This document is consolidated into a single publication for the convenience of users. The Official Bylaw and all amendments thereto are available from the Legislative Services Department and should be consulted in interpreting and applying this Bylaw. In the case of any dispute, the original Off-Site Levy Bylaw and amendments must be consulted.

CITY OF FORT SASKATCHEWAN

OFF-SITE LEVY BYLAW

BYLAW NO. C14-17

A BYLAW OF THE CITY OF FORT SASKATCHEWAN IN THE PROVINCE OF ALBERTA TO PROVIDE FOR THE IMPOSITION OF AN OFF-SITE LEVY FOR LANDS PROPOSED FOR SUBDIVISION AND DEVELOPMENT IN DEFINED NEW GROWTH AREAS WITHIN MUNICIPAL BOUNDARIES.

WHEREAS the *Municipal Government Act*, RSA 2000, c.M-26, as amended or repealed and replaced from time to time, permits Council to impose a levy known as an Off-Site Levy in respect of land to be developed or subdivided within a municipality's limits, and to authorize an agreement to be entered into for payment of the levy;

AND WHEREAS the municipality has engaged in consultation with representatives of the development industry to address and define existing and future infrastructure requirements of the municipality with respect to circumstances of the municipality and the benefits of development;

AND WHEREAS Council received advice and reports respecting upgrades to Off-Site Infrastructure which set out a fair and equitable calculation of Off-Site Levies in accordance with the purpose of the *Municipal Government Act*, RSA 2000, c.M-26, as amended or repealed and replaced from time to time;

AND WHEREAS Council advertised its intention to consider the provision of this Bylaw pursuant to the requirements of the *Municipal Government Act*, RSA 2000, c.M-26, as amended or repealed and replaced from time to time.

NOW THEREFORE, the Council of the City of Fort Saskatchewan, duly assembled, enacts as follows:

This Bylaw is cited as the City of Fort Saskatchewan "Off-Site Levy Bylaw".

1. DEFINITIONS

For the purposes of this Bylaw, the following words shall mean:

(a) "Act" means the *Municipal Government Act*, R.S.A. 2000, c. M-26, as amended or repealed and replaced from time to time;

(b) "City" means City of Fort Saskatchewan;

(c) "City Council" means the Council of the City of Fort Saskatchewan;

(d) "Development Agreement" means an executed contract between a developer and the City of Fort Saskatchewan which establishes servicing and development requirements, and obligations;

(e) "Developable Land" means all lands utilized and included for the purposes of growth and which are subdivided or developed (as those terms are defined under the Act, s. 616), except for lands:

(i) designated as Environmental Reserve,

(ii) designated as Municipal Reserve, or

(iii) for which an Off-Site Levy was previously paid to the City;

excluding the Developed Land.

(f) "Developed Land" means land:

(i) that has been subdivided or developed prior to the date of this Bylaw,

(ii) for which all Off-Site Levy payments have been paid, and

(iii) for which services have been provided in accordance with a Development Agreement;

(g) "Environmental Reserve" (ER) means land designated as Environmental Reserve by a subdivision authority or municipality in accordance with the Act;

(h) [1]"Future Urban Area" means the lands annexed from Strathcona County in 2020 as identified on Figure 1.1 of the "Future Urban Area Levy Report" (Schedule E')."

(i) "Light / Medium Industrial Development Area" means the area(s) as identified on Appendix "A" of the "Light / Medium Industrial Levies Report" (Schedule "D");

(j) "Municipal Reserve" (MR) means the land designated as Municipal Reserve by a subdivision authority or municipality in accordance with the Act;

(k) "Off-Site Levy" means the levy imposed pursuant to Section 5 of this Bylaw;

(l) "Off-Site Infrastructure" means those components and projects referred to in the Southfort Levies Report, Westpark Levies Report and Light/Medium Industrial Levies Report, in relation to water facilities, sanitary sewer facilities, arterial roads, and storm water management facilities;

(m) "Southfort Development Area" means the area(s) as identified on Figure 1.1 of the "Southfort Levies Report" (Schedule "B");

(n) "Subdivision Authority" means the person(s) or body appointed by Council pursuant to

[1] Bylaw C18-25

Section 623(1) of the Act; and

(o) "Westpark Development Area" means the area(s) as identified on Figure 1.1 of the "Westpark Levies Report" (Schedule "C").

2. PRINCIPLES

(a) That a levy shall be imposed, which shall be known as an Off-Site Levy, upon all Developable Land within the Southfort Development Area, the Westpark Development Area, the Light/Medium Industrial Development Area, [2]and the Future Urban Area at the rates prescribed in this Bylaw;

(b) That this Bylaw has been established to provide funds for the construction of the Off-Site Infrastructure required for growth;

(c) That municipal infrastructure projects and associated costs have been determined through the preparation of the:

(i) Southfort Levies Report – Schedule "B" attached hereto and forming part of this Bylaw;

(ii) Westpark Levies Report – Schedule "C" attached hereto and forming part of this Bylaw; and

(iii) Light / Medium Industrial Levies Report – Schedule "D" attached hereto and forming part of this Bylaw.

(iv) [3]Future Urban Area Levy Report – Schedule "E" attached hereto and forming part of this Bylaw.

(v) [4]Community Recreation and Fire Services Levy Report – Scheduled "F" attached hereto and forming part of this Bylaw.

(d) That the following principles provide guidance for interpretation of this Bylaw and form the basis of the provisions:

(i) [5]Collecting Off-Site Levies in the Southfort, Westpark, Light/Medium Industrial Development, and Future Urban Areas will provide the capital that will fund the infrastructure required for growth. Those who benefit from the infrastructure, which is defined within the Southfort, Westpark, Light/Medium Industrial Development, and Future Urban Areas, should share proportionally on a per hectare basis in its costs.

[2] C18-25
[3] C18-25
[4] C28-25
[5] C18-25

(ii) The Off-Site Levy rates may be subject to inflationary increases.

(iii) Infrastructure should be provided to maintain cost effective and orderly growth. Thus, non-contiguous development should be discouraged and Off-Site Levy projects should be constructed only when there is a demonstrated need for said infrastructure.

(iv) The calculation of the Off-Site Levy should be an open transparent process that is clear and understandable.

(v) The management of the Off-Site Levy account should be an audited process, with reports available to the public and industry.

(vi) Provisions of Off-Site Infrastructure by developers of Developable Land will not create an advantage or penalty due to the time or location of development.

(vii) The Off-Site Levy will help allow the City to recover the cost of infrastructure required for growth:

a. Using financing strategies that remain sustainable;

b. Facilitating development by reducing risk on early developers and ensuring future developers share the costs of the facilities from which they benefit; and

(viii) Promoting cost effective and orderly development;

(ix) The Off-Site Levy will help promote orderly development by:

a. Providing Off-Site Infrastructure, once the appropriate planning is in place, and when warranted in development; and

b. Providing infrastructure for contiguous development;

(x) The Off-Site Levy will help create transparent process by:

a. Providing opportunity for industry input into the levy, its definition and administration;

b. Conforming with the Act*;* and

c. Providing reports on levies;

(xi) The Off-Site Levy will help create clear process for calculation of the rate, levies and credits by:

a. Creating consistent and predictable levies and credits;

b. Creating predictable and stable levies over time; and

c. Documenting a process for establishing the levy rate.

3. APPLICATION

(a) That the Off-Site Levy, as set out in this Bylaw, is imposed and payable for all lands to be subdivided or developed within the Southfort, Westpark and Light/Medium Industrial Development Areas, excepting all lands designated as Municipal Reserve or Environmental Reserve.

(b) [6]That the Off-Site Levy is payable in relation to Off-Site Infrastructure set out in Schedules "B", "C", "D", "E", and "[7]F" attached hereto and forming part of this Bylaw.

(c) That the City shall require that all subdivision and development be carried out in accordance with the executed Development Agreement between the City and a developer(s).

(d) That all Development Agreements, as per Section 3(3), shall ensure:

(i) that provision is made for the payment of the Off-Site Levy as specified in this Bylaw;

(ii) that no further Off-Site Levy be required to be paid under Development Agreements where the Off-Site Levy has been previously collected in full in respect to all lands which are the subject of subdivision or development application;

(e) [8] That subject to the other provisions of this Bylaw, the Off-Site Levy will be assessed on all Developable Land within the Southfort, Westpark. Light/Medium Industrial Development, and Future Urban Areas.

(f) That notwithstanding the provisions of Section 3(e) above, an Off-Site Levy will be assessed on the greater of the following:

(i) the estimated surface area of a storm water management facility during a 1 in 100 year storm event, that is located within a portion of land that is designated Municipal Reserve; or

(ii) that area defined legally as a public utility lot.

(g) That the City's Administration is authorized to enter into Development Agreements on behalf of the City, which agreements may, among other things implement the provisions of this Bylaw and ensure collection of the Off-Site Levy, provided that the terms of the Development Agreements shall comply with the requirements of this Bylaw.

(h) That unless otherwise specified in a Development Agreement, an Off-Site Levy shall be calculated and become due and payable upon execution of the Development Agreement; if a Development Agreement does provide for deferred payment of any portion of the Off-

[6] C18-25

[7] C28-25

[8] C18-25

Site Levy payable under the Development Agreement, the Development Agreement shall provide that:

(i) any portion of the Off-Site Levy deferred shall be protected through security, on terms outlined in the Development Agreement;

(ii) the deferred portion of the Off-Site Levy shall be subject to adjustment, such that the amount of the Off-Site Levy payable by the developer shall be the off-site levy prescribed by this Bylaw at the time of payment, not at the time of endorsement of the Development Agreement; and

(iii) the deferred portion of the Off-Site Levy shall be a maximum of FIFTY (50%) PERCENT of the Off-Site Levy payable, and the maximum period for deferral shall be one (1) year from the date of entry into the Development Agreement: or

(iv) any other form of payment deferral for the Light/Medium Industrial Development Area as approved by Council.

(i) That Council may from time to time adopt policies or guidelines for the assistance and direction of the City's Administration in determining which development and subdivision applications are required for the Development Agreement.

4. LEVY CALCULATION

(a) That the Off-Site Levy shall be calculated using the rates set out in [9]Schedule "A", and formalized through an executed Development Agreement, as follows:

Assessment formula:

Gross Area – (ER + MR) = Net Area X Levy Rate = Assessed Off-Site Levy

(b) That prepayment of the Off-Site Levy shall not be permitted under any circumstances.

(c) In order to implement the spirit and intent of the prohibition that there shall be no prepayment of an Off-Site Levy, the City Administration may:

(i) refuse endorsing a Development Agreement (or an addendum for a stage under a Development Agreement); or

(ii) require as a term of the Development Agreement (or an addendum for a stage under a Development Agreement) that the developer delay payment of all or part of the Off-Site Levy payable under the Development Agreement (or an addendum for a stage of a Development Agreement)

if it appears that the underground local improvements in relation to the Development Agreement (or a stage under that Development Agreement) will not be constructed to the point of issuance of the Construction Completion Certificate within 12 months of the entry into the Development Agreement (or the addendum for a stage of the Development

[9] C28-25

Agreement). If the City requires the developer to delay payment of the Off-Site Levy payable under a Development Agreement (or an addendum), the City may prescribe the terms for the delayed payment, including provisions for security and adjustment.

5. ACCOUNTING

All funds collected pursuant to this Bylaw shall be accounted for in a special fund and expended only as permitted under the provisions of the Act.

6. [10]REVIEW PROCESS

That this Bylaw shall be reviewed as necessary, but no later than every two years.

7. SEVERABILITY

That if at any time any provision of this Bylaw is declared or held to be illegal, invalid, or *ultra vires,* in whole or in part, then that provision shall not apply and the remainder of this Bylaw shall continue in full force and effect and shall be constructed as it had been enacted without the illegal, invalid or *ultra vires* provision.

8. TRANSITIONAL PROVISION

That not withstanding the provisions of this Bylaw, a Development Agreement approved by the City of Fort Saskatchewan prior to the passing of this Bylaw shall remain valid and in effect until such time that all provisions of the agreement have been met.

9. REPEAL

Upon third reading of Bylaw C14-17, Bylaw C1-14 and all amendments thereto are hereby repealed.

10. EFFECTIVE DATE

This Bylaw becomes effective upon third and final reading.

(NOTE: Consolidation made under Section 69 of the *Municipal Government Act*, R.S.A. 2000,c.M-26 and Bylaw C5-13, and printed under the Director, Legislative Service's authority)
Bylaw C14-17, passed by Council, July 10, 2017

Amendments:
Bylaw C5-19, April 9, 2019
Bylaw C18-25, August 26, 2025
Bylaw C28-25, December 9, 2025 (Replaced Schedule "A" and Schedule "F" to Bylaw C14-17)

[10] C5-19

SCHEDULE "A" TO BYLAW C14-17

SOUTHFORT DEVELOPMENT AREA LEVY

Description	Current Off-Site Levy
Water	$14,505.98/ha
Sanitary Sewer	$ 7,239.91/ha
Transportation	$57,896.96/ha
Stormwater	$29,497.41/ha
TOTAL	**$104,140.26/ha**

WESTPARK DEVELOPMENT AREA LEVY

Description	Current Off-Site Levy Area #1	Current Off-Site Levy Area #2
Water	$18,420.16/ha	$18,420.16/ha
Sanitary Sewer	$19,131.14/ha	$19,131.14/ha
Transportation	$25,389.02/ha	$25,389.02/ha
Stormwater	$13,781.61/ha	n/a
TOTAL	**$76,721.93/ha**	**$62,940.32/ha**

LIGHT/MEDIUM INDUSTRIAL DEVELOPMENT AREA LEVY

Areas	Water Levy	Sanitary Levy	Storm Levy	Transportation Levy		Total
1.0	$15,108.00	-	-	$21,541.00		$36,650.00
2.0	$15,108.00	$3,887.00	-	$21,541.00		$40,536.00
3.0	$21,128.00	$3,887.00	-	$21,541.00		$46,556.00
4.0	$21,128.00	$45,328.00	-	$21,541.00		$87,997.00
5.0	$21,128.00	$45,328.00	$9,221.00	$21,541.00		$97,219.00
6.0	$11,494.00	$45,328.00	$9,221.00	$21,541.00		$87,584.00
7.0	$11,494.00	$45,328.00	-	$21,541.00		$78,363.00

FUTURE URBAN AREA LEVY

Areas	Water Levy	Sanitary Levy	Storm Levy	Transportation Levy		Total
AA-1	$50,749.31	$11,351.27	$2,177.39	$88,240.01		$152,517.99
AA-2	$50,749.31	$12,845.18	$7,537.79	$88,240.01		$159,372.30
AA-3	$50,749.31	$22,910.45	$27,596.35	$181,610.94		$282,867.05
AA-4	$50,749.31	$26,646.60	$30,851.44	$181,610.94		$289,858.30
Roseburn NE	$50,749.31	$26,646.60	$41,586.67	$181,610.94		$300,593.52
AA-6	$50,749.31	$26,646.60	$61,364.97	$181,610.94		$320,371.82
AA-7	$50,749.31	$26,646.60	$61,364.97	$181,610.94		$320,371.82
AA-8	$50,749.31	$26,646.60	$56,953.63	$181,610.94		$315,960.48
AA-9	$50,749.31	$26,646.60	$45,069.03	$181,610.94		$304,075.88
AA-10	$50,749.31	$26,646.60	$9,040.41	$37,175.63		$123,611.96
Pointe Aux Pins	$50,749.31	$26,646.60	$9,040.41	$37,175.63		$123,611.96
AA-12	$50,749.31	$26,646.60	$0.00	$0.00		$77,395.91
AA-13	$50,749.31	$11,351.27	$0.00	$88,240.01		$150,340.60
AA-15	$50,749.31	$18,610.88	$7,537.79	$88,240.01		$165,138.00

COMMUNITY RECREATION AND FIRE SERVICES LEVY

Community Recreation Levies	Current Off-Site Levy
Applied to Southfort, Westpark and Future Urban Areas	$46,706.17/ha
Fire Services Levies	
2nd Fire Station – 10-minute response area	$12,069.21/ha

Report

CITY OF
FORT SASKATCHEWAN

City of Fort Saskatchewan

Southfort Levy Report

Schedule “B” to Bylaw C14-17

June 2017

Table of Contents

SECTION PAGE NO.

1 Introduction

1.1 GENERAL

The City of Fort Saskatchewan has identified the Southfort area as being a prime location for development and is currently seeing continued growth within the area. The Southfort Area Structure Plan (ASP) has been developed and updated, in order to assist the City in properly planning and staging this development. The ASP identifies future land uses as well as locations of major infrastructure, which will form the backbone of this community.

The growth and development of a community will generally create some impact on the municipal infrastructure systems. Minimally, development requires an extension of municipal services such as water, sewer, roadways, etc. More extensive and continued growth and development of a community will require the municipal infrastructure systems to be expanded to satisfactorily accommodate such growth.

It is the philosophy of the City of Fort Saskatchewan that development will be responsible for its own municipal infrastructure as well as for its proportionate share of the off-site infrastructure from which it will benefit. This is achieved through the assessment of Development Levies against the individual developers.

In January of 2003, the City of Fort Saskatchewan engaged Associated Engineering Alberta Ltd. to undertake the creation of a clear, concise and defensible model for establishing Development Levies for lands within the Southfort ASP boundaries. The report was updated in January 2017 by the City of Fort Saskatchewan.

1.2 LOCATION

The Southfort area is located on the southeast side of Highway 21, mainly in Sections 29-54-22, 19-54-22, and 20-54-22 and is bounded to the south and east by Strathcona County. It is comprised of existing commercial developments; the Fort Saskatchewan Correctional Facility and agricultural land. Figure 1.1 shows the Southfort area boundary.

1.3 DEVELOPMENT LEVIES

In the context of this report, Development Levies are defined as capital costs, assessed by the City of Fort Saskatchewan, against developing lands for their proportionate share of the costs of municipal infrastructure systems, constructed by the City or other developers, which benefit the development areas.

1.3.1 Off-Site Levies

Under authority of the Municipal Government Act, the City is permitted to impose Off-Site Levies against development to cover the costs of any or all of the following:

a) New or expanded facilities for the storage, transmission, treatment or supplying of water.
b) New or expanded facilities for the treatment, movement and disposal of sanitary sewage.
c) New or expanded storm sewer drainage facilities.
d) New or expanded roads required for or impacted by a subdivision or development.
e) Lands required for or in connection with any facilities described in (a) to (d) above.

1.4 CRITERIA

In this study, lands dedicated as Municipal Reserve (MR) are excluded as a Development Levy contributing area. Traditionally, the City has required the Developer to develop the MR lands in accordance with the City's needs, as negotiated through the Development Agreement. Hence, Development Levies are not applied against such lands, thereby reducing the contributing lands area accordingly.

