



Consolidated Version
of
the Off-Site Levy Bylaw

(being Bylaw No. 30/2013 of the City of St. Albert, as amended by Bylaw No. 10/2019, Bylaw 5/2019, and Bylaw 3/2020 consolidated and printed under the authority of the Chief Administrative Officer of the City of St. Albert)

This is certified to be a true copy of consolidated
Bylaw No. 30/2013 of the City of St. Albert.

David S. Leflar
Director of Legal and Legislative Services
Chief Legislative Officer

The text shown in parentheses in various locations throughout this document identifies the corresponding amending bylaw which authorized the change. For example (BL 5/2019) refers to Bylaw No. 5/2019.

CITY OF ST. ALBERT

BYLAW 30/2013

Being a Bylaw to establish Off-site Levies

WHEREAS lands were annexed to the City of St. Albert by way of Order in Council 38/2007; and

WHEREAS a review of existing municipal infrastructure revealed that an expansion of base level infrastructure would be required to support growth into the annexed areas as existing infrastructure did not have capacity to absorb new development; and

WHEREAS the cost of the required base level infrastructure was assessed and the City concluded that the cost was too great for either the City or the landowners and developers to handle alone; and

WHEREAS the City, landowners and developers have agreed that the construction of the required base level infrastructure is a shared responsibility and have worked together to determine how the costs of the required infrastructure can be shared on an equitable basis; and

WHEREAS the City, the landowners and developers have agreed that in order to have all beneficiaries of development participate in the cost of providing the infrastructure a City-wide approach had to be implemented; and

WHEREAS Section 648 of the *Municipal Government Act*, R.S.A. 2000, c. M-26, as amended, allows a municipal council to pass a bylaw to provide for the imposition and payment of levies, to be known as "Off-Site Levies" in respect of land that is to be developed or subdivided and to authorize an agreement to be entered into in respect of the payment of the levies; and

WHEREAS the money collected from the imposition of the Off-Site Levies may only be used for the capital cost of the following municipal infrastructure:

- new or expanded facilities for the storage, transmission, treatment or supplying of water,
- new or expanded facilities for the treatment, movement or disposal of sanitary sewage,
- new or expanded storm sewer drainage facilities,
- new or expanded roads required for or impacted by a subdivision or development, and

- land required for or in connection with any of the above described facilities; and

WHEREAS the landowners and developers have agreed with the City, following extensive consultation and negotiations, that the imposition of Off-Site Levies is an appropriate vehicle to ensure widespread and equitable participation in the payment of the costs of providing necessary municipal infrastructure; and

WHEREAS Council has received reports and briefings regarding the development of the Off-Site Levies to be imposed within the boundaries of St. Albert and has advertised its intention to consider the passage of this Bylaw in accordance with the Act.

NOW THEREFORE the Council of the City of St. Albert, duly assembled, hereby ENACTS AS FOLLOWS:

1. This Bylaw may be referred to as the “Off-Site Levy Bylaw”.
2. In this Bylaw:
 - a. “Act” means the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended;
 - b. “Area” means the area of land, in hectares, being developed or subdivided less land being dedicated for municipal reserve, environmental reserve and road right-of-way for arterial roadways;
 - c. “Benefiting Area” means the area of land that will benefit from a particular piece of Municipal Infrastructure, as more specifically identified in Schedule “A”;
 - c.1 “Chief Administrative Officer” or “CAO” means the individual appointed by Council to the position of Chief Administrative Officer under section 205 of the *Municipal Government Act* and pursuant to the Chief Administrative Officer Bylaw; **(BL 5/2019)**
 - d. “City” means the municipal corporation of the City of St. Albert or where the context so requires the area within the boundaries of the City;
 - e. “City Council” means the municipal council for the City of St. Albert;
 - f. “Construction Costs” means the cost, incurred or as estimated and adjusted annually by the CAO, to complete the construction of Municipal Infrastructure and all necessary improvements forming part of the Municipal Infrastructure. Construction Costs shall include design, engineering, land costs, surveying costs, contingency costs and carrying costs. Estimated Construction Costs and Actual Construction Costs must

be verified to the satisfaction of the CAO; **(BL 5/2019)**

- g. “Developable Lands” means the total area of those lands within the City yet to be developed, less arterial road rights-of-way, municipal reserve and environmental reserve;
- h. “Development Agreement” means an agreement between the City and the Owner of the land being developed or subdivided that relates to the construction of municipal improvements, including Municipal Infrastructure, required to service the lands and allow development to proceed;
- i. “Development Permit” means a permit issued in accordance with the Land Use Bylaw by a Development Officer, the Subdivision and Development Appeal Board or the Court of Appeal of Alberta;
- j. **DELETED (BL 5/2019)**
- k. “Levy” means the amount, calculated in accordance with Sections 3 and 4 of this Bylaw, to be paid by an Owner to the City as the Owner’s contribution towards the costs of the construction of each type of the Municipal Infrastructure generally described as:
 - i new or expanded facilities for the storage, transmission, treatment or supplying of water,
 - ii new or expanded facilities for the treatment, movement or disposal of sanitary sewage,
 - iii new or expanded storm sewer drainage facilities,
 - iv new or expanded roads required for or impacted by a subdivision or development, and
 - v land required for or in connection with any of the above described facilities;
- l. “Municipal Infrastructure” means those facilities for
 - i new or expanded facilities for the storage, transmission, treatment or supplying of water,
 - ii new or expanded facilities for the treatment, movement or disposal of sanitary sewage,
 - iii new or expanded storm sewer drainage facilities,
 - iv new or expanded roads required for or impacted by a subdivision or development, and
 - v land required for or in connection with any of the above described facilities

as more specifically identified in Schedule “B”;
- m. “Net Construction Costs” means:

- i in the case of a Municipal Infrastructure not yet constructed, the difference between the estimated Construction Costs for that piece of Municipal Infrastructure, as determined from time to time by the CAO, less the total of money paid to the City in Off-Site Levies for that piece of Municipal Infrastructure or, **(BL 5/2019)**
- ii in the case of an already constructed piece of Municipal Infrastructure, the difference between the actual Construction Costs for that piece of Municipal Infrastructure, as determined by the CAO upon the completion of that piece of Municipal Infrastructure, less the total of money paid to the City in Off-Site Levies for that piece of Municipal Infrastructure; **(BL 5/2019)**
- n. “Owner” means the registered owner or person entitled to become the registered owner of undeveloped land within the City which land is the subject of an application for a Development Permit or an application for Subdivision;
- o. “Off-Site Levy Funds” means the levies collected by the City and interest on such levies less monies already spent constructing Municipal Infrastructure. A separate Off-Site Levy Fund shall be maintained for water infrastructure, sanitary sewer infrastructure, storm sewer infrastructure and roadway infrastructure;
- p. “Schedule A” means the map attached to and forming part of this Bylaw which divides the City into 42 areas for the purposes of establishing Benefiting Areas as required for the calculation of the Off-Site Levies;
- q. “Schedule B” means the listing of water infrastructure, sanitary sewer infrastructure, storm sewer infrastructure and roadway infrastructure attached to and forming part of this Bylaw and includes estimated dates of construction, estimated costs of construction (as of that date) and an indication of the areas that will benefit from each piece of Municipal Infrastructure;
- r. “Schedule “C” means the table identifying the Off-Site Levy rates for the Benefiting Areas; and
- s. “Subdivision” has the meaning provided for in the Act.

Imposition of Off-Site Levies

3. An Off-Site Levy shall be imposed on each hectare of land within the City at the time such land receives Subdivision approval or on the date of approval of a Development Permit, and are payable in accordance with section 12 of this Bylaw. All undeveloped land will be subject to Off-Site Levies whether the land is

to be developed for commercial, industrial, institutional, community or residential uses.

4. Off-Site Levies are deemed imposed whether or not the imposition of the Off-Site Levies is made a specific condition of Subdivision or the Development Permit.

Benefitting Areas

5. For the purposes of calculating the Off-Site Levies to be imposed on a Benefitting Area, the City shall be divided into 42 areas as shown on the map attached as Schedule "A".

