



## City of St. Albert 2011 Offsite Levy Rate Update

**Version 2.0**  
**March 14<sup>th</sup>, 2011**

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**Presented to:**

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## 1 DOCUMENT INFORMATION

### 1.1 Revision History

Version		
Number	Revision Date	Summary of Changes and Author
1	March 11 <sup>th</sup> , 2011	DRAFT: created by CORVUS Business Advisors
2	March 14 <sup>th</sup> , 2011	Reviewed by City Administration
3		Reviewed by City Council

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### 3 INTRODUCTION

The City of St. Albert adopted Bylaw 30/2009 on March 1<sup>st</sup>, 2010 (“2010 Offsite Levy Bylaw”). The 2010 Offsite Levy Bylaw was based on the original Offsite levy review and report prepared by CORVUS Business Advisors.

The Offsite Levy Bylaw requires that the City prepare an update report annually, including the following:

- Municipal infrastructure constructed during the previous calendar year.
- Construction costs of such municipal infrastructure.
- Amounts paid by the City from the offsite levy funds as construction costs for the municipal infrastructure and details as to whom the payment have been made by.
- 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.
- Details as to the amounts collected in offsite levies by the City.
- Specifics as to the total value of offsite 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 offsite levy funds and information regarding any commitments made for the expenditure of monies in the offsite levy funds that have not yet been paid out.
- Information regarding any changes to the assumptions related to the staging or timing of development and the projected construction date for the municipal infrastructure.

## 4 OFFSITE LEVY DEVELOPMENT LANDS

The calculation of Net Development Area, both under Table 1 and Table 2 below, has been amended from the calculations under the 2010 Offsite Levy Bylaw. Some lands have been developed, and some areas calculations have been revised by the City of St. Albert.

The net development area used in development of Offsite levy rates is outlined in the Table 1, Offsite Levy Net Development Area. In developing the net development area calculations only those lands remaining to be developed within the corporate boundary that have not previously paid offsite levies have been considered. Net area calculations were reduced by 2.32 ha and 28.51 ha have been developed, resulting in a net reduction of 30.84 ha.

Table 1: Offsite Levy Net Development Area Amendment

Description	2010 Area ha.	2011 Area ha.	Change
Gross Area	1,729.59	1,727.71	(1.88)
Environmental Reserves	175.28	175.28	-
Arterial ROW	98.43	98.43	-
Municipal Reserves	134.48	134.92	0.44
Net Development Area	1,321.40	1,319.08	(2.32)
Less Area Developed in 2010	-	28.51	28.51
Remaining Net Development Area	1,321.40	1,290.56	(30.84)

Table 2 below, Net Development Area by Anticipated Land Use, outlines development area changes by land use.

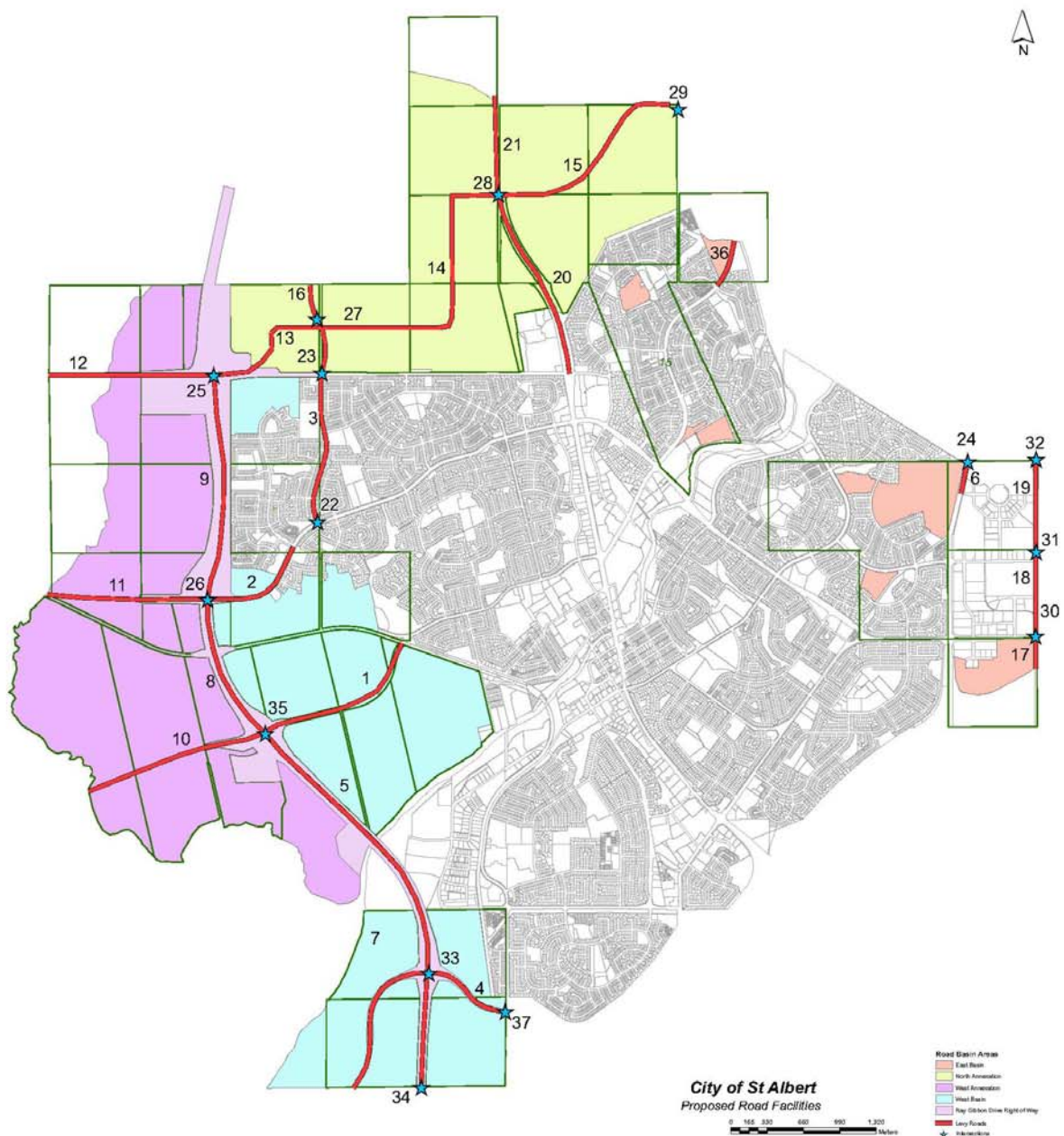
Table 2: Net Development Area by Anticipated Land Use Amendment

Land Use	2010 Net Area ha.	2011 Net Area ha.	Change
General	1,040.77	1,009.94	(30.84)
Non Residential	280.63	280.63	-
Net Development Area	1,321.40	1,290.57	(30.84)

## 5 ROAD OFFSITE INFRASTRUCTURE

When Bylaw 30/2009 was adopted on March 1<sup>st</sup>, 2010 it included 37 road infrastructure projects. These 37 projects remain the same in the 2011 update (see diagram below).

Figure 1: Roads – Offsite Levy Projects



The overall cost of projects is comprised of “Cost of Work Completed” plus “Debt Interest” (if any) plus the “Estimated Cost of Work Yet To Be Completed”. The overall

cost of these 37 road infrastructure projects has gone down from \$272.4 Million to \$253.2 Million, a reduction of \$19.2 Million (as shown in the table below). This change is comprised of \$12.5 Million in project expenditures during the reporting period, and a \$32.6 Million reduction in remaining project costs estimates.

Table 3: Roads – Offsite Levy Project Costs

Item	Project Description	2008/2010			2011 Update				
		Cost of Completed Work	Debt Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost	Cost of Completed Work	Debt Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost
1	McKenney Avenue - Morgan Crescent to Ray Gibbon Drive	\$ 8,533,150		\$ 4,784,000	\$ 13,317,150	\$ 10,385,894		\$ 3,878,649	\$ 14,264,543
2	Giroux Road - North Ridge Drive to Ray Gibbon Drive	\$ 4,844,200		\$ 1,495,000	\$ 6,339,200	\$ 5,306,001		\$ 780,936	\$ 6,086,937
3	Hogan Road Widening - Giroux Road to Villeneuve Road	\$ -		\$ 4,485,000	\$ 4,485,000	\$ -		\$ 3,480,370	\$ 3,480,370
4	LeClair Way - Sir Winston Churchill Avenue to Ray Gibbon Drive	\$ 17,400		\$ 6,880,000	\$ 6,897,400	\$ 4,659,125		\$ 6,600,000	\$ 11,259,125
5	Ray Gibbon Drive - 137 Ave(Edmonton) to Meadowview Drive / McKenney Avenue	\$ 27,088,000	\$ 4,035,455	\$ 2,350,000	\$ 33,473,455	\$ 30,207,000	\$ 3,046,325	\$ -	\$ 33,253,325
6	Campbell Road - From Poirer Ave to Poundmaker Road	\$ 2,645,950		\$ 2,242,500	\$ 4,888,450	\$ 2,645,950		\$ 1,919,801	\$ 4,565,751
7	LeClair Way - City of Edmonton Limits to Ray Gibbon Drive	\$ -		\$ 7,293,750	\$ 7,293,750	\$ -		\$ 9,692,094	\$ 9,692,094
8	Ray Gibbon Drive - Meadowview Drive / McKenney Avenue to Giroux Road	\$ 13,542,000		\$ 1,688,000	\$ 15,227,000	\$ 15,645,600	\$ 2,221,088	\$ -	\$ 17,866,688
9	Ray Gibbon Drive - Giroux Road to Villeneuve Road	\$ -		\$ 38,844,000	\$ 38,844,000	\$ -		\$ 31,756,000	\$ 31,756,000
10	Meadowview Drive - From West City Limits to Ray Gibbon Drive	\$ -		\$ 16,100,000	\$ 16,100,000	\$ -		\$ 13,376,682	\$ 13,376,682
11	Giroux Road - West City Limits to Ray Gibbon Drive	\$ -		\$ 16,100,000	\$ 16,100,000	\$ -		\$ 11,840,841	\$ 11,840,841
12	Villeneuve Road - from West City Limits to Ray Gibbon Drive	\$ -		\$ 6,440,000	\$ 6,440,000	\$ -		\$ 4,364,680	\$ 4,364,680
13	Northeast Sector Arterial - from Ray Gibbon Drive to Hogan Road	\$ -		\$ 6,880,000	\$ 6,880,000	\$ -		\$ 8,930,625	\$ 8,930,625
14	Northeast Sector Arterial - from Hogan Road to St. Albert Trail	\$ -		\$ 18,060,000	\$ 18,060,000	\$ -		\$ 20,421,645	\$ 20,421,645
15	Northeast Sector Arterial - St. Albert Trail to Coal Mine Road (Sturgeon County)	\$ -		\$ 18,060,000	\$ 18,060,000	\$ -		\$ 14,857,476	\$ 14,857,476
16	Hogan Road - Villeneuve Road to North City Limits	\$ -		\$ 7,740,000	\$ 7,740,000	\$ -		\$ 6,654,763	\$ 6,654,763
17	Veness Road - From South City Limit to Boudreau Road	\$ -		\$ 2,242,500	\$ 2,242,500	\$ -		\$ 708,048	\$ 708,048
18	Veness Road - From Boudreau Road to Corniveau Avenue	\$ -		\$ 4,858,750	\$ 4,858,750	\$ -		\$ 2,100,000	\$ 2,100,000
19	Veness Road - From Corniveau Avenue to Poundmaker Road	\$ -		\$ 6,727,500	\$ 6,727,500	\$ -		\$ 6,750,000	\$ 6,750,000
20	St. Albert Trail - From Villeneuve Road to NE Sector Arterial	\$ -		\$ 10,160,000	\$ 10,160,000	\$ -		\$ 9,712,298	\$ 9,712,298
21	St. Albert Trail - From NE Sector Arterial to North City Limit	\$ -		\$ 7,620,000	\$ 7,620,000	\$ -		\$ 4,520,036	\$ 4,520,036
22	Intersection - Hogan Road @ Giroux Road	\$ -		\$ 1,118,000	\$ 1,118,000	\$ -		\$ 899,479	\$ 899,479
23	Intersection - Hogan Road @ Villeneuve Road	\$ -		\$ 1,118,000	\$ 1,118,000	\$ -		\$ 899,479	\$ 899,479
24	Intersection - Campbell Road @ Poundmaker Road	\$ -		\$ 1,118,000	\$ 1,118,000	\$ -		\$ 899,479	\$ 899,479
25	Intersection - Ray Gibbon Drive @ Villeneuve Road	\$ -		\$ 1,118,000	\$ 1,118,000	\$ -		\$ 899,479	\$ 899,479
26	Intersection - Ray Gibbon Drive @ Giroux Road	\$ -		\$ 1,118,000	\$ 1,118,000	\$ -		\$ 899,479	\$ 899,479
27	Intersection - Northeast Sector Arterial @ Hogan Road	\$ -		\$ 1,118,000	\$ 1,118,000	\$ -		\$ 899,479	\$ 899,479
28	Intersection - Northeast Sector Arterial @ St. Albert Trail	\$ -		\$ 1,118,000	\$ 1,118,000	\$ -		\$ 899,479	\$ 899,479
29	Intersection - Northeast Sector Arterial @ Coal Mine Road (Sturgeon County)	\$ -		\$ 1,118,000	\$ 1,118,000	\$ -		\$ 899,479	\$ 899,479
30	Intersection - Veness Road @ Boudreau Road	\$ -		\$ 1,118,000	\$ 1,118,000	\$ -		\$ 899,479	\$ 899,479
31	Intersection - Veness Road @ Corniveau Avenue	\$ -		\$ 1,118,000	\$ 1,118,000	\$ -		\$ 899,479	\$ 899,479
32	Intersection - Veness Road @ Poundmaker Road	\$ -		\$ 1,118,000	\$ 1,118,000	\$ -		\$ 899,479	\$ 899,479
33	Intersection - LeClair Way @ Ray Gibbon Drive	\$ -		\$ 1,118,000	\$ 1,118,000	\$ -		\$ 899,479	\$ 899,479
34	Intersection - Interim 137th Avenue @ Ray Gibbon Drive	\$ -		\$ 1,118,000	\$ 1,118,000	\$ -		\$ 899,479	\$ 899,479
35	Intersection Ray Gibbon Drive @ McKenney Avenue	\$ -		\$ 1,118,000	\$ 1,118,000	\$ -		\$ 899,479	\$ 899,479
36	Bellerose Drive - Erin Ridge Road to Coal Mine Road	\$ 2,084,400		\$ 1,794,000	\$ 3,878,400	\$ 2,084,400		\$ 1,140,166	\$ 3,224,566
37	Intersection - Sir Winston Churchill Avenue to LeClair Way / 137 Ave (Edmonton)	\$ -		\$ 1,118,000	\$ 1,118,000	\$ -		\$ 899,479	\$ 899,479
		\$ 58,755,100	\$ 4,035,455	\$ 209,612,000	\$ 272,402,555	\$ 70,933,970	\$ 5,267,413	\$ 176,977,296	\$ 253,178,679

\*Total Project Costs do not include development agreement contributions.