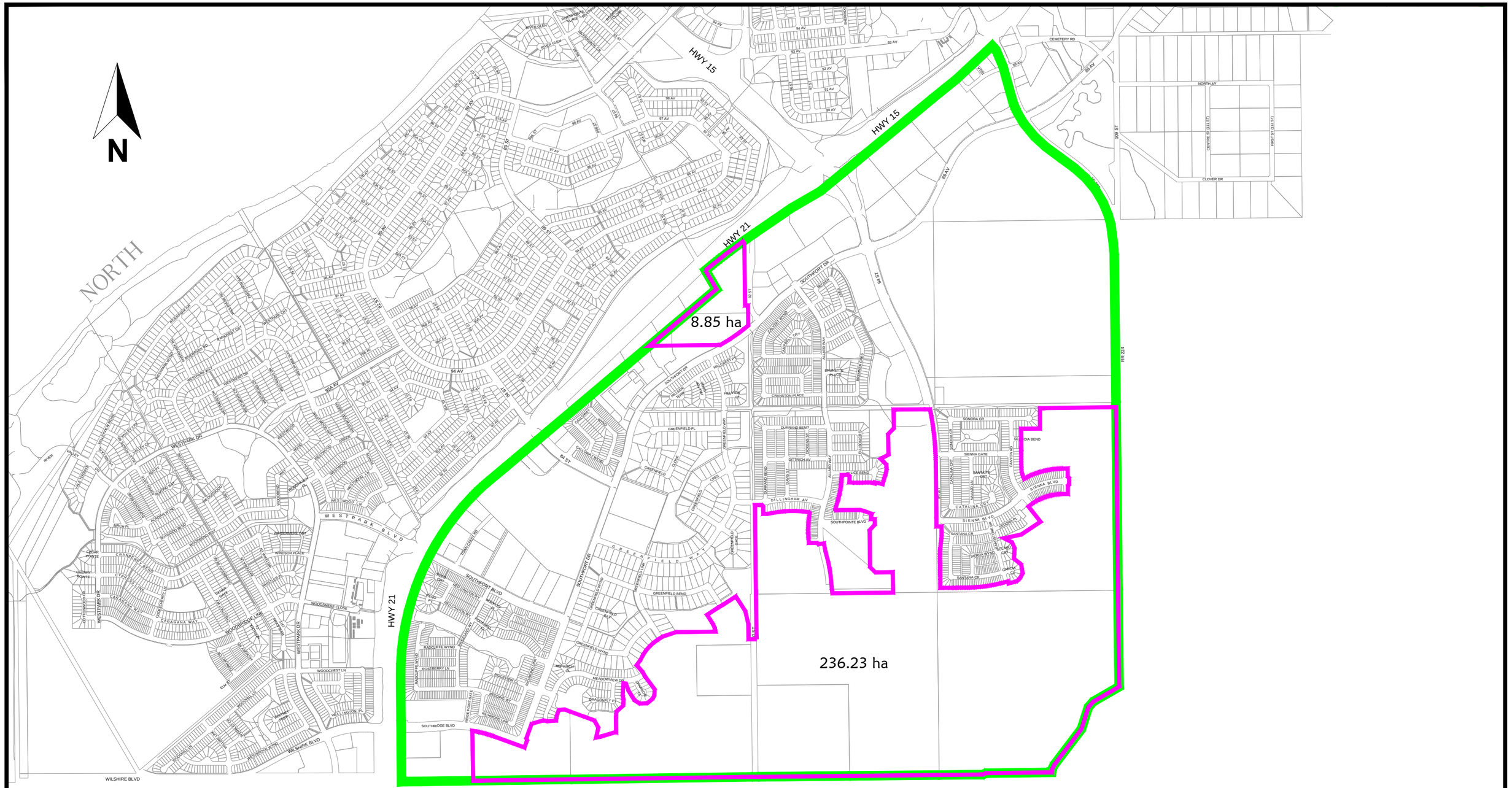
It was also necessary to establish some general assumptions as Development Levy calculation criteria:

- The City will continue to assume responsibility for the provision of those infrastructure systems and facilities which they deem to be a benefit to the City at large and/or a single development parcel.
- The Development Levies are generally based on constructing municipal improvements consistent with the requirements identified in the revised Southfort Area Structure Plan to serve the lands within the plan area.
- The storm drainage infrastructure is based on the Southfort Stormwater Management Plan, prepared for the City of Fort Saskatchewan by Associated Engineering in 2004.
- The Development Levy rates are expressed on a per hectare basis.
- Gross Area is defined as the total area of a parcel(s) of land irrespective of their potential for development or land use.
- Gross Developable Area is defined as the gross area less lands for Municipal Reserve. The Development Levy and charge rates contained in this document are based on Gross Developable Area.
- All costs are estimated in 2016 dollars. These cost estimates should be reviewed annually or no later than every three years, to reflect current year construction costs.
- An inflation factor has been applied to all estimates, to more accurately estimate the construction costs for the projected year of construction. For the January 2017 update, an inflation rate of 2.0% per annum was used.
- Where conditional grants have been secured by the City, towards a specific project, the project cost has been reduced by the amount of the grant.

- Unconditional grants, even though they may have been utilized by the City for financing a project, are not deducted from the final project costs, as it can be rationalized that such funding could have been used for other projects.

Assumptions and/or calculation criteria specific to each Development Levy are further highlighted, in more detail, within each respective section of this report.

It must be clarified what is intended, when it is stated that the City will continue to assume the responsibility for certain infrastructure systems and facilities. Historically the City has designed and constructed sanitary trunk sewer facilities, arterial roadways, water reservoirs, trunk watermains and stormwater management facilities, which serve more than a single development area. Although the City accepts this responsibility, each development agreement can define whether the City or the developer designs and constructs these major facilities. If the development agreement establishes that the developer will undertake this work, then presumably it will also establish the formula and schedule for recovery from other benefiting developments.



Southfort Area Boundary

Undeveloped Boundary (as of December 31, 2016)

Gross Area (Total) = 575.00 ha

Gross Area (Developed) = 329.92 ha

Gross Area (Undeveloped) = 245.08 ha

CITY OF FORT SASKATCHEWAN

Figure 1.1
Southfort Area Boundary

Southfort Development Levies		Dwg. No.
Revision: B	Date: January 25, 2017	1.1
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2 Waterworks System

2.1 GENERAL

The City's water supply is treated water, purchased from the City of Edmonton (EPCOR) through the Capital Region Northeast Water Services Commission (CRNWSC). The treated water is distributed by the City, to its customers, through its waterworks system consisting of water storage reservoirs and pumping facilities, primary feeder mains and distribution mains.

2.2 EXPANSION AND FINANCING OF WATERWORKS SYSTEM

Traditionally, the City's philosophy regarding its waterworks system expansion has been that development is responsible, at their entire cost, for the construction of all new distribution mains up to a specified diameter. Primary feeder mains, treated water storage reservoirs and pumping facilities benefit the entire water distribution system and thus, the City has assumed responsibility for their construction. The costs of such facilities are then assessed proportionately against lands through a Water Off-Site Levy.

Capital improvements to the water supply system are the responsibility of the CRNWSC, of which the City of Fort Saskatchewan is a member. The costs of such improvements are assessed proportionately, against the City, through the Commission's water utility rate structure. Therefore, these costs are not included in the City's Water Off-Site Levy.

The Westpark Reservoir and Pumphouse are currently included as an off-site levy for the Westpark Development, proportionate to its projected usage. The remainder of the expenditure will be included in the Southfort Levy costs.

2.3 EXISTING WATER LEVIES

The existing completed waterworks projects can be found in Table 2.1. The table shows the levied costs for the infrastructure.

2.4 WATER SYSTEM DEVELOPMENT LEVIES

In conducting this study, it was necessary to make some basic assumptions, namely:

- Water supply for the City will continue to be from the City of Edmonton through the CRNWSC, who shall continue to be responsible for all capital improvements/expansions to the supply systems. Such costs are therefore not included in the calculation of the City's Water Off-Site Levy.
- The City will be responsible for the construction of the alternate reservoir supply line, off the CRNWSC transmission main. These expenditures will be included as off-site levies to the development of Southfort.

- Development will continue to be responsible, at its entire cost, for the construction of all distribution mains, up to and including 400 mm diameter in size, to serve the Southfort area.
- The City will continue to be responsible for the construction of all primary feeder mains, treated water storage reservoirs and pumping facilities. These expenditures will be included as off-site levies to the development of Southfort.
- Conditional grants, such as those secured through the Alberta Transportation and Utilities Municipal Water and Wastewater Partnership Program*, will be applied to the specific projects, thereby reducing the overall project cost used in calculating the Water Off-site Levy Rate. Currently the level of funding available to the City through this program is approximately 30% of the eligible project costs.
- Unconditional grants, even if applied against waterworks system improvements, will not be considered when calculating the Water Off-Site Levy Rate.

* *The AT&U Municipal Water and Wastewater Partnership Program grant funding formula is based on the population of the community. Under the formula, as the population of the community increases, the percentage of cost covered by the program decreases. Therefore, it is prudent to update project costs regularly, to ensure that the off-site levy rates are current and meet the financial requirements of the City.*

Figure 2.1 represents the Southfort area water system as envisioned in the Southfort ASP and City of Fort Saskatchewan Water Distribution System Master Plan. As per the assumptions previously outlined, the City assumes the responsibility for constructing all watermains greater than 400 mm in diameter. The cost of this construction will be included in the calculation for Water System Development Levies.

Table 2.1 outlines a cost estimate for each improvement based on 2016 dollars and future construction costs, with an inflation rate as indicated. Conditional grants, which had previously been secured for a specific project, have been incorporated to arrive at the estimated net cost to the City.

For future waterworks system improvements, it has been assumed that there will be no grant funding available for such projects. This assumption is based on the fact that the amount of grant funding available to a municipality will continue to be directly related to its population. The need for constructing the future reservoir storage capacities will, to a large degree, be directly related to increases in the population of the City. Such increased population, however, will decrease the amount of grant funding available.

2.5 TABLE 2.1 – WATER INFRASTRUCTURE COSTS

Item	Project Description	Year of Construction	Historical Project Cost Up to Dec 31, 2013	Historical Project Costs from Jan 1, 2014 to Dec 31, 2016	Future Cost Estimate for Remainder of Work	Total
Water						
2.1.1	450mm SOUTHFORT BOULEVARD WATER LINE (66.8% SHARE)	COMPLETE	$815,723.15	$0.00	$0.00	$815,723.15
2.1.2	WESTPARK RESERVOIR & 450mm WATERMAIN (66.8% SHARE)	COMPLETE	$2,452,968.31	$0.00	$0.00	$2,452,968.31
2.1.3	WESTPARK RESERVOIR EXPANSION (66.8% SHARE)	COMPLETE	$216,809.08	$2,847,502.84	$0.00	$3,064,311.92
2.1.4	300 mm WATER SUPPLY LINE (66.8% SHARE)	COMPLETE	$1,031,385.92	$43,598.44	$0.00	$1,074,984.36
2.1.5	300mm 86 AVENUE WATER CONNECTOR	COMPLETE	$72,384.00	$0.00	$0.00	$72,384.00
2.2	MODELLING	COMPLETE	$15,000.00	$0.00	$0.00	$15,000.00
			$4,604,270.46	**$2,891,101.28**	**$0.00**	**$7,495,371.74**

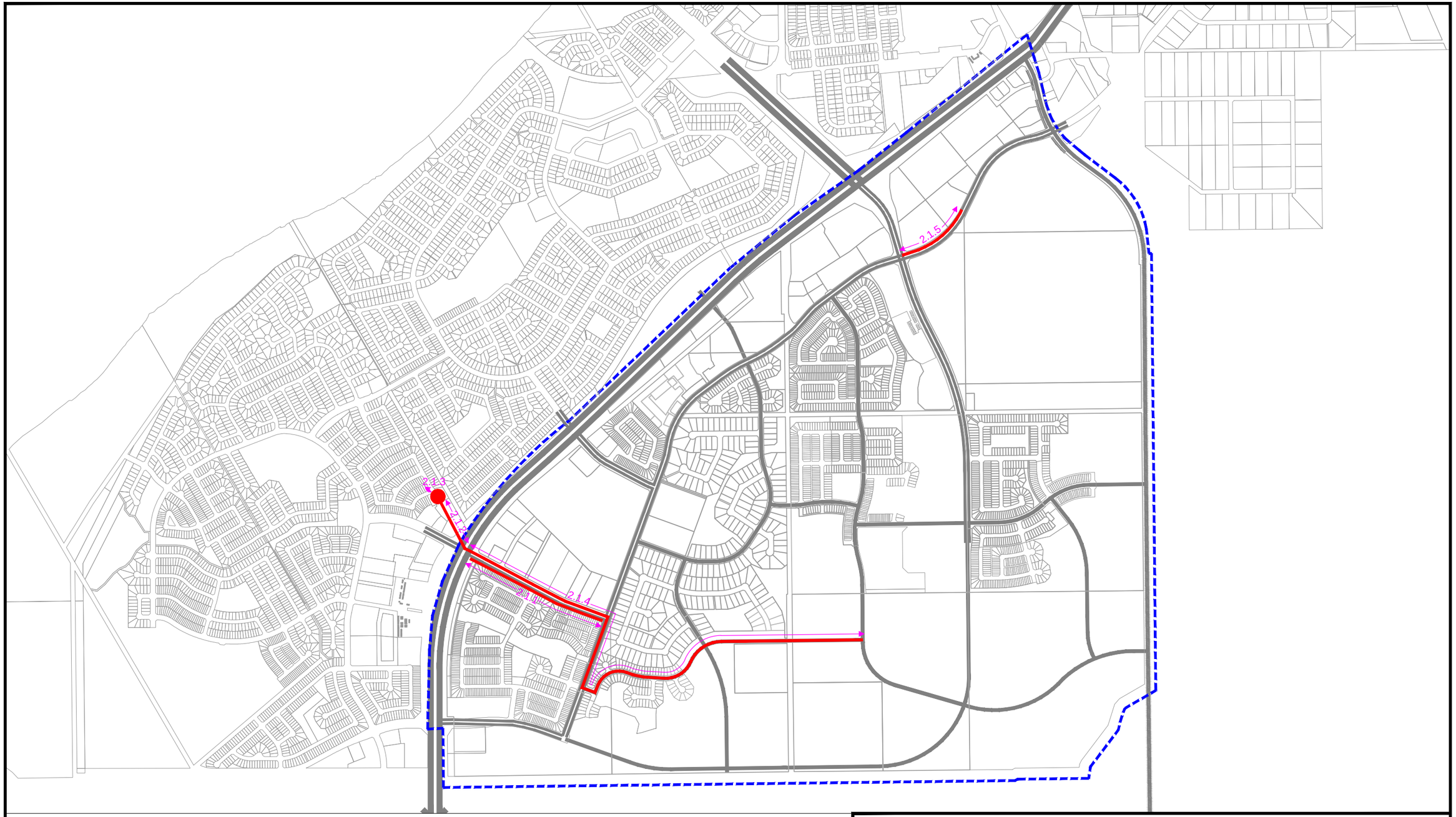


Figure 2.1
Waterworks System Improvements

Southfort Development Levies

Revision: B	Date: January 20, 2017	Dwg. No. 2.1
Scale: NTS	Drawn: CL	

3 Sanitary Sewer System

3.1 GENERAL

The sanitary sewage collection system in the Southfort area will be comprised of a series of lateral (local), collector and trunk sewers, intercepting wastewater from the various individual contributors and conveying this wastewater to an existing 750 mm diameter main in the northeast corner of the Area Structure Plan (ASP) boundary. The point of discharge for the City sanitary sewage is the Alberta Capital Region Wastewater Commission (ACRWC) Regional Trunk Sewer, which conveys the wastewater to the ACRWC Sewage Treatment Plant.

Capital improvements to the regional trunk line are the responsibility of the ACRWC of which the City of Fort Saskatchewan is a member. The costs of such capital improvements are assessed proportionately against the City through the Commission's sewage utility rate structure. Therefore, they are not included in the City's Sanitary Sewer Off-Site Levy calculations.

The Sanitary Servicing Plan, as identified in the Southfort ASP, indicates that the majority of the lands within the ASP boundary generally slope toward the northeast and that a gravity system will service most of the area. The extreme southeast catchment will require a Sanitary Lift Station, to pump the sewage into the proposed gravity system.

3.2 EXPANSION AND FINANCING OF SANITARY SEWER SYSTEMS

Traditionally, the City's philosophy regarding sanitary sewer systems has been that development shall be responsible for the entire cost of constructing laterals and collectors. The City assumes the responsibility for constructing all trunk mains 525 mm in diameter and larger. The cost of this construction will be included in the calculation for Sanitary Sewer System Development Levies.

3.3 EXISTING SANITARY SEWER OFF-SITE LEVY

The existing Ross Creek Sanitary Trunk Sewer was constructed in 1976/1977. The total project cost was established as $2.83 million in 1977. The portion of the total project costs assigned to the Southfort area is 28%, based on total service area. The cost share was calculated on the basis of actual project costs plus actual debenture charges for the financing of the project.

The existing completed sanitary projects are found in Table 3.1. The table shows the levied cost for these infrastructures.

3.4 SANITARY SEWER SYSTEM DEVELOPMENT LEVIES

In conducting this study, it was necessary to make some basic assumptions:

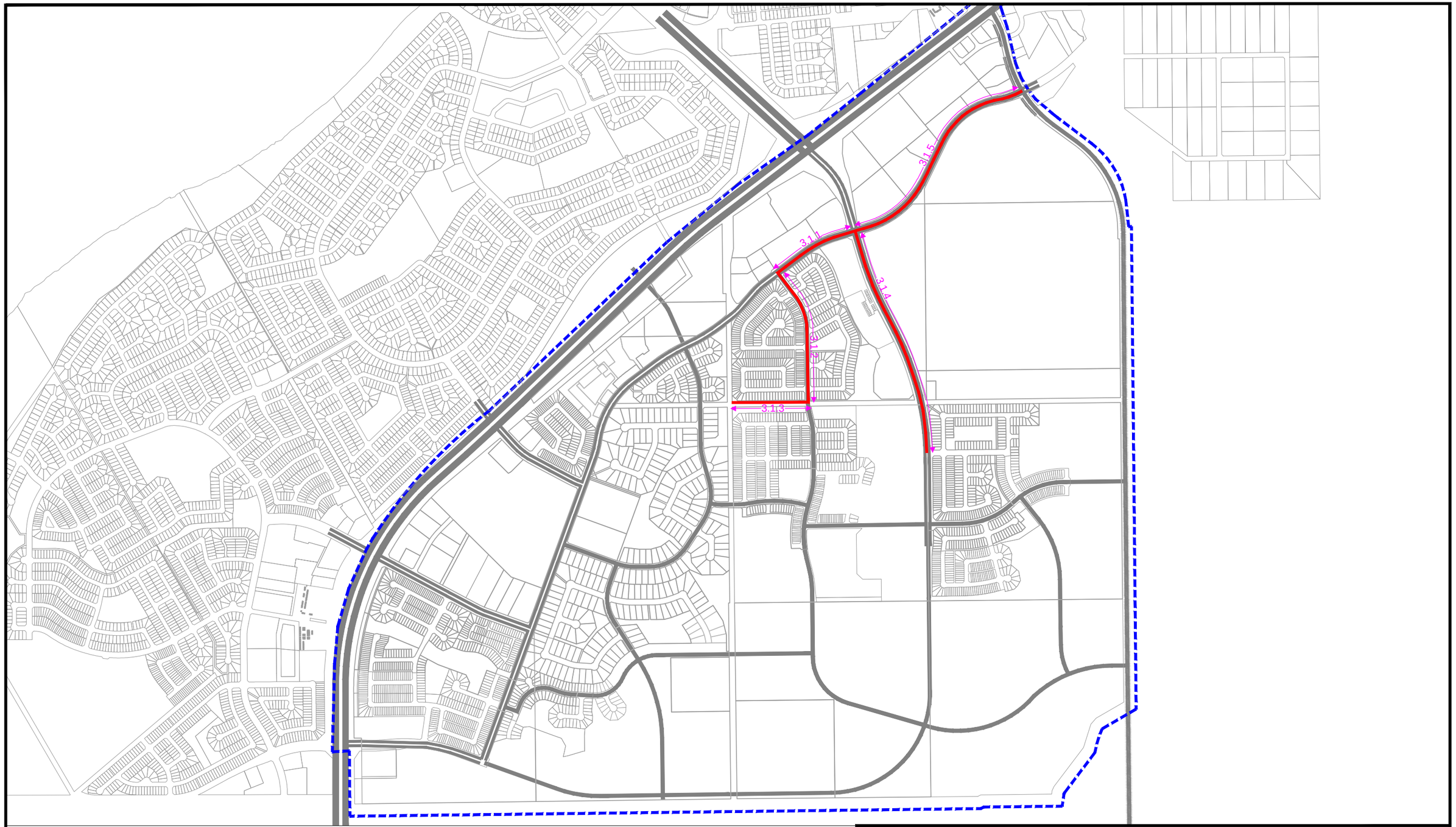
- The Developer will continue to be responsible for the construction of lateral and collector sanitary sewer systems.
- The City of Fort Saskatchewan will continue to be a member of the ACRWC. Any expansion or improvement costs, related to the Commission System, will be assessed against the City by the Commission, through its sewer utility rate structure. Therefore, costs related to the Commission System have not been included in the City's Sanitary Sewer Off-Site Levy calculations.
- Sanitary Sewers 525 mm diameter and larger are considered to be Trunk Sanitary Sewers.
- No grant funding will be available towards the construction of trunk sewer systems.
- The cost of all leviable projects will be applied against all lands within the ASP boundary.

Figure 3.1 shows the sanitary servicing plan, as developed in the Southfort ASP.

Table 3.1 outlines a cost estimate for each improvement based on 2016 dollars and future construction costs, with an inflation rate as indicated.

3.5 TABLE 3.1 – SANITARY INFRASTRUCTURE COSTS

Item	Project Description	Year of Construction	Historical Project Cost Up to Dec 31, 2013	Historical Project Costs from Jan 1, 2014 to Dec 31, 2016	Future Cost Estimate for Remainder of Work	Total
Sanitary						
3.1.1	675mm SOUTHFORT DRIVE SANITARY TRUNK	COMPLETE	$233,840.00	$0.00	$0.00	$233,840.00
3.1.2	675mm ALLARD WAY SANITARY TRUNK	COMPLETE	$360,240.00	$0.00	$0.00	$360,240.00
3.1.3	525mm 92 ST. GREENWAY SANITARY TRUNK	COMPLETE	$284,400.00	$0.00	$0.00	$284,400.00
3.1.4	525mm 94 STREET DEEP SANITARY	2020	$1,448,969.44	$0.00	$430,362.29	$1,879,331.73
3.1.5	750mm 86 AVE SANITARY TRUNK	COMPLETE	$850,000.00	$0.00	$0.00	$850,000.00
3.1.6	EXISTING 86 AVE TRUNK DEBENTURE	COMPLETE	$118,114.00	$0.00	$0.00	$118,114.00
3.1.7	SANITARY MODEL	COMPLETE	$15,000.00	$0.00	$0.00	$15,000.00
			$3,310,563.44	**$0.00**	**$430,362.29**	**$3,740,925.73**



Sanitary Line

Figure 3.1
Sanitary System Improvements

Southfort Development Levies

Revision: A	Date: December 2016	Dwg. No. 3.1
Scale: NTS	Drawn: MK/SK	

4 Transportation System

4.1 GENERAL

The City of Fort Saskatchewan maintains a roadway classification system generally consistent with the definitions for arterial, collector and local roads contained in the "Geometric Design Standards for Canadian Roads and Streets," a manual published by the Transportation Association of Canada.