Use of Off-Site Levies Funds

6. The Off-Site Levies Funds shall be used to pay the Construction Costs of the Municipal Infrastructure listed in Schedule "B".
 - 6.1 When Off-Site Levies Funds are expended for the purpose set out in Section 6, the CAO may direct that the Off-Site Levies Funds be accounted for and allocated on the basis that any funds collected as a result of a calculation for a particular category of Municipal Infrastructure referenced in Section 9 may be expended to pay for or reimburse capital costs of that same category of infrastructure located in any of these 42 areas shown on the map attached as Schedule "A" regardless of whether the amounts were calculated or collected in respect of lands within that same area on the Schedule "A" Map. **(BL 3/2020)**
7. Notwithstanding increases or decreases in the Off-Site Levy rate for particular pieces of Municipal Infrastructure, no portion of an Off-Site Levy paid by an Owner shall be refunded. The City shall not seek to charge the Owner an additional Off-Site Levy for the same area of land once the Owner has paid the Off-Site Levies for that land.

Off-site Levies

8. The Area of the land for which the Off-Site Levy is being imposed and collected shall be identified in the Development Permit or Subdivision approval that triggers the imposition of the Off-Site Levy.
9. The Off-Site Levy for a particular Area shall be the sum of all the Off-Site Levies against the land for each of the following categories of Municipal Infrastructure:
 - a. Water Infrastructure;
 - b. Sanitary Sewer Infrastructure;

- c. Storm Sewer Infrastructure; and
 - d. Roadway Infrastructure.
10. The Off-Site Levy rates are set out in Schedule “C”.
11. For each category of Municipal Infrastructure, an Off-Site Levy for land being developed or subdivided shall be calculated according to the following formula:

a. For Development Permits

| | | | |
|--|---|---|--|
| Off-Site Levy to be paid by Owner | = Area to be developed pursuant to the Development Permit | X | Municipal Infrastructure Off- Site Levy rates as identified in Column F in Schedule “C” in effect as of the date the Development Permit is issued |
|--|---|---|--|

b. For Subdivisions

| | | | |
|--|--|---|--|
| Off-Site Levy to be paid by Owner | = Area of the Subdivision approval | X | Municipal Infrastructure Off- Site Levy rates as identified in Column F in Schedule “C” in effect as of the date that the City approves the Development Agreement for the lands being subdivided |
|--|--|---|--|

Payment of Off-Site Levies

12. The Off-Site Levies shall be paid by the Owner of the land being developed or subdivided:
- a. for land to be developed at the time specified in the Development Permit approving the development; or
 - b. for land which is to be subdivided, prior to the City’s approval of the Development Agreement.
13. Unless otherwise agreed by the CAO, an Owner may not pay an Off-Site Levy that would be imposed upon land when that land is subdivided or developed prior to the subdivision or development of that land. **(BL 5/2019)**

Debt

14. Any payment of an Off-Site Levy pursuant to this Bylaw which is not made when due shall be a debt owing to the City by the Owner. This provision does not in any way affect any other remedy available to the City for late or non-payment of an Off-Site Levy.

Development Agreements

15. The entering into of a Development Agreement in respect of payment of Off-Site Levies is hereby authorized.
16. If the Development Agreement is not approved by the City, the Off-Site Levies paid shall be refunded to the Owner and the land shall be treated as if no Off-Site Levies had been imposed or collected with respect to that land.

Review of Off-Site Levies

17. The City shall review the Off-Site Levy projects and the Off-Site Levy rates no less than every third year, with the first review required on or before 2016.
18. After the review has been completed, the City Council may amend the Bylaw to update the Municipal Infrastructure Off-Site Levy rates.
19. Commencing in 2014, in each year that the City does not conduct a review (a “non-review year”), the CAO shall calculate the Municipal Infrastructure Off-Site Levy Rate for each particular piece of Municipal Infrastructure that has or will be constructed with the Off-Site Levy Funds. In making this annual determination of the Off-Site Levy rate the CAO shall utilize actual Construction Costs, work completed to the end of the previous calendar year, estimated Construction Costs, interest or carrying costs and determine the Area of the land that benefits from the piece of Municipal Infrastructure that remains to be developed or subdivided. When calculating the Municipal Infrastructure Off-Site Levy rate for each non-review year, the CAO shall consult with representatives of both developers and landowners. Any person may request and shall be given specific details as to how the CAO calculated the Off-Site Levy rates and what information was utilized by the CAO in undertaking the calculations. In undertaking the annual recalculations the CAO shall not be bound by the estimated Construction Costs or estimated construction dates shown in Schedule “B” but shall adjust such information in accordance with the current plans, staging information and Construction Costs. **(BL 5/2019)**
20. The Municipal Infrastructure Off-Site Levy rates for each particular piece of Municipal Infrastructure shall be calculated according to the following formula:

| | | |
|---|---|--|
| Municipal Infrastructure Off-Site Levy rate | = | Net Construction Costs for the Municipal |
|---|---|--|

| | | |
|--|--|--|
| | | <p>Infrastructure</p> <hr/> <p>Developable Land benefiting from the Municipal Infrastructure yet to be developed or subdivided (in hectares)</p> |
|--|--|--|

21. In the non-review years, the CAO shall bring to City Council for its approval any amendments to Schedule “C” when he has completed the calculations set out in section 19 of this Bylaw. **(BL 5/2019)**

Annual Report

22. On or before December 31 of each calendar year, the CAO shall prepare and submit to City Council an annual report on the Off-Site Levies imposed and collected by the City in the previous year. The annual report shall identify: **(BL 5/2019)**
- a. Municipal Infrastructure constructed during the previous calendar year;
 - b. Construction Costs of such Municipal Infrastructure;
 - c. Amounts paid by the City from the Off-Site Levies Funds as Construction Costs for the Municipal Infrastructure and details as to whom the payments have been made;
 - d. Estimated Construction Costs for the Municipal Infrastructure yet to be constructed and an explanation as to any adjustments to the estimates since the previous annual report;
 - e. Details as to the amounts collected in Off-Site Levies by the City;
 - f. Specifics as to the total value of Off-Site Levy Funds being held by the City which are yet to be expended on the construction of Municipal Infrastructure, including specifics as to the amount of interest earned on such Off-Site Levy Funds and information regarding any commitments made for the expenditure of monies in the Off-Site Levy Funds that have not yet been paid out; and
 - g. Information regarding any changes to the assumptions related to the staging or timing of development and the projected construction date for the Municipal Infrastructure.

Severability

23. In the event that any provision of this Bylaw is found to be contrary to law by any Court of competent jurisdiction, then that provision shall be severed and the remainder of the Bylaw shall be of full force and effect.