Project expenditure details from 2008/2010 of \$58.8 Million, some of which included budgeted amounts, were amended to \$58.4 Million to reflect actuals. Of this amount, the developer/offsite levy share was \$23.5 Million (not including developer agreement contributions), all of which was financed by the City. During the reporting period (2008-2010), an additional \$12.5 Million of expenditures occurred. Of this amount, the developer/offsite levy share was \$3.9 Million (not including developer agreement contributions), all of which was financed by the City (see table below).

Table 4: Roads – Project Expenditures

Project Description	Prior to 2008	2008	2009	2010
Total Expenditure	\$ 58,399,901	\$ -	\$ 12,534,069	\$ -
Interim Financing Credit	\$ 23,492,112	\$ -	\$ 3,868,303	\$ -
<b>Final Financing</b>				
Special Provincial Grant	\$ 24,225,669	\$ -	\$ 3,073,841	\$ -
Developer Agreement Contribution	\$ 700,400	\$ -	\$ 4,517,546	\$ -
County Financing	\$ 10,591,411	\$ -	\$ 1,074,380	\$ -
Other Stakeholder Share	\$ -	\$ -	\$ -	\$ -
Offsite Levy	\$ 23,492,112	\$ -	\$ 3,868,303	\$ -

Prior to allocating costs to benefitting parties, Special (“ear-marked”) Grants and Developer Agreement Contributions are removed from the Total Project Cost. When Bylaw 30/2009 was adopted on March 1<sup>st</sup> 2009 it included Special Grants of \$45.4 Million and Developer Agreement Contributions of \$0.7 Million (see table below). Provincial funding pertaining to the construction of Ray Gibbon Drive has changed somewhat, resulting in an increase of \$1.2 Million in Special Grants to \$46.6 Million. Developer Agreement Contributions have increase by \$4.5 Million.

**Table 5: Roads – Special Grants and Developer Agreement Contributions**

Item	Project Description	2008/2010			2011 Update		
		Special Grant (Ear-Marked)	PAC-Offsites or Dev Agreement Contributions Received Prior to 2008	PAC-Offsites or Dev Agreement Contributions Received Since 2008	Special Grant (Ear-Marked)	PAC-Offsites or Dev Agreement Contributions Received Prior to 2008	PAC-Offsites or Dev Agreement Contributions Received Since 2008
1	McKenney Avenue - Morgan Crescent to Ray Gibbon Drive					\$ 1,512,260	
2	Giroux Road - North Ridge Drive to Ray Gibbon Drive		\$ 683,000			\$ 683,000	\$ 817,000
3	Hogan Road Widening - Giroux Road to Villeneuve Road						
4	LeClair Way - Sir Winston Churchill Avenue to Ray Gibbon Drive		\$ 17,400			\$ 17,400	\$ 2,188,286
5	Ray Gibbon Drive - 137 Ave(Edmonton) to Meadowview Drive / McKenney Avenue	\$ 10,439,000			\$ 19,124,510		
6	Campbell Road - From Poirier Ave to Poundmaker Road						
7	LeClair Way - City of Edmonton Limits to Ray Gibbon Drive						
8	Ray Gibbon Drive - Meadowview Drive / McKenney Avenue to Giroux Road	\$ 7,928,000			\$ 8,175,000		
9	Ray Gibbon Drive - Giroux Road to Villeneuve Road	\$ 22,579,000			\$ 15,491,000		
10	Meadowview Drive - From West City Limits to Ray Gibbon Drive						
11	Giroux Road - West City Limits to Ray Gibbon Drive						
12	Villeneuve Road - from West City Limits to Ray Gibbon Drive						
13	Northeast Sector Arterial - from Ray Gibbon Drive to Hogan Road						
14	Northeast Sector Arterial - from Hogan Road to St. Albert Trail						
15	Northeast Sector Arterial - St. Albert Trail to Coal Mine Road (Sturgeon County)						
16	Hogan Road - Villeneuve Road to North City Limits						
17	Veness Road - From South City Limit to Boudreau Road						
18	Veness Road - From Boudreau Road to Corriveau Avenue						
19	Veness Road - From Corriveau Avenue to Poundmaker Road						
20	St. Albert Trail - From Villeneuve Road to NE Sector Arterial						
21	St. Albert Trail - From NE Sector Arterial to North City Limit						
22	Intersection - Hogan Road @ Giroux Road						
23	Intersection - Hogan Road @ Villeneuve Road						
24	Intersection - Campbell Road @ Poundmaker Road						
25	Intersection - Ray Gibbon Drive @ Villeneuve Road	\$ 1,118,000			\$ 899,479		
26	Intersection - Ray Gibbon Drive @ Giroux Road	\$ 1,118,000			\$ 899,479		
27	Intersection - Northeast Sector Arterial @ Hogan Road						
28	Intersection - Northeast Sector Arterial @ St. Albert Trail						
29	Intersection - Northeast Sector Arterial @ Coal Mine Road (Sturgeon County)						
30	Intersection - Veness Road @ Boudreau Road						
31	Intersection - Veness Road @ Corriveau Avenue						
32	Intersection - Veness Road @ Poundmaker Road						
33	Intersection - LeClair Way @ Ray Gibbon Drive	\$ 1,118,000			\$ 899,479		
34	Intersection - Interim 137th Avenue @ Ray Gibbon Drive						
35	Intersection Ray Gibbon Drive @ McKenney Avenue	\$ 1,118,000			\$ 1,118,000		
36	Bellerose Drive - Erin Ridge Road to Coal Mine Road						
37	Intersection - Sir Winston Churchill Avenue to LeClair Way / 137 Ave (Edmonton)						
		\$ 45,418,000	\$ 700,400	\$ -	\$ 46,606,947	\$ 700,400	\$ 4,517,546

\$3.8 Million have been collected in offsite levies for roads infrastructure, as shown in the table below.

**Table 6: Roads – Offsite Levy Receipts**

Area Ref. #	Date	Description	Net Development Area (ha.)	Transportation
8	13-May-10	Erin Ridge 38 - Melcor	3.02	
18	5-Jul-10	North Ridge 20 - Genstar	3.51	\$ 422,305.65
15	5-Aug-10	Erin Ridge 20 - Qualico	2.78	\$ 254,058.64
24	31-Aug-10	North ridge 17A - Genstar	1.49	\$ 179,269.35
7	11-Aug-10	Erin Ridge North Stages 1 & 2 - Landre	16.61	\$ 2,941,043.99
18	22-Dec-10	North Ridge 22 - Genstar	1.10	
		<b>Total</b>	<b>28.51</b>	<b>\$ 3,796,678</b>

The allocation of project costs to benefitting parties for roads infrastructure remains unchanged:

- The City benefits from, and is financing, 50% City of the following projects:
  - Project 17 - Veness Road - From South City Limit to Boudreau Rd.
  - Project 18 - Veness Road - From Boudreau Rd to Coriveau
  - Project 19 - Veness Road - From Coriveau to Poundmaker
  - Project 30 - Intersection - Veness Rd @ Boudreau
  - Project 31 - Intersection - Veness Rd @ Coriveau
  - Project 32 - Intersection - Veness Rd @ Poundmaker Rd.
- The City benefits from, and is financing, 100% of Project 36 - Bellrose Drive – Erin Ridge Road to Coal Mine Road.
- Developers (Offsite Levy Pool) – fund all growth related infrastructure less other benefiting party allocations.

In addition, the City continues to provide a further contribution of 50% of costs after grants and developer agreement contributions for:

- Ray Gibbon Dr. - 137 Ave to Meadowview Dr.
- Ray Gibbon Dr. - Meadowview Dr. to Giroux
- Ray Gibbon Dr. - Giroux to Villeneuve Rd.

Due to the reduction in project expenditures and estimated costs, the City's subsidy for Ray Gibbon Drive has declined from \$23.3 Million to \$17.4 Million as shown in the table below.

Table 7: Roads – City Subsidy

Description	2008/2010			2011		
	Original Allocation of Cost	Special City Contribution	Final Cost Allocation	Original Allocation of Cost	Special City Contribution	Final Cost Allocation
City Share	\$ 12,469,775	\$ 23,299,228	\$ 35,769,003	\$ 9,352,809	\$ 17,409,045	\$ 26,761,854
Future Development	\$ 8,591,375		\$ 8,591,375	\$ 6,128,242		\$ 6,128,242
Developer Share (Offsite Levy Pool)	\$ 205,042,679	\$ (23,299,228)	\$ 181,743,452	\$ 184,856,670	\$ (17,409,045)	\$ 167,447,625

The table below shows the overall allocation of costs to the benefitting parties. The developer (offsite levy) share has declined from \$181.9 Million to \$168.5 Million, as a result of some construction work being completed, and some cost estimates being reduced.

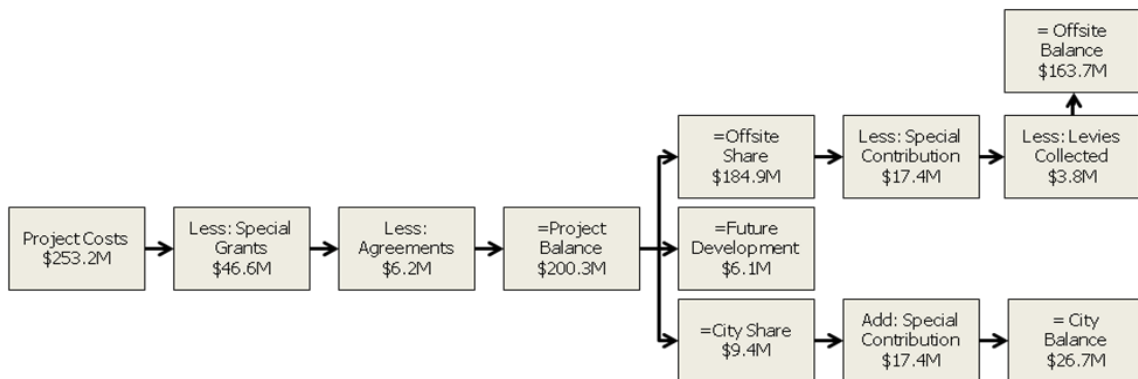
**Table 8: Roads – Infrastructure Cost Allocation To Benefitting Parties**