In the hierarchy of roadway classifications, the principle function of arterial roads is to provide for the efficient movement of people, goods and services between the primary traffic generation areas of a community. Typically, arterial roadways are designed as relatively free-flowing facilities, intersected by other arterial or major collector type roadways but provide no direct access to individual properties. Arterial roadways are generally considered to be a greater benefit to the City at large rather than directly to individual developers. However, this does not negate developers' responsibility to contribute their proportionate share towards the cost of these arterials, since to a large degree development generates the need for these arterial roadways.

An updated Transportation Study for the Southfort Area Structure Plan was completed in September 2015.

4.2 EXISTING ROADWAY LEVIES

The existing transportation projects completed are found in Table 4.1. The table shows the levied cost for these infrastructures.

4.3 ROADWAY DEVELOPMENT LEVIES

In conducting this study, it was necessary to make certain assumptions:

- Arterial roadways included in the Transportation Off-Site Levy calculations are those highlighted in Figure 4.1.
- Arterial roadways will typically be constructed to an ultimate 4-lane, divided, paved urban structure and are the standards upon which the cost estimates are based.
- Arterial roadways will typically be constructed in two stages with the first or initial stage being a two-laned urban roadway complete with street lighting and the ultimate stormwater drainage system. The second stage is all works remaining to complete the arterial roadway. Additional improvements may be required depending on pace of growth and need.
- A blanket assessment levy for roads is recommended against all development irrespective of land use.
- Right-of-ways to facilitate construction of arterial roadways will be acquired through the subdivision development process.

Table 4.1 outlines the cost estimates for the Transportation Off-Site Levy rate.

4.4 TABLE 4.1 – TRANSPORTATION INFRASTRUCTURE COSTS

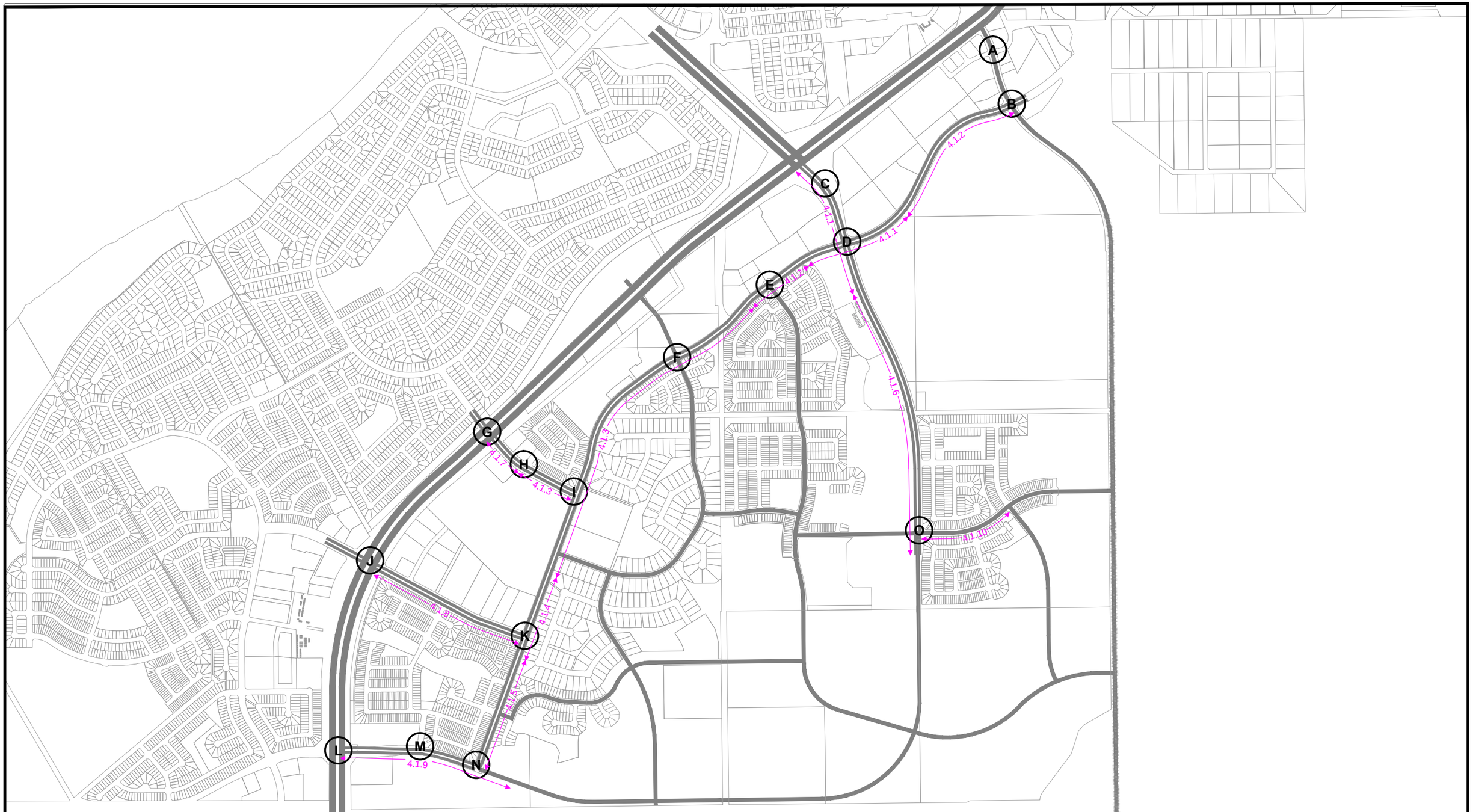
(continued on following page)

Item	Project Description	Year of Construction	Historical Project Cost Up to Dec 31, 2013	Historical Project Costs from Jan 1, 2014 to Dec 31, 2016	Future Cost Estimate for Remainder of Work	Total
Transportation						
4.1.1	WIDENING SOUTHFORT DRIVE & 94TH STREET - PHASE 1 INCLUDING INTERSECTION D SIGNALIZATION	COMPLETE	$5,690,445.78	$10,129.30	$0.00	$5,700,575.08
4.1.2	WIDENING SOUTHFORT DRIVE / 86TH AVENUE - PHASE 1 INCLUDING INTERSECTION E	COMPLETE	$2,306,934.01	$2,231,738.92	$0.00	$4,538,672.93
4.1.3	WIDENING SOUTHFORT DRIVE FROM ALLARD WAY TO SOUTH GREENFIELD WAY & 84TH STREET FROM SOUTHFORT DRIVE TO GALLOWAY WYND INCLUDING INTERSECTION F & I SIGNALIZATION	2017	$0.00	$0.00	$4,250,000.00	$4,250,000.00
4.1.4	WIDENING SOUTHFORT DRIVE FROM SOUTH GREENFIELD WAY TO SOUTHFORT BOULEVARD	2020	$0.00	$0.00	$1,000,000.00	$1,000,000.00
4.1.5	WIDENING SOUTHFORT DRIVE FROM SOUTHFORT BOULEVARD TO SOUTHRIDGE BOULEVARD	2023	$0.00	$0.00	$2,200,000.00	$2,200,000.00
4.1.6	WIDENING 94TH STREET FROM HOSPITAL TO SIENNA BOULEVARD	2020	$0.00	$0.00	$2,850,000.00	$2,850,000.00
4.1.7	WIDENING 84TH STREET FROM HWY 21 to GALLOWAY WYND INCLUDING INTERSECTION G	COMPLETE	$1,394,397.11	$0.00	$0.00	$1,394,397.11
4.1.8	WIDENING SOUTHFORT BOULEVARD FROM HWY 21 TO SOUTHFORT DRIVE	2021	$0.00	$0.00	$2,500,000.00	$2,500,000.00
4.1.9	SOUTHRIDGE BOULEVARD INCLUDING INTERSECTION L	2017	$404,093.54	$1,871,812.44	$231,964.60	$2,507,870.58
4.1.10	SIENNA BOULEVARD WIDENING	COMPLETE	$0.00	$264,239.66	$0.00	$264,239.66
4A	88TH AVENUE AND 101 STREET INTERSECTION A SIGNALIZATION	2030	$0.00	$0.00	$388,081.99	$388,081.99
4B	86TH AVENUE AND 101 STREET INTERSECTION B SIGNALIZATION	COMPLETE	$200,000.00	$0.00	$0.00	$200,000.00
4C	94TH STREET & CORNERSTONE/SOUTHPOINTE COMMERCIAL INTERSECTION SIGNALIZATION	2017	$0.00	$0.00	$300,000.00	$300,000.00
4H	GALLOWAY WYND AND 84TH STREET INTERSECTION K SIGNALIZATION	2019	$0.00	$0.00	$312,120.00	$312,120.00
4K	SOUTHFORT DR AND SOUTHFORT BLVD INTERSECTION SIGNALIZATION	2020	$0.00	$0.00	$318,362.40	$318,362.40
4M	RIDGEPOINT GATE AND SOUTHRIDGE BLVD INTERSECTION SIGNALIZATION	2027	$0.00	$0.00	$365,698.33	$365,698.33

TABLE 4.1 – TRANSPORTATION INFRASTRUCTURE COSTS

(continued from previous page)

Item	Project Description	Year of Construction	Historical Project Cost Up to Dec 31, 2013	Historical Project Costs from Jan 1, 2014 to Dec 31, 2016	Future Cost Estimate for Remainder of Work	Total
Transportation						
4N	SOUTHFORT DR AND SOUTHRIDGE BLVD INTERSECTION SIGNALIZATION	2023	$0.00	$0.00	$337,848.73	$337,848.73
4O	SIENNA BLVD AND 94TH ST INTERSECTION SIGNALIZATION	2020	$0.00	$0.00	$318,362.40	$318,362.40
4.2	TRANSPORTATION MODELLING	COMPLETE	$30,000.00	$0.00	$0.00	$30,000.00
4.3	TRANSPORTATION MASTER PLAN	COMPLETE	$34,650.00	$0.00	$0.00	$34,650.00
4.4	AREA STRUCTURE PLAN	COMPLETE	$35,000.00	$0.00	$0.00	$35,000.00
4.5	AREA STRUCTURE PLAN UPDATE	2027	$0.00	$0.00	$70,000.00	$70,000.00
			$10,095,520.44	**$4,377,920.32**	**$15,442,438.45**	**$29,915,879.21**



Arterial Roadway

A — Intersection Improvement

CITY OF FORT SASKATCHEWAN

Figure 4.1
Transportation Improvements

Southfort Development Levies

Revision: B	Date: January 17, 2017	Dwg. No. 4.1
Scale: NTS	Drawn: CL	

5 Stormwater Drainage System

5.1 GENERAL

Management of stormwater is an important component in the development of a community. It must be handled effectively, to preserve and promote the general health, welfare, security and economic well-being of the public. Traditionally, in urban centres, stormwater is handled in keeping with the minor/major drainage concept wherein:

- Minor systems are designed and implemented to accommodate drainage to avoid property damage and flooding and to minimize inconvenience to the public from 1 in 5 year rainfall events.
- Major systems are designed and implemented for flood control to avoid loss of life, injuries and significant damage to property, from events greater than 1 in 5 year return, producing unusual, high intensity rainfall and/or large volume runoff.

Minor systems are typically comprised of underground piping, manholes, catch basins and outfall structures but can also be designed as a rural-type drainage system consisting of ditches and culverts.

Major systems can be large diameter underground piping, open channels, stormwater detention/retention ponds, natural streams or any combination thereof, capable of conveying runoff from events up to and including a 1 in 100 year return period, to the ultimate receiving stream or water body.

5.2 SOUTHFORT AREA STORMWATER MANAGEMENT PLAN

The Southfort Area Structure Plan (ASP) identified several stormwater ponds and trunk sewers within the ASP boundary. Much of the area north of 94th Street forms part of a separate basin with a portion (Penitentiary Lands) being outside of the Gross Developable Area as identified in this study.

There are two separate outfalls which ultimately discharge to Ross Creek.

A Southfort Stormwater Management Plan (SWMP) was undertaken by Associated Engineering in 2004/2005. The development of this SWMP involved input from the engineering consultants for the major developers in the area, in addition to the City Public Works department. Option 4 of this SWMP has been recommended. Development Levies related to the major infrastructure presented in Option 4 have been incorporated into this document.

5.3 EXISTING STORMWATER LEVIES

The existing stormwater projects completed are found in Table 5.1. The table shows the levied cost for this infrastructure.

5.4 STORMWATER DEVELOPMENT LEVIES

In conducting this study, it was necessary to make certain assumptions:

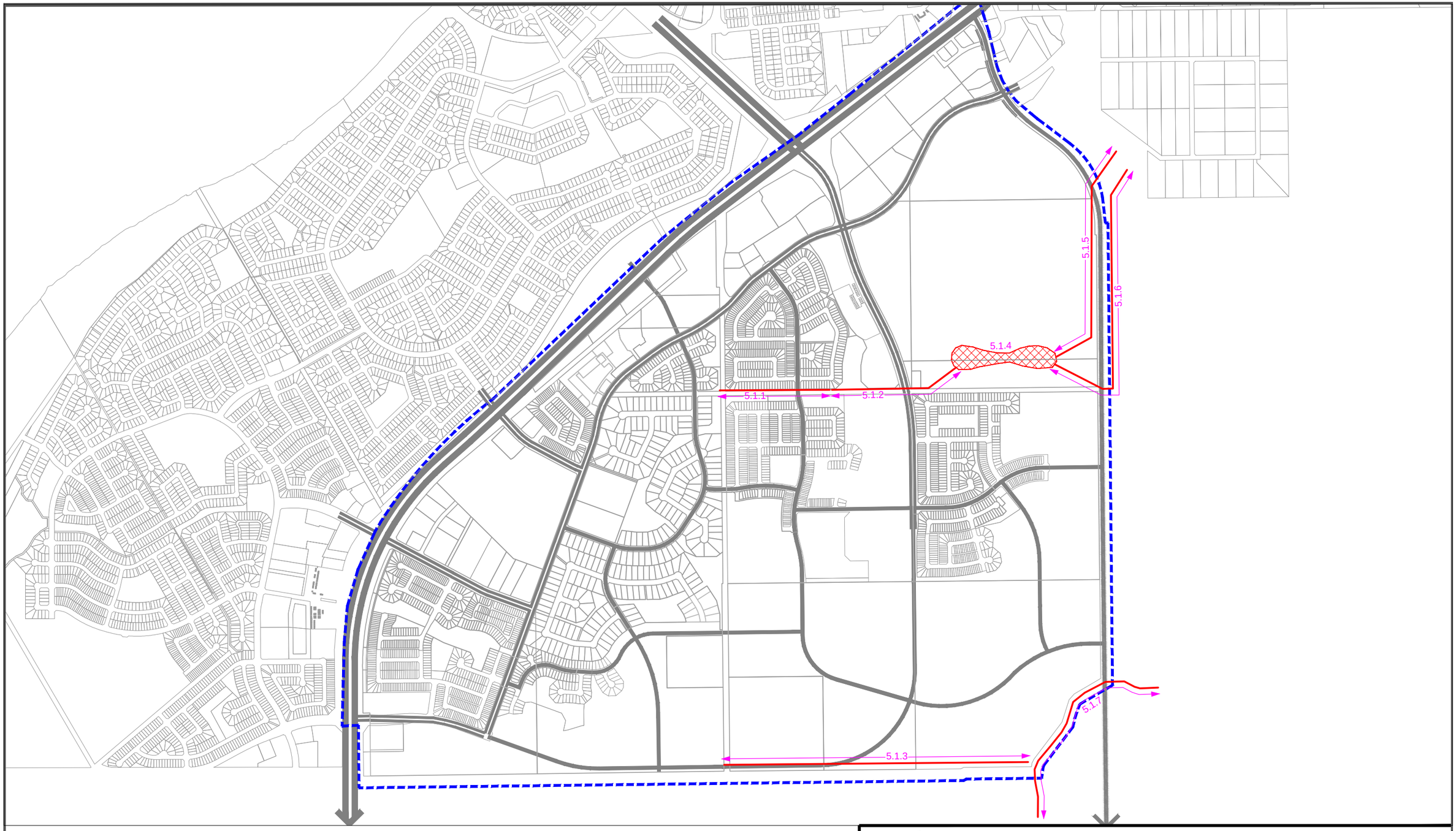
- The Developer will continue to be responsible for the construction of catch basins and storm sewers up to and including 1200 mm diameter in size.
- Storm sewers greater than 1200 mm diameter in size are considered to be trunk sewers. The costs of these sewers will be included in the Stormwater Development Levies.
- There is no grant funding available towards the construction of trunk sewer systems.
- All stormwater management ponds will be the responsibility of the developer, with the exception of Wetland E. Each stormwater management basin area is considered to be responsible for the stormwater management pond serving that basin area.
- Drainage parkways I and II, Wetland E, the Outfall Ditch and Overflow to Ross Creek, the Yorkville Ditch upgrade, the 2005 Southfort Stormwater Management Plan and the Ross Creek Floodplain study are all considered to be cost recoverable against the entire Southfort Development Area.
- Note: If storm sewers larger than 1200 mm diameter are constructed in lieu of parkways, these costs will be assessed against the entire Southfort Development Area.

Figure 5.1 shows the stormwater infrastructure projects included in the Southfort Off-site Levy.

Table 5.1 outlines a cost estimate for each improvement based on 2016 dollars and future construction costs, with an inflation rate as indicated.

5.5 TABLE 5.1 – STORM MANAGEMENT INFRASTRUCTURE COSTS

Item	Project Description	Year of Construction	Historical Project Cost Up to Dec 31, 2013	Historical Project Costs from Jan 1, 2014 to Dec 31, 2016	Future Cost Estimate for Remainder of Work	Total
Storm						
5.1.1	DRAINAGE PARKWAY 2 - POND 9 TO POND 11	COMPLETE	$395,231.83	$0.00	$0.00	$395,231.83
5.1.2	DRAINAGE PARKWAY 2 - POND 11 TO WETLAND E	COMPLETE	$196,203.43	$0.00	$0.00	$196,203.43
5.1.3	DRAINAGE PARKWAY 1	2030	$0.00	$0.00	$2,588,180.88	$2,588,180.88
5.1.4	WETLAND E	2027	$2,581,457.48	$0.00	$1,208,267.27	$3,789,724.75
5.1.5	OUTFALL FROM WETLAND E TO ROSS CREEK	COMPLETE	$1,724,660.73	$436,616.45	$0.00	$2,161,277.18
5.1.6	OVERFLOW FROM WETLAND E TO ROSS CREEK	2027	$0.00	$0.00	$1,206,062.84	$1,206,062.84
5.1.7	YORKVILLE DITCH UPGRADE	2030	$0.00	$0.00	$2,193,603.71	$2,193,603.71
5.1.8	ROSS CREEK FLOODPLAIN STUDY	COMPLETE	$57,750.00	$0.00	$0.00	$57,750.00
5.1.9	STORM MANAGEMENT PLAN	COMPLETE	$70,000.00	$0.00	$0.00	$70,000.00
			$5,025,303.47	**$436,616.45**	**$7,196,114.70**	**$12,658,034.62**



Drainage Parkway or Ditch

Wetland

Figure 5.1
Storm System Improvements

Southfort Development Levies

Revision: A	Date: December 2016	Dwg. No. 5.1
Scale: NTS	Drawn: SK	

6 Recommendations

Based on the findings of this study, it is recommended that:

- The City of Fort Saskatchewan continues to assume responsibility for the construction of the municipal infrastructure systems which they deem to be of benefit to the City at large.
- The City maintains its current philosophy that development will be responsible for its proportionate share of the cost of municipal infrastructure systems expansion through the assessment of development levies against all benefiting lands.
- The City maintain its existing philosophy regarding storm water drainage systems, wherein the development industry is required to manage stormwater in accordance with the Alberta Environmental Protection guidelines respecting stormwater release rates and the City of Fort Saskatchewan Municipal Engineering Standards requirements.
- The City periodically reviews the Development Levies to ensure that the rates are consistent with the overall City funding requirements.
- The Off-Site Levies be established at:

    - Water Levy $ 14,505.98 / ha
    - Sanitary Sewer Levy $ 7,239.91 / ha
    - Transportation Levy $ 57,896.96 / ha
    - Stormwater Levy $ 24,497.41 / ha

    The combined Southfort Levy will be $ 104,140.26 / ha.