Transition

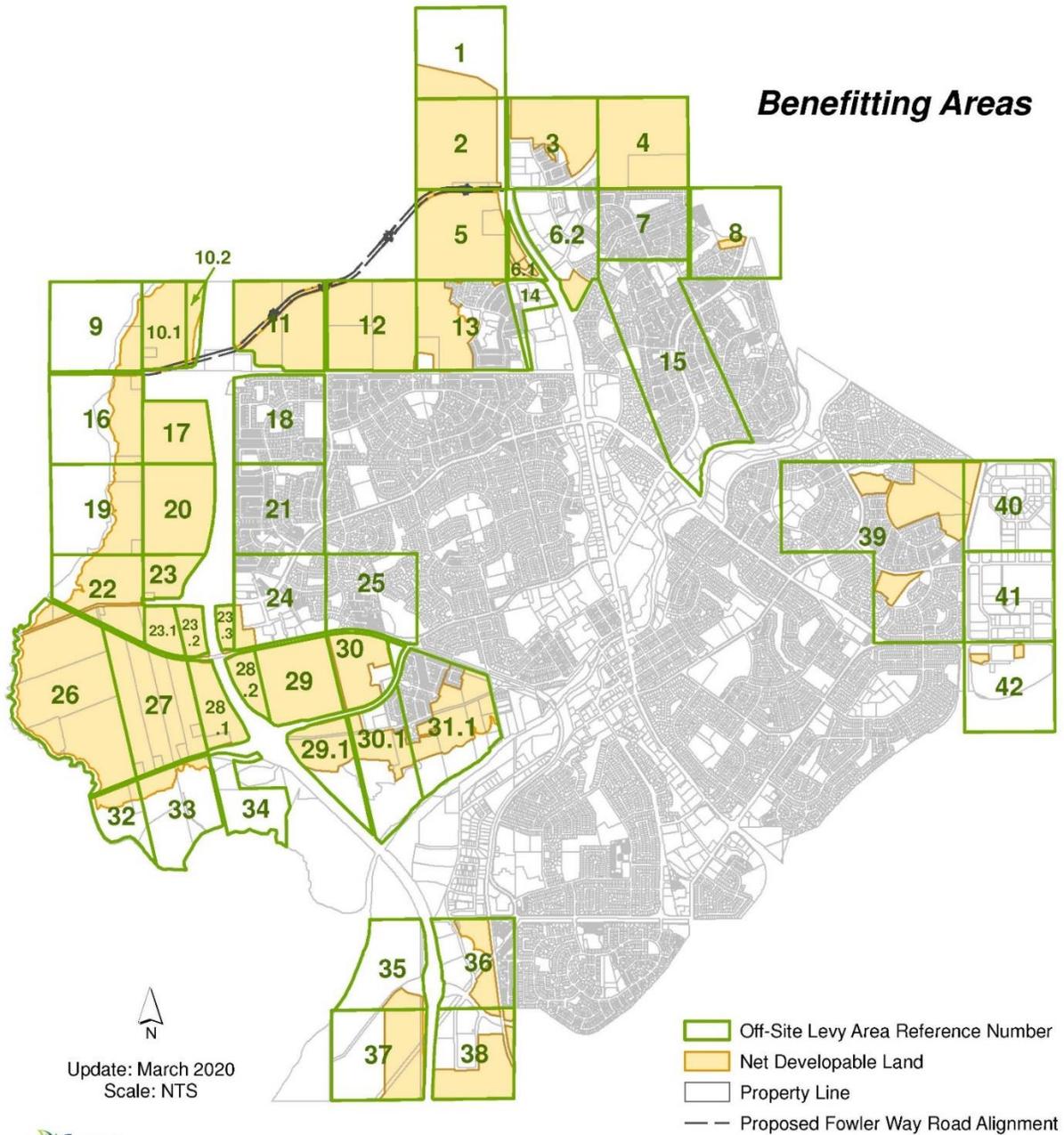
24. Except as otherwise provided for in Development Agreements signed prior to the effective date of this Bylaw, this Bylaw applies to:
- a. any subdivision where the date of subdivision approval occurs on or after the date this Bylaw comes into force; and
 - b. any development where the date of issuance of a development permit occurs on or after the date this Bylaw comes into force.

General

25. Nothing in this Bylaw precludes the City from:
- a. imposing further or different off-site levies, duly enacted by bylaw, on any land in respect of which the City has not collected the Off-Site Levies imposed under this Bylaw or any previous off-site levy bylaw authorized by statute; or
 - b. adopting City Council policies in relation to:
 - i the process by which expenditures incurred by developers for infrastructure with capacity in excess of the capacity required to service their development is shared with subsequent developers (debt sharing);
 - ii the process by which the amount payable by a developer for Off-site Levies is off-set against the developer's cost to construct Municipal Infrastructure (off-setting); and
 - iii the process governing when a developer may construct Municipal Infrastructure which benefits other parties, at whose cost such construction will occur and how a developer who has paid the cost of such construction is to be reimbursed for the costs in excess of his proportionate share (front ending and front ended claim reimbursement); and
 - c. adopting procedures or guidelines for the assistance and direction of City administration with respect to the implementation of this bylaw.
26. Bylaw 30/2009 is hereby repealed.
27. This Bylaw shall take effect upon the final passing thereof.

Schedule "A"

Map of Benefitting Areas



Summary of Development Areas

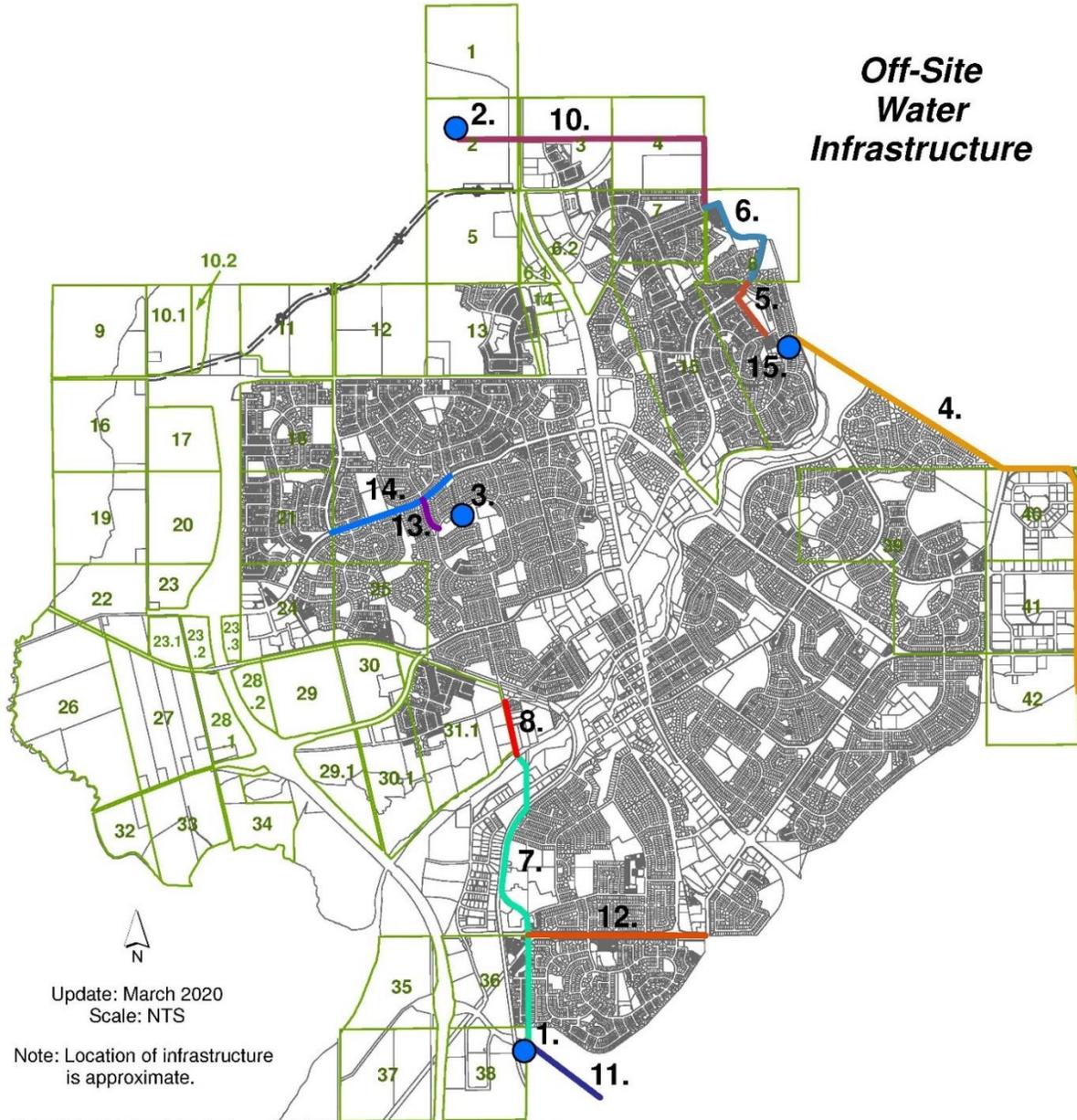
| Area Ref. # | Development Area Location | Net Development Area (ha.) | Remaining Development Area (ha.) |
|-------------|---------------------------|----------------------------|----------------------------------|
| 1.0 | NE-20-54-25-4 | 14.60 | 13.58 |
| 2.0 | SE-20-54-25-4 | 52.21 | 48.56 |
| 3.0 | SW-21-54-25-4 | 53.60 | 28.21 |
| 4.0 | SE-21-54-25-4 | 54.04 | 50.26 |
| 5.0 | NE-17-54-25-4 | 53.60 | 49.85 |
| 6.1 | NW-16-54-25-4 | 4.56 | 4.41 |
| 6.2 | NW-16-54-25-4 | 47.15 | 4.12 |
| 7.0 | NE-16-54-25-4 | 27.13 | 0.05 |
| 8.0 | River lot 36 & 37 | 4.20 | 1.18 |
| 9.0 | SE-13-54-26-4 | 8.04 | 7.48 |
| 10.1 | SW-18-54-25-4 | 25.97 | 24.15 |
| 10.2 | SW-18-54-25-4 | 6.82 | 6.34 |
| 11.0 | SE-18-54-25-4 | 51.15 | 47.57 |
| 12.0 | SW-17-54-25-4 | 55.67 | 52.35 |
| 13.0 | SE-17-54-25-4 | 65.25 | 31.77 |
| 14.0 | SW-16-54-25-4 | 11.37 | 0.03 |
| 15.0 | River lot 32, 33 & 34 | 7.95 | - |
| 16.0 | NE-12-54-26-4 | 18.87 | 14.03 |
| 17.0 | NW-7-54-25-4 | 30.59 | 30.59 |
| 17.2 | NW-7-54-25-4 | - | - |
| 18.0 | NE-7-54-25-4 | 24.65 | - |
| 19.0 | SE-12-54-26-4 | 21.56 | 19.96 |
| 20.0 | SW-7-54-25-4 | 45.38 | 40.97 |
| 20.2 | SW-7-54-25-4 | - | - |
| 21.0 | SE-7-54-25-4 | - | - |
| 22.0 | NE-1-54-26-4 | 33.48 | 27.47 |
| 23.0 | NW-6-54-25-4 | 14.89 | 13.85 |
| 23.1 | River Lot 16 | 11.55 | 10.74 |
| 23.2 | River Lot 16 | 8.91 | 8.29 |
| 23.3 | River Lot 16 | 5.62 | 5.62 |
| 24.0 | NE-6-54-25-4 | 35.82 | 3.76 |
| 25.0 | NW-5-54-25-4 | 18.91 | - |
| 26.0 | River Lot 7 - 13 | 98.76 | 91.85 |
| 27.0 | Plan 9926483 | 64.92 | 60.38 |
| 28.1 | River Lot 16 | 20.36 | 18.93 |
| 28.2 | River Lot 16 | 11.40 | 11.40 |