Item	Project Description	2008/2010			2011 Update		
		City Share	Future Development Share	Developer Share (Offsite Levy)	City Share	Future Development Share	Developer Share (Offsite Levy)
1	McKenney Avenue - Morgan Crescent to Ray Gibbon Drive	\$ -	\$ -	\$ 13,317,150	\$ -	\$ -	\$ 12,752,283
2	Giroux Road - North Ridge Drive to Ray Gibbon Drive	\$ -	\$ -	\$ 5,656,200	\$ -	\$ -	\$ 4,586,937
3	Hogan Road Widening - Giroux Road to Villeneuve Road	\$ -	\$ -	\$ 4,485,000	\$ -	\$ -	\$ 3,480,370
4	LeClair Way - Sir Winston Churchill Avenue to Ray Gibbon Drive	\$ -	\$ -	\$ 6,880,000	\$ -	\$ -	\$ 9,053,439
5	Ray Gibbon Drive - 137 Ave(Edmonton) to Meadowview Drive / McKenney Avenue	\$ 11,517,228	\$ -	\$ 11,517,228	\$ 5,541,245	\$ -	\$ 8,587,570
6	Campbell Road - From Poirier Ave to Poundmaker Road	\$ -	\$ -	\$ 4,888,450	\$ -	\$ -	\$ 4,565,751
7	LeClair Way - City of Edmonton Limits to Ray Gibbon Drive	\$ -	\$ -	\$ 7,293,750	\$ -	\$ -	\$ 9,692,094
8	Ray Gibbon Drive - Meadowview Drive / McKenney Avenue to Giroux Road	\$ 3,649,500	\$ -	\$ 3,649,500	\$ 3,735,300	\$ -	\$ 5,956,388
9	Ray Gibbon Drive - Giroux Road to Villeneuve Road	\$ 8,132,500	\$ -	\$ 8,132,500	\$ 8,132,500	\$ -	\$ 8,132,500
10	Meadowview Drive - From West City Limits to Ray Gibbon Drive	\$ -	\$ -	\$ 16,100,000	\$ -	\$ -	\$ 13,376,682
11	Giroux Road - West City Limits to Ray Gibbon Drive	\$ -	\$ -	\$ 16,100,000	\$ -	\$ -	\$ 11,840,841
12	Villeneuve Road - from West City Limits to Ray Gibbon Drive	\$ -	\$ -	\$ 6,440,000	\$ -	\$ -	\$ 4,364,680
13	Northeast Sector Arterial - from Ray Gibbon Drive to Hogan Road	\$ -	\$ -	\$ 6,880,000	\$ -	\$ -	\$ 8,930,625
14	Northeast Sector Arterial - from Hogan Road to St. Albert Trail	\$ -	\$ -	\$ 18,060,000	\$ -	\$ -	\$ 20,421,645
15	Northeast Sector Arterial - St. Albert Trail to Coal Mine Road (Sturgeon County)	\$ -	\$ -	\$ 18,060,000	\$ -	\$ -	\$ 14,857,476
16	Hogan Road - Villeneuve Road to North City Limits	\$ -	\$ -	\$ 7,740,000	\$ -	\$ -	\$ 6,654,763
17	Veness Road - From South City Limit to Boudreau Road	\$ 1,121,250	\$ 1,121,250	\$ -	\$ 354,024	\$ 354,024	\$ -
18	Veness Road - From Boudreau Road to Corriveau Avenue	\$ 2,429,375	\$ 2,429,375	\$ -	\$ 1,050,000	\$ 1,050,000	\$ -
19	Veness Road - From Corriveau Avenue to Poundmaker Road	\$ 3,363,750	\$ 3,363,750	\$ -	\$ 3,375,000	\$ 3,375,000	\$ -
20	St. Albert Trail - From Villeneuve Road to NE Sector Arterial	\$ -	\$ -	\$ 10,160,000	\$ -	\$ -	\$ 9,712,298
21	St. Albert Trail - From NE Sector Arterial to North City Limit	\$ -	\$ -	\$ 7,620,000	\$ -	\$ -	\$ 4,520,036
22	Intersection - Hogan Road @ Giroux Road	\$ -	\$ -	\$ 1,118,000	\$ -	\$ -	\$ 899,479
23	Intersection - Hogan Road @ Villeneuve Road	\$ -	\$ -	\$ 1,118,000	\$ -	\$ -	\$ 899,479
24	Intersection - Campbell Road @ Poundmaker Road	\$ -	\$ -	\$ 1,118,000	\$ -	\$ -	\$ 899,479
25	Intersection - Ray Gibbon Drive @ Villeneuve Road	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Intersection - Ray Gibbon Drive @ Giroux Road	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
27	Intersection - Northeast Sector Arterial @ Hogan Road	\$ -	\$ -	\$ 1,118,000	\$ -	\$ -	\$ 899,479
28	Intersection - Northeast Sector Arterial @ St. Albert Trail	\$ -	\$ -	\$ 1,118,000	\$ -	\$ -	\$ 899,479
29	Intersection - Northeast Sector Arterial @ Coal Mine Road (Sturgeon County)	\$ -	\$ -	\$ 1,118,000	\$ -	\$ -	\$ 899,479
30	Intersection - Veness Road @ Boudreau Road	\$ 559,000	\$ 559,000	\$ -	\$ 449,740	\$ 449,740	\$ -
31	Intersection - Veness Road @ Corriveau Avenue	\$ 559,000	\$ 559,000	\$ -	\$ 449,740	\$ 449,740	\$ -
32	Intersection - Veness Road @ Poundmaker Road	\$ 559,000	\$ 559,000	\$ -	\$ 449,740	\$ 449,740	\$ -
33	Intersection - LeClair Way @ Ray Gibbon Drive	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
34	Intersection - Interim 137th Avenue @ Ray Gibbon Drive	\$ -	\$ -	\$ 1,118,000	\$ -	\$ -	\$ 899,479
35	Intersection Ray Gibbon Drive @ McKenney Avenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (218,521)
36	Bellerose Drive - Erin Ridge Road to Coal Mine Road	\$ 3,878,400	\$ -	\$ -	\$ 3,224,566	\$ -	\$ -
37	Intersection - Sir Winston Churchill Avenue to LeClair Way / 137 Ave (Edmonton)	\$ -	\$ -	\$ 1,118,000	\$ -	\$ -	\$ 899,479
		\$ 35,769,003	\$ 8,591,375	\$ 181,923,778	\$ 26,761,854	\$ 6,128,242	\$ 168,463,690

\*Developer Share does not include credits for development agreement contributions or offsite levies collected.

The diagram below shows how the various grants and allocations result in an updated balance of \$163.7 Million flowing into the roads offsite levy “pool”.

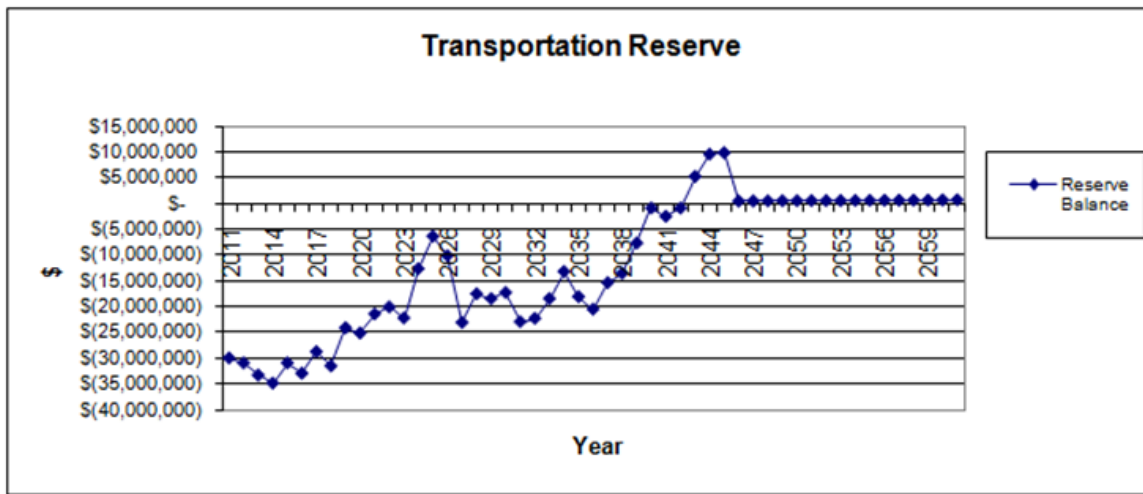
**Figure 2: Roads – Offsite Levy Balance**



Allocation of offsite levy costs for roads infrastructure remains unchanged...costs are distributed according to benefit over the 4 transportation “basins”.

Construction staging has been updated with roads projects being constructed over a 35-year period. As shown in the diagram below, at times offsite levy fund balances will not be sufficient to fund road construction. During these times, “front ending” will be required. When the reserve balance is in a positive position, it earns interest at 3.00%. When the reserve balance is negative (i.e., during times when front ending is required), the reserve is charged interest at 5.00%. The balance of the Offsite Levy Roads Reserve, including receipts, expenditures, and applicable interest, is -\$30.3 Million.

Figure 3: Roads – Projected Reserve Balances



The table below highlights the changes in offsite levy rates for roads across each of the 54 development areas. The rate changes vary from a decline of \$24,450 per ha in some areas to an increase of \$7,547 per ha in other areas. The result is a high of \$169,507 per ha and a low of \$60,132 per ha.

Table 9: Roads – Offsite Levy Rates

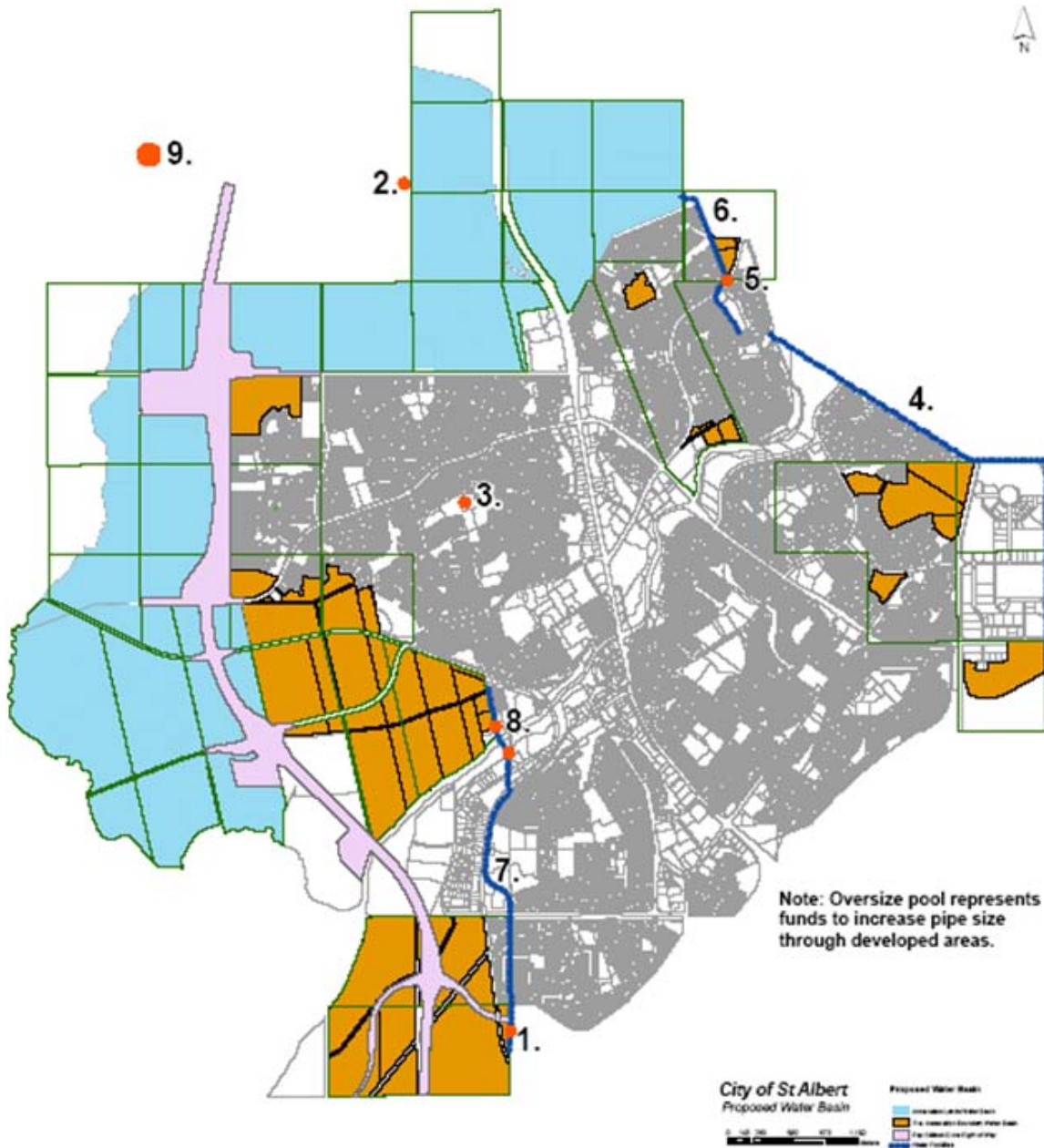
Area Ref. #	2008/2010 Transportation Charges	2011 Transportation Charges	Change
1.0	\$ 177,054	\$ 169,507	\$ (7,547)
2.0	\$ 177,054	\$ 169,507	\$ (7,547)
3.0	\$ 177,054	\$ 169,507	\$ (7,547)
4.0	\$ 177,054	\$ 169,507	\$ (7,547)
5.0	\$ 177,054	\$ 169,507	\$ (7,547)
6.1	\$ 177,054	\$ 169,507	\$ (7,547)
6.2	\$ 177,054	\$ 169,507	\$ (7,547)
7.0	\$ 177,054	\$ 169,507	\$ (7,547)
8.0	\$ 91,388	\$ 69,132	\$ (22,256)
9.0	\$ 132,549	\$ 108,099	\$ (24,450)
10.1	\$ 132,549	\$ 108,099	\$ (24,450)
10.2	\$ 177,054	\$ 169,507	\$ (7,547)
11.0	\$ 177,054	\$ 169,507	\$ (7,547)
12.0	\$ 177,054	\$ 169,507	\$ (7,547)
13.0	\$ 177,054	\$ 169,507	\$ (7,547)
14.0	\$ 177,054	\$ 169,507	\$ (7,547)
15.0	\$ 91,388	\$ 69,132	\$ (22,256)
16.0	\$ 132,549	\$ 108,099	\$ (24,450)
17.0	\$ 132,549	\$ 108,099	\$ (24,450)
17.2	\$ -	\$ -	\$ -
18.0	\$ 120,315	\$ 124,561	\$ 4,246
19.0	\$ 132,549	\$ 108,099	\$ (24,450)
20.0	\$ 132,549	\$ 108,099	\$ (24,450)
20.2	\$ -	\$ -	\$ -
21.0	\$ -	\$ -	\$ -
22.0	\$ 132,549	\$ 108,099	\$ (24,450)
23.0	\$ 132,549	\$ 108,099	\$ (24,450)
23.1	\$ 132,549	\$ 108,099	\$ (24,450)
23.2	\$ 132,549	\$ 108,099	\$ (24,450)
23.3	\$ 134,148	\$ 141,301	\$ 7,153
24.0	\$ 120,315	\$ 124,561	\$ 4,246
25.0	\$ 120,315	\$ 124,561	\$ 4,246
26.0	\$ 132,549	\$ 108,099	\$ (24,450)

Area Ref. #	2008/2010 Transportation Charges	2011 Transportation Charges	Change
27.0	\$ 132,549	\$ 108,099	\$ (24,450)
28.1	\$ 132,549	\$ 108,099	\$ (24,450)
28.2	\$ 134,148	\$ 141,301	\$ 7,153
29.0	\$ 120,315	\$ 124,561	\$ 4,246
29.1	\$ 120,315	\$ 124,561	\$ 4,246
29.2	\$ -	\$ -	\$ -
30.0	\$ 120,315	\$ 124,561	\$ 4,246
30.1	\$ 120,315	\$ 124,561	\$ 4,246
31.0	\$ 120,315	\$ 124,561	\$ 4,246
31.1	\$ 120,315	\$ 124,561	\$ 4,246
32.0	\$ 132,549	\$ 108,099	\$ (24,450)
33.0	\$ 132,549	\$ 108,099	\$ (24,450)
34.0	\$ -	\$ -	\$ -
35.0	\$ 120,315	\$ 124,561	\$ 4,246
36.0	\$ 120,315	\$ 124,561	\$ 4,246
37.0	\$ 120,315	\$ 124,561	\$ 4,246
38.0	\$ 120,315	\$ 124,561	\$ 4,246
39.0	\$ 91,388	\$ 69,132	\$ (22,256)
40.0	\$ 91,388	\$ 69,132	\$ (22,256)
41.0	\$ -	\$ -	\$ -
42.0	\$ 91,388	\$ 69,132	\$ (22,256)
43.0	\$ -	\$ -	\$ -
44.0	\$ -	\$ -	\$ -
45.0	\$ -	\$ -	\$ -
46.0	\$ -	\$ -	\$ -
47.0	\$ -	\$ -	\$ -
48.0	\$ -	\$ -	\$ -
49.0	\$ -	\$ -	\$ -
50.0	\$ -	\$ -	\$ -
51.0	\$ -	\$ -	\$ -
52.0	\$ -	\$ -	\$ -
53.0	\$ -	\$ -	\$ -
54.0	\$ -	\$ -	\$ -

## 6 WATER OFFSITE INFRASTRUCTURE

When Bylaw 30/2009 was adopted on March 1<sup>st</sup>, 2010 it included 9 water infrastructure projects. These 9 projects remain the same in the 2011 update (see diagram below).