Table 6.1 is a summary of the combined Southfort Levy in 2016 dollars.

6.1 TABLE 6.1 – OFF-SITE LEVIES

Summary			
Development Area	**Hectares**		
TOTAL AREA	575		
UNDEVELOPED AREA (DEC 31/16)	245.080		
10% MUNICIPAL RESERVE	24.508		
LEVIABLE AREA	**220.572**		
Levy Cost Breakdown			
Item	**Total Cost**	**% of Levy Cost**	
WATER	$7,495,371.74	13.93%	$14,505.98
SANITARY	$3,740,925.73	6.95%	$7,239.91
TRANSPORTATION	$29,915,879.21	55.60%	$57,896.96
STORM	$12,658,034.62	23.52%	$24,497.41
TOTAL	**$53,810,211.30**	**100.00%**	**$104,140.26**
Collected			
LEVY FUNDS (DEC 31/16)	$30,022,038.18		
TOTAL INTEREST (DEC 31/16)	$817,746.73		
TOTAL	**$30,839,784.91**		
Total Levy Funds Required			
TOTAL LEVY FUNDS REQUIRED	**$22,970,426.39**		
Current Levy Rate per Hectare			
CURRENT LEVY RATE PER HECTARE	**$104,140.26**		

Report

CITY OF
FORT SASKATCHEWAN

City of Fort Saskatchewan

Westpark Levy Report

Schedule “C” to Bylaw C14-17

June 2017

Table of Contents

SECTION PAGE NO.

1 Introduction

1.1 GENERAL

The Westpark area has been in development since the mid 1980's. It is approximately 85% developed with all of its major capital projects constructed.

The City of Fort Saskatchewan has identified the Westpark area as being a prime location for development and is currently seeing growth into the area. The Westpark Area Structure Plan (ASP) was developed to assist the City in properly planning and staging this development. The ASP identifies future land uses as well as major infrastructure which will form the backbone of this new community.

The growth and development of a community will generally create some impact on the municipal infrastructure systems. Minimally, development requires an extension of municipal services such as water, sewer, roadways, etc.; more extensive and continued growth and development of a community will require the municipal infrastructure systems to be expanded to satisfactorily accommodate such growth.

It is the philosophy of the City of Fort Saskatchewan that development will be responsible for its own municipal infrastructure as well as for its proportionate share of the off-site infrastructure from which it will benefit. This is achieved through the assessment of Development Levies against the individual developers.

1.2 LOCATION

The Westpark area is located on the northwest side of Highway 21, mainly in River Lot 19 and River Lot 21, and is bounded to the south by Strathcona County and to the west by the North Saskatchewan River. It is comprised of existing commercial developments, existing residential developments, agricultural land, and recreation reserve lands. Figure 1.1 shows the Westpark area boundary.

1.3 DEVELOPMENT LEVIES

In the context of this report, Development Levies are defined as those capital costs assessed by the City of Fort Saskatchewan against developing lands for their proportionate share of the costs of municipal infrastructure systems constructed by the City or other developers which benefit the development areas.

1.3.1 Off-Site Levies

Under authority of the Municipal Government Act, the City is permitted to impose Off-Site Levies against development to cover the costs of any or all of the following:

a) New or expanded facilities for the storage, transmission, treatment or supplying of water.
b) New or expanded facilities for the treatment, movement and disposal of sanitary sewage.
c) New or expanded storm sewer drainage facilities.

d) New or expanded roads required for or impacted by a subdivision or development.
e) Lands required for or in connection with any facilities described in (a) to (d) above.

1.4 CRITERIA

In this study, lands dedicated as Municipal Reserve (MR) are excluded as a Development Levy contributing area. Traditionally, the City has required the developer to develop the MR lands in accordance with the City's needs, as negotiated through the Development Agreement. Hence, Development Levies are not applied against such lands, thereby reducing the contributing lands area accordingly.

It was also necessary to establish some general assumptions as Development Levy calculation criteria:

- The City will continue to assume responsibility for the provision of those infrastructure systems and facilities which they deem to be a benefit to the City at large and/or a single development parcel.
- The Development Levies are generally based on constructing municipal improvements consistent with the requirements identified in the Westpark Area Structure Plan to serve the lands within the plan area.
- The storm drainage infrastructure is based on the Westpark Stormwater Management Plan prepared for the City of Fort Saskatchewan by Stanley Consulting in 1997 and updated by Focus Intech in 2002.
- The Development Levy rates are expressed on a per hectare basis.
- Gross Area is defined as the total area of a parcel(s) of land irrespective of their potential for development or land use.
- Gross Developable Area is defined as the gross area less lands for Environmental and Municipal Reserve. The development levy rates contained in this document are based on Gross Developable Area.
- All costs are estimated in 2016 dollars. These cost estimates should be reviewed annually or no later than every three years, to reflect current year construction costs.
- An inflation factor has been applied to all estimates to more accurately estimate the construction costs for the projected year of construction.
- Where conditional grants have been secured by the City towards a specific project, the project cost has been reduced by the amount of the grant.
- Unconditional grants, even though they may have been utilized by the City for financing a project, are not deducted from the final project costs, as it can be rationalized that such funding could have been used for other projects.

Assumptions and/or calculation criteria specific to each Development Levy are further highlighted in more detail within each respective section of this report.

It must be clarified what is intended, when it is stated that the City will continue to assume the responsibility for certain infrastructure systems and facilities. Historically the City has designed and constructed sanitary trunk sewer facilities, arterial roadways, water reservoirs, trunk watermains and stormwater management

facilities, which serve more than a single development area. Although the City accepts this responsibility, each development agreement can define whether the City or the developer designs and constructs these major facilities. If the development agreement establishes that the developer will undertake this work, then presumably it will also establish the formula and schedule for recovery from other benefiting developments.

NORTH

N

AREA 1
24.521 ha

AREA 2
25.445 ha

Westpark Area Boundary

Undeveloped Boundary (as of December 31, 2016)

Gross Area (Total) = 287.172 ha

Gross Area (Developed) = 237.206 ha

Gross Area (Undeveloped) = 49.966 ha

City of Fort Saskatchewan
Off-Site Levy Bylaw C14-17
Office Consolidation 2025

Figure 1.1
Westpark Area Boundary

Westpark Development Levies		Dwg. No.
Revision: B	Date: April 24, 2017	1.1
NOT TO SCALE	Drawn: CL	

2 Waterworks System

2.1 GENERAL

The City's water supply is treated water purchased from the City of Edmonton (EPCOR) through the Capital Region Northeast Water Services Commission (CRNWSC). The treated water is then distributed by the City to its customers through its waterworks system consisting of water storage reservoirs and pumping facilities, primary feeder mains and distribution mains.

2.2 EXPANSION AND FINANCING OF WATERWORKS SYSTEM

Traditionally, the City's philosophy regarding its waterworks system expansion has been that development is responsible, at their entire cost, for the construction of all new distribution mains up to a specified diameter. Primary feeder mains, treated water storage reservoirs and pumping facilities benefit the entire water distribution system and thus, the City has assumed responsibility for their construction. The cost of such facilities is then assessed proportionately against lands through a Water Off-Site Levy.

Capital improvements to the water supply system are the responsibility of the Capital Region Northeast Water Services Commission of which the City of Fort Saskatchewan is a member. The costs of such improvements are assessed proportionately against the City through the Commission's water utility rate structure and therefore these costs are not included in the City's Water Off-Site Levy.

The Westpark Reservoir and Pumphouse are currently included as an off-site levy for the Westpark Development, proportionate to its projected usage. The remainder of the expenditure will be included in the Southfort Levy costs.

2.3 EXISTING WATER LEVIES

The existing waterworks projects completed are found in Table 2.1 and show the levied cost for these infrastructures. This table also shows the levied costs for the infrastructure.

2.4 WATER SYSTEM DEVELOPMENT LEVIES

In conducting this study, it was necessary to make some basic assumptions, namely:

- Water supply for the City will continue to be from the City of Edmonton through the Capital Region Northeast Water Services Commission (CRNWSC), who shall continue to be responsible for all capital improvements/expansions to the supply systems; such costs are therefore not included in the calculation of the City's Water Off-Site Levy.
- The City will be responsible for the construction of the alternate reservoir supply line, off the CRNWSC transmission main.

- Development will continue to be responsible, at its entire cost, for the construction of all distribution mains up to and including 400 mm diameter in size to serve the Westpark area.
- The City will continue to be responsible for the construction of all primary feeder mains, treated water storage reservoirs and pumping facilities.
- Conditional grants, such as those secured through the Alberta Transportation and Utilities Municipal Water and Wastewater Partnership Program*, will be applied to the specific projects, thereby reducing the overall project cost used in calculating the Water Off-Site Levy Rate (currently the level of funding available to the City through this program is approximately 30% of the eligible project costs).
- Unconditional grants, even if applied against waterworks system improvements, will not be considered when calculating the Water Off-Site Levy rate.

* The AT&U Municipal Water and Wastewater Partnership Program grant funding formula is based on the population of the community. Under the formula, as the population of the community increases, the percentage of cost covered by the program decreases. It is therefore, prudent to update project costs regularly to ensure that the off-site levy rates are current and meet the financial requirements of the City.

Figure 2.1 represents the Westpark area water system as envisioned in the Westpark Area Stucture Plan (ASP). As per the assumptions previously outlined, the City assumes the responsibility for constructing all watermains greater than 400 mm in diameter. The cost of this construction will be included in the calculation for Water System Development Levies.

Table 2.1 outlines a cost estimate for each improvement based on 2016 dollars and future construction cost with an inflation rate as indicated. Conditional grants, which had previously been secured for a specific project, have been incorporated to arrive at the estimated net cost to the City.

For future waterworks system improvements, it has been assumed that there will be no grant funding available for such projects. This assumption is based on the fact that the amount of grant funding available to a municipality will continue to be directly related to its population. The need for constructing the future reservoir storage capacities will, to a large degree, be directly related to increases in the population of the City. Such increased population, however, will decrease the amount of grant funding available.

2.5 TABLE 2.1 – WATER INFRASTRUCTURE COSTS

Item	Project Description	Year of Construction	Historical Project Cost Up to Dec 31, 2013	Historical Project Cost from Jan 1, 2014 to Dec 31, 2016	Future Cost Estimate for Remainder of Work	Total
Water						
2.1.1	DISTRIBUTION MAIN 95A AVENUE	1988	$37,000.00	$0.00	$0.00	$37,000.00
2.1.2	95 A AVENUE WATER MAIN OVER SIZING	1999	$41,713.00	$0.00	$0.00	$41,713.00
2.1.3	WESTPARK RESERVOIR / 450mm WATERMAIN	2000	$1,219,139.94	$0.00	$0.00	$1,219,139.94
2.1.4	5000 m^3 RESERVOIR EXPANSION	2014	$131,375.68	$1,267,241.77	$0.00	$1,398,617.45
2.1.5	ALTERNATE RESERVOIR SUPPLY LINE	2013	$163,403.00	$385,177.26	$0.00	$548,580.26
			$1,592,631.62	**$1,652,419.03**	**$0.00**	**$3,245,050.65**

N

2.1.1

2.1.2

2.1.3

2.1.4

2.1.5

Watermain

Westpark Resevoir

Figure 2.1
Waterworks System Improvements

Westpark Development Levies		Dwg. No.
Revision: B	Date: January 27, 2017	2.1
NOT TO SCALE	Drawn: CL	

3 Sanitary Sewer System

3.1 GENERAL

The sanitary sewage collection system in the Westpark area will be comprised of a series of lateral (local), collector and trunk sewers intercepting wastewater from the various individual contributors and conveying this wastewater to an existing 450 mm diameter main in the northeast corner of River Lot 21 which discharges into an existing Lift Station in the northeast corner of River Lot 19. This lift station pumps through a 250mm forcemain and tie into to a 375 mm gravity trunk sewer at 88 St and 100 Ave. The point of discharge for the City sanitary sewage is the Alberta Capital Region Wastewater Commission (ACRWC) Regional Trunk Sewer, which conveys the wastewater to the ACRWC Sewage Treatment Plant.

Capital improvements to the regional trunk line are the responsibility of the ACRWC of which the City of Fort Saskatchewan is a member. The costs of such capital improvements are assessed proportionately against the City through the Commission's sewage utility rate structure and therefore are not included in the City's Sanitary Sewer Off-Site Levy calculations.

The Sanitary Servicing Plan as identified in the Westpark Area Structure Plan (ASP) indicates that the majority of the lands within the ASP boundary generally slope toward the northwest and that a gravity system will service most of the area. The extreme west catchment will require a Sanitary Lift Station, to pump the sewage into the proposed gravity system.

3.2 EXPANSION AND FINANCING OF SANITARY SEWER SYSTEMS

Traditionally, the City's philosophy regarding sanitary sewer systems has been that development shall be responsible for the entire cost of constructing laterals and collectors. The City assumes the responsibility for constructing all trunk mains 525 mm in diameter and larger. The cost of this construction will be included in the calculation for Sanitary Sewer System Development Levies.

3.3 EXISTING SANITARY SEWER LEVIES

The existing sanitary projects completed are found in Table 3.1 and show the levied cost for these infrastructures.

3.4 SANITARY SEWER SYSTEM DEVELOPMENT LEVIES

In conducting this study, it was necessary to make some basic assumptions:

- The Developer will continue to be responsible for the construction of lateral and collector sanitary sewer systems.

- The City of Fort Saskatchewan will continue to be a member of the ACRWC and any expansion or improvement costs related to the Commission System will be assessed against the City by the Commission through its sewer utility rate structure; costs related to the Commission System have, therefore, not been included in the City's Sanitary Sewer Off-Site Levy calculations.
- Sanitary Sewers 525 mm diameter and larger are considered to be Trunk Sanitary Sewers.
- Little or no grant funding is, or will be, available towards the construction of trunk sewer systems.
- The cost of all trunk mains and the Sanitary Lift Station will be applied against all lands within the ASP boundary.

Figure 3.1 shows the sanitary servicing plan, as developed in the Westpark Area Structure Plan.

Table 3.1 outlines a cost estimate for each improvement based on 2016 dollars and future construction costs, with an inflation rate as indicated.

3.5 TABLE 3.1 – SANITARY SEWER INFRASTRUCTURE

Item	Project Description	Year of Construction	Historical Project Cost Up to Dec 31, 2013	Historical Project Cost from Jan 1, 2014 to Dec 31, 2016	Future Cost Estimate for Remainder of Work	Total
Sanitary						
3.1.1	375 mm SANITARY TRUNK 95A AVENUE	1988	$53,000.00	$0.00	$0.00	$53,000.00
3.1.2	450 mm SANITARY TRUNK RIVERPARK DRIVE	1988	$446,000.00	$0.00	$0.00	$446,000.00
3.1.3	WESTPARK LIFT STATION-INTERIM	1988	$130,000.00	$0.00	$0.00	$130,000.00
3.1.4	WESTPARK LIFTSTATION UPGRADE AND SANITARY FORCEMAIN	2009	$2,701,271.47	$26,131.73	$0.00	$2,727,403.20
3.1.5	STAGE 8B SANITARY OVER-SIZE		$13,900.00	$0.00	$0.00	$13,900.00
			$3,344,171.47	**$26,131.73**	**$0.00**	**$3,370,303.20**

N

3.1.3

3.1.4

3.1.2

3.1.1

Sanitary Main

Westpark Lift Station

Figure 3.1
Sanitary System Improvements

Westpark Development Levies		Dwg. No.
Revision: B	Date: January 27, 2017	3.1
NOT TO SCALE	Drawn: CL	

4 Transportation System

4.1 GENERAL

The City of Fort Saskatchewan maintains a roadway classification system generally consistent with the definitions for arterial, collector and local roads contained in the "Geometric Design Standards for Canadian Roads and Streets," a manual published by the Transportation Association of Canada.

In the hierarchy of roadway classifications, the principle function of arterial roads is to provide for the efficient movement of people, goods and services between the primary traffic generation areas of a community. Typically, arterial roadways are designed as relatively free-flowing facilities, intersected by other arterial or major collector type roadways, and provide no direct access to individual properties. Arterial roadways are generally considered to be a greater benefit to the City at large than directly to individual developers. This does not, however, negate developers' responsibility to contribute their proportionate share towards the cost of these arterials, since to a large degree, development generates the need for these arterial roadways.

4.2 EXISTING TRANSPORTATION LEVIES

The existing transportation projects completed are found in Table 4.1 and show the levied cost for these infrastructures.

4.3 TRANSPORTATION DEVELOPMENT LEVIES

In conducting this study, it was necessary to make certain assumptions:

- Arterial roadways included in the Roadway Off-Site Levy calculations are those highlighted in Figure 4.1.
- Arterial roadways will typically be constructed to an ultimate 4-lane, divided, paved urban structure and are the standards upon which the cost estimates are based.
- Arterial roadways will typically be constructed in two stages with the first or initial stage being a two-laned urban roadway complete with street lighting and the ultimate stormwater drainage system. The second stage is all works remaining to complete the arterial roadway. Additional improvements may be required depending on the pace of growth and need.
- A blanket assessment levy for roads is recommended against all development irrespective of land use.
- Right-of-ways to facilitate construction of arterial roadways will be acquired through the subdivision development process.

Table 4.1 outlines the cost estimates for Transportation Off-site Levy rate.

4.4 TABLE 4.1 – TRANSPORTATION INFRASTRUCTURE COSTS

Item	Project Description	Year of Construction	Historical Project Cost Up to Dec 31, 2013	Historical Project Cost from Jan 1, 2014 to Dec 31, 2016	Future Cost Estimate for Remainder of Work	Total
Transportation						
4.1.1	95A AVENUE 16m ARTERIAL ACCESS	1988	$80,466.00	$0.00	$0.00	$80,466.00
4.1.2	95A AVENUE 16m ARTERIAL EXTENSION	1997	$85,000.00	$0.00	$0.00	$85,000.00
4.1.3	TEMPORARY ACCESS	1994	$173,838.00	$0.00	$0.00	$173,838.00
4.1.4	WESTPARK BLVD 15.8m ARTERIAL ACCESS	1999	$1,287,914.00	$0.00	$0.00	$1,287,914.00
4.1.5	OVER SIZING FROM 11.5 m TO 15.8 m	2000	$316,986.00	$0.00	$0.00	$316,986.00
4.1.6	BRADSON RECOVERIES	2001	$113,215.00	$0.00	$0.00	$113,215.00
4.1.7	OVER SIZING FROM 11.5 m TO 15.8 m (FUTURE)	2008	$56,828.88	$0.00	$0.00	$56,828.88
4.1.8	SOUTH WESTPARK ARTERIAL ACCESS	2008	$2,317,496.58	$0.00	$0.00	$2,317,496.58
4.1.9	AREA STRUCTURE PLAN	1987	$16,000.00	$0.00	$0.00	$16,000.00
4.1.10	AREA STRUCTURE PLAN UPDATE	2003	$25,000.00	$0.00	$0.00	$25,000.00
			$4,472,744.46	**$0.00**	**$0.00**	**$4,472,744.46**

N

4.1.1
4.1.2
4.1.4
4.1.5
4.1.6
4.1.7
4.1.8

Arterial Roadway

Figure 4.1
Transportation Improvements

Westpark Development Levies		Dwg. No.
Revision: B	Date: January 27, 2017	4.1
NOT TO SCALE	Drawn: CL	

5 Stormwater Drainage System

5.1 GENERAL

Management of stormwater is an important component in the development of a community and must be handled effectively to preserve and promote the general health, welfare, security and economic well being of the public. Traditionally, in urban centres, stormwater is handled in keeping with the minor/major drainage concept wherein:

- Minor systems are designed and implemented to accommodate drainage to avoid property damage and flooding and to minimize inconvenience to the public from 1 in 5 year rainfall events.
- Major systems are designed and implemented for flood control to avoid loss of life, injuries, and significant damage to property from events greater than 1 in 5 year return, producing unusual high intensity rainfall and/or large volume runoff.

Minor systems are typically comprised of underground piping, manholes, catch basins, and outfall structures but can also be designed as a rural-type drainage system consisting of ditches and culverts.

Major systems can be large diameter underground piping, open channels, stormwater detention/retention ponds, natural streams, or any combination thereof, capable of conveying runoff from events up to and including a 1 in 100 year return period, to the ultimate receiving stream or water body.

5.2 WESTPARK AREA STORMWATER MANAGEMENT PLAN

The Westpark Area Structure Plan identified several stormwater ponds and trunk sewers within the ASP boundary.

The stormwater systems from River Lots 19 and 21 discharge through the River's Edge Wetland. The wetland was designed and constructed to provide treatment of the stormwater before it discharges into the North Saskatchewan River. The area south of River Lot 21 and portions of River Lot 21 below the valley break will discharge through a separate outfall and stormwater treatment facility to the North Saskatchewan River.

A Westpark Stormwater Management Plan (SWMP) was undertaken by Stanley Consulting in 1997 and later update by Focus Intec in 2002. Development Levies related to the major infrastructure presented in the plans have been incorporated into this document.