| Area Ref. # | Development Area Location | Net Development Area (ha.) | Remaining Development Area (ha.) |
|-------------|---------------------------|----------------------------|----------------------------------|
| 29.0 | Plan 1798AN | 42.80 | 36.00 |
| 29.1 | Plan 1798AN | 19.21 | 17.01 |
| 29.2 | Plan 3032RS | - | - |
| 30.0 | River Lot 19 | 27.45 | 17.54 |
| 30.1 | River Lot 19 | 23.77 | 12.43 |
| 31.0 | River Lot 20 | 2.26 | 0.50 |
| 31.1 | River Lot 20 - 22 | 55.31 | 28.11 |
| 32.0 | River Lot 13A | 5.17 | 4.81 |
| 33.0 | River Lot 14A | 7.02 | 6.53 |
| 34.0 | River Lot 16A | - | - |
| 35.0 | NW-29-53-25-4 | 4.86 | 4.52 |
| 36.0 | NE-29-53-25-4 | 23.62 | 12.76 |
| 37.0 | SW-29-53-25-4 | 26.60 | 24.74 |
| 38.0 | SE-29-53-25-4 | 50.11 | 27.48 |
| 39.0 | Description | 40.12 | 40.12 |
| 40.0 | Description | 4.65 | 4.65 |
| 41.0 | Description | - | - |
| 42.0 | SE-2-54-25-4 | 21.94 | 1.89 |

(BL 3/2020)

Schedule "B" Municipal Infrastructure

Water Infrastructure Map



**Off-Site
Water
Infrastructure**

Update: March 2020
Scale: NTS

Note: Location of infrastructure is approximate.

Note: Project 9- Oversizing Pool is not shown on the map as it represents funds used to increase pipe sizes through development areas.

Water Infrastructure Facilities

- | | |
|---|--|
| ● 1. South West Reservoir & Pumphouse | — 8. South Reservoir River Crossing |
| ● 2. North Reservoir & Pumphouse | — 10. North Fill Line |
| ● 3. Lacombe Park Reservoir & Pumphouse | — 11. South West Reservoir Fill Line |
| — 4. Oakmont Water Supply Main | — 12. Levasseur Road Watermain |
| — 5. Oakmont Transmission Main- Phase 1 | — 13. Lockhart Drive Watermain |
| — 6. Oakmont Transmission Main- Phase 2 | — 14. Giroux Road West Watermain |
| — 7. South Reservoir Transmission Main | ● 15. Oakmont Reservoir (Pump Upgrade) |