Figure 4: Water – Offsite Levy Projects



The overall cost of projects is comprised of “Cost of Work Completed” plus “Debenture

Interest” (if any) plus the “Estimated Cost of Work Yet To Be Completed”. The overall cost of these 9 water infrastructure projects has gone down from \$104.8 Million to \$82.8 Million, a reduction of \$22.0 Million (as shown in the table below). This change is comprised of \$4.2 Million in project expenditures during the reporting period, and a \$26.2 Million reduction in remaining project costs estimates.

**Table 10: Water – Offsite Levy Project Costs**

Item	Project Description	2008/2010			2011 Update				
		Cost of Completed Work	Debt Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost	Cost of Completed Work	Debt Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost
1	R1 - Southwest Reservoir & Pumphouse	\$ -		\$ 31,417,500	\$ 31,417,500	\$ -		\$ 25,906,700	\$ 25,906,700
2	R2 - North Reservoir & Pumphouse	\$ -		\$ 24,805,000	\$ 24,805,000	\$ -		\$ 25,906,700	\$ 25,906,700
3	R3 - Lacombe Park Existing Reservoir & Pumphouse	\$ 10,400,000		\$ -	\$ 10,400,000	\$ 10,048,497		\$ -	\$ 10,048,497
4	W1 - Oakmont Water Supply Main	\$ -		\$ 10,976,750	\$ 10,976,750	\$ 4,533,583		\$ 5,540,080	\$ 10,073,663
5	W2 - Oakmont Transmission Main - Phase 1	\$ -		\$ 2,380,500	\$ 2,380,500	\$ -		\$ 882,814	\$ 882,814
6	W3 - Oakmont Transmission Main - Phase 2	\$ -		\$ 6,612,500	\$ 6,612,500	\$ -		\$ 1,285,694	\$ 1,285,694
7	W4 - South Reservoir Transmission Main	\$ -		\$ 12,034,750	\$ 12,034,750	\$ -		\$ 4,796,592	\$ 4,796,592
8	W5 - South Reservoir River Crossing	\$ -		\$ 3,570,750	\$ 3,570,750	\$ -		\$ 1,593,446	\$ 1,593,446
9	W6 - Oversizing Pool	\$ -		\$ 2,645,000	\$ 2,645,000	\$ -		\$ 2,340,000	\$ 2,340,000
		\$ 10,400,000	\$ -	\$ 94,442,750	\$ 104,842,750	\$ 14,582,080	\$ -	\$ 68,252,026	\$ 82,834,106

\*Total Project Costs do not include development agreement contributions.

Project expenditure details from 2008/2010 of \$10.4 Million, some of which included budgeted amounts, were amended to \$10.0 Million to reflect actuals. Of this amount, the developer/offsite levy share was \$3.7 Million, all of which was financed by the City. During the reporting period (2008-2010), an additional \$4.5 Million of expenditures occurred. Of this amount, the developer/offsite levy share was \$2.3 Million, all of which was financed by the City (see table below).

**Table 11: Water – Project Expenditures**

Project Description	Prior to 2008	2008	2009	2010
Total Expenditure	\$ 10,048,497	\$ 4,471,661	\$ 19,148	\$ 42,774
Interim Financing Credit	\$ 3,745,084	\$ 2,235,831	\$ 9,574	\$ 21,387
<b>Final Financing</b>				
Special Provincial Grant	\$ 3,071,813	\$ -	\$ -	\$ -
Developer Agreement Contribution	\$ -	\$ -	\$ -	\$ -
County Financing	\$ 3,231,600	\$ 2,235,831	\$ 9,574	\$ 21,387
Other Stakeholder Share	\$ -	\$ -	\$ -	\$ -
Offsite Levy	\$ 3,745,084	\$ 2,235,831	\$ 9,574	\$ 21,387

Prior to allocating costs to benefitting parties, Special (“ear-marked”) Grants and Developer Agreement Contributions are removed from the Total Project Cost. When Bylaw 30/2009 was adopted on March 1<sup>st</sup> 2009, it included Special Grants of \$3.1 Million, and no Developer Agreement Contributions (see table below). Special Grants remain unchanged at \$3.16 Million. No Developer Agreement Contributions have been

received.

Table 12: Water – Special Grants and Developer Agreement Contributions

Item	Project Description	2008/2010			2011 Update		
		Special Provincial Grant	Developer Agreement Contributions Pending	Developer Agreement Contributions Received	Special Provincial Grant	Developer Agreement Contributions Pending	Developer Agreement Contributions Received
1	R1 - Southwest Reservoir & Pumphouse						
2	R2 - North Reservoir & Pumphouse						
3	R3 - Lacombe Park Existing Reservoir & Pumphouse	\$ 3,071,812			\$ 3,071,812		
4	W1 - Oakmont Water Supply Main						
5	W2 - Oakmont Transmission Main - Phase 1						
6	W3 - Oakmont Transmission Main - Phase 2						
7	W4 - South Reservoir Transmission Main						
8	W5 - South Reservoir River Crossing						
9	W6 - Oversizing Pool						
		\$ 3,071,812	\$ -	\$ -	\$ 3,071,812	\$ -	\$ -

\$1.7 Million have been collected in offsite levies for water infrastructure, as shown in the table below.

Table 13: Water – Offsite Levy Receipts

Area Ref. #	Date	Description	Net Development Area (ha.)	Water
8	13-May-10	Erin Ridge 38 - Melcor	3.02	\$ 168,929.74
18	5-Jul-10	North Ridge 20 - Genstar	3.51	\$ 196,338.87
15	5-Aug-10	Erin Ridge 20 - Qualico	2.78	\$ 155,504.86
24	31-Aug-10	North ridge 17A - Genstar	1.49	\$ 83,346.13
7	11-Aug-10	Erin Ridge North Stages 1 & 2 - Landre	16.61	\$ 1,036,941.68
18	22-Dec-10	North Ridge 22 - Genstar	1.10	\$ 61,530.70
		<b>Total</b>	<b>28.51</b>	<b>\$ 1,702,592</b>

The allocation of project costs to benefitting parties for water infrastructure remains unchanged:

- The City benefits from, and is financing, 50% City of the following projects:
  - W1 - Oakmont Water Supply Main
- The City benefits from, and is financing, 25% City of the following projects:
  - W2 - Oakmont Transmission Main - Phase 1
  - W3 - Oakmont Transmission Main - Phase 2
  - W4 - South Reservoir Transmission Main
  - W5 - South Reservoir River Crossing

- Developers (Offsite Levy Pool) – fund all growth related infrastructure less other benefiting party allocations.

In addition, the City continues to provide a further contribution of costs after grants and developer agreement contributions for:

- 5% of the cost of R1 - Southwest Reservoir & Pumphouse
- 2.75 of the cost of R2 - North Reservoir & Pumphouse
- 46.32% of the cost of R3 - Lacombe Park Existing Reservoir & Pumphouse

Due to the reduction in project expenditures and estimated costs, the City’s subsidy for projects R1, R2, and R3 has declined from \$5.6 Million to \$5.2 Million as shown in the table below.

**Table 14: Water – City Subsidy**

Description	2008/2010			2011		
	Original Allocation of Cost	Special City Contribution	Final Cost Allocation	Original Allocation of Cost	Special City Contribution	Final Cost Allocation
City Share	\$ 11,638,000	\$ 5,647,429	\$ 17,285,429	\$ 7,176,468	\$ 5,239,370	\$ 12,415,838
Future Development	\$ 11,162,250		\$ 11,162,250	\$ 11,658,015		\$ 11,658,015
Developer Share (Offsite Levy Pool)	\$ 76,482,918	\$ (5,647,429)	\$ 70,835,489	\$ 58,440,041	\$ (5,239,370)	\$ 53,200,671
Costs to Benefiting Parties	\$ 99,283,168	\$ -	\$ 99,283,168	\$ 77,274,524	\$ -	\$ 77,274,524

The table below shows the overall allocation of costs to the benefiting parties. The developer (offsite levy) share has declined from \$73.3 Million to \$56.7 Million, as a result of some construction work being completed, and some cost estimates being reduced.

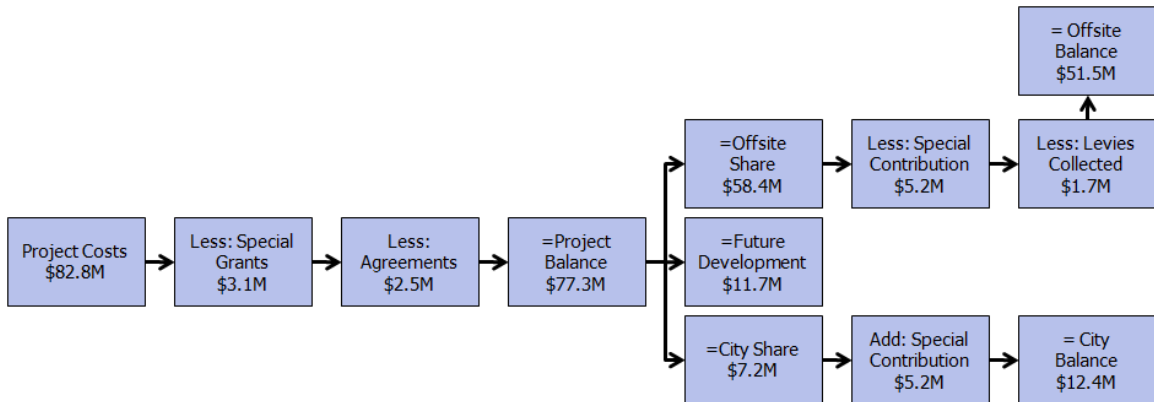
**Table 15: Water – Cost Allocation To Benefiting Parties**

Item	Project Description	2008/2010			2011 Update		
		City Share	Future Development Share	Developer Share (Offsite Levy)	City Share	Future Development Share	Developer Share (Offsite Levy)
1	R1 - Southwest Reservoir & Pumphouse	\$ 1,570,875	\$ -	\$ 29,846,625	\$ 1,295,335	\$ -	\$ 24,611,365
2	R2 - North Reservoir & Pumphouse	\$ 682,138	\$ 11,162,250	\$ 12,960,613	\$ 712,434	\$ 11,658,015	\$ 13,536,251
3	R3 - Lacombe Park Existing Reservoir & Pumphouse	\$ 3,394,417	\$ -	\$ 3,933,771	\$ 3,231,601	\$ -	\$ 3,745,085
4	W1 - Oakmont Water Supply Main	\$ 5,488,375	\$ -	\$ 5,488,375	\$ 5,036,832	\$ -	\$ 5,036,832
5	W2 - Oakmont Transmission Main - Phase 1	\$ 595,125	\$ -	\$ 1,785,375	\$ 220,704	\$ -	\$ 662,111
6	W3 - Oakmont Transmission Main - Phase 2	\$ 1,653,125	\$ -	\$ 4,959,375	\$ 321,423	\$ -	\$ 964,270
7	W4 - South Reservoir Transmission Main	\$ 3,008,688	\$ -	\$ 9,026,063	\$ 1,199,148	\$ -	\$ 3,597,444
8	W5 - South Reservoir River Crossing	\$ 892,688	\$ -	\$ 2,678,063	\$ 398,362	\$ -	\$ 1,195,085
9	W6 - Oversizing Pool	\$ -	\$ -	\$ 2,645,000	\$ -	\$ -	\$ 2,340,000
		\$ 17,285,429	\$ 11,162,250	\$ 73,323,259	\$ 12,415,838	\$ 11,658,015	\$ 55,688,441

\*Developer Share does not include credits for development agreement contributions or offsite levies collected.

The diagram below shows how the various grants and allocations result in an updated balance of \$51.5 Million flowing into the water offsite levy “pool”.

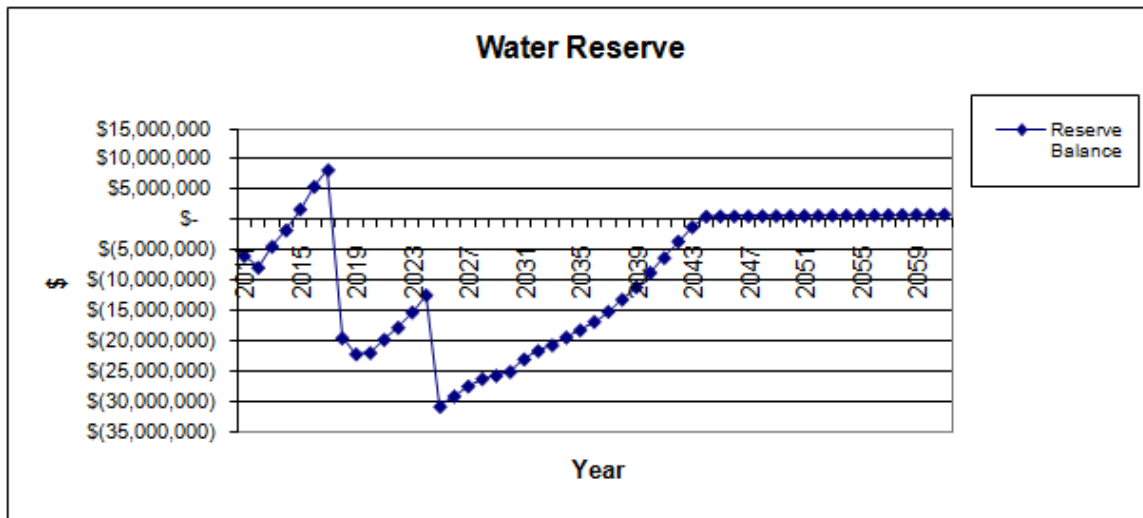
Figure 5: Water – Offsite Levy Balance



Allocation of offsite levy costs for water infrastructure remain unchanged...costs are distributed according to benefit over the 2 water “basins”.