5.3 EXISTING STORMWATER LEVIES

The existing storm water projects completed are found in Table 5.1 and show the levied cost for these infrastructures.

5.4 STORMWATER DEVELOPMENT LEVIES

In conducting this study, it was necessary to make certain assumptions:

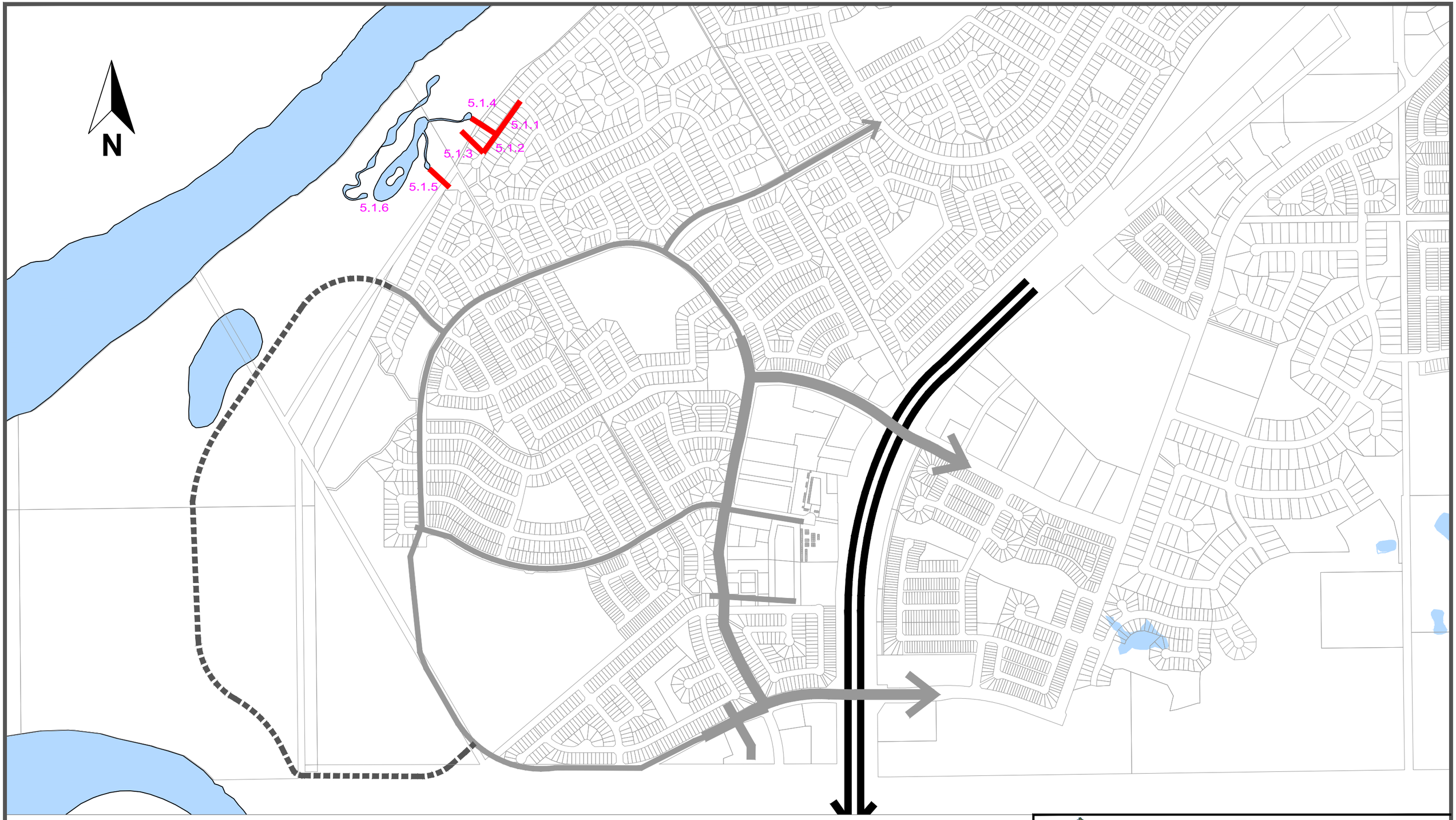
- The Developer will continue to be responsible for the construction of catch basins and storm sewers up to and including 1200 mm diameter in size.
- Storm sewers greater than 1200 mm diameter in size are considered to be trunk sewers. The costs of these sewers will be included in the Stormwater Development Levies.
- No grant funding is available towards the construction of trunk sewer systems.
- All stormwater management ponds will be the responsibility of the developer. Each stormwater management area is considered to be responsible for the stormwater management pond serving that area.
- The costs associated with construction of stormwater treatment facilities will be included in the Stormwater Development Levies.

Figure 5.1 shows the stormwater servicing plan, as developed in the Westpark Stormwater Management Plan 2002.

Table 5.1 outlines a cost estimate based on Gross Developable Area in 2016 dollars and future construction cost with an inflation rate as indicated.

5.5 TABLE 5.1 – STORM MANAGEMENT INFRASTRUCTURE COSTS

Item	Project Description	Year of Construction	Historical Project Cost Up to Dec 31, 2013	Historical Project Cost from Jan 1, 2014 to Dec 31, 2016	Future Cost Estimate for Remainder of Work	Total
Storm						
5.1.1	1200mm STORM TRUNK	1996	$173,000.00	$0.00	$0.00	$173,000.00
5.1.2	WESTPARK STORM SEWER SYSTEM	1997	$12,008.00	$0.00	$0.00	$12,008.00
5.1.3	RIVER LOT 19 STORM OUTFALL - INTERIM	1988	$33,332.00	$0.00	$0.00	$33,332.00
5.1.4	RIVER LOT 19 STORM - PERMANENT	1999	$117,799.00	$0.00	$0.00	$117,799.00
5.1.5	RIVER LOT 19 STORM OUTFALL	2000	$113,593.00	$0.00	$0.00	$113,593.00
5.1.6	WETLANDS	2001	$709,776.00	$0.00	$0.00	$709,776.00
5.1.7	STORM MANAGEMENT REPORT	1987	$32,000.00	$0.00	$0.00	$32,000.00
			$1,191,508.00	**$0.00**	**$0.00**	**$1,191,508.00**



Storm Sewer Main

Figure 5.1
Storm System Improvements

Westpark Development Levies		Dwg. No.
Revision: B	Date: January 27, 2017	5.1
NOT TO SCALE	Drawn: CL	

6 Other Leviable Charges

Leviable projects completed by developers within their subdivision were reimbursed to the developer as separate payments after the work was completed. These project costs were accounted for in the specific lists but levy payments were not attributed to them. Those payments are identified and quantified here.

Table 6.1 outlines these payments from the levy account to specific developers.

6.2 TABLE 6.1 – OTHER COMBINED PAYMENTS FOR LEVIABLE PROJECTS PREVIOUSLY LISTED (WATER, SEWER, ROADS, STORM)

ITEM		ORIGINAL ESTIMATE	TOTAL EXISTING COST	TOTAL FUTURE COST	TOTAL COST
6.1 OTHER COMBINED					
6.1.1	BRADSON GROUP - COST RECOVERIES	$263,389.00	$263,389.00		$263,389.00
6.1.2	95A AVENUE/WESTPARK INFRASTRUCTURE	$199,000.00	$199,000.00		$199,000.00
6.1.3	WESTPARK INFRASTUCTURE	$76,691.00	$76,691.00		$76,691.00
6.1.4	TRANSFER TO WESTPARK COMMUNITY ENHANCEMENT RESERVE	$18,641.00	$18,641.00		$18,641.00
		$557,721.00	**$557,721.00**		**$557,721.00**

7 Recommendations

Based on the findings of this study, it is recommended that:

- The City of Fort Saskatchewan continues to assume responsibility for the construction of the municipal infrastructure systems which they deem to be of benefit to the City at large.
- The City maintains its current philosophy that development will be responsible for its proportionate share of the cost of municipal infrastructure systems expansion through the assessment of off-site levies against all benefiting lands.
- The City maintain its existing philosophy regarding stormwater drainage systems wherein the development industry is required to manage stormwater in accordance with the Alberta Environmental Protection guidelines respecting stormwater release rates and the City of Fort Saskatchewan Municipal Engineering Standards requirements.
- The City periodically reviews the Development Levies to ensure that the rates are consistent with the overall City funding requirements.
- The Development Levies for Westpark will be set as follows:

    - Water System Levy $ 18,420.16 / ha
    - Sanitary Sewer Levy $ 19,131.14 / ha
    - Transportation Levy $ 25,389.02 / ha
    - Stormwater Levy $ 13,781.61 / ha

The levy is proportioned appropriately according to the developable/developed area receiving service. The stormwater levy has been proportioned and applies to Area 1, outlined in Figure 1.1, as the current items listed in Table 5.1 service Area 1 only. The water, sanitary, and transportation levies are applicable to both Area 1 and Area 2. The combined levies for each area are as follows:

- Area 1 $ 76,721.93 / ha
- Area 2 $ 62,940.32 / ha

Table 7.1 is a summary of the levy for Westpark in 2016 dollars.

7.1 TABLE 7.1 – OFF-SITE LEVIES

Summary			
Development Area	**Hectares**		
TOTAL DEVELOPMENT AREA	287.172		
UNDEVELOPED AREA (DEC 31/16)	49.966		
10% MUNICIPAL RESERVE	4.997		
TOTAL LEVIABLE AREA	**44.969**		
AREA 1	22.069		
AREA 2	22.900		
Total Levy Cost Breakdown			
Item	**Total Cost**	**% of Total Levy Cost**	**Collected (w/ interest)**
WATER	$3,245,050.65	26.43%	$2,416,712.07
SANITARY	$3,370,303.20	27.45%	$2,509,992.39
TRANSPORTATION	$4,472,744.46	36.42%	$3,331,022.13
STORM	$1,191,508.00	9.70%	$887,361.12
TOTAL	**$12,279,606.31**	**100.00%**	**$9,145,087.70**
Levy Funds Collected - Breakdown			
LEVY FUNDS (DEC 31/16)	$9,088,258.82		
TOTAL INTEREST (DEC 31/16)	$56,828.88		
TOTAL	**$9,145,087.70**		
Levy Funds Required			
Item	**Total Leviable Area**		
WATER	$828,338.58		
SANITARY	$860,310.81		
TRANSPORTATION	$1,141,722.33		
STORM*	$304,146.88		
TOTAL	**$3,134,518.61**		
Current Levy Rates per Hectare			
Item	**Area 1**	**Area 2**	
WATER	$18,420.16	$18,420.16	
SANITARY	$19,131.14	$19,131.14	
TRANSPORTATION	$25,389.02	$25,389.02	
STORM*	$13,781.61	n/a	
TOTAL	**$76,721.93**	**$62,940.32**	

* Only Area 1 contributes to the portion of the levy designated for the stormwater sewerage system, as the projects outlined in the stormwater section are to service Area 1 only. Other rates are based off of the percentage of the total undeveloped leviable area (Areas 1 and 2).

Report

CITY OF
FORT SASKATCHEWAN

City of Fort Saskatchewan

Light / Medium Industrial Area Levy Report

Schedule “D” to Bylaw C5-19

March 2019

City of Fort Saskatchewan:
Light/Medium Industrial Area Offsite Levy Review

Version 4
March 22, 2019 – City of Fort Saskatchewan

1 DOCUMENT INFORMATION

Version Number	Revision Date	Summary of Changes and Author
1.0	April 25th, 2016	Created by CORVUS Business Advisors
2.0	June 13th, 2016	Reviewed by Project Team
3.0	March 1, 2019	Updated by City of Fort Saskatchewan (V4)
4.0	March 22, 2019	Updated by City of Fort Saskatchewan (V4)

2 CONTENTS

3 INTRODUCTION

31 Introduction

The City wishes to facilitate growth in the Light/Medium Industrial Area by updating transportation, water, sanitary, and stormwater offsite infrastructure requirements to ensure they meet the needs of development in the Light/Medium Industrial Area, and also ensure that accompanying charges are fair and equitable, comply with legislative and regulatory requirements, and recover the full cost of the infrastructure in order to ensure a financially sustainable community.

This report outlines the methodology and information used in updating transportation, water, sanitary, and stormwater offsite levy rates for the Light/Medium Industrial Area, as well as other key findings and recommendations.

32 Methodology

The purpose of Version 4 is to update the construction staging to better reflect the current development expectations. It also updates the servicing requirements resulting from detailed design progressing as part of development. The servicing changes adjust the boundary of Area 3 and eliminate levy projects for stormwater servicing. The report, model and levies have been updated to reflect these changes. The CORVUS Business Advisors' June 13, 2016 report is still used as the basis and explanation of the levy model.

The City of Fort Saskatchewan has created various infrastructure master plans, and these plans have been used as key inputs into this offsite levy rate review. City staff reviewed existing plans and identified offsite projects for transportation, water, sanitary, and stormwater infrastructure[1]. Each project was assessed for benefiting areas using the offsite levy areas identified in this report. The City's assessment also included determination of benefits to existing development and future development.

Support provided by CORVUS Business Advisors included:

- Provision of the CORVUS offsite levy model, including configuration, priming, and data loading.
- Facilitation of a workshop to determine offsite levy area boundaries.
- Incorporation of offsite levy area measurements and land development forecasts (provided by City planning staff).
- Incorporation of infrastructure costs and allocation percentages for existing development, new development, and other parties (provided by City engineering staff).

[1] It was not within CORVUS' scope of work to review the City's master plans.

- Establishment of offsite levy reserve opening balances (details provided by City staff).
- Development of transportation, water, sanitary, and stormwater offsite levy rates for each offsite levy area.
- Presentation of offsite levy rates and background information to Administration, Council, and the public.

Offsite levy rates are forecast using a rolling 25-year review period. During this review, a cut-off date of December 31st, 2015 was established, and so the review period stems from **2016 to 2041**. Costs that benefit development prior to and within the review period are included in rates. Costs that benefit development beyond the review period (called financial "oversizing") are excluded from rates. In future years, when rates are updated and the rolling 25-year period moves further out, offsite infrastructure costs beyond 2040 will gradually find their way into rates.

The cut-off date coincides with the City's most recent year-end. Project expenditures, offsite levy receipts etc. were gathered as "actuals" from the City's financial records up to the cut-off date. Beyond the cut-off date, all financial details are estimates. When the City completes its next rate update, information from January 1st, 2017 up to the new cut-off date will be converted from estimates to actuals.

4 KEY FINDINGS

Key findings pertaining to the establishment of City offsite levy rates are as follows:

- Offsite infrastructure costs to be included in the offsite levy bylaw total approximately **$26.69 million** (2018 dollars), a decrease of 9% from 2017 (a decrease in infrastructure costs places downward pressure on rates). An overview of offsite infrastructure costs and maps is provided in Appendices B1, C1, D1, and E1.

  Before determining how the infrastructure costs will be allocated to parties that benefit (e.g., existing development, new development, other municipalities etc.), offsite infrastructure costs are always reduced by special ear-marked grants and development contributions. An overview of grants and contributions and resulting net costs is provided in Appendices B2, C2, D2, and E2.

  Financial oversizing (the amount of cost which is allocated to future development beyond the 25-year review period) is based on the anticipated year of construction. An overview of construction staging is provided in Appendices B3, C3, D3, and E3.

  That portion of cost which is allocated to future development (versus existing development and other allocations) is provided in Appendices B4, C4, D4, and E4.

  Before allocating infrastructure costs to benefitting lands, offsite levy costs must be reduced by amounts collected to date. An overview of offsite levies that have been collected by the City is provided in Appendices B5, C5, D5, and E5.

  Of the $26.69 million in total offsite infrastructure costs, the share allocated to future development that is included in rates today (the offsite levy share) is **$17.70 million**, as shown in the table below. The share allocated to future development that is

beyond the 25-year review period (financial oversizing) is **$7.90 million**. The share allocated to existing development (the City's share) is **$0.21 million**; and, the share allocated to other stakeholders (e.g., Strathcona County) is **$0.00**. A complete summary of offsite infrastructure net cost "flow-thru" is provided in Appendices B6, C6, D6, and E6.

Summary of Infrastructure Costs & Allocations

Infrastructure	Muni Share of Costs	Other's Share (e.g., County)	Developer Cost (Fin Oversizing)	Developer Costs (In Rates)	Total Costs
Transportation	$ 207,000	$ -	$ 1,963,428	$ 5,505,765	**$ 7,676,193**
Water	$ -	$ -	$ 2,437,478	$ 6,420,630	**$ 9,741,028**
Sanitary	$ -	$ -	$ 3,504,066	$ 5,772,454	**$ 9,276,519**
Stormwater	$ -	$ -	$ -	$ -	**$ -**
Total	$ 207,000	$ -	$ 7,904,971	$ 17,698,849	**$ 26,693,740**

- Lands do not necessarily benefit from all offsite levy infrastructure. In order to equitability facilitate the allocation of infrastructure costs to those lands that benefit from the infrastructure, the Light/Medium Industrial Area is parsed into several smaller offsite levy areas. The area boundaries, numbering schema, and area measurements are described in Appendix A along with an offsite levy map; and, an overview of which offsite infrastructure has been allocated to each area is provided in B7, C7, D7, and E7.
- To calculate offsite levy rates, it is necessary to forecast the amount of land that will develop during the 25-year review period. Land development forms the denominator of the rate calculation. A larger denominator reduces rates, but could potentially result in under-collection thereby placing an increased burden on tax payers. A smaller denominator increases rates, but could potentially result in over-collection thereby placing an increased burden on future development. Accordingly, land development forecasts need to be (a) reasonable and reflect current planning assumptions including the current pace of development in the community, and (b) updated regularly.

  For this review, the City is forecasting development in the Light/Medium Industrial Area of approximately **270 ha.** over the 25-year review period (approximately 10.8 ha. per year on average). This is a decrease of 20% from the 2017 bylaw (an increase in land development places downward pressure on rates). The land development forecast and underpinning assumptions are shown in Appendix A.

- **Interest.** Offsite levy reserves/accounts (both actual and forecast) are impacted by interest. Actual reserve inflows, and forecast reserve balances that are in a positive Position earn interest (as required by the MGA). Actual reserve outflows, and forecast reserve balances that are in a negative position are charged interest (negative forecast balances indicate that front-ending will be required).

  An overview of reserve/account interest rates and forecast balances over the 25-year review period is shown in Appendices B9, C9, D9, and E9.

- **Front-ending.** Front-ending is an extremely important concept that underpins rigorous management of offsite levies. Front-ending represents debts owed by future

development to the municipality for past construction undertaken by the municipality on behalf of future development—i.e., a municipality will often pay for its share of an offsite infrastructure project in addition to that portion of the project which benefits future development when offsite levy reserve balances are insufficient to pay for future development's share of infrastructure.

Because front-ending balances represent debts owed to the municipality, they need to be clearly reflected in official municipal documents such as levy account/reserve balances, financial statements (e.g., front-ending notes), or accounts receivables, etc. This documentation enables the municipality to collect on these debts as future development occurs, and offsite levies are collected.

5 RATES

For future development to pay for its share of the $26.69 million infrastructure costs in the Light/Medium Industrial Area, rates range from $29,961 to $61,904 per net hectare (depending on location), with the weighted average offsite levy rate being **$46,143** per net hectare, as shown in tables below. The average rate is generally lower than other municipalities of similar size in Alberta (a comparison of rates to other municipalities is outlined in Appendix F). Most importantly, these rates reflect the actual cost of infrastructure required to facilitate development in the City's Light/Medium Industrial Area.

Weighted Averages

	Transportation Charges ($/Net Ha)	Water Charges ($/Net Ha)	Sanitary Charges ($/Net Ha)	Storm Charges ($/Net Ha)	Total
High	$ 16,815	$ 15,090	$ 29,999	$ -	$ 61,904
Low	$ 16,815	$ 7,855	$ -	$ -	$ 29,961
Weighted Average	$ 16,815	$ 13,200	$ 16,128	$ -	$ 46,143

*Weighted averages are shown above are for information purposes only. Developers pay the offsite levy rate specific to their offsite levy area, as shown in the table below.