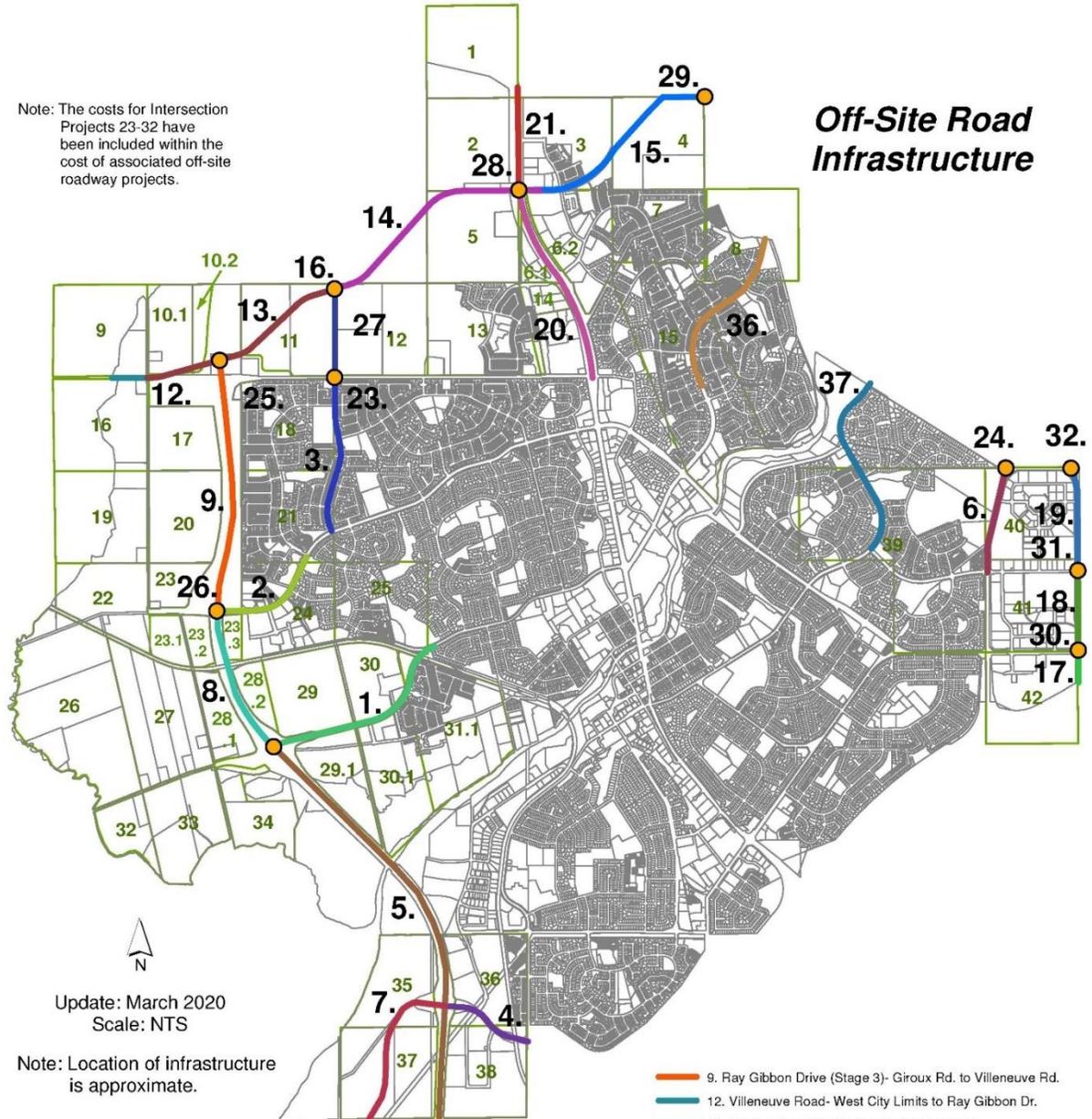
Water Infrastructure Facilities

| Item | Project Description | Cost of Completed Work | Estimated Cost of Work Yet to be Completed | Total Project Estimated Cost | Developer Share (Off-Site Levy) | Areas Benefitted |
|------|--|------------------------|--|------------------------------|---------------------------------|------------------|
| 1 | R1 - Southwest Reservoir & Pumphouse | - | \$31,025,000 | \$31,025,000 | \$22,027,750 | All |
| 2 | R2 - North Reservoir & Pumphouse | - | \$61,075,000 | \$61,075,000 | \$32,369,750 | All |
| 3 | R3 - Lacombe Park Existing Reservoir & Pumphouse | \$10,048,497 | - | \$10,048,497 | \$3,745,085 | All |
| 4 | W1 - Oakmont Water Supply Main | \$9,510,210 | - | \$9,510,210 | \$4,755,105 | All |
| 5 | W2 - Oakmont Transmission Main - Phase 1 | \$1,205,745 | - | \$1,205,745 | \$904,309 | All |
| 6 | W3 - Oakmont Transmission Main - Phase 2 | - | \$2,489,376 | \$2,489,376 | \$1,867,032 | All |
| 7 | W4 - South Reservoir Transmission Main | - | \$5,616,000 | \$5,616,000 | \$4,212,000 | All |
| 8 | W5 - South Reservoir River Crossing | - | \$2,340,000 | \$2,340,000 | \$1,755,000 | All |
| 9 | Oversizing Pool | \$62,477 | - | \$62,477 | \$62,477 | All |
| 10 | W6 - North Fill Line | - | \$16,988,400 | \$16,988,400 | \$16,988,400 | All |
| 11 | W7 - Southwest Reservoir Fill Line | - | \$1,404,000 | \$1,404,000 | \$1,404,000 | All |
| 12 | W8 - Levasseur Road Watermain | - | \$3,159,000 | \$3,159,000 | \$2,369,250 | All |
| 13 | W9 - Lockhart Drive Watermain | - | \$702,000 | \$702,000 | \$526,500 | All |
| 14 | W10 - Giroux Road West Watermain | - | \$2,808,000 | \$2,808,000 | \$2,106,000 | All |
| 15 | W11 - Oakmont Reservoir (Growth Upgrade) | - | \$500,000 | \$500,000 | \$500,000 | All |

Roadway Infrastructure Map

Note: The costs for Intersection Projects 23-32 have been included within the cost of associated off-site roadway projects.

Off-Site Road Infrastructure



Update: March 2020
Scale: NTS

Note: Location of infrastructure is approximate.

Roadway Infrastructure Facilities

- Intersection included in OSL Project
- 1. McKenney Avenue- Morgan Cr. to Ray Gibbon Dr.
- 2. Giroux Road- North Ridge Dr. to Ray Gibbon Dr.
- 3. Hogan Road Widening- Giroux Rd. to Villeneuve Rd.
- 4. East LeClair Way- Sir Winston Churchill Ave. to Ray Gibbon Dr.
- 5. Ray Gibbon Drive (Stage 1)- 137 Ave. to McKenney Ave.
- 6. Campbell Road- Poirier Ave to Poundmaker Road
- 7. West LeClair Way- City of Edmonton Limits to Ray Gibbon Dr.
- 8. Ray Gibbon Drive (Stage 2)- McKenney Ave. to Giroux Rd.
- 9. Ray Gibbon Drive (Stage 3)- Giroux Rd. to Villeneuve Rd.
- 12. Villeneuve Road- West City Limits to Ray Gibbon Dr.
- 13. Fowler Way- Ray Gibbon Dr. to Hogan Rd.
- 14. Fowler Way- Hogan Rd. to St. Albert Trail
- 15. Neil Ross Road- St. Albert Trail to Coal Mine Rd.
- 16. Hogan Road- Villeneuve Rd. to North City Limits
- 17. Veness Road- South City Limits to Boudreau Rd.
- 18. Veness Road- Boudreau Rd. to Corriveau Ave.
- 19. Veness Road- Corriveau Ave. to Poundmaker Rd.
- 20. St. Albert Trail- Villeneuve Rd. to Fowler Way/Neil Ross Rd.
- 21. St. Albert Trail- Fowler Way/Neil Ross Rd. to North City Limits
- 36. Bellerose Drive- Twinning to City Limits
- 37. Sir Winston Churchill Avenue- Twinning to City Limits