Construction staging has been updated with water projects being constructed over a 15-year period. As shown in the diagram below, at times offsite levy fund balances will not be sufficient to fund water construction. During these times, “front ending” will be required. When the reserve balance is in a positive position, it earns interest at 3.00%. When the reserve balance is negative (i.e., during times when front ending is required), the reserve is charged interest at 5.00%. The balance of the Offsite Levy Water Reserve, including receipts, expenditures, and applicable interest, is -\$4.6 Million.

Figure 6: Water – Reserve Balance



The table below highlights the changes in offsite levy rates for water across each of the

54 development areas. The rates have decline ~\$14,000 per ha, resulting in a high of \$48,872 per ha and a low of \$42,111 per ha.

Table 16: Water – Offsite Levy Rates

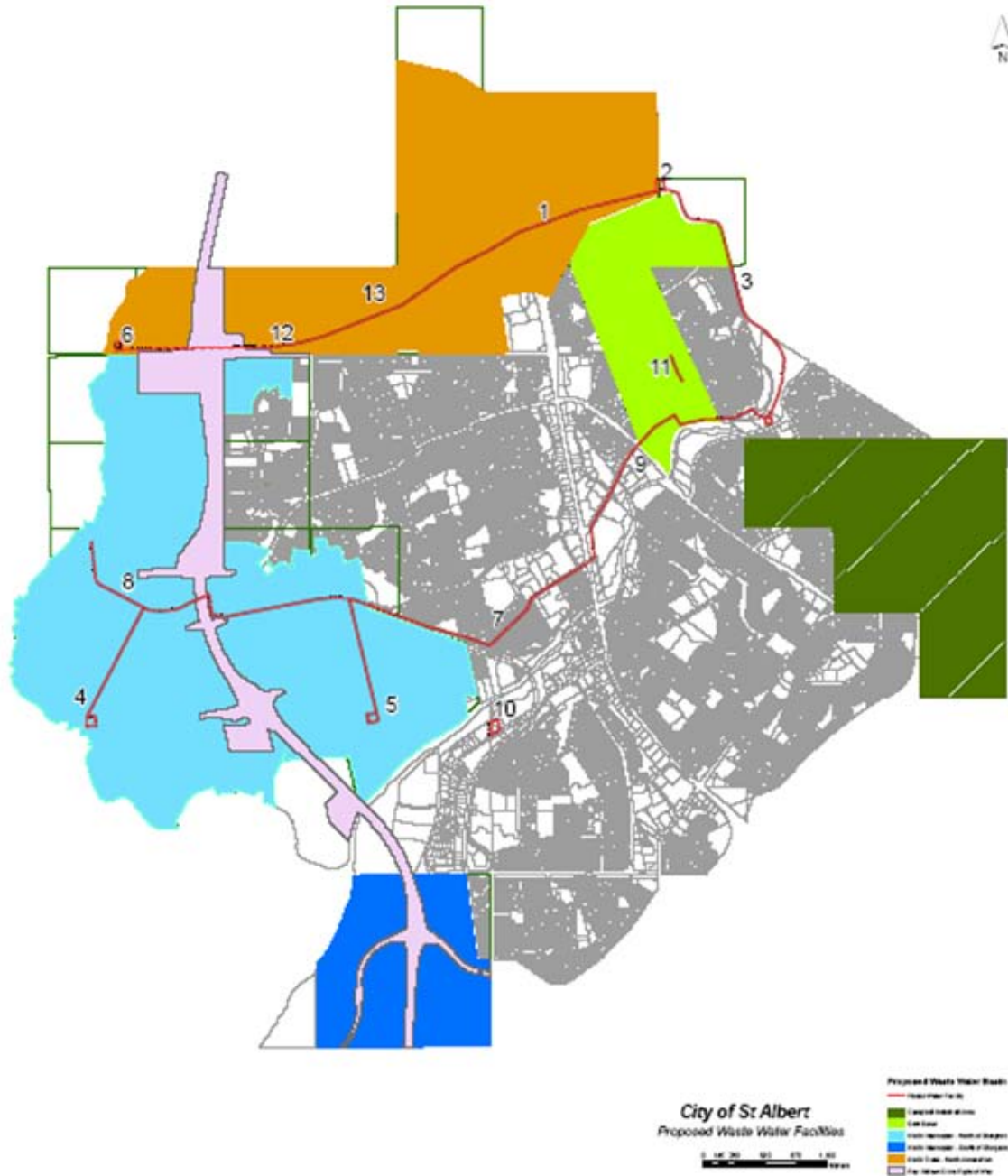
Area Ref. #	2008/2010	2011	Change
	Water Charges	Water Charges	
1.0	\$ 62,425	\$ 48,872	\$ (13,553)
2.0	\$ 62,425	\$ 48,872	\$ (13,553)
3.0	\$ 62,425	\$ 48,872	\$ (13,553)
4.0	\$ 62,425	\$ 48,872	\$ (13,553)
5.0	\$ 62,425	\$ 48,872	\$ (13,553)
6.1	\$ 62,425	\$ 48,872	\$ (13,553)
6.2	\$ 62,425	\$ 48,872	\$ (13,553)
7.0	\$ 62,425	\$ 48,872	\$ (13,553)
8.0	\$ 55,937	\$ 42,111	\$ (13,826)
9.0	\$ 62,425	\$ 48,872	\$ (13,553)
10.1	\$ 62,425	\$ 48,872	\$ (13,553)
10.2	\$ 62,425	\$ 48,872	\$ (13,553)
11.0	\$ 62,425	\$ 48,872	\$ (13,553)
12.0	\$ 62,425	\$ 48,872	\$ (13,553)
13.0	\$ 62,425	\$ 48,872	\$ (13,553)
14.0	\$ 62,425	\$ 48,872	\$ (13,553)
15.0	\$ 55,937	\$ 42,111	\$ (13,826)
16.0	\$ 62,425	\$ 48,872	\$ (13,553)
17.0	\$ 62,425	\$ 48,872	\$ (13,553)
17.2	\$ -	\$ -	\$ -
18.0	\$ 55,937	\$ 42,111	\$ (13,826)
19.0	\$ 62,425	\$ 48,872	\$ (13,553)
20.0	\$ 62,425	\$ 48,872	\$ (13,553)
20.2	\$ -	\$ -	\$ -
21.0	\$ -	\$ -	\$ -
22.0	\$ 62,425	\$ 48,872	\$ (13,553)
23.0	\$ 62,425	\$ 48,872	\$ (13,553)
23.1	\$ 62,425	\$ 48,872	\$ (13,553)
23.2	\$ 62,425	\$ 48,872	\$ (13,553)
23.3	\$ 62,425	\$ 48,872	\$ (13,553)
24.0	\$ 55,937	\$ 42,111	\$ (13,826)
25.0	\$ 55,937	\$ 42,111	\$ (13,826)
26.0	\$ 62,425	\$ 48,872	\$ (13,553)

Area Ref. #	2008/2010	2011	Change
	Water Charges	Water Charges	
27.0	\$ 62,425	\$ 48,872	\$ (13,553)
28.1	\$ 62,425	\$ 48,872	\$ (13,553)
28.2	\$ 62,425	\$ 48,872	\$ (13,553)
29.0	\$ 55,937	\$ 42,111	\$ (13,826)
29.1	\$ 55,937	\$ 42,111	\$ (13,826)
29.2	\$ -	\$ -	\$ -
30.0	\$ 55,937	\$ 42,111	\$ (13,826)
30.1	\$ 55,937	\$ 42,111	\$ (13,826)
31.0	\$ 55,937	\$ 42,111	\$ (13,826)
31.1	\$ 62,425	\$ 48,872	\$ (13,553)
32.0	\$ 62,425	\$ 48,872	\$ (13,553)
33.0	\$ 62,425	\$ 48,872	\$ (13,553)
34.0	\$ -	\$ -	\$ -
35.0	\$ 55,937	\$ 42,111	\$ (13,826)
36.0	\$ 55,937	\$ 42,111	\$ (13,826)
37.0	\$ 55,937	\$ 42,111	\$ (13,826)
38.0	\$ 55,937	\$ 42,111	\$ (13,826)
39.0	\$ 55,937	\$ 42,111	\$ (13,826)
40.0	\$ 55,937	\$ 42,111	\$ (13,826)
41.0	\$ -	\$ -	\$ -
42.0	\$ 55,937	\$ 42,111	\$ (13,826)
43.0	\$ -	\$ -	\$ -
44.0	\$ -	\$ -	\$ -
45.0	\$ -	\$ -	\$ -
46.0	\$ -	\$ -	\$ -
47.0	\$ -	\$ -	\$ -
48.0	\$ -	\$ -	\$ -
49.0	\$ -	\$ -	\$ -
50.0	\$ -	\$ -	\$ -
51.0	\$ -	\$ -	\$ -
52.0	\$ -	\$ -	\$ -
53.0	\$ -	\$ -	\$ -
54.0	\$ -	\$ -	\$ -

## 7 SANITARY OFFSITE INFRASTRUCTURE

When Bylaw 30/2009 was adopted on March 1<sup>st</sup>, 2010 it included 13 sanitary infrastructure projects. These 13 projects remain the same in the 2011 update (see diagram below).

Figure 7: Sanitary – Offsite Levy Projects



The overall cost of projects is comprised of “Cost of Work Completed” plus “Debenture Interest” (if any) plus the “Estimated Cost of Work Yet To Be Completed”. The overall cost of these 13 sanitary infrastructure projects has gone down from \$66.1 Million to \$51.2 Million, a reduction of \$15.0 Million (as shown in the table below). This change is comprised of \$1.7 Million in project expenditures during the reporting period, and a \$16.7 Million reduction in remaining project costs estimates.

**Table 17: Sanitary – Offsite Levy Project Costs**

Item	Project Description	2008/2010				2011 Update			
		Cost of Completed Work	Debenture Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost	Cost of Completed Work	Debenture Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost
1	S1 - North Annexation Trunk - Phase 1	\$ -		\$ 9,257,500	\$ 9,257,500	\$ -		\$ 6,167,200	\$ 6,167,200
2	L1 - North East Lift Station	\$ -		\$ 7,935,000	\$ 7,935,000	\$ -		\$ 3,607,500	\$ 3,607,500
3	F1 - North East Forcemain	\$ -		\$ 5,290,000	\$ 5,290,000	\$ -		\$ 6,415,734	\$ 6,415,734
4	LF1 - South West Lift Station & Forcemain	\$ -		\$ -	\$ -	\$ -		\$ -	\$ -
5	LF2 - South East Lift Station & Forcemain	\$ -		\$ -	\$ -	\$ -		\$ -	\$ -
6	LF3 - North West Lift Station & Forcemain	\$ -		\$ -	\$ -	\$ -		\$ -	\$ -
7	S2 - Phase 1 - North Interceptor	\$ 10,976,500		\$ -	\$ 10,976,500	\$ 10,452,590		\$ -	\$ 10,452,590
8	S3 - Phase 2b - North Interceptor	\$ -		\$ 4,761,000	\$ 4,761,000	\$ -		\$ 5,046,145	\$ 5,046,145
9	S4 - Phase 3 North Interceptor	\$ -		\$ 21,160,000	\$ 21,160,000	\$ -		\$ 10,788,310	\$ 10,788,310
10	L2 - Riel Lift Station - Rebuild	\$ -		\$ 3,000,000	\$ 3,000,000	\$ 2,218,678		\$ -	\$ 2,218,678
11	S5 - Oakmont Drive Sewer Replacement	\$ -		\$ 1,058,000	\$ 1,058,000	\$ -		\$ 706,875	\$ 706,875
12	S6 - North Annexation Trunk Phase 2	\$ -		\$ 1,300,000	\$ 1,300,000	\$ -		\$ 1,905,665	\$ 1,905,665
13	S7 - North Annexation Trunk Phase 3	\$ -		\$ 1,400,000	\$ 1,400,000	\$ -		\$ 3,845,249	\$ 3,845,249
		\$ 10,976,500	\$ -	\$ 55,161,500	\$ 66,138,000	\$ 12,671,268	\$ -	\$ 38,482,678	\$ 51,153,946

\*Total Project Costs do not include development agreement contributions.

Project expenditure details from 2008/2010 of \$11.0 Million, some of which included budgeted amounts, were amended to \$10.5 Million to reflect actuals. Of this amount, the developer/offsite levy share was \$0.0 Million (not including developer contributions). During the reporting period (2008-2010), an additional \$2.2 Million of expenditures occurred. Of this amount, the developer/offsite levy share was \$1.1 Million, all of which was financed by the City (see table below).

**Table 18: Sanitary – Project Expenditures**

Project Description	Prior to 2008	2008	2009	2010
Total Expenditure	\$ 10,452,590	\$ -	\$ 277,610	\$ 1,941,068
Interim Financing Credit	\$ -	\$ -	\$ 138,805	\$ 970,534
<b>Final Financing</b>				
Special Provincial Grant	\$ 6,474,250	\$ -	\$ -	\$ -
Developer Agreement Contribution	\$ 3,978,340	\$ -	\$ -	\$ -
Utility Reserve	\$ -	\$ -	\$ 138,805	\$ 970,534
Other Stakeholder Share	\$ -	\$ -	\$ -	\$ -
Offsite Levy	\$ -	\$ -	\$ 138,805	\$ 970,534

Prior to allocating costs to benefitting parties, Special (“ear-marked”) Grants and Developer Agreement Contributions are removed from the Total Project Cost. When

Bylaw 30/2009 was adopted on March 1<sup>st</sup> 2009, it included Special Grants of \$6.5 Million, and Developer Agreement Contributions (pending) of \$4.8 Million (see table below). Special Grants remain unchanged at \$6.5 Million, and Developer Agreement Contributions received declined to \$4.3 Million.