Summary of Offsite Levies by Area

Area Ref. #	Transportation Charges ($/Net Ha)	Water Charges ($/Net Ha)	Sanitary Charges ($/Net Ha)	Storm Charges ($/Net Ha)	Total ($/Net Ha)
1.0	$ 16,815	$ 13,146	$ -	$ -	$ 29,961
2.0	$ 16,815	$ 13,146	$ 1,969	$ -	$ 31,930
3.0	$ 16,815	$ 15,090	$ 1,969	$ -	$ 33,874
4.0	$ 16,815	$ 15,090	$ 29,999	$ -	$ 61,904
5.0	$ 16,815	$ 15,090	$ 29,999	$ -	$ 61,904
6.0	$ 16,815	$ 7,855	$ 29,999	$ -	$ 54,669
7.0	$ 16,815	$ 7,855	$ 29,999	$ -	$ 54,669

6 RECOMMENDATIONS

CORVUS recommends the following:

1. Implement the offsite levy rates outlined in Section 5.
2. Ensure the offsite levy bylaw reflects the requirement for an annual update of offsite levy rates and delivery of an annual update report to Council. In addition to enabling compliance with MGA requirements, regular updates ensure offsite levy rates do not "decay", and Council is apprised regularly of the status of changes, reserves balances, etc.
3. Establish sub-ledgers for each reserve/account to track amounts owed to front-ending parties.
4. Update offsite levy reserve/account balances annually (and financial statements, and other internal documentation) to reflect the "true" balance, including front-ending.
5. During the reconciliation of future reserve balances, the interest earning and charge rates that underpin the offsite levy bylaw for that time period should be used to determine reserve interest impacts. This is outlined in the offsite levy model user guide and instructions for the annual rate update.
6. Develop an offsite levy policy framework to aide in effective implementation of the bylaw.
7. Undertake a water and sewer utility rates study to enable sustainable funding of the City's share of offsite infrastructure projects. Current utility rates should be brought current and in alignment with current master plans and offsite levy financing summarized in this report, etc.
8. Implement a long term financial sustainability assessment model that provides Council with confidence that the City is on a financially sustainable path, contains reasonable tax impacts, and includes the impact of the City's share of various

development costs plus any front-ending that will be required on behalf of various offsite levy reserves.

9. Recent changes to the MGA will enable municipalities to charge separately for offsite levies (i.e., transportation vs. water vs. sewer vs stormwater). Accordingly, the City should maintain accurate records to reflect which properties pay which offsite levies, and build this into the City's administrative procedures.

7 ACKNOWLEDGEMENTS

CORVUS Business Advisors would like to thank all City of Fort Saskatchewan staff and advisors from Engineering, Planning, and Finance, who supported the work of this review.

8 DISCLAIMER

CORVUS Business Advisor has relied upon City of Fort Saskatchewan to provide all of the data and information used to construct the offsite levy model and create the rates, such as planning data and assumptions, development forecasts and assumptions, infrastructure costs and costs estimates, allocations to benefitting parties, allocation to benefitting areas, and other assumptions etc. As such, CORVUS Business Advisors makes no guarantee as to the accuracy of the input data and information provided by these groups or the results that stem from this data and information.

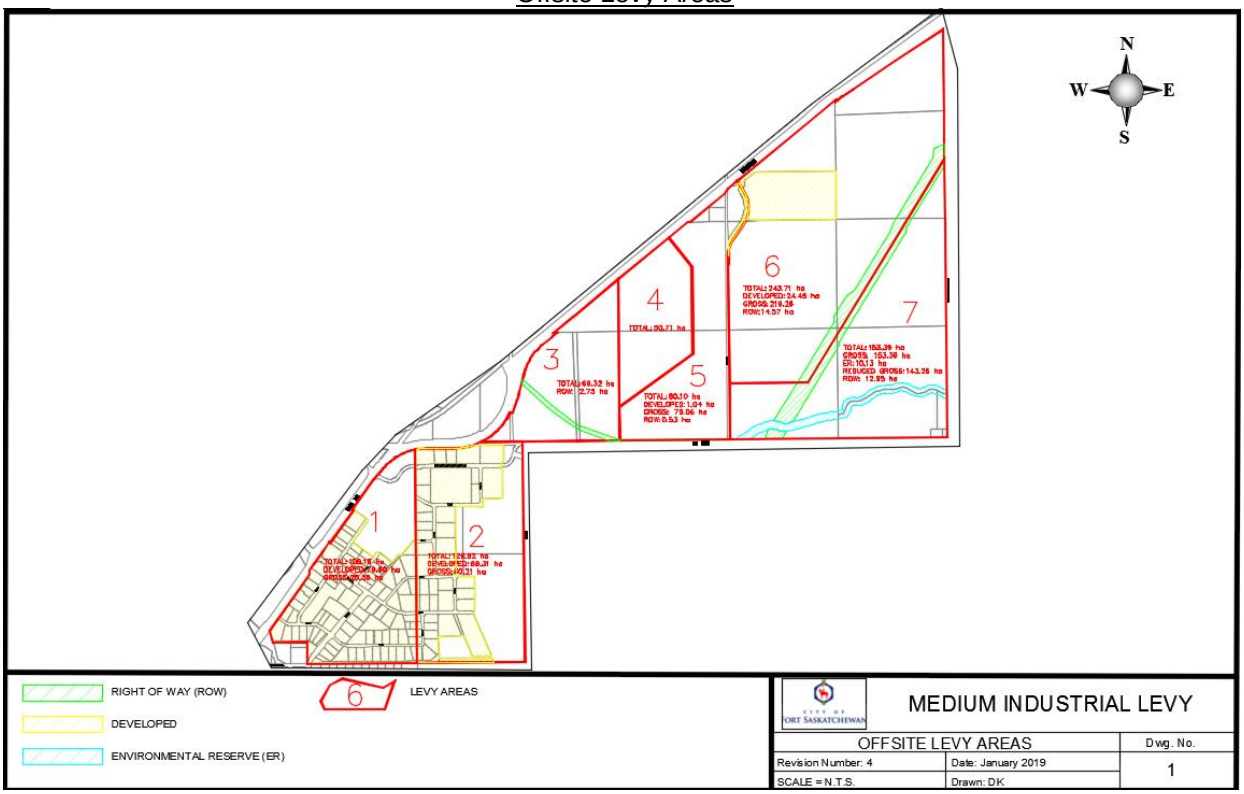
Offsite levy rates are not intended to stay static; they are based upon educated assumptions and the best available information of the day. Planning assumptions, cost estimates etc. can change each year. Accordingly, the Municipal Government Act requires that offsite levy rates be updated with the most available information on a regular basis (usually annually). When information changes, it will be reflected in a future update, and rates adjusted accordingly.

APPENDIX A: OFFSITE LEVY AREAS AND STAGING

A1. Offsite Levy Areas

In order to equitably facilitate the allocation of infrastructure to benefiting lands, the City's Light/Medium Industrial Area is parsed into 7 offsite levy areas, as shown in the map below. These areas are generally about a quarter section in size but also take into consideration existing/planned infrastructure basins (i.e., transportation, water, sanitary, and stormwater basins) as well as natural and man-made barriers (e.g., rivers, highways, etc.). All offsite levy infrastructure costs are allocated to one or more areas.

Offsite Levy Areas



Total net development area, the amount of land available for development across all offsite levy areas, is approximately 553 net ha. In calculating net development area only those lands remaining to be developed within the area that have not previously paid offsite levies have been considered (as required by legislation/regulation). Further, allowances have been made to net development area calculations for environmental reserves, municipal reserves, and arterial road right of way.

Offsite Levy Net Development Area

Area Ref. #	Development Area Location	Land Use	Gross Area (ha.)	Environmental Reserves (ha.)	Sub-total	Municipal Reserves	Arterial Right of Way	Net Development Area (ha.)
1.0	Exisiting Light	Industrial	26.56		26.56	2.66		23.90
2.0	Existing Light and Medium	Industrial	60.13		60.13	6.01		54.12
3.0	Future Medium Full Servicing	Industrial	69.32		69.32	6.93	2.75	59.64
4.0	Future Medium Full Servicing	Industrial	50.71		50.71	5.07	-	45.64
5.0	Future Medium Full Servicing	Industrial	79.06		79.06	7.91	0.53	70.62
6.0	Future Medium Reduced Servicing	Industrial	219.26		219.26	21.93	14.57	182.76
7.0	Future Medium Reduced Servicing	Industrial	153.39	10.13	143.26	14.33	12.95	115.98

Summary of Offsite Levy Net Development Area

Description	ha.
Gross Development Area	658.43
Less Environment Reserve	10.13
Less Municipal Reserve	64.30
Less ROW Allowance	30.80
Net Development Area	552.67

*Note: 1 Hectare (ha.) = ~2.47 Acres

Net development area definitions will be applied in determining offsite levy obligations of developers on application for subdivision or development within City of Fort Saskatchewan. Net development area is defined as follows:

- Gross Area – The area of lands to be developed in hectares that have not previously paid an offsite levy.
    - Less: Any environmental reserves contained within the development area.
    - Less: A 10% allowance for Municipal Reserves.
    - Less: Arterial road right of way that bisects the development lands.
- Equals: Net Developable Area, which is the area subject to offsite levies.

A2. Development Staging

A rate planning period of 25-years underpins the offsite levy model and rate calculations. This planning period is used by many municipalities as it provides a reasonable time frame to recoup the costs associated with offsite levy infrastructure construction, and it aligns with the timeframes of many municipal capital planning and construction cycles.

Of the 553 net ha.of development area available across all offsite levy development areas, planners estimate that approximately 269.28 ha. (48.7%) of this land is estimated to develop during the next 25-years (the rate planning period) as shown in the tables below.

Anticipated Development During the 25-year Rate Planning Period[2]

Area Ref. #	Development Area Location	Land Use	Total Development	Developed to Date	Area Developed in Next 25 years	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043
1.0	Exisiting Light	Industrial	23.00	-	23.000	-	-	-	-	-	-	-	-	-	2.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	-	-	-	-	-	-	-	-
2.0	Existing Light an	Industrial	49.00	-	49.000	-	2.00	2.00	5.00	6.00	6.00	6.00	6.00	6.00	4.00	3.00	3.00	-	-	-	-	-	-	-	-	-	-	-	-	-
3.0	Future Medium F	Industrial	59.64	-	59.640	28.97	5.00	5.00	5.00	5.00	5.00	5.67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4.0	Future Medium F	Industrial	45.64	-	45.640	-	-	-	-	-	-	-	7.00	7.00	4.00	4.00	6.64	6.00	6.00	5.00	-	-	-	-	-	-	-	-	-	-
5.0	Future Medium F	Industrial	41.00	-	41.000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10.00	4.00	4.00	4.00	4.00	4.00	4.00	3.00	2.00	2.00
6.0	Future Medium F	Industrial	51.00	-	51.000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
7.0	Future Medium F	Industrial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			269.28	-	269.28	28.97	7.00	7.00	10.00	11.00	11.00	11.67	13.00	13.00	10.00	10.00	12.64	9.00	9.00	8.00	13.00	10.00	10.00	10.00	10.00	10.00	10.00	9.00	8.00	8.00

Summary of Anticipated Development during the 25-year Rate Planning Period

Developed In Next 25 Years	269.28	48.7%
Developed Beyond 25 Years	283.39	51.3%
Net Development Area	552.67	

[2] Assumptions:

1. In general, Areas 2, 3, and 4 will experience new development before the other areas.
2. TAG lands will be developed before Busse lands in Area 1.
3. New development will concentrate near Highway 15 and will progress southeast.
4. DA coming forward in 2019
5. The annual absorption rate will be approximately 10 ha with spikes as new areas are opened up.

APPENDIX B: WATER OFFSITE INFRASTRUCTURE

B1. Water Offsite Infrastructure Costs

In order to support future growth, water offsite infrastructure is required. The estimated cost of this infrastructure is based upon: (a) actual construction costs to the cut-off date, (b) debenture interest associated with financing, and (c) future cost estimates. Total cost is approximately $9.74 million as outlined in the table below. Actual costs, debenture interest (if any), and cost estimates were provided by City engineering staff. It is important to note that these costs represent "gross" costs, of which only a portion will go to support future development during the 25-year review period. The remainder of this section outlines how the "net" costs for future development are determined.

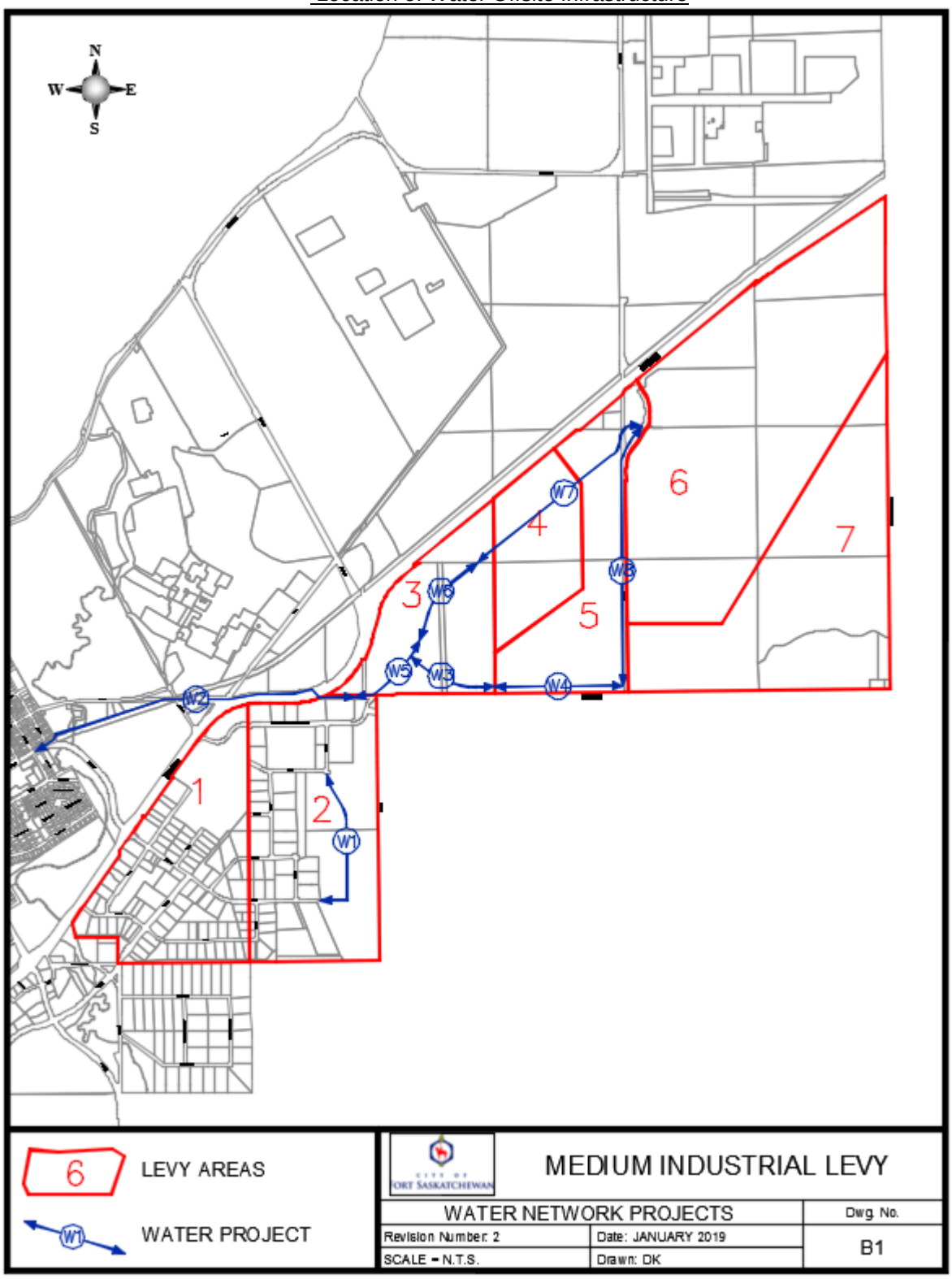
Summary of Water Offsite Infrastructure

Item	Project Description	Cost of Completed Work	Debenture Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost
1	400mm Watermain Along 118 St.	$ -	$ -	$ 879,046	$ 879,046
2	450mm Watermain to Area 2	$ 2,784,799	$ -	$ -	$ 2,784,799
3	450mm watermain along Josephburg Road to Area 5	$ -	$ -	$ 969,803	$ 969,803
4	450mm watermain along Josephburg Road to 125 St.	$ -	$ -	$ 1,019,324	$ 1,019,324
5	450mm Watermain Area 3	$ -	$ -	$ 560,898	$ 560,898
6	450mm Watermain Area 3 to DOW	$ -	$ -	$ 622,130	$ 622,130
7	450mm Watermain Dow to 125 St.	$ -	$ -	$ 1,345,968	$ 1,345,968
8	400mm Watermain Along 125 St.	$ -	$ -	$ 1,559,060	$ 1,559,060
		$ 2,784,799	**$ -**	**$ 6,956,229**	**$ 9,741,028**

*Costs are based on 2015/16 estimates.
**Estimates include engineering (10%) and contingencies (10%).

A map showing the location of this infrastructure is shown below.

Location of Water Offsite Infrastructure



B2. Water Offsite Infrastructure Grants & Contributions to Date

The MGA enables the City to allocate the costs of offsite infrastructure to future development, other than those costs that have been provided by way of special grant or contribution (i.e., contributed infrastructure). The City of Fort Saskatchewan received $0.88 million in special grants and contributions for water offsite levy infrastructure as shown in the table below (note, if the City receives other grants or contributions in the future, it will be reflected in one of the annual updates and rates adjusted accordingly). The result is that the total reduced project estimated cost is $8.86 million.

Special Grants and Contributions for Water Offsite Infrastructure

Item	Project Description	Total Project Estimated Cost	Special Provincial Grants	Developer Agreement Contributions	Reduced Project Estimated Cost
1	400mm Watermain Along 118 St.	$ 879,046	$ -	$ -	$ 879,046
2	450mm Watermain to Area 2	$ 2,784,799	$ -	$ 464,397	$ 2,320,401
3	450mm watermain along Josephburg Road to Area 5	$ 969,803	$ -	$ -	$ 969,803
4	450mm watermain along Josephburg Road to 125 St.	$ 1,019,324	$ -		$ 1,019,324
5	450mm Watermain Area 3	$ 560,898	$ -	$ 92,823	$ 468,075
6	450mm Watermain Area 3 to DOW	$ 622,130	$ -	$ 102,956	$ 519,174
7	450mm Watermain Dow to 125 St.	$ 1,345,968	$ -	$ 222,744	$ 1,123,224
8	400mm Watermain Along 125 St.	$ 1,559,060	$ -	$ -	$ 1,559,060
		$ 9,741,028	**$ -**	**$ 882,920**	**$ 8,858,107**

*$882,920 grant received from Dow Chemical allocated to various benefitting projects.

B3. Water Infrastructure Staging

The timing of construction is used to determine the impact of inflation on cost, the impact of forecast reserve balances, and the estimate of financial oversizing (described in the Section that follows). The City anticipates construction of offsite infrastructure as outlined in the table below. Note, if this schedule is adjusted in the future, it will be reflected in one of the City's annual rate/bylaw updates.

Water Infrastructure Staging

Item	Project Description	Year of Construction
1	400mm Watermain Along 118 St.	2022
2	450mm Watermain to Area 2	2014
3	450mm watermain along Josephburg Road to Area 5	2028
4	450mm watermain along Josephburg Road to 125 St.	2034
5	450mm Watermain Area 3	2019
6	450mm Watermain Area 3 to DOW	2021
7	450mm Watermain Dow to 125 St.	2025
8	400mm Watermain Along 125 St.	2036

*The share of projects constructed beyond the 25-year review period (2043) are not included in rates today (see financial oversizing in next Section).

B4. Water Offsite Infrastructure Benefiting Parties

The water offsite infrastructure previously outlined will benefit various parties to varying degrees. During this review three potential benefiting parties were identified including:

- City of Fort Saskatchewan – a portion of the water infrastructure which is required to service existing residents.
- Other Stakeholders and Financial Oversizing – other parties (such as neighboring municipalities) that benefit from the infrastructure, as well as that portion of cost which benefits future development beyond the 25-year review period ("financial oversizing").
- City of Fort Saskatchewan Future Development – all growth related infrastructure (i.e., levyable water infrastructure costs) during the 25-year rate planning period.

The table below outlines the allocation of water offsite levy infrastructure costs to benefiting parties. Project allocations were determined by City engineering staff.

Allocation of Water Infrastructure to Benefiting Parties

Item	Project Description	Reduced Project Estimated Cost	Other Stakeholder Share & Financial Oversizing %	OSL / Developer Share %
1	400mm Watermain Along 118 St.	$ 879,046	12.0%	88.0%
2	450mm Watermain to Area 2	$ 2,320,401	0.0%	100.0%
3	450mm watermain along Josephburg Road to Area 5	$ 969,803	36.0%	64.0%
4	450mm watermain along Josephburg Road to 125 St.	$ 1,019,324	60.0%	40.0%
5	450mm Watermain Area 3	$ 468,075	0.0%	100.0%
6	450mm Watermain Area 3 to DOW	$ 519,174	8.0%	92.0%
7	450mm Watermain Dow to 125 St.	$ 1,123,224	24.0%	76.0%
8	400mm Watermain Along 125 St.	$ 1,559,060	68.0%	32.0%
		$ 8,858,107		

*Financial oversizing is determined by separating out the pro rata portion of developer cost beyond the 25-year review period, in comparison with the anticipated year of construction. As the years move forward and rates are updated, these additional developer costs will be included in rate calculations. Oversizing shown as 100% reflects projects constructed entirely beyond the 25-year review period.