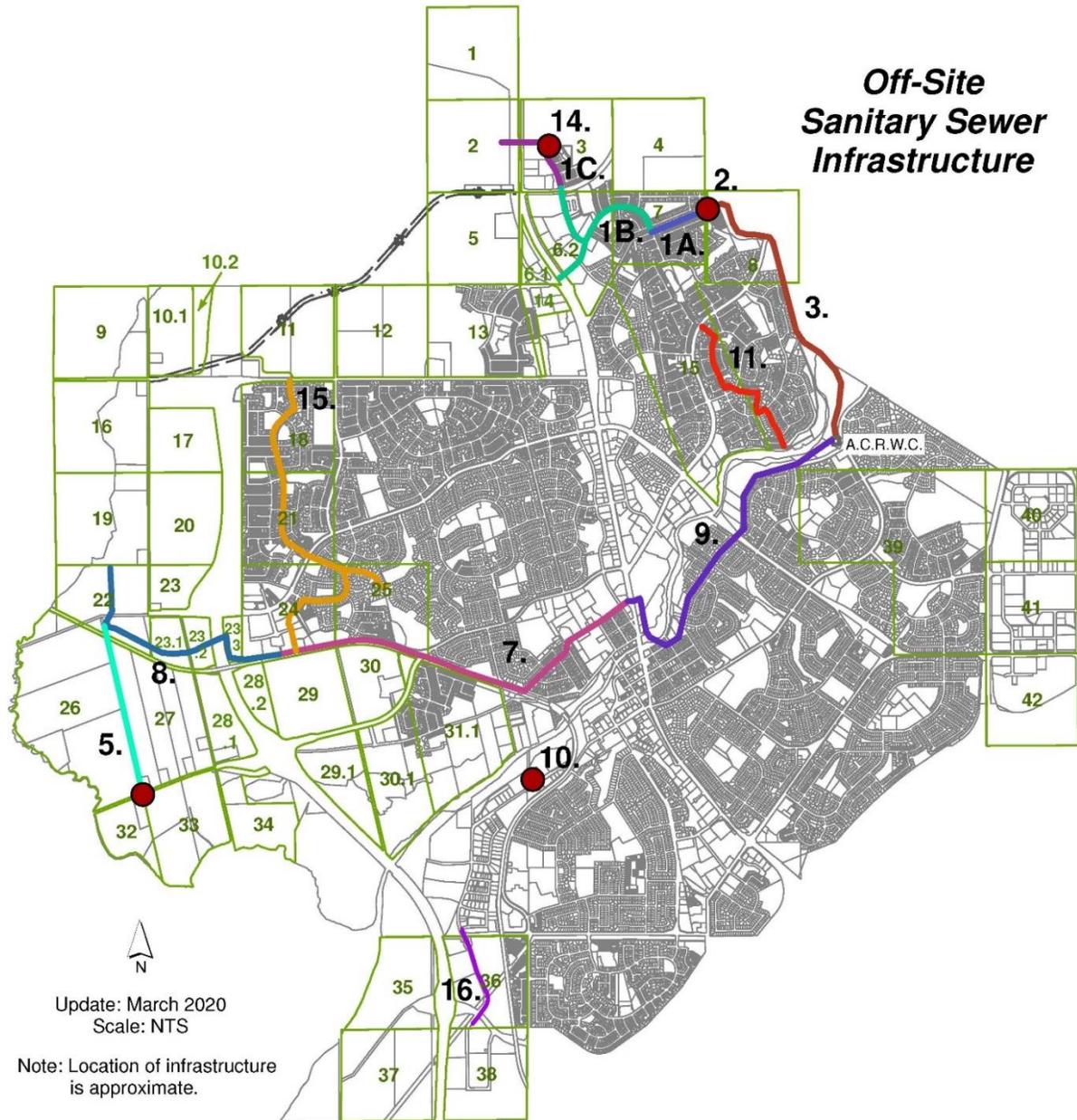


Roadway Infrastructure Facilities

| Item | Project Description | Cost of Completed Work | Estimated Cost of Work Yet to be Completed | Total Project Estimated Cost | Developer Share (Off-Site Levy) | Areas Benefitted |
|------|--|------------------------|--|------------------------------|---------------------------------|------------------|
| 1 | McKenney Avenue - Morgan Crescent to Ray Gibbon Drive | \$13,469,621 | \$3,939,000 | \$17,408,621 | \$15,896,361 | All |
| 2 | Giroux Road - North Ridge Drive to Ray Gibbon Drive | \$5,333,813 | \$1,170,000 | \$6,503,813 | \$5,003,813 | All |
| 3 | Hogan Road Widening - Giroux Road to Villeneuve Road | - | \$6,227,000 | \$6,227,000 | \$6,227,000 | All |
| 4 | East LeClair Way - Sir Winston Churchill Avenue to Ray Gibbon Drive | \$9,832,750 | \$325,000 | \$10,157,750 | \$7,202,064 | All |
| 5 | Ray Gibbon Drive (Stage 1) - 137 Ave(Edmonton) to Meadowview Drive / McKenney Avenue | \$30,283,200 | - | \$39,009,376 | \$13,814,888 | All |
| 6 | Campbell Road - From Poirier Ave to Poundmaker Road | \$2,645,950 | \$1,980,000 | \$4,625,950 | \$4,625,950 | All |
| 7 | West LeClair Way - City of Edmonton Limits to Ray Gibbon Drive | - | \$11,391,000 | \$11,391,000 | \$11,391,000 | All |
| 8 | Ray Gibbon Drive (Stage 2) - Meadowview Drive / McKenney Avenue to Giroux Road | \$16,073,600 | \$500,000 | \$20,012,918 | \$5,668,959 | All |
| 9 | Ray Gibbon Drive (Stage 3) - Giroux Road to Villeneuve Road | \$25,806,700 | - | \$29,948,472 | \$6,611,586 | All |
| 10 | Meadowview Drive - From West City Limits to Ray Gibbon Drive | - | - | - | - | All |
| 11 | Giroux Road - West City Limits to Ray Gibbon Drive | - | - | - | - | All |
| 12 | Villeneuve Road - from West City Limits to Ray Gibbon Drive | - | \$7,099,500 | \$7,099,500 | \$7,099,500 | All |
| 13 | Fowler Way - from Ray Gibbon Drive to Hogan Road | - | \$17,310,277 | \$17,310,277 | \$8,655,139 | All |
| 14 | Fowler Way - from Hogan Road to St. Albert Trail | - | \$21,661,265 | \$21,661,265 | \$10,830,633 | All |
| 15 | Neil Ross Road - St. Albert Trail to Coal Mine Road (Sturgeon County) | \$4,581,747 | \$9,404,500 | \$13,986,247 | \$13,986,247 | All |
| 16 | Hogan Road - Villeneuve Road to North City Limits | - | \$6,681,000 | \$6,681,000 | \$6,681,000 | All |
| 17 | Veness Road - From South City Limit to Boudreau Road | \$1,009,150 | - | \$1,009,150 | - | All |

| Item | Project Description | Cost of Completed Work | Estimated Cost of Work Yet to be Completed | Total Project Estimated Cost | Developer Share (Off-Site Levy) | Areas Benefitted |
|------|---|---|--|------------------------------|---------------------------------|------------------|
| 18 | Veness Road - From Boudreau Road to Corriveau Avenue | \$2,161,700 | - | \$2,161,700 | - | All |
| 19 | Veness Road - From Corriveau Avenue to Poundmaker Road | \$3,526,945 | - | \$3,526,945 | - | All |
| 20 | St. Albert Trail - From Villeneuve Road to Fowler Way / Neil Ross Road | \$7,340,928 | \$30,900,433 | \$38,241,361 | \$38,241,361 | All |
| 21 | St. Albert Trail - From Fowler Way / Neil Ross Road to North City Limit | \$2,282,863 | \$8,400,651 | \$10,683,514 | \$10,683,514 | All |
| 22 | Intersection - Hogan Road @ Giroux Road | - | - | - | - | All |
| 23 | Intersection - Hogan Road @ Villeneuve Road | Costs included within cost of Hogan Road | | | | All |
| 24 | Intersection - Campbell Road @ Poundmaker Road | Costs included within cost of Campbell Road | | | | All |
| 25 | Intersection - Ray Gibbon Drive @ Villeneuve Road | Costs included within cost of Villeneuve Road | | | | All |
| 26 | Intersection - Ray Gibbon Drive @ Giroux Road | Costs included within cost of Giroux Road | | | | All |
| 27 | Intersection - Fowler Way @ Hogan Road | Costs included within cost of Hogan Road | | | | All |
| 28 | Intersection - Fowler Way @ St. Albert Trail | Costs included within cost of Fowler Way | | | | All |
| 29 | Intersection - Neil Ross Road @ Coal Mine Road (Sturgeon County) | Costs included within cost of Neil Ross Road | | | | All |
| 30 | Intersection - Veness Road @ Boudreau Road | Costs included within cost of Veness Road | | | | All |
| 31 | Intersection - Veness Road @ Corriveau Avenue | Costs included within cost of Veness Road | | | | All |
| 32 | Intersection - Veness Road @ Poundmaker Road | Costs included within cost of Veness Road | | | | All |
| 36 | Bellerose Drive -Twinning from Oakmont to City Limits | \$2,101,350 | \$8,840,000 | \$10,941,350 | \$8,856,950 | All |
| 37 | Sir Winston Churchill Twinning to City Limits | - | \$8,840,000 | \$8,840,000 | \$8,840,000 | All |

Sanitary Sewer Infrastructure Map



Update: March 2020
Scale: NTS

Note: Location of infrastructure is approximate.

Note: Projects 4, 6, 12, and 13 are classified as onsite improvements and are excluded from the model.