**Table 19: Sanitary – Special Grants and Developer Agreement Contributions**

Item	Project Description	2008/2010			2011 Update		
		Special Provincial Grant	Developer Agreement Contributions Pending	Developer Agreement Contributions Received	Special Provincial Grant	Developer Agreement Contributions Pending	Developer Agreement Contributions Received
1	S1 - North Annexation Trunk - Phase 1						
2	L1 - North East Lift Station						
3	F1 - North East Forcemain						
4	LF1 - South West Lift Station & Forcemain						
5	LF2 - South East Lift Station & Forcemain						
6	LF3 - North West Lift Station & Forcemain						
7	S2 - Phase 1 - North Interceptor	\$ 6,474,279	\$ 4,502,221		\$ 6,474,250	\$ 3,978,340	
8	S3 - Phase 2b - North Interceptor						
9	S4 - Phase 3 North Interceptor		\$ 329,664			\$ 329,664	
10	L2 - Riel Lift Station - Rebuild						
11	S5 - Oakmont Drive Sewer Replacement						
12	S6 - North Annexation Trunk Phase 2						
13	S7 - North Annexation Trunk Phase 3						
		\$ 6,474,279	\$ 4,831,885	\$ -	\$ 6,474,250	\$ 4,308,004	\$ -

\$0.8 Million have been collected in offsite levies for sanitary infrastructure, as shown in the table below.

**Table 20: Sanitary – Offsite Levy Receipts**

Area Ref. #	Date	Description	Net Development Area (ha.)	Sanitary Sewer
8	13-May-10	Erin Ridge 38 - Melcor	3.02	\$ 1,739.52
18	5-Jul-10	North Ridge 20 - Genstar	3.51	\$ 147,883.32
15	5-Aug-10	Erin Ridge 20 - Qualico	2.78	\$ 1,601.28
24	31-Aug-10	North ridge 17A - Genstar	1.49	\$ 62,776.68
7	11-Aug-10	Erin Ridge North Stages 1 & 2 - Landre	16.61	\$ 496,436.35
18	22-Dec-10	North Ridge 22 - Genstar	1.10	\$ 46,345.20
		<b>Total</b>	<b>28.51</b>	<b>\$ 756,782</b>

The allocation of project costs to benefitting parties for sanitary infrastructure remains unchanged, as shown in the table below.

Table 21: Sanitary – Benefitting Parties

Item	Project Description	City Share %	Future Development %	Developer Share %
1	S1 - North Annexation Trunk - Phase 1		41.000%	59.000%
2	L1 - North East Lift Station		41.000%	59.000%
3	F1 - North East Forcemain		41.000%	59.000%
4	LF1 - South West Lift Station & Forcemain			100.000%
5	LF2 - South East Lift Station & Forcemain			100.000%
6	LF3 - North West Lift Station & Forcemain		80.000%	20.000%
7	S2 - Phase 1 - North Interceptor			100.000%
8	S3 - Phase 2b - North Interceptor			100.000%
9	S4 - Phase 3 North Interceptor			100.000%
10	L2 - Riel Lift Station - Rebuild	50.000%		50.000%
11	S5 - Oakmont Drive Sewer Replacement	75.000%		25.000%
12	S6 - North Annexation Trunk Phase 2		41.000%	59.000%
13	S7 - North Annexation Trunk Phase 3		41.000%	59.000%

The table below shows the overall allocation of costs to the benefiting parties. The developer (offsite levy) share has declined from \$42.2 Million to \$29.7 Million, as a result of some construction work being completed, and some cost estimates being reduced.

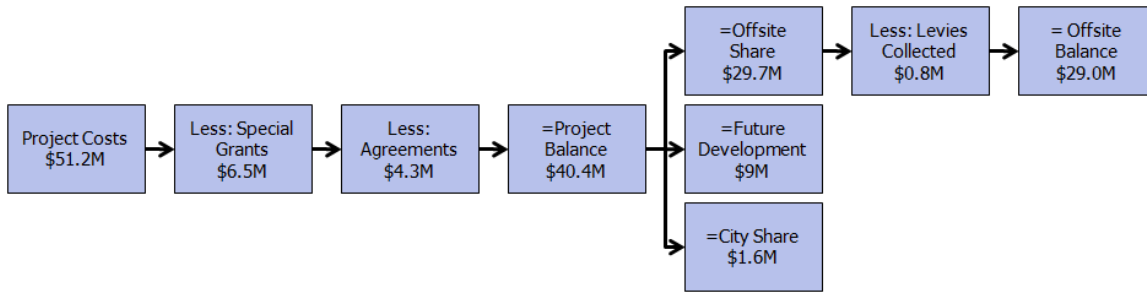
Table 22: Sanitary – Cost Allocation To Benefitting Parties

Item	Project Description	2008/2010			2011 Update		
		City Share	Future Development Share	Developer Share (Offsite Levy)	City Share	Future Development Share	Developer Share (Offsite Levy)
1	S1 - North Annexation Trunk - Phase 1	\$ -	\$ 3,795,575	\$ 5,461,925	\$ -	\$ 2,528,552	\$ 3,638,648
2	L1 - North East Lift Station	\$ -	\$ 3,253,350	\$ 4,681,650	\$ -	\$ 1,479,075	\$ 2,128,425
3	F1 - North East Forcemain	\$ -	\$ 2,168,900	\$ 3,121,100	\$ -	\$ 2,630,451	\$ 3,785,283
4	LF1 - South West Lift Station & Forcemain	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	LF2 - South East Lift Station & Forcemain	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6	LF3 - North West Lift Station & Forcemain	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7	S2 - Phase 1 - North Interceptor	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8	S3 - Phase 2b - North Interceptor	\$ -	\$ -	\$ 4,761,000	\$ -	\$ -	\$ 5,046,145
9	S4 - Phase 3 North Interceptor	\$ -	\$ -	\$ 20,830,336	\$ -	\$ -	\$ 10,458,646
10	L2 - Riel Lift Station - Rebuild	\$ 1,500,000	\$ -	\$ 1,500,000	\$ 1,109,339	\$ -	\$ 1,109,339
11	S5 - Oakmont Drive Sewer Replacement	\$ 793,500	\$ -	\$ 264,500	\$ 530,156	\$ -	\$ 176,719
12	S6 - North Annexation Trunk Phase 2	\$ -	\$ 533,000	\$ 767,000	\$ -	\$ 781,323	\$ 1,124,342
13	S7 - North Annexation Trunk Phase 3	\$ -	\$ 574,000	\$ 826,000	\$ -	\$ 1,576,552	\$ 2,268,697
		\$ 2,293,500	\$ 10,324,825	\$ 42,213,511	\$ 1,639,495	\$ 8,995,953	\$ 29,736,244

\*Developer Share does not include credits for development agreement contributions or offsite levies collected.

The diagram below shows how the various grants and allocations result in an updated balance of \$51.5 Million flowing into the sanitary offsite levy “pool”.

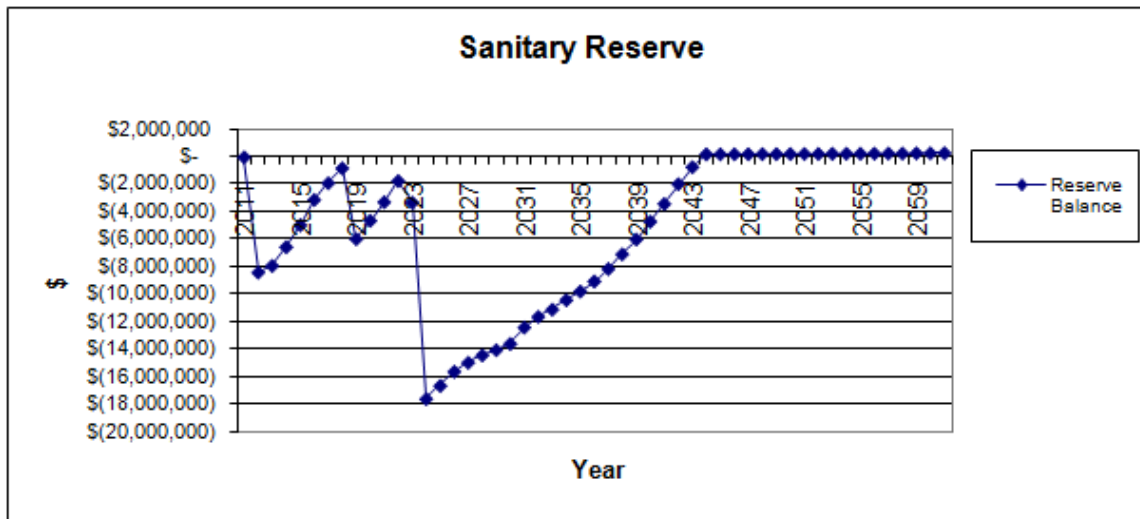
Figure 8: Sanitary – Offsite Levy Balance



Allocation of offsite levy costs for sanitary infrastructure remain unchanged...costs are distributed according to benefit over the 5 sanitary “basins”.

Construction staging has been updated with sanitary projects being constructed over a 20-year period. As shown in the diagram below, at times offsite levy fund balances will not be sufficient to fund sanitary construction. During these times, “front ending” will be required. When the reserve balance is in a positive position, it earns interest at 3.00%. When the reserve balance is negative (i.e., during times when front ending is required), the reserve is charged interest at 5.00%. The balance of the Offsite Levy Sanitary Reserve, including receipts, expenditures, and applicable interest, is -\$0.4 Million.

Figure 9: Sanitary – Reserve Balance



The table below highlights the changes in offsite levy rates for sanitary across each of the 54 development areas. The rate changes vary from a decline of \$18,615 per ha in some areas to a decline of \$182 per ha in other areas. The result is a high of \$29,278 per ha and a low of \$394 per ha.

Table 23: Sanitary – Offsite Levy Rates

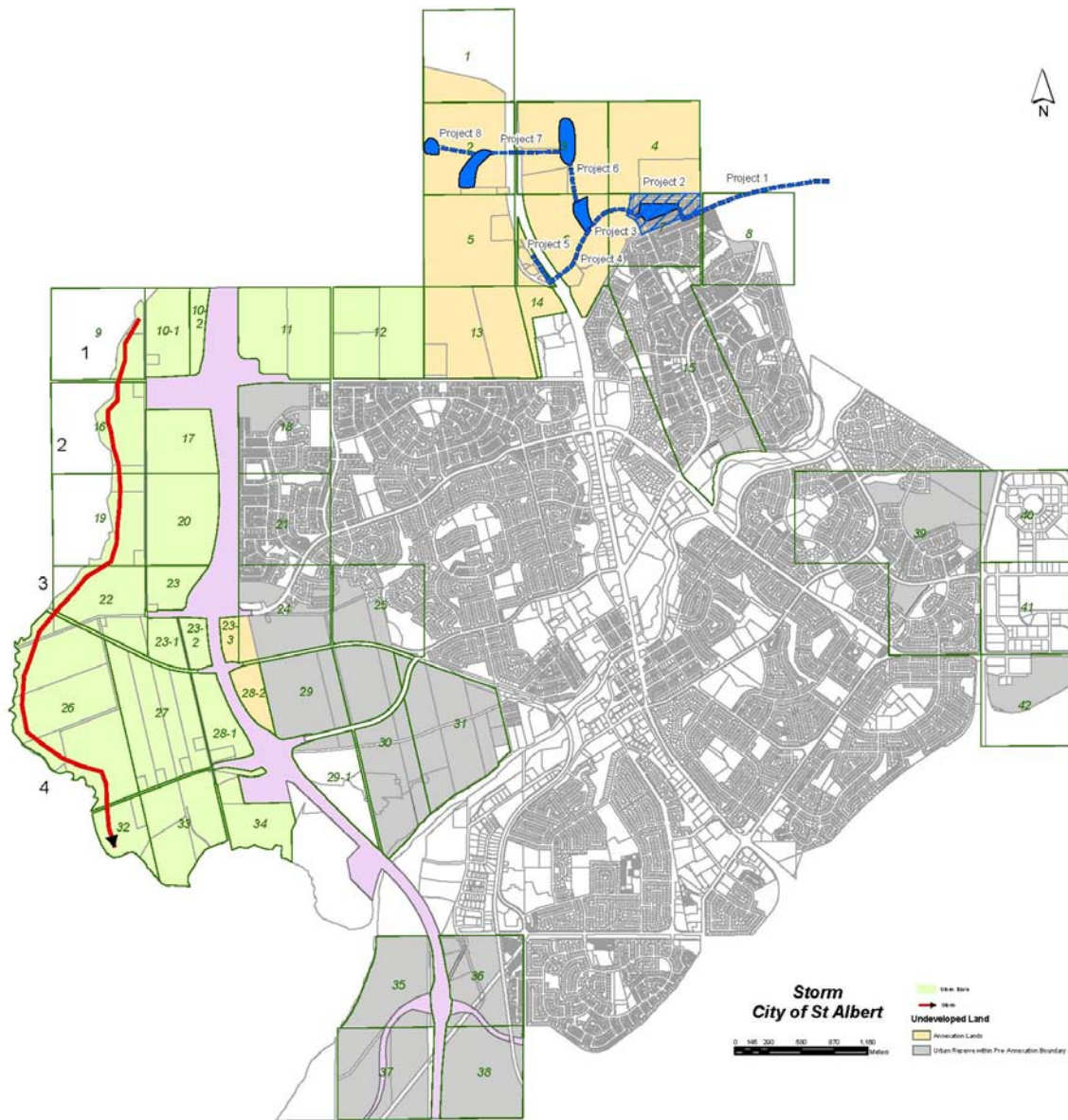
Area Ref. #	2008/2010 Sanitary Charges	2011 Sanitary Charges	Change
1.0	\$ 29,886	\$ 22,417	\$ (7,469)
2.0	\$ 29,886	\$ 22,417	\$ (7,469)
3.0	\$ 29,886	\$ 22,417	\$ (7,469)
4.0	\$ 29,886	\$ 22,417	\$ (7,469)
5.0	\$ 29,886	\$ 22,417	\$ (7,469)
6.1	\$ 29,886	\$ 22,417	\$ (7,469)
6.2	\$ 29,886	\$ 22,417	\$ (7,469)
7.0	\$ 29,886	\$ 22,417	\$ (7,469)
8.0	\$ 576	\$ 394	\$ (182)
9.0	\$ 29,886	\$ 22,417	\$ (7,469)
10.1	\$ 29,886	\$ 22,417	\$ (7,469)
10.2	\$ 29,886	\$ 22,417	\$ (7,469)
11.0	\$ 29,886	\$ 22,417	\$ (7,469)
12.0	\$ 29,886	\$ 22,417	\$ (7,469)
13.0	\$ 29,886	\$ 22,417	\$ (7,469)
14.0	\$ 29,886	\$ 22,417	\$ (7,469)
15.0	\$ 576	\$ 394	\$ (182)
16.0	\$ 42,132	\$ 27,903	\$ (14,229)
17.0	\$ 42,132	\$ 27,903	\$ (14,229)
17.2	\$ -	\$ -	\$ -
18.0	\$ 42,132	\$ 27,903	\$ (14,229)
19.0	\$ 42,132	\$ 27,903	\$ (14,229)
20.0	\$ 42,132	\$ 27,903	\$ (14,229)
20.2	\$ -	\$ -	\$ -
21.0	\$ -	\$ -	\$ -
22.0	\$ 42,132	\$ 27,903	\$ (14,229)
23.0	\$ 42,132	\$ 27,903	\$ (14,229)
23.1	\$ 42,132	\$ 27,903	\$ (14,229)
23.2	\$ 42,132	\$ 27,903	\$ (14,229)
23.3	\$ 42,132	\$ 27,903	\$ (14,229)
24.0	\$ 42,132	\$ 27,903	\$ (14,229)
25.0	\$ 42,132	\$ 27,903	\$ (14,229)
26.0	\$ 42,132	\$ 27,903	\$ (14,229)

