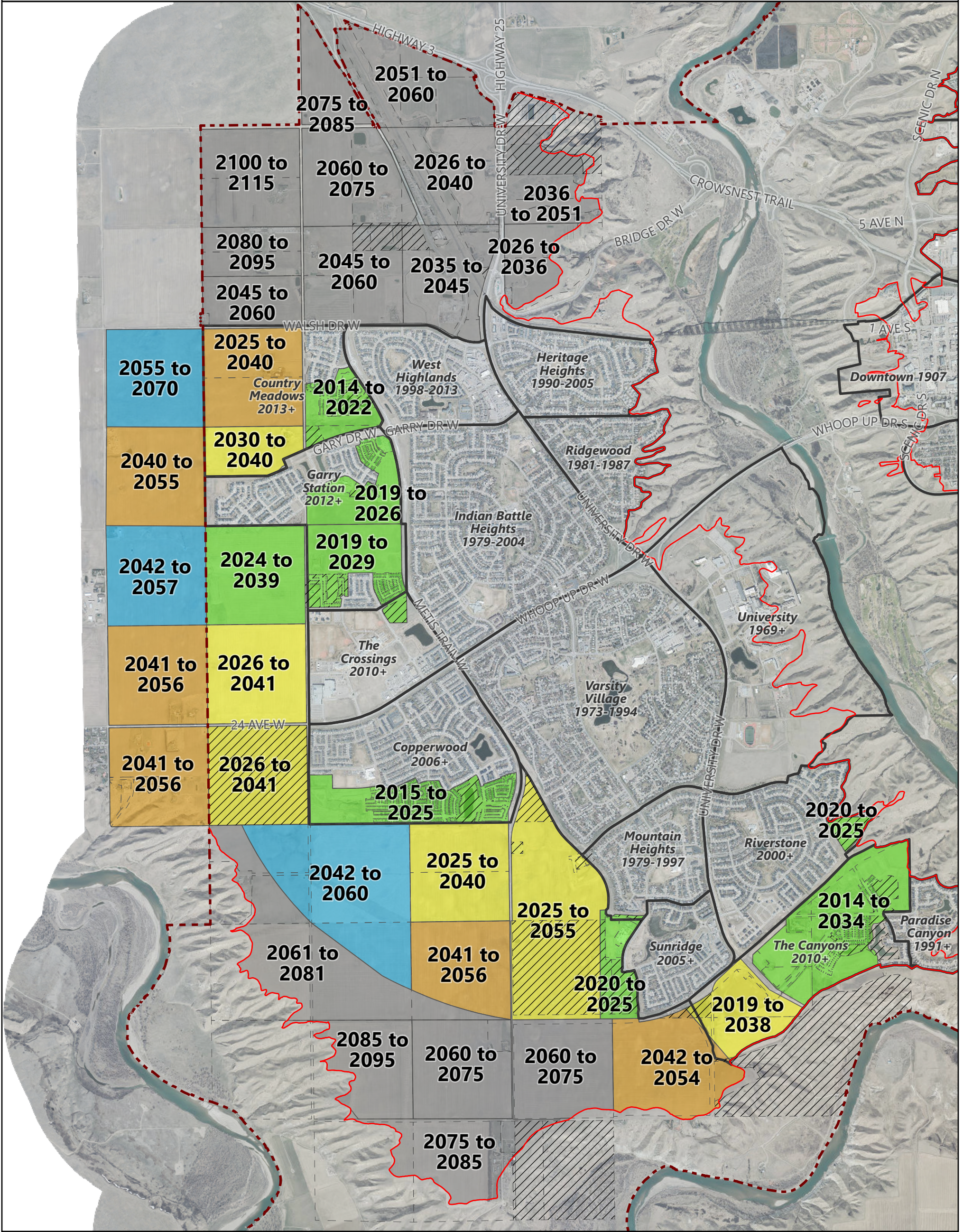
The Offsite Levy Regulation provides additional instructions on calculating, collecting and managing an Offsite Levy.

Additional Information

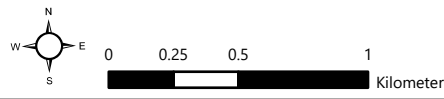
Other Municipalities Rates May 2022

This document demonstrates the wide variety of approaches and resulting ranges of Offsite Levy charges used in several communities in Alberta.

West Lethbridge Growth Scenario



- City Boundary
- Safe Development Setback Line
- City Owned Parcel
- Neighbourhood Boundary
- Parcel Boundary
- Residential Short Term Development
- Residential Medium Term Development
- Residential Long Term Development
- Residential Very Long Term Development
- Employment/Industrial Development
- Redevelopment Opportunity



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