Sanitary Sewer Infrastructure Facilities

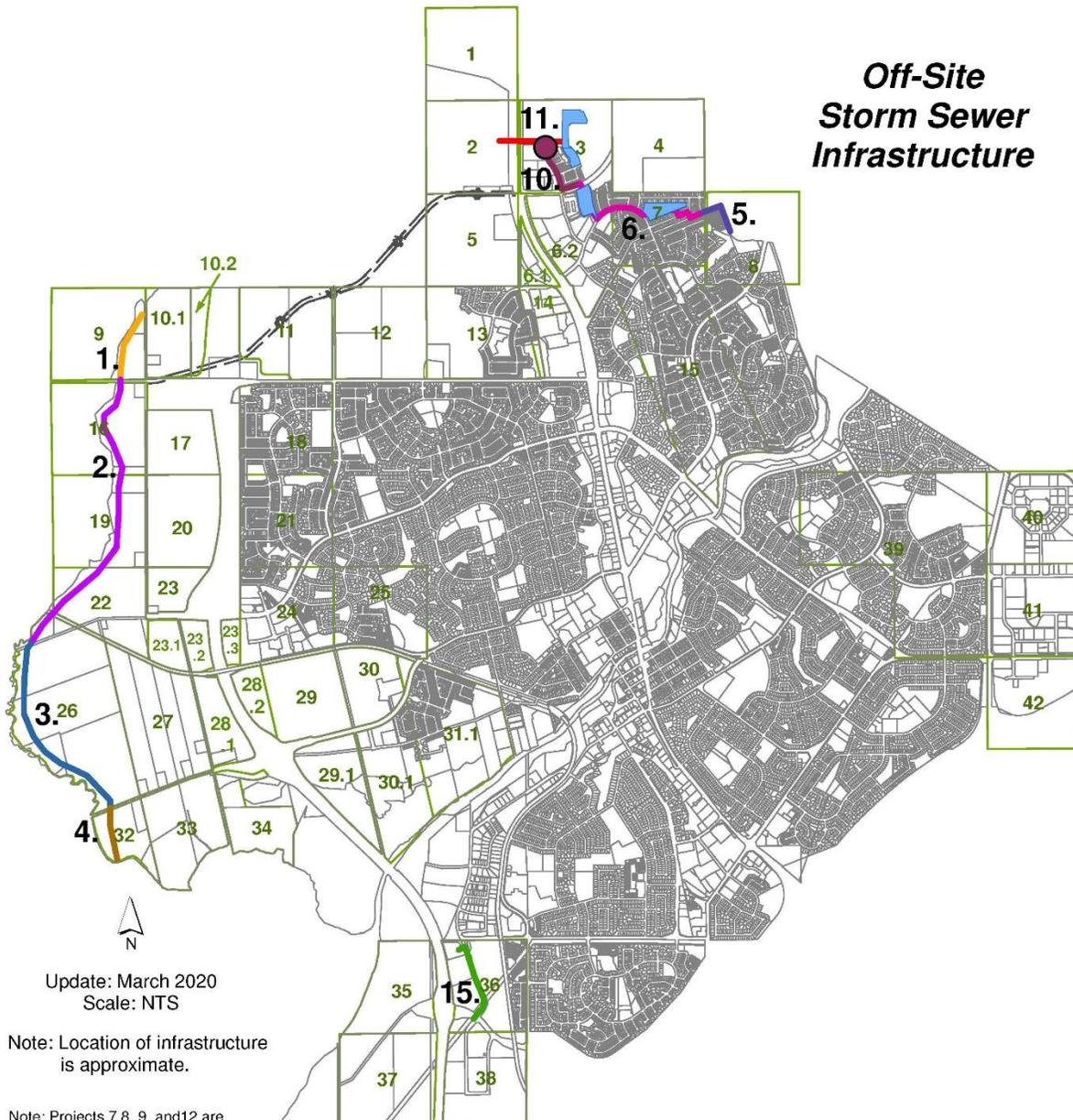
- | | |
|--|---|
| — 1. North Annexation Trunk- Phase 1A | — 8. North Interceptor- Phase 2B |
| — 1. North Annexation Trunk- Phase 1B | — 9. North Interceptor- Phase 3 |
| — 1. North Annexation Trunk- Phase 1C | ● 10. Riel Lift Station- Rebuild |
| ● 2. North East Lift Station | — 11. Oakmont Sewer Oversizing |
| — 3. North East Forcemain | ● 14. North East Lift Station 2 |
| ● 5. South West Lift Station & Forcemain | — 15. Badger Lands Oversizing |
| — 7. North Interceptor- Phase 1 and 2A | — 16. South Riel Sanitary Trunk Upgrade |



Sanitary Sewer Infrastructure Facilities

| Item | Project Description | Cost of Completed Work | Estimated Cost of Work Yet to be Completed | Total Project Estimated Cost | Developer Share (Off-Site Levy) | Areas Benefitted |
|------|---|------------------------|--|------------------------------|---------------------------------|---|
| 1 | S1 - North Annexation Trunk - Phase 1 | \$6,353,052 | \$409,500 | \$6,762,552 | \$6,762,552 | 1, 2, 3, 4, 5, 6.1, 12, 13, 14 |
| 2 | L1 - North East Lift Station | - | \$19,500,000 | \$19,500,000 | \$4,875,000 | 1, 2, 4, 5, 6.1, 7, 8, 12, 13, 14 |
| 3 | F1 - North East Forcemain | \$150,000 | \$13,000,000 | \$13,150,000 | \$3,287,500 | 1, 2, 4, 5, 6.1, 7, 8, 12, 13, 14 |
| 4 | LF1 - South West Lift Station & Forcemain | Onsite | | | | - |
| 5 | LF2 - South West Lift Station & Forcemain | - | \$7,083,336 | \$7,083,336 | \$7,083,336 | 26, 27, 28.1, 32, 33, 34 |
| 6 | LF3 - North West Lift Station & Forcemain | Onsite | | | | - |
| 7 | S2 - Phase 1 - North Interceptor | \$10,452,590 | - | \$10,452,590 | - | 9, 10.1, 10.2, 11, 16, 17, 18, 19, 20, 22, 23, 23.1, 23.2, 23.3, 24, 25, 26, 27, 28.1, 28.2, 29, 29.1, 30, 30.1, 31, 31.1, 32, 33 |
| 8 | S3 - Phase 2b - North Interceptor | \$377,182 | \$9,906,000 | \$10,283,182 | \$10,283,182 | 9, 10.1, 10.2, 11, 16, 17, 18, 19, 20, 22, 23, 23.1, 23.2, 23.3, 24, 25, 26, 27, 28.1, 28.2, 29, 29.1, 30, 30.1, 31, 31.1, 32, 33 |
| 9 | S4 - Phase 3 North Interceptor | \$24,041,000 | - | \$27,749,936 | \$27,749,936 | 9, 10.1, 10.2, 11, 16, 17, 18, 19, 20, 22, 23, 23.1, 23.2, 23.3, 24, 25, 26, 27, 28.1, 28.2, 29, 29.1, 30, 30.1, 31, 31.1, 32, 33, 35, 36, 37, 38, 39, 42 |
| 10 | L2 - Riel Lift Station - Rebuild | \$2,488,768 | - | \$2,488,768 | \$1,244,384 | 35, 36, 37, 38 |
| 11 | S5 - Oakmont Sewer Oversizing | \$864,022 | - | \$864,022 | \$864,022 | 3, 6.2, 8 |
| 12 | S6 - North Annexation Trunk Phase 2 | Onsite | | | | - |
| 13 | S7 - North Annexation Trunk Phase 3 | Onsite | | | | - |
| 14 | L3 - NE Lift Station 2 | - | \$2,860,000 | \$2,860,000 | \$1,687,400 | 1, 2, 3 |
| 15 | S8 - Badger Lands Oversizing | \$339,171 | - | \$339,171 | \$339,171 | 11 |
| 16 | South Riel Sanitary Trunk Upgrade | \$158,097 | - | \$158,097 | \$103,720 | 35, 36, 37, 38 |

Storm Sewer Infrastructure Map



Off-Site Storm Sewer Infrastructure

Update: March 2020
Scale: NTS

Note: Location of infrastructure is approximate.

Note: Projects 7, 8, 9, and 12 are classified as onsite improvements and are excluded from the model or have been combined with other projects in the model.

Project 13- Oakmont Storm Sewer Oversizing is not shown on the map. Project 14- Carrot Creek Master Drainage Plan has been removed from the model.

Storm Sewer Infrastructure Facilities

- 1. North West Area Storm Trunk Outfall (Carrot Creek Outfall North of Villeneuve)
- 2. North West Area Storm Trunk Outfall (Carrot Creek Outfall Giroux to Villeneuve)
- 3. North West Area Storm Trunk Outfall (Carrot Creek Outfall McKenney to Giroux)
- 4. North West Area Storm Trunk Outfall (Carrot Creek Outfall South of McKenney)
- 5. North East Area Storm- Trunk Sewer and Outfall
- 6. North East Area Storm- Pond 1 & Coal Mine Rd Trunk Sewer
- 10. North East Area Storm- Lift Station and Trunk Between Ponds 2 and 3
- 11. North East Area Storm- Storm Sewer Between Ponds 3 & 4
- 15. South Riel Storm Sewer Upgrade