Area Ref. #	2008/2010 Sanitary Charges	2011 Sanitary Charges	Change
27.0	\$ 42,132	\$ 27,903	\$ (14,229)
28.1	\$ 42,132	\$ 27,903	\$ (14,229)
28.2	\$ 42,132	\$ 27,903	\$ (14,229)
29.0	\$ 42,132	\$ 27,903	\$ (14,229)
29.1	\$ 42,132	\$ 27,903	\$ (14,229)
29.2	\$ -	\$ -	\$ -
30.0	\$ 42,132	\$ 27,903	\$ (14,229)
30.1	\$ 42,132	\$ 27,903	\$ (14,229)
31.0	\$ 42,132	\$ 27,903	\$ (14,229)
31.1	\$ 42,132	\$ 27,903	\$ (14,229)
32.0	\$ 42,132	\$ 27,903	\$ (14,229)
33.0	\$ 42,132	\$ 27,903	\$ (14,229)
34.0	\$ -	\$ -	\$ -
35.0	\$ 47,893	\$ 29,278	\$ (18,615)
36.0	\$ 47,893	\$ 29,278	\$ (18,615)
37.0	\$ 47,893	\$ 29,278	\$ (18,615)
38.0	\$ 47,893	\$ 29,278	\$ (18,615)
39.0	\$ -	\$ -	\$ -
40.0	\$ -	\$ -	\$ -
41.0	\$ -	\$ -	\$ -
42.0	\$ -	\$ -	\$ -
43.0	\$ -	\$ -	\$ -
44.0	\$ -	\$ -	\$ -
45.0	\$ -	\$ -	\$ -
46.0	\$ -	\$ -	\$ -
47.0	\$ -	\$ -	\$ -
48.0	\$ -	\$ -	\$ -
49.0	\$ -	\$ -	\$ -
50.0	\$ -	\$ -	\$ -
51.0	\$ -	\$ -	\$ -
52.0	\$ -	\$ -	\$ -
53.0	\$ -	\$ -	\$ -
54.0	\$ -	\$ -	\$ -

## 8 STORM WATER OFFSITE INFRASTRUCTURE

When Bylaw 30/2009 was adopted on March 1<sup>st</sup>, 2010 it included 4 storm water infrastructure projects. These 4 projects remain, and an additional 8 storm water projects were added to the levy for a total of 12 projects in the 2011 update (see diagram below). The 8 additional projects support the North Annex Area Storm Water Management Concept.

Figure 10: Storm Water – Offsite Levy Projects



The overall cost of projects is comprised of “Cost of Work Completed” plus “Debenture Interest” (if any) plus the “Estimated Cost of Work Yet To Be Completed”. The overall cost estimate of the 4 original storm water projects declined from \$41 Million to \$23.7 Million. In addition, the total costs of the 8 new storm water projects added to the offsite levy is \$18 Million, for a revised total cost of \$41.8 Million for all 12 projects (as shown in the table below). There were no project expenditures during the reporting period.

**Table 24: Storm Water – Offsite Levy Project Costs**

Item	Project Description	2008/2010				2011 Update			
		Cost of Completed Work	Debenture Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost	Cost of Completed Work	Debenture Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost
1	Northwest Area Storm Trunk Outfall	\$ -		\$ 5,951,250	\$ 5,951,250	\$ -		\$ 4,581,720	\$ 4,581,720
2	Northwest Area Storm Trunk Outfall	\$ -		\$ 3,306,250	\$ 3,306,250	\$ -		\$ 1,781,780	\$ 1,781,780
3	Northwest Area Storm Trunk Outfall	\$ -		\$ 12,563,750	\$ 12,563,750	\$ -		\$ 6,898,710	\$ 6,898,710
4	Northwest Area Storm Trunk Outfall	\$ -		\$ 19,176,250	\$ 19,176,250	\$ -		\$ 10,486,320	\$ 10,486,320
5	NE Area Storm - Trunk Sewer and Outfall					\$ -		\$ 4,940,000	\$ 4,940,000
6	NE Area Storm - Pond 1 and Coal Mine Road Trunk Sewer					\$ -		\$ 1,500,000	\$ 1,500,000
7	NE Area Storm - Everitt Drive Storm Sewer Phase 1					\$ -		\$ 1,170,000	\$ 1,170,000
8	NE Area Storm - Everitt Drive Storm Sewer Phase 2					\$ -		\$ 1,560,000	\$ 1,560,000
9	NE Area Storm - St Albert Trail Storm Sewer					\$ -		\$ 390,000	\$ 390,000
10	NE Area Storm - Lift Station and Trunk Between Ponds 2 and 3					\$ -		\$ 6,500,000	\$ 6,500,000
11	NE Area Storm - Storm Sewer Between Ponds 3 and 4					\$ -		\$ 1,560,000	\$ 1,560,000
12	NE Area Storm - Storm Sewer Between Ponds 4 and 5					\$ -		\$ 416,000	\$ 416,000
		\$ -	\$ -	\$ 40,997,500	\$ 40,997,500	\$ -	\$ -	\$ 41,784,530	\$ 41,784,530

\*Total Project Costs do not include development agreement contributions.

Prior to allocating costs to benefitting parties, Special (“ear-marked”) Grants and Developer Agreement Contributions are removed from the Total Project Cost. When Bylaw 30/2009 was adopted on March 1<sup>st</sup> 2009, it included no Special Grants or Developer Agreement Contributions (pending), and this remains unchanged in the 2011 update (see table below).

**Table 25: Storm Water – Special Grants and Developer Agreement Contributions**

Item	Project Description	2008/2010			2011 Update		
		Special Provincial Grant	Developer Agreement Contributions Pending	Developer Agreement Contributions Received	Special Provincial Grant	Developer Agreement Contributions Pending	Developer Agreement Contributions Received
1	Northwest Area Storm Trunk Outfall				\$ -		
2	Northwest Area Storm Trunk Outfall				\$ -		
3	Northwest Area Storm Trunk Outfall				\$ -		
4	Northwest Area Storm Trunk Outfall				\$ -		
5	NE Area Storm - Trunk Sewer and Outfall				\$ -		
6	NE Area Storm - Pond 1 and Coal Mine Road Trunk Sewer				\$ -		
7	NE Area Storm - Everitt Drive Storm Sewer Phase 1				\$ -		
8	NE Area Storm - Everitt Drive Storm Sewer Phase 2				\$ -		
9	NE Area Storm - St Albert Trail Storm Sewer				\$ -		
10	NE Area Storm - Lift Station and Trunk Between Ponds 2 and 3				\$ -		
11	NE Area Storm - Storm Sewer Between Ponds 3 and 4				\$ -		
12	NE Area Storm - Storm Sewer Between Ponds 4 and 5				\$ -		
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

No offsite levies have been collected for storm water infrastructure, as shown in the table below.

**Table 26: Storm Water – Offsite Levy Receipts**

Area Ref. #	Date	Description	Net Development Area (ha.)	Stormwater
8	13-May-10	Erin Ridge 38 - Melcor	3.02	
18	5-Jul-10	North Ridge 20 - Genstar	3.51	
15	5-Aug-10	Erin Ridge 20 - Qualico	2.78	
24	31-Aug-10	North ridge 17A - Genstar	1.49	
7	11-Aug-10	Erin Ridge North Stages 1 & 2 - Landre	16.61	
18	22-Dec-10	North Ridge 22 - Genstar	1.10	
		<b>Total</b>	<b>28.51</b>	<b>\$ -</b>

The allocation of project costs to benefitting parties for storm water infrastructure remains unchanged for the 4 original projects. The 8 new projects have been allocated 41% to Future Development and 59% to Development/Offsite Levy, as shown in the table below.

Table 27: Storm Water – Benefitting Parties

Item	Project Description	City Share %	Future Development %	Developer Share %
1	Northwest Area Storm Trunk Outfall		69.000%	31.000%
2	Northwest Area Storm Trunk Outfall		69.000%	31.000%
3	Northwest Area Storm Trunk Outfall		69.000%	31.000%
4	Northwest Area Storm Trunk Outfall		69.000%	31.000%
5	NE Area Storm - Trunk Sewer and Outfall		41.000%	59.000%
6	NE Area Storm - Pond 1 and Coal Mine Road Trunk Sewer		41.000%	59.000%
7	NE Area Storm - Everitt Drive Storm Sewer Phase 1		41.000%	59.000%
8	NE Area Storm - Everitt Drive Storm Sewer Phase 2		41.000%	59.000%
9	NE Area Storm - St Albert Trail Storm Sewer		41.000%	59.000%
10	NE Area Storm - Lift Station and Trunk Between Ponds 2 and 3		41.000%	59.000%
11	NE Area Storm - Storm Sewer Between Ponds 3 and 4		41.000%	59.000%
12	NE Area Storm - Storm Sewer Between Ponds 4 and 5		41.000%	59.000%

The table below shows the overall allocation of costs to the benefitting parties. The developer (offsite levy) share has increased from \$12.7 Million to \$18.0 Million, as a result of the addition of the 8 new storm water projects.

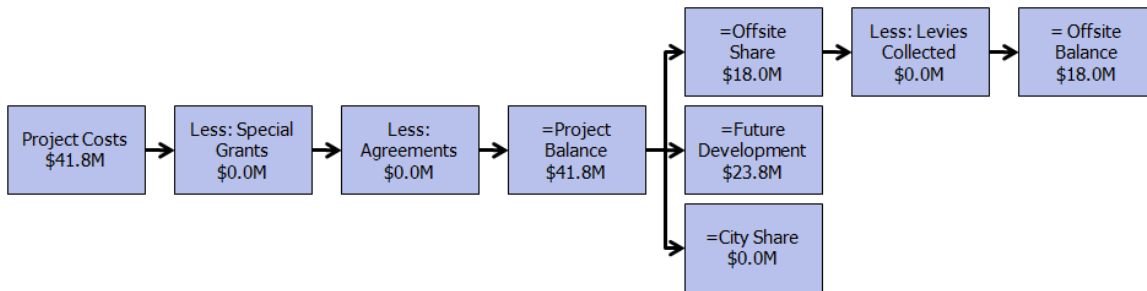
Table 28: Storm Water – Cost Allocation To Benefitting Parties

Item	Project Description	2008/2010			2011 Update		
		City Share	Future Development Share	Developer Share (Offsite Levy)	City Share	Future Development Share	Developer Share (Offsite Levy)
1	Northwest Area Storm Trunk Outfall	\$ -	\$ 4,106,363	\$ 1,844,888	\$ -	\$ 3,161,387	\$ 1,420,333
2	Northwest Area Storm Trunk Outfall	\$ -	\$ 2,281,313	\$ 1,024,938	\$ -	\$ 1,229,428	\$ 552,352
3	Northwest Area Storm Trunk Outfall	\$ -	\$ 8,668,988	\$ 3,894,763	\$ -	\$ 4,760,110	\$ 2,138,600
4	Northwest Area Storm Trunk Outfall	\$ -	\$ 13,231,613	\$ 5,944,638	\$ -	\$ 7,235,561	\$ 3,250,759
5	NE Area Storm - Trunk Sewer and Outfall				\$ -	\$ 2,025,400	\$ 2,914,600
6	NE Area Storm - Pond 1 and Coal Mine Road Trunk Sewer				\$ -	\$ 615,000	\$ 885,000
7	NE Area Storm - Everitt Drive Storm Sewer Phase 1				\$ -	\$ 479,700	\$ 690,300
8	NE Area Storm - Everitt Drive Storm Sewer Phase 2				\$ -	\$ 639,600	\$ 920,400
9	NE Area Storm - St Albert Trail Storm Sewer				\$ -	\$ 159,900	\$ 230,100
10	NE Area Storm - Lift Station and Trunk Between Ponds 2 and 3				\$ -	\$ 2,665,000	\$ 3,835,000
11	NE Area Storm - Storm Sewer Between Ponds 3 and 4				\$ -	\$ 639,600	\$ 920,400
12	NE Area Storm - Storm Sewer Between Ponds 4 and 5				\$ -	\$ 170,560	\$ 245,440
		\$ -	\$ 28,288,275	\$ 12,709,225	\$ -	\$ 23,781,246	\$ 18,003,284

\*Developer Share does not include credits for development agreement contributions or offsite levies collected.

The diagram below shows how the various grants and allocations result in an updated balance of \$18.0 Million flowing into the sanitary offsite levy “pool”.