B5. Existing Receipts & Adjusted Levy Cost

Using the offsite levy share percentages shown in the previous section and applying those percentages to project costs results in an offsite levy cost of approximately $6.42 million. However, prior to allocating these costs to benefiting areas, existing offsite levy receipts collected from developers need to be considered in determining the residual/net costs to developers. The City has collected $3.17 million in offsite levies to date. This results in an adjusted offsite levy cost of approximately $3.25 million.

Offsite Levy Funds Collected to Date & Adjusted Levy Cost

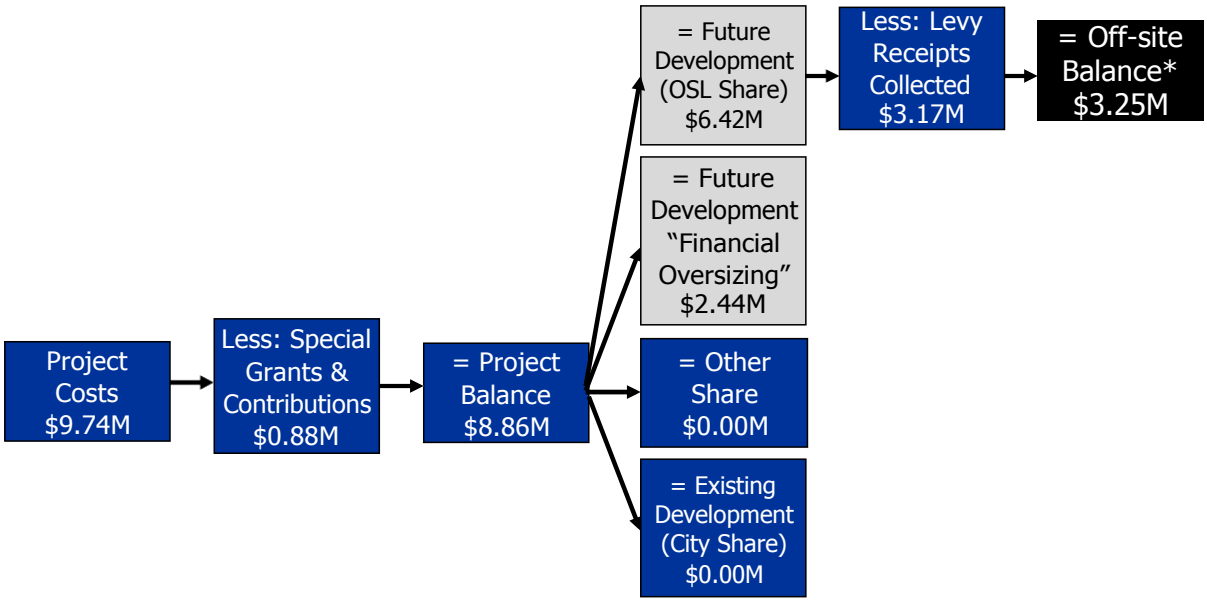
Item	Project Description	Developer Cost (Leviable Costs)	Offsite Levy Funds Collected to Dec 31, 2015	Offsite Levy Funds Collected Starting Jan 1, 2016	Adjusted Developer (Levy) Cost
1	400mm Watermain Along 118 St.	$ 773,560	$ 286,057	$ -	$ 487,503
2	450mm Watermain to Area 2	$ 2,320,401	$ 906,222	$ -	$ 1,414,179
3	450mm watermain along Josephburg Road to Area 5	$ 620,674	$ 315,591	$ -	$ 305,083
4	450mm watermain along Josephburg Road to 125 St.	$ 407,730	$ 331,706	$ -	$ 76,024
5	450mm Watermain Area 3	$ 468,075	$ 182,526	$ -	$ 285,549
6	450mm Watermain Area 3 to DOW	$ 477,640	$ 202,452	$ -	$ 275,188
7	450mm Watermain Dow to 125 St.	$ 853,650	$ 438,001	$ -	$ 415,649
8	400mm Watermain Along 125 St.	$ 498,899	$ 507,345	$ -	$ (8,446)
		$ 6,420,630	**$ 3,169,900**	**$ -**	**$ 3,250,730**

*Offsite levies collected to Dec. 31st, 2017 were allocated to projects based on the pro rata proportion of total estimated project cost.

B6. Summary of Water Offsite Levy Cost Flow-through

As shown in the figure below, the total cost for water infrastructure that forms the basis of the rate is approximately $3.67 million. The cost allocations to each benefitting party are based on the benefitting percentages shown in Section B4. The offsite levy balance (due from developers) is allocated to various benefitting areas (as described in the next section).

Total Water Offsite Levy Costs



B7. Water Infrastructure Benefiting Areas

Net developer costs for each project have been allocated to multiple benefiting offsite levy area (see tables below). Allocations are denoted with a "1" below applicable area numbers. Benefiting areas were determined by the City engineering staff. The lands anticipated to develop over the 25-years in each offsite levy benefitting area are used to determine rates.

Benefiting Areas for Water Offsite Infrastructure

Item	Project Description	Developer Cost	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
1	400mm Watermain Along 118 St.	$ 487,503	1	1						
2	450mm Watermain to Area 2	$ 1,414,179	1	1	1	1	1	1	1	
3	450mm watermain along Josephburg Road to Area 5	$ 305,083			1	1	1	1	1	
4	450mm watermain along Josephburg Road to 125 St.	$ 76,024			1	1	1	1	1	
5	450mm Watermain Area 3	$ 285,549			1	1	1			
6	450mm Watermain Area 3 to DOW	$ 275,188			1	1	1			
7	450mm Watermain Dow to 125 St.	$ 415,649			1	1	1			
8	400mm Watermain Along 125 St.	$ (8,446)			1	1	1			
		$ 3,250,730								

B8. Reserve Balance

In accordance with the MGA, 4 reserves/accounts need to be created (one each for transportation, water, sanitary, and stormwater). At December 31st, 2015, the balance of the City's Light/Medium industrial Area water reserve is **$507,216.80** as shown in the table below. A reconciliation of activities from the exiting reserve and allocation to the new reserves is provided in Appendix G.

The City also needs to establish a set of "sub-ledgers" to track the amounts due to front-ending parties, including interest impacts in accordance with the interest rates underpinning the bylaw.

Water Offsite Levy Reserve Balance

Description	Dr	Cr	Balance
Offsite Levy Expenditures to December 31, 2015		$ 2,784,798.82	$ (2,784,798.82)
Offsite Levy Receipt Allocations to December 31, 2015	$ 3,169,899.86		$ 385,101.04
Interest Accrued to December 31, 2015	$ 122,115.76		$ 507,216.80
Unallocated Receipts to December 31, 2015			$ 507,216.80
Opening Balance			$ 507,216.80

B9. Development and Water Infrastructure Staging Impacts

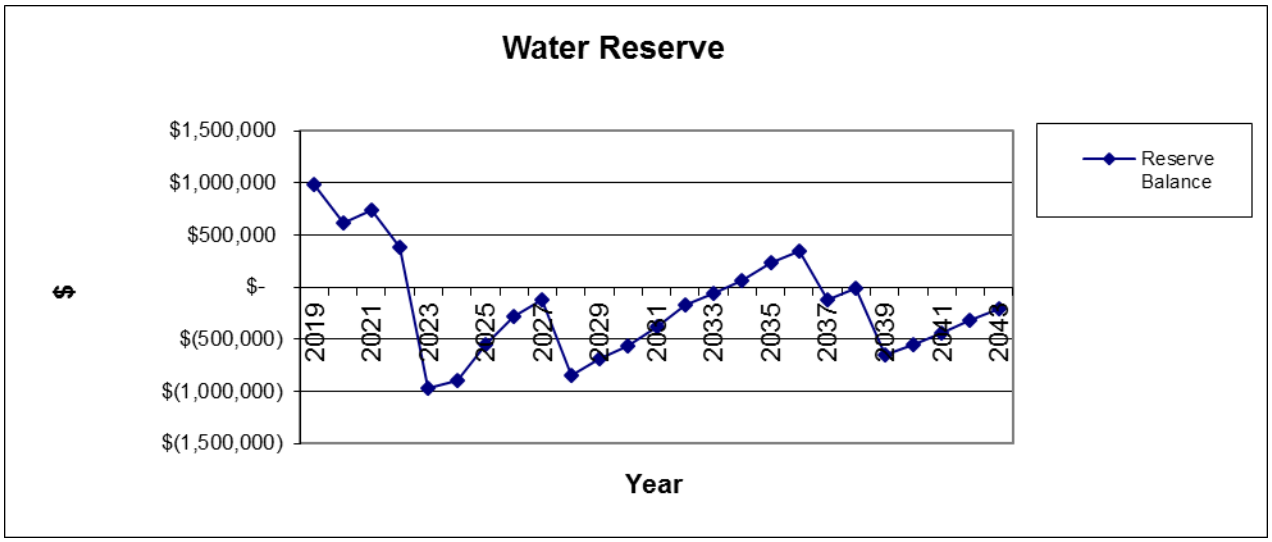
Water offsite infrastructure will be constructed in staged fashion over the 25-year review period. We have reviewed the availability of offsite levy funds to meet these construction requirements and found that offsite levy reserve funds will not be sufficient to pay for construction of water infrastructure from time to time—front ending of infrastructure will be required. A front-ender is the party that constructs and pays up front for infrastructure that benefits other parties.

In order to compensate parties for capital they provide in front-ending offsite infrastructure construction, a 2.9%[3] interest allowance has been charged to the reserve when it is forecast to be in a negative balance. Further, a 1% interest credit has been provided to the reserve when it is forecast to be in a positive balance. The graph and table below outline the forecast water levy reserve balances over the 25-year development period.

[3] The 20-year debenture rate at the Alberta Capital Finance Authority is currently ~2.9%.

If necessary, an interest staging adjustment has been applied to rates (slightly positive or slightly negative) to ensure that the forecast reserve balance at the end of the 25-year review period always returns to break-even (i.e., developers are not charged too much thereby providing a windfall to the City, nor are they charged too little thereby placing an unequitable burden on taxpayers).

Anticipated Water Offsite Levy Reserve Balances



Anticipated Water Offsite Levy Reserve Balances

			Opening Balance	$ 507,217
Year	**Receipts**	**Expenditure**	**Interest**	**Balance**
2019	$ 464,986	$ -	$ 9,722	$ 981,925
2020	$ 108,651	$ 477,437	$ 6,131	$ 619,270
2021	$ 110,824	$ -	$ 7,301	$ 737,395
2022	$ 154,854	$ 506,875	$ 3,854	$ 389,227
2023	$ 172,167	$ 1,509,164	$ (27,485)	$ (975,255)
2024	$ 102,600	$ -	$ (25,307)	$ (897,962)
2025	$ 359,879	$ -	$ (15,604)	$ (553,688)
2026	$ 274,891	$ -	$ (8,085)	$ (286,882)
2027	$ 167,554	$ -	$ (3,461)	$ (122,789)
2028	$ 324,360	$ 1,020,191	$ (23,740)	$ (842,359)
2029	$ 174,323	$ -	$ (19,373)	$ (687,410)
2030	$ 137,895	$ -	$ (15,936)	$ (565,450)
2031	$ 201,444	$ -	$ (10,556)	$ (374,563)
2032	$ 205,473	$ -	$ (4,904)	$ (173,993)
2033	$ 115,027	$ -	$ (1,710)	$ (60,677)
2034	$ 127,874	$ -	$ 672	$ 67,869
2035	$ 162,705	$ -	$ 2,306	$ 232,880
2036	$ 110,788	$ -	$ 3,437	$ 347,104
2037	$ 113,003	$ 582,338	$ (3,545)	$ (125,776)
2038	$ 115,263	$ -	$ (305)	$ (10,817)
2039	$ 117,569	$ 741,338	$ (18,403)	$ (652,990)
2040	$ 119,920	$ -	$ (15,459)	$ (548,529)
2041	$ 122,318	$ -	$ (12,360)	$ (438,571)
2042	$ 124,765	$ -	$ (9,100)	$ (322,906)
2043	$ 127,260	$ -	$ (5,674)	$ (201,320)

APPENDIX C: SANITARY OFFSITE INFRASTRUCTURE

C1. Sanitary Offsite Infrastructure Costs

In order to support future growth, sanitary offsite infrastructure is required. The estimated cost of this infrastructure is based upon: (a) actual construction costs to the cut-off date, (b) debenture interest associated with financing, and (c) future cost estimates. Total cost is approximately $9.28 million as outlined in the table below. Actual costs, debenture interest (if any), and cost estimates were provided by City engineering staff. It is important to note that these costs represent "gross" costs, of which only a portion will go to support future development during the 25-year review period. The remainder of this section outlines how the "net" costs for future development are determined.

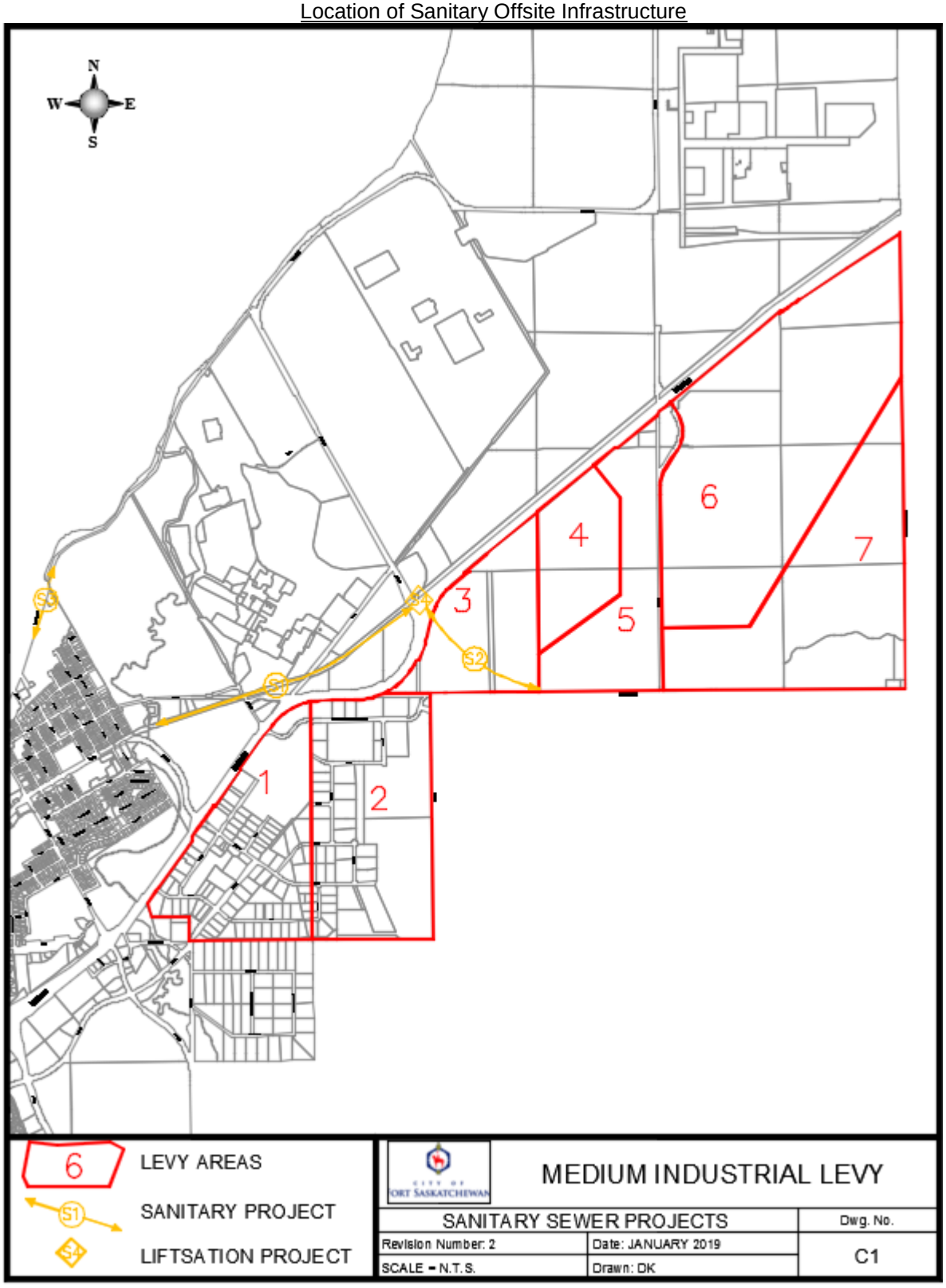
Summary of Sanitary Offsite Infrastructure

Item	Project Description	Cost of Completed Work	Debenture Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost
1	450mm Forcemain Along CNR Right of Way to 119 St Intersection	$ -	$ -	$ 1,541,610	$ 1,541,610
2	900mm Sanitary Trunk Along Josephburg Rd	$ -	$ -	$ 2,056,483	$ 2,056,483
3	Ross Creek Trunk Twinning	$ -	$ -	$ 998,426	$ 998,426
4	Sanitary Lift Station at 119 St	$ -	$ -	$ 4,680,000	$ 4,680,000
		$ -	**$ -**	**$ 9,276,519**	**$ 9,276,519**

*Costs are based on 2015/16 estimates.
**Estimates include engineering (10%) and contingencies (10%).

A map showing the location of this infrastructure is shown below.

Location of Sanitary Offsite Infrastructure



C2. Sanitary Offsite Infrastructure Grants & Contributions to Date

The MGA enables the City to allocate the costs of offsite infrastructure to future development, other than those costs that have been provided by way of special grant or contribution (i.e., contributed infrastructure). The City of Fort Saskatchewan has not received any special grants or contributions for sanitary offsite levy infrastructure as shown in the table below (note, if the City receives additional grants or contributions in the future, it will be reflected in one of the annual updates and rates adjusted accordingly). The result is that the total reduced project estimated cost is $9.28 million.

Special Grants and Contributions for Sanitary Offsite Infrastructure

Item	Project Description	Total Project Estimated Cost	Special Grants	Developer Agreement Contributions	Reduced Project Estimated Cost
1	450mm Forcemain Along CNR Right of Way to 119 St Intersection	$ 1,541,610	$ -	$ -	$ 1,541,610
2	900mm Sanitary Trunk Along Josephburg Rd	$ 2,056,483	$ -	$ -	$ 2,056,483
3	Ross Creek Trunk Twinning	$ 998,426	$ -	$ -	$ 998,426
4	Sanitary Lift Station at 119 St	$ 4,680,000	$ -	$ -	$ 4,680,000
		$ 9,276,519	**$ -**	**$ -**	**$ 9,276,519**

C3. Sanitary Infrastructure Staging

The timing of construction is used to determine the impact of inflation on cost, the impact of forecast reserve balances, and the estimate of financial oversizing (described in the Section that follows). The City anticipates construction of offsite infrastructure as outlined in the table below. Note, if this schedule is adjusted in the future, it will be reflected in one of the City's annual rate/bylaw updates.

Sanitary Infrastructure Staging

Item	Project Description	Year of Construction
1	450mm Forcemain Along CNR Right of Way to 119 St Intersection	2028
2	900mm Sanitary Trunk Along Josephburg Rd	2030
3	Ross Creek Trunk Twinning	2028
4	Sanitary Lift Station at 119 St	2028

*The share of projects constructed beyond the 25-year review period (2043) are not included in rates today (see financial oversizing in next Section).

C4. Sanitary Offsite Infrastructure Benefiting Parties

The sanitary offsite infrastructure previously outlined will benefit various parties to varying degrees. During this review three potential benefiting parties were identified including:

- City of Fort Saskatchewan – a portion of the sanitary infrastructure which is required to service existing residents.

- Other Stakeholders and Financial Oversizing – other parties (such as neighboring municipalities) that benefit from the infrastructure, as well as that portion of cost which benefits future development beyond the 25-year review period ("financial oversizing").
- City of Fort Saskatchewan Future Development – all growth related infrastructure (i.e., levyable sanitary infrastructure costs) during the 25-year rate planning period.

The table below outlines the allocation of sanitary offsite levy infrastructure costs to benefiting parties. Project allocations were determined by City engineering staff.

Allocation of Sanitary Infrastructure to Benefiting Parties

Item	Project Description	Reduced Project Estimated Cost	Muni Share %	Other Stakeholder Share & Financial Oversizing %	OSL / Developer Share %
1	450mm Forcemain Along CNR Right of Way to 119 St Intersection	$ 1,541,610		36.0%	64.0%
2	900mm Sanitary Trunk Along Josephburg Rd	$ 2,056,483		44.0%	56.0%
3	Ross Creek Trunk Twinning	$ 998,426		36.0%	64.0%
4	Sanitary Lift Station at 119 St	$ 4,680,000		36.0%	64.0%
		$ 9,276,519			

*Financial oversizing is determined by separating out the pro rata portion of developer cost beyond the 25-year review period, in comparison with the anticipated year of construction. As the years move forward and rates are updated, these additional developer costs will be included in rate calculations. Oversizing shown as 100% reflects projects constructed entirely beyond the 25-year review period.