Storm Sewer Infrastructure Facilities

| Item | Project Description | Cost of Completed Work | Estimated Cost of Work Yet to be Completed | Total Project Estimated Cost | Developer Share (Off-Site Levy) | Benefitted Areas |
|------|--|------------------------|--|------------------------------|---------------------------------|---|
| 1 | Northwest Area Storm Trunk Outfall (Carrot Creek Outfall North of Villeneuve) | - | \$13,097,500 | \$13,097,500 | \$6,679,725 | 9, 10.1, 10.2, 11, 16, 17 |
| 2 | Northwest Area Storm Trunk Outfall (Carrot Creek Outfall Giroux to Villeneuve) | - | \$18,525,000 | \$18,525,000 | \$9,447,750 | 9, 10.1, 10.2, 11, 16, 17, 19, 20, 22, 23 |
| 3 | Northwest Area Storm Trunk Outfall (Carrot Creek Outfall McKinney to Giroux) | - | \$20,247,500 | \$20,247,500 | \$10,326,225 | 9, 10.1, 10.2, 11, 16, 17, 19, 20, 22, 23, 23.1, 23.2, 26, 27, 28.1 |
| 4 | Northwest Area Storm Trunk Outfall (Carrot Creek Outfall McKinney South) | - | \$6,370,000 | \$6,370,000 | \$3,248,700 | 9, 10.1, 10.2, 11, 16, 17, 19, 20, 22, 23, 23.1, 23.2, 26, 27, 28.1 |
| 5 | NE Area Storm - Trunk Sewer and Outfall | - | \$5,681,000 | \$5,681,000 | \$2,897,310 | 1, 2, 3, 4, 6.1, 7 |
| 6 | NE Area Storm - Pond 1 and Coal Mine Road Trunk Sewer | \$1,248,097 | - | \$1,248,097 | \$636,529 | 1, 2, 3, 4, 6.1, 7 |
| 7 | NE Area Storm - Everitt Drive Storm Sewer Phase 1 | Onsite | | | | - |
| 8 | NE Area Storm - Everitt Drive Storm Sewer Phase 2 | Onsite | | | | - |
| 9 | NE Area Storm - St Albert Trail Storm Sewer | Onsite | | | | - |
| 10 | NE Area Storm - Lift Station and Trunk Between Ponds 2 and 3 | \$625,619 | \$7,174,700 | \$7,800,319 | \$3,978,163 | 1, 2, 3, 4 |
| 11 | NE Area Storm - Storm Sewer Between Ponds 3 and 4 | \$416,679 | \$1,287,000 | \$1,703,679 | \$868,876 | 1, 2, 3, 4 |
| 12 | NE Area Storm - Storm Sewer Between Ponds 4 and 5 | - | - | - | - | - |
| 13 | Oakmont Storm Sewer Oversizing | \$383,623 | - | \$383,623 | \$383,623 | 6.2, 8 |
| 14 | Carrot Creek Master Drainage Plan | - | - | - | - | - |
| 15 | South Riel Storm Sewer Upgrade | \$464,990 | | \$464,990 | \$305,060 | 35, 36, 37, 38 |

(BL 3/2020)

Schedule "C"
Off-Site Levy Rates for the Benefitting Areas

| Area Ref. # (A) | Roadway Infrastructure Levy (B) | Water Infrastructure Levy (C) | Sanitary Infrastructure Levy (D) | Storm Infrastructure Levy (E) | Total (F) |
|------------------------|--|--------------------------------------|---|--------------------------------------|------------------|
| 1.0 | \$152,366 | \$79,754 | \$58,220 | \$46,946 | \$337,287 |
| 2.0 | \$152,366 | \$79,754 | \$58,220 | \$46,946 | \$337,287 |
| 3.0 | \$152,366 | \$79,754 | \$44,582 | \$46,946 | \$323,649 |
| 4.0 | \$152,366 | \$79,754 | \$42,465 | \$46,946 | \$321,532 |
| 5.0 | \$152,366 | \$79,754 | \$42,465 | \$0 | \$274,586 |
| 6.1 | \$152,366 | \$79,754 | \$42,465 | \$18,594 | \$293,180 |
| 6.2 | \$152,366 | \$79,754 | \$10,333 | \$41,751 | \$284,205 |
| 7.0 | \$152,366 | \$79,754 | \$23,972 | \$18,594 | \$274,686 |
| 8.0 | \$152,366 | \$79,754 | \$34,603 | \$41,751 | \$308,475 |
| 9.0 | \$152,366 | \$79,754 | \$51,067 | \$121,980 | \$405,167 |
| 10.1 | \$152,366 | \$79,754 | \$51,067 | \$121,980 | \$405,167 |
| 10.2 | \$152,366 | \$79,754 | \$51,067 | \$121,980 | \$405,167 |
| 11.0 | \$152,366 | \$79,754 | \$58,047 | \$121,980 | \$412,148 |
| 12.0 | \$152,366 | \$79,754 | \$42,465 | - | \$274,586 |
| 13.0 | \$152,366 | \$79,754 | \$42,465 | - | \$274,586 |
| 14.0 | \$152,366 | \$79,754 | \$42,465 | - | \$274,586 |
| 15.0 | \$152,366 | \$79,754 | - | - | \$232,121 |
| 16.0 | \$152,366 | \$79,754 | \$51,067 | \$121,980 | \$405,167 |
| 17.0 | \$152,366 | \$79,754 | \$51,067 | \$121,980 | \$405,167 |
| 17.2 | - | - | - | - | - |
| 18.0 | \$152,366 | \$79,754 | \$51,067 | - | \$283,187 |
| 19.0 | \$152,366 | \$79,754 | \$51,067 | \$71,546 | \$354,733 |
| 20.0 | \$152,366 | \$79,754 | \$51,067 | \$71,546 | \$354,733 |
| 20.2 | - | - | - | - | - |
| 21.0 | - | - | - | - | - |
| 22.0 | \$152,366 | \$79,754 | \$51,067 | \$71,546 | \$354,733 |
| 23.0 | \$152,366 | \$79,754 | \$51,067 | \$71,546 | \$354,733 |
| 23.1 | \$152,366 | \$79,754 | \$51,067 | \$31,088 | \$314,275 |
| 23.2 | \$152,366 | \$79,754 | \$51,067 | \$31,088 | \$314,275 |
| 23.3 | \$152,366 | \$79,754 | \$51,067 | - | \$283,187 |
| 24.0 | \$152,366 | \$79,754 | \$51,067 | - | \$283,187 |
| 25.0 | \$152,366 | \$79,754 | \$51,067 | - | \$283,187 |
| 26.0 | \$152,366 | \$79,754 | \$89,879 | \$31,088 | \$353,088 |
| 27.0 | \$152,366 | \$79,754 | \$89,879 | \$31,088 | \$353,088 |
| 28.1 | \$152,366 | \$79,754 | \$89,879 | \$31,088 | \$353,088 |
| 28.2 | \$152,366 | \$79,754 | \$51,067 | - | \$283,187 |
| 29.0 | \$152,366 | \$79,754 | \$51,067 | - | \$283,187 |
| 29.1 | \$152,366 | \$79,754 | \$51,067 | - | \$283,187 |
| 29.2 | - | - | - | - | - |
| 30.0 | \$152,366 | \$79,754 | \$51,067 | - | \$283,187 |
| 30.1 | \$152,366 | \$79,754 | \$51,067 | - | \$283,187 |
| 31.0 | \$152,366 | \$79,754 | \$51,067 | - | \$283,187 |
| 31.1 | \$152,366 | \$79,754 | \$51,067 | - | \$283,187 |
| 32.0 | \$152,366 | \$79,754 | \$89,879 | - | \$322,000 |
| 33.0 | \$152,366 | \$79,754 | \$89,879 | - | \$322,000 |
| 34.0 | \$152,366 | \$79,754 | \$38,813 | - | \$270,933 |
| 35.0 | \$152,366 | \$79,754 | \$49,714 | \$4,219 | \$286,053 |
| 36.0 | \$152,366 | \$79,754 | \$49,714 | \$4,219 | \$286,053 |
| 37.0 | \$152,366 | \$79,754 | \$49,714 | \$4,219 | \$286,053 |
| 38.0 | \$152,366 | \$79,754 | \$49,714 | \$4,219 | \$286,053 |
| 39.0 | \$152,366 | \$79,754 | \$35,410 | - | \$267,531 |
| 40.0 | - | - | - | - | - |
| 41.0 | - | - | - | - | - |
| 42.0 | \$152,366 | \$79,754 | \$35,410 | - | \$267,531 |

(BL 3/2020)