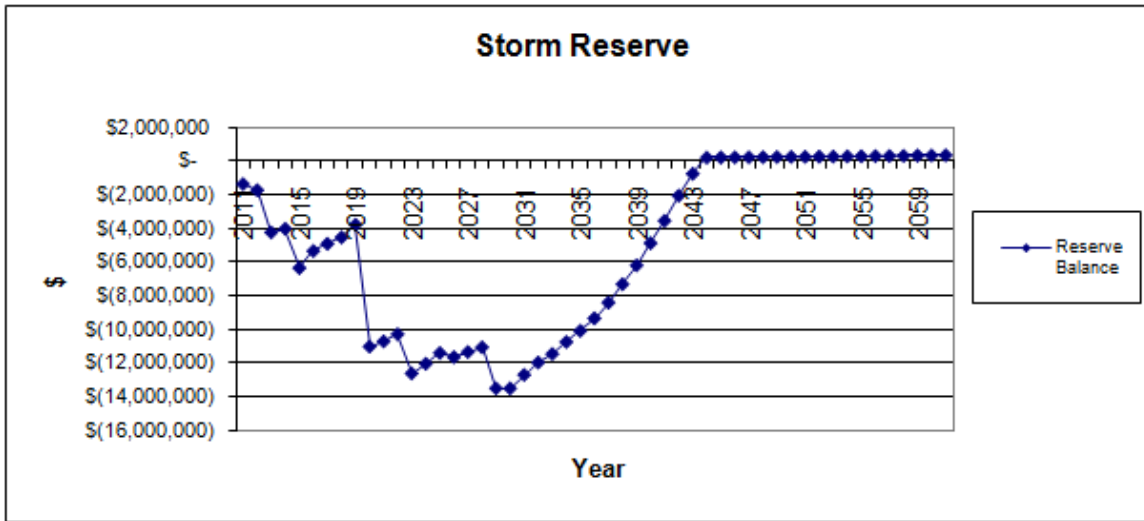
Figure 11: Storm Water – Offsite Levy Balance



Allocation of offsite levy costs for the original storm water infrastructure has been amended. Previously, projects 1 to 4 were allocated to areas in the West Annexation area. However, the addition of projects 5 through 12 have greatly reduced the cost requirements of projects 1 through 4. In essence, the storm water management concept across all basins is acting like a “system”, with all areas benefiting from each other. Accordingly, costs have been distributed across all areas: 1 – 7, 9 – 12, 16, 17, 19, 20, 22, 23, 23.1, 23.2, 26, 27, 28.1, 32 and 33.

Construction staging has been updated with sanitary projects being constructed over a 20-year period. As shown in the diagram below, at times offsite levy fund balances will not be sufficient to fund storm water construction. During these times, “front ending” will be required. When the reserve balance is in a positive position, it earns interest at 3.00%. When the reserve balance is negative (i.e., during times when front ending is required), the reserve is charged interest at 5.00%. The balance of the Offsite Levy Sanitary Reserve, including receipts, expenditures, and applicable interest, is zero.

Figure 12: Storm Water – Reserve Balance



The table below highlights the changes in offsite levy rates for storm water across each of the 54 development areas. The rate changes have declined from \$30,129 per ha to \$26,934 in those areas impacted by the original 4 projects. In areas 1 to 7, impacted by the 8 new ,storm water projects, rates have increase from \$0 to \$26,934 per ha.

Table 29: Storm Water – Offsite Levy Rates

Area Ref. #	2008/2010 Storm Charges	2011 Storm Charges	Change
1.0	\$ -	\$ 26,934	\$ 26,934
2.0	\$ -	\$ 26,934	\$ 26,934
3.0	\$ -	\$ 26,934	\$ 26,934
4.0	\$ -	\$ 26,934	\$ 26,934
5.0	\$ -	\$ 26,934	\$ 26,934
6.1	\$ -	\$ 26,934	\$ 26,934
6.2	\$ -	\$ 26,934	\$ 26,934
7.0	\$ -	\$ 26,934	\$ 26,934
8.0	\$ -	\$ -	\$ -
9.0	\$ 30,129	\$ 26,934	\$ (3,195)
10.1	\$ 30,129	\$ 26,934	\$ (3,195)
10.2	\$ 30,129	\$ 26,934	\$ (3,195)
11.0	\$ 30,129	\$ 26,934	\$ (3,195)
12.0	\$ 30,129	\$ 26,934	\$ (3,195)
13.0	\$ -	\$ -	\$ -
14.0	\$ -	\$ -	\$ -
15.0	\$ -	\$ -	\$ -
16.0	\$ 30,129	\$ 26,934	\$ (3,195)
17.0	\$ 30,129	\$ 26,934	\$ (3,195)
17.2	\$ -	\$ -	\$ -
18.0	\$ -	\$ -	\$ -
19.0	\$ 30,129	\$ 26,934	\$ (3,195)
20.0	\$ 30,129	\$ 26,934	\$ (3,195)
20.2	\$ -	\$ -	\$ -
21.0	\$ -	\$ -	\$ -
22.0	\$ 30,129	\$ 26,934	\$ (3,195)
23.0	\$ 30,129	\$ 26,934	\$ (3,195)
23.1	\$ 30,129	\$ 26,934	\$ (3,195)
23.2	\$ 30,129	\$ 26,934	\$ (3,195)
23.3	\$ -	\$ -	\$ -
24.0	\$ -	\$ -	\$ -
25.0	\$ -	\$ -	\$ -
26.0	\$ 30,129	\$ 26,934	\$ (3,195)

Area Ref. #	2008/2010 Storm Charges	2011 Storm Charges	Change
27.0	\$ 30,129	\$ 26,934	\$ (3,195)
28.1	\$ 30,129	\$ 26,934	\$ (3,195)
28.2	\$ -	\$ -	\$ -
29.0	\$ -	\$ -	\$ -
29.1	\$ -	\$ -	\$ -
29.2	\$ -	\$ -	\$ -
30.0	\$ -	\$ -	\$ -
30.1	\$ -	\$ -	\$ -
31.0	\$ -	\$ -	\$ -
31.1	\$ -	\$ -	\$ -
32.0	\$ 30,129	\$ 26,934	\$ (3,195)
33.0	\$ 30,129	\$ 26,934	\$ (3,195)
34.0	\$ -	\$ -	\$ -
35.0	\$ -	\$ -	\$ -
36.0	\$ -	\$ -	\$ -
37.0	\$ -	\$ -	\$ -
38.0	\$ -	\$ -	\$ -
39.0	\$ -	\$ -	\$ -
40.0	\$ -	\$ -	\$ -
41.0	\$ -	\$ -	\$ -
42.0	\$ -	\$ -	\$ -
43.0	\$ -	\$ -	\$ -
44.0	\$ -	\$ -	\$ -
45.0	\$ -	\$ -	\$ -
46.0	\$ -	\$ -	\$ -
47.0	\$ -	\$ -	\$ -
48.0	\$ -	\$ -	\$ -
49.0	\$ -	\$ -	\$ -
50.0	\$ -	\$ -	\$ -
51.0	\$ -	\$ -	\$ -
52.0	\$ -	\$ -	\$ -
53.0	\$ -	\$ -	\$ -
54.0	\$ -	\$ -	\$ -

## 9 SUMMARY OF RATE CHANGES

The following table shows how rates have changed in each of the 54 development areas. On average, rates have decreased ~\$30,000 per ha.

Table 30: Summary – Offsite Levy Rates

Area Ref. #	Transportation Charges	Water Charges	Sanitary Charges	Storm Charges	Total	Previous Rates	Change
1.0	\$ 169,507	\$ 48,872	\$ 22,417	\$ 26,934	\$ 267,730	\$ 269,365	\$ (1,635)
2.0	\$ 169,507	\$ 48,872	\$ 22,417	\$ 26,934	\$ 267,730	\$ 269,365	\$ (1,635)
3.0	\$ 169,507	\$ 48,872	\$ 22,417	\$ 26,934	\$ 267,730	\$ 269,365	\$ (1,635)
4.0	\$ 169,507	\$ 48,872	\$ 22,417	\$ 26,934	\$ 267,730	\$ 269,365	\$ (1,635)
5.0	\$ 169,507	\$ 48,872	\$ 22,417	\$ 26,934	\$ 267,730	\$ 269,365	\$ (1,635)
6.1	\$ 169,507	\$ 48,872	\$ 22,417	\$ 26,934	\$ 267,730	\$ 269,365	\$ (1,635)
6.2	\$ 169,507	\$ 48,872	\$ 22,417	\$ 26,934	\$ 267,730	\$ 269,365	\$ (1,635)
7.0	\$ 169,507	\$ 48,872	\$ 22,417	\$ 26,934	\$ 267,730	\$ 269,365	\$ (1,635)
8.0	\$ 69,132	\$ 42,111	\$ 394	\$ -	\$ 111,637	\$ 147,902	\$ (36,264)
9.0	\$ 108,099	\$ 48,872	\$ 22,417	\$ 26,934	\$ 206,322	\$ 254,988	\$ (48,666)
10.1	\$ 108,099	\$ 48,872	\$ 22,417	\$ 26,934	\$ 206,322	\$ 254,988	\$ (48,666)
10.2	\$ 169,507	\$ 48,872	\$ 22,417	\$ 26,934	\$ 267,730	\$ 299,494	\$ (31,763)
11.0	\$ 169,507	\$ 48,872	\$ 22,417	\$ 26,934	\$ 267,730	\$ 299,494	\$ (31,763)
12.0	\$ 169,507	\$ 48,872	\$ 22,417	\$ 26,934	\$ 267,730	\$ 299,494	\$ (31,763)
13.0	\$ 169,507	\$ 48,872	\$ 22,417	\$ -	\$ 240,796	\$ 269,365	\$ (28,568)
14.0	\$ 169,507	\$ 48,872	\$ 22,417	\$ -	\$ 240,796	\$ 269,365	\$ (28,568)
15.0	\$ 69,132	\$ 42,111	\$ 394	\$ -	\$ 111,637	\$ 147,902	\$ (36,264)
16.0	\$ 108,099	\$ 48,872	\$ 27,903	\$ 26,934	\$ 211,808	\$ 267,235	\$ (55,427)
17.0	\$ 108,099	\$ 48,872	\$ 27,903	\$ 26,934	\$ 211,808	\$ 267,235	\$ (55,427)
17.2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18.0	\$ 124,561	\$ 42,111	\$ 27,903	\$ -	\$ 194,575	\$ 218,384	\$ (23,809)
19.0	\$ 108,099	\$ 48,872	\$ 27,903	\$ 26,934	\$ 211,808	\$ 267,235	\$ (55,427)
20.0	\$ 108,099	\$ 48,872	\$ 27,903	\$ 26,934	\$ 211,808	\$ 267,235	\$ (55,427)
20.2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
21.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22.0	\$ 108,099	\$ 48,872	\$ 27,903	\$ 26,934	\$ 211,808	\$ 267,235	\$ (55,427)
23.0	\$ 108,099	\$ 48,872	\$ 27,903	\$ 26,934	\$ 211,808	\$ 267,235	\$ (55,427)
23.1	\$ 108,099	\$ 48,872	\$ 27,903	\$ 26,934	\$ 211,808	\$ 267,235	\$ (55,427)
23.2	\$ 108,099	\$ 48,872	\$ 27,903	\$ 26,934	\$ 211,808	\$ 267,235	\$ (55,427)
23.3	\$ 141,301	\$ 48,872	\$ 27,903	\$ -	\$ 218,077	\$ 238,705	\$ (20,629)
24.0	\$ 124,561	\$ 42,111	\$ 27,903	\$ -	\$ 194,575	\$ 218,384	\$ (23,809)
25.0	\$ 124,561	\$ 42,111	\$ 27,903	\$ -	\$ 194,575	\$ 218,384	\$ (23,809)
26.0	\$ 108,099	\$ 48,872	\$ 27,903	\$ 26,934	\$ 211,808	\$ 267,235	\$ (55,427)
27.0	\$ 108,099	\$ 48,872	\$ 27,903	\$ 26,934	\$ 211,808	\$ 267,235	\$ (55,427)
28.1	\$ 108,099	\$ 48,872	\$ 27,903	\$ 26,934	\$ 211,808	\$ 267,235	\$ (55,427)
28.2	\$ 141,301	\$ 48,872	\$ 27,903	\$ -	\$ 218,077	\$ 238,705	\$ (20,629)
29.0	\$ 124,561	\$ 42,111	\$ 27,903	\$ -	\$ 194,575	\$ 218,384	\$ (23,809)
29.1	\$ 124,561	\$ 42,111	\$ 27,903	\$ -	\$ 194,575	\$ 218,384	\$ (23,809)
29.2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30.0	\$ 124,561	\$ 42,111	\$ 27,903	\$ -	\$ 194,575	\$ 218,384	\$ (23,809)
30.1	\$ 124,561	\$ 42,111	\$ 27,903	\$ -	\$ 194,575	\$ 218,384	\$ (23,809)
31.0	\$ 124,561	\$ 42,111	\$ 27,903	\$ -	\$ 194,575	\$ 218,384	\$ (23,809)
31.1	\$ 124,561	\$ 48,872	\$ 27,903	\$ -	\$ 201,336	\$ 224,872	\$ (23,536)
32.0	\$ 108,099	\$ 48,872	\$ 27,903	\$ 26,934	\$ 211,808	\$ 267,235	\$ (55,427)
33.0	\$ 108,099	\$ 48,872	\$ 27,903	\$ 26,934	\$ 211,808	\$ 267,235	\$ (55,427)
34.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
35.0	\$ 124,561	\$ 42,111	\$ 29,278	\$ -	\$ 195,950	\$ 224,145	\$ (28,195)
36.0	\$ 124,561	\$ 42,111	\$ 29,278	\$ -	\$ 195,950	\$ 224,145	\$ (28,195)
37.0	\$ 124,561	\$ 42,111	\$ 29,278	\$ -	\$ 195,950	\$ 224,145	\$ (28,195)
38.0	\$ 124,561	\$ 42,111	\$ 29,278	\$ -	\$ 195,950	\$ 224,145	\$ (28,195)
39.0	\$ 69,132	\$ 42,111	\$ -	\$ -	\$ 111,243	\$ 147,326	\$ (36,082)
40.0	\$ 69,132	\$ 42,111	\$ -	\$ -	\$ 111,243	\$ 147,326	\$ (36,082)
41.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
42.0	\$ 69,132	\$ 42,111	\$ -	\$ -	\$ 111,243	\$ 147,326	\$ (36,082)
43.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
45.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
46.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
47.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
48.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
49.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
50.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
51.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
52.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
53.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
54.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

## **9.1 Disclaimer**

In facilitating and supporting the update of the City of St. Albert offsite levy rates, CORVUS Business Advisors has relied upon the data, information, assumptions, and direction provided by a number of different individuals and sources within the City of St. Albert. CORVUS cannot guarantee the accuracy or validity of this information or data, nor the rates that result.