C5. Existing Receipts & Adjusted Levy Cost

Using the offsite levy share percentages shown in the previous section and applying those percentages to project costs results in an offsite levy cost of approximately $5.77 million. However, prior to allocating these costs to benefiting areas, existing offsite levy receipts collected from developers need to be considered in determining the residual/net costs to developers. The City has collected $1.38 million in offsite levies to date. This results in an adjusted offsite levy cost of approximately $4.40 million.

Offsite Levy Funds Collected to Date & Adjusted Levy Cost

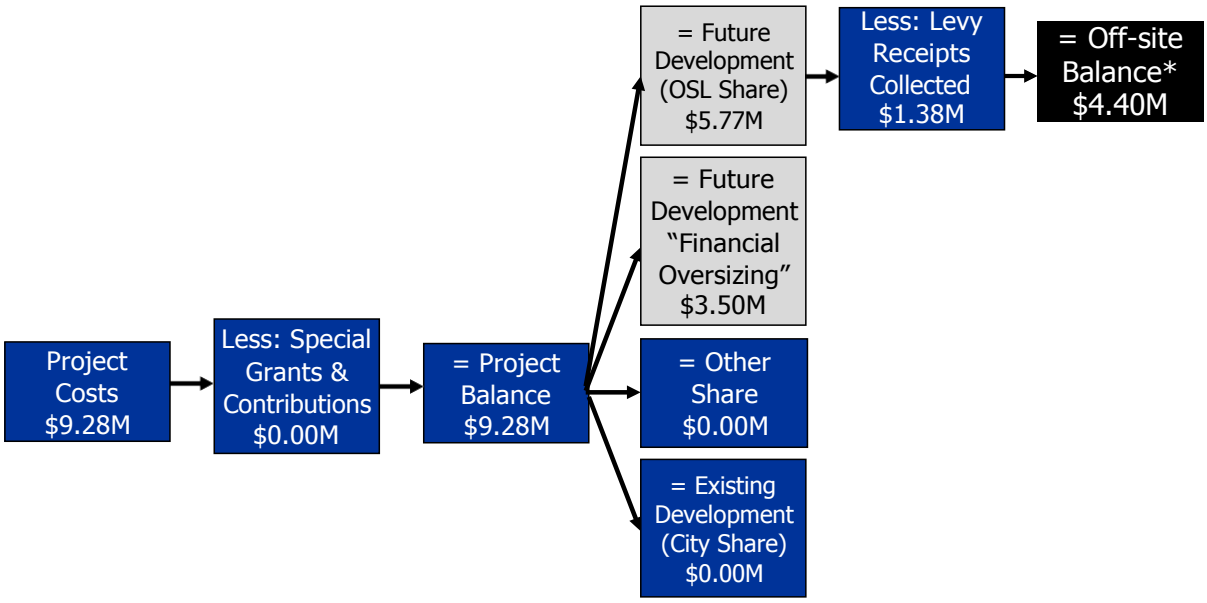
Item	Project Description	Developer Cost (Leviable Costs)	Offsite Levy Funds Collected to Dec 31, 2015	Offsite Levy Funds Collected Starting Jan 1, 2016	Adjusted Developer (Levy) Cost
1	450mm Forcemain Along CNR Right of Way to 119 St Intersection	$ 986,630	$ 228,604	$ -	$ 758,026
2	900mm Sanitary Trunk Along Josephburg Rd	$ 1,151,631	$ 304,954	$ -	$ 846,676
3	Ross Creek Trunk Twinning	$ 638,993	$ 148,056	$ -	$ 490,937
4	Sanitary Lift Station at 119 St	$ 2,995,200	$ 693,994	$ -	$ 2,301,206
		$ 5,772,454	**$ 1,375,608**	**$ -**	**$ 4,396,846**

*Offsite levies collected to Dec. 31st, 2015 were allocated to projects based on the pro rata proportion of total estimated project cost.

C6. Summary of Sanitary Offsite Levy Cost Flow-through

As shown in the figure below, the total costs for sanitary infrastructure that forms the basis of the rate is approximately $4.40 million. The cost allocations to each benefitting party are based on the benefitting percentages shown in Section C4. The offsite levy balance (due from developers) is allocated to various benefitting areas (as described in the next section).

Total Sanitary Offsite Levy Costs



C7. Sanitary Infrastructure Benefiting Areas

Net developer costs for each project have been allocated to multiple benefiting offsite levy area (see tables below). Allocations are denoted with a "1" below applicable area numbers. Benefiting areas were determined by the City engineering staff. The lands anticipated to develop over the 25-years in each offsite levy benefitting area are used to determine rates.

Benefiting Areas for Sanitary Offsite Infrastructure

			Development Area						
Item	Project Description	Developer Cost	1.0	2.0	3.0	4.0	5.0	6.0	7.0
1	450mm Forcemain Along CNR Right of Way to 119 St Intersection	$ 758,026				1	1	1	1
2	900mm Sanitary Trunk Along Josephburg Rd	$ 846,676				1	1	1	1
3	Ross Creek Trunk Twinning	$ 490,937		1	1	1	1	1	1
4	Sanitary Lift Station at 119 St	$ 2,301,206				1	1	1	1
		$ 4,396,846							

C8. Reserve Balance

In accordance with the MGA, 4 reserves/accounts need to be created (one each for transportation, water, sanitary, and stormwater). At December 31st, 2015, the balance of the City's Light/Medium industrial Area sanitary reserve is **$1,375,607.78**, as shown in the table below. A reconciliation of activities from the exiting reserve and allocation to the new

reserves is provided in Appendix G.

The City also needs to establish a set of "sub-ledgers" to track the amounts due to front-ending parties, including interest impacts in accordance with the interest rates underpinning the bylaw.

Sanitary Offsite Levy Reserve Balance

Description	Dr	Cr	Balance
Offsite Levy Expenditures to December 31, 2015		$ -	$ -
Offsite Levy Receipt Allocations to December 31, 2015	$ 1,324,567.64		$ 1,324,567.64
Interest Accrued to December 31, 2015	$ 51,040.14		$ 1,375,607.78
Unallocated Receipts to December 31, 2015			$ 1,375,607.78
Opening Balance			$ 1,375,607.78

C9. Development and Sanitary Infrastructure Staging Impacts

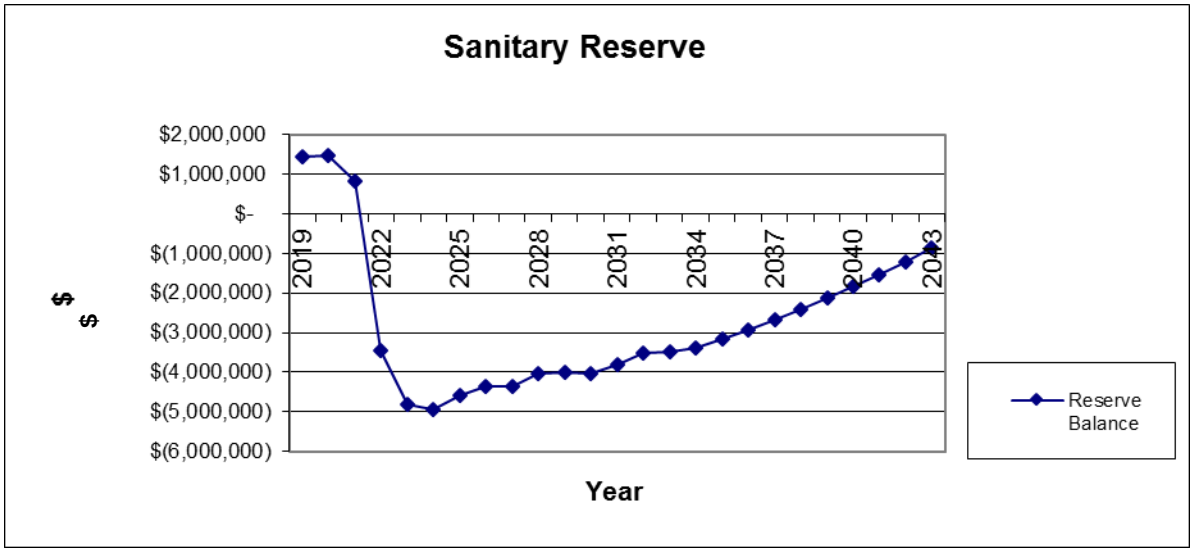
Sanitary offsite infrastructure will be constructed in staged fashion over the 25-year development period. We have reviewed the availability of offsite levy funds to meet these construction requirements and found that offsite lvy reserve funds will not be sufficient to pay for construction of sanitary infrastructure from time to time—front ending of infrastructure will be required. A front-ender is the party that constructs and pays up front for infrastructure that benefits other parties.

In order to compensate parties for capital they provide in front-ending offsite infrastructure construction, a 2.9%[4] interest allowance has been charged to the reserve when it is forecast to be in a negative balance. Further, a 1% interest credit has been provided to the reserve when it is forecast to be in a positive balance. The graph and table below outline the forecast water levy reserve balances over the 25-year development period.

If necessary, an interest staging adjustment has been applied to rates (slightly positive or slightly negative) to ensure that the forecast reserve balance at the end of the 25-year review period always returns to break-even (i.e., developers are not charged too much thereby providing a windfall to the City, nor are they charged too little thereby placing an unequitable burden on taxpayers).

[4] The 20-year debenture rate at the Alberta Capital Finance Authority is currently ~2.9%.

Anticipated Sanitary Offsite Levy Reserve Balances



Anticipated Sanitary Offsite Levy Reserve Balances

			Opening Balance	$ 1,375,608
Year	**Receipts**	**Expenditure**	**Interest**	**Balance**
2019	$ 57,547	$ -	$ 14,332	$ 1,447,486
2020	$ 14,183	$ -	$ 14,617	$ 1,476,286
2021	$ 14,467	$ 664,808	$ 8,259	$ 834,204
2022	$ 21,080	$ 4,225,550	$ (97,738)	$ (3,468,003)
2023	$ 23,652	$ 1,246,562	$ (136,036)	$ (4,826,950)
2024	$ 15,089	$ -	$ (139,544)	$ (4,951,405)
2025	$ 492,466	$ -	$ (129,309)	$ (4,588,249)
2026	$ 339,440	$ -	$ (123,215)	$ (4,372,024)
2027	$ 146,870	$ -	$ (122,529)	$ (4,347,683)
2028	$ 416,188	$ -	$ (114,013)	$ (4,045,508)
2029	$ 145,540	$ -	$ (113,099)	$ (4,013,068)
2030	$ 77,930	$ -	$ (114,119)	$ (4,049,257)
2031	$ 359,654	$ -	$ (106,998)	$ (3,796,602)
2032	$ 366,847	$ -	$ (99,463)	$ (3,529,218)
2033	$ 149,674	$ -	$ (98,007)	$ (3,477,551)
2034	$ 190,834	$ -	$ (95,315)	$ (3,382,032)
2035	$ 311,441	$ -	$ (89,047)	$ (3,159,638)
2036	$ 317,670	$ -	$ (82,417)	$ (2,924,386)
2037	$ 324,023	$ -	$ (75,411)	$ (2,675,774)
2038	$ 330,503	$ -	$ (68,013)	$ (2,413,283)
2039	$ 337,113	$ -	$ (60,209)	$ (2,136,379)
2040	$ 343,856	$ -	$ (51,983)	$ (1,844,506)
2041	$ 350,733	$ -	$ (43,319)	$ (1,537,093)
2042	$ 357,747	$ -	$ (34,201)	$ (1,213,546)
2043	$ 364,902	$ -	$ (24,611)	$ (873,254)

APPENDIX D: TRANSPORTATION OFFSITE INFRASTRUCTURE

D1. Transportation Offsite Infrastructure Costs

In order to support future growth, transportation offsite infrastructure is required. The estimated cost of this infrastructure is based upon: (a) actual construction costs to the cut-off date, (b) debenture interest associated with financing, and (c) future cost estimates. Total cost is approximately $7.68 million as outlined in the table below. Actual costs, debenture interest (if any), and cost estimates were provided by City engineering staff. It is important to note that these costs represent "gross" costs, of which only a portion will go to support future development during the 25-year review period. The remainder of this section outlines how the "net" costs for future development are determined.

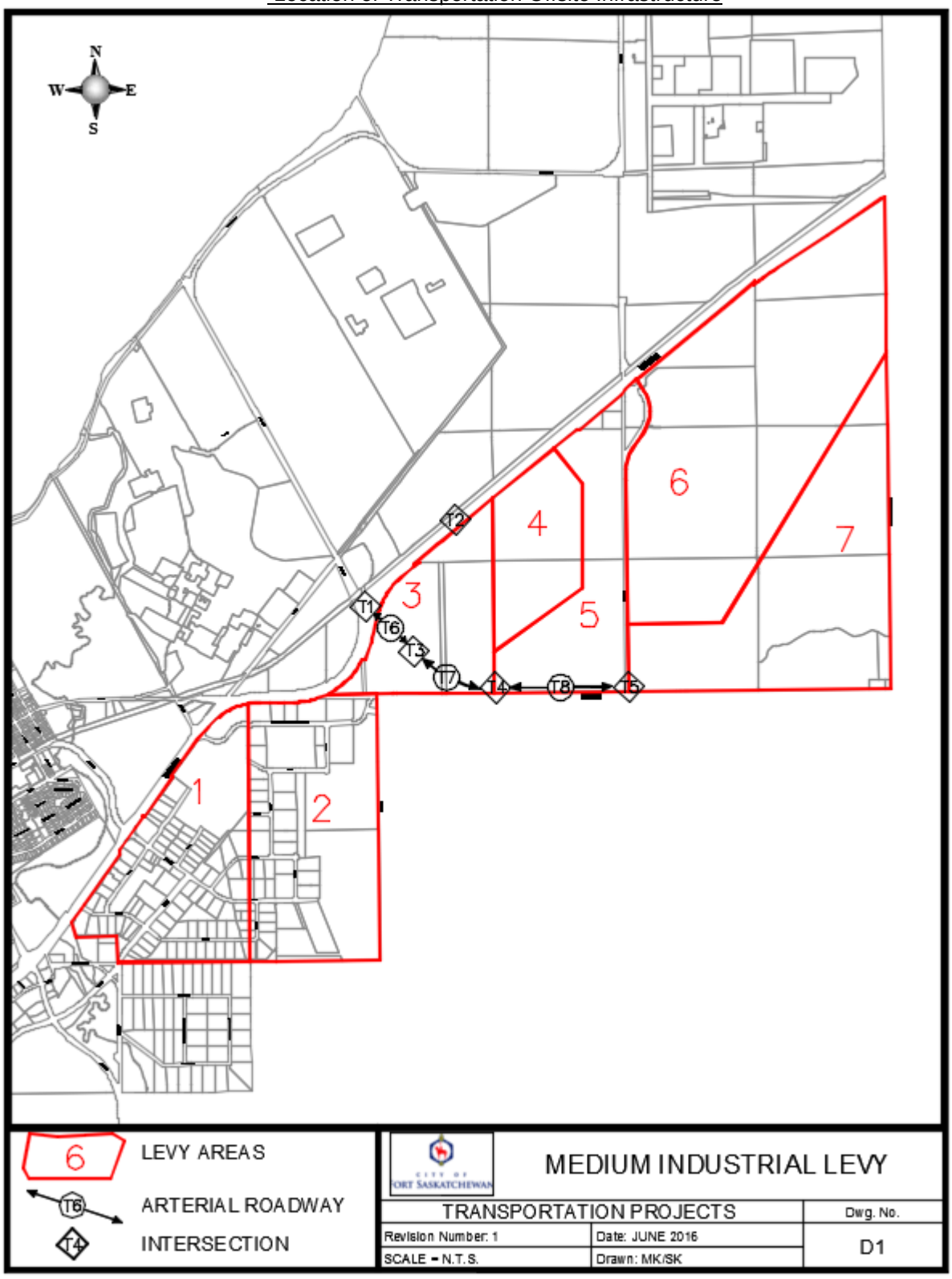
Summary of Transportation Offsite Infrastructure

Item	Project Description	Cost of Completed Work	Debenture Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost
1	119 St & Hwy 15 Intersection	$ -	$ -	$ 1,800,000	$ 1,800,000
2	Dow Main Gate & Hwy 15 Intersection	$ -	$ -	$ 1,620,000	$ 1,620,000
3	Josephburg Road and 1st Road Intersection	$ -	$ -	$ 360,000	$ 360,000
4	Josephburg Road and Unamed Road Intersection	$ -	$ -	$ 360,000	$ 360,000
5	Josephburg Road and RR 221 Intersection	$ -	$ -	$ 360,000	$ 360,000
6	Josephburg Road from Highway to 1st Intersection	$ -	$ -	$ 795,605	$ 795,605
7	Josephburg Road from 1st Intersection to 2nd Intersection	$ -	$ -	$ 1,332,927	$ 1,332,927
8	Josephburg Road-Finish up to RR 221	$ -	$ -	$ 929,359	$ 929,359
9	Josephburg Road North ASP	$ 118,301	$ -	$ -	$ 118,301
		$ 118,301	**$ -**	**$ 7,557,892**	**$ 7,676,193**

*Costs are based on 2015/16 estimates.
**Estimates include engineering (10%) and contingencies (10%).

A map showing the location of this infrastructure is shown below.

Location of Transportation Offsite Infrastructure



D2. Transportation Offsite Infrastructure Grants & Contributions to Date

The MGA enables the City to allocate the costs of offsite infrastructure to future development, other than those costs that have been provided by way of special grant or contribution (i.e., contributed infrastructure). The City of Fort Saskatchewan has not received any special grants or contributions for transportation offsite levy infrastructure as shown in the table below (note, if the City receives other grants or contributions in the future, it will be reflected in one of the annual updates and rates adjusted accordingly). The result is that the total reduced project estimated cost is $7.68 million.

Special Grants and Contributions for Transportation Offsite Infrastructure

Item	Project Description	Total Project Estimated Cost	Special Provincial Grants	Developer Agreement Contributions	Reduced Project Estimated Cost
1	119 St & Hwy 15 Intersection	$ 1,800,000	$ -	$ -	$ 1,800,000
2	Dow Main Gate & Hwy 15 Intersection	$ 1,620,000	$ -	$ -	$ 1,620,000
3	Josephburg Road and 1st Road Intersection	$ 360,000	$ -	$ -	$ 360,000
4	Josephburg Road and Unamed Road Intersection	$ 360,000	$ -	$ -	$ 360,000
5	Josephburg Road and RR 221 Intersection	$ 360,000	$ -	$ -	$ 360,000
6	Josephburg Road from Highway to 1st Intersection	$ 795,605	$ -	$ -	$ 795,605
7	Josephburg Road from 1st Intersection to 2nd Intersection	$ 1,332,927	$ -	$ -	$ 1,332,927
8	Josephburg Road-Finish up to RR 221	$ 929,359	$ -	$ -	$ 929,359
9	Josephburg Road North ASP	$ 118,301	$ -	$ -	$ 118,301
		$ 7,676,193	**$ -**	**$ -**	**$ 7,676,193**

D3. Transportation Infrastructure Staging

The timing of construction is used to determine the impact of inflation on cost, the impact of forecast reserve balances, and the estimate of financial oversizing (described in the Section that follows). The City anticipates construction of offsite infrastructure as outlined in the table below. Note, if this schedule is adjusted in the future, it will be reflected in one of the City's annual rate/bylaw updates.

Transportation Infrastructure Staging

1	119 St & Hwy 15 Intersection	2019
2	Dow Main Gate & Hwy 15 Intersection	2023
3	Josephburg Road and 1st Road Intersection	2025
4	Josephburg Road and Unamed Road Intersection	2027
5	Josephburg Road and RR 221 Intersection	2045
6	Josephburg Road from Highway to 1st Intersection	2019
7	Josephburg Road from 1st Intersection to 2nd Intersection	2023
8	Josephburg Road-Finish up to RR 221	2045
9	Josephburg Road North ASP	2010

*The share of projects constructed beyond the 25-year review period (2040) are not included in rates today (see financial oversizing in next Section).

D4. Transportation Offsite Infrastructure Benefiting Parties

The transportation offsite infrastructure previously outlined will benefit various parties to varying degrees. During this review three potential benefiting parties were identified including:

- City of Fort Saskatchewan – a portion of the transportation infrastructure which is required to service existing residents.
- Other Stakeholders and Financial Oversizing – other parties (such as neighboring municipalities) that benefit from the infrastructure, as well as that portion of cost which benefits future development beyond the 25-year review period ("financial oversizing").
- City of Fort Saskatchewan Future Development – all growth related infrastructure (i.e., levyable transportation infrastructure costs) during the 25-year rate planning period.

The table below outlines the allocation of transportation offsite levy infrastructure costs to benefiting parties. Project allocations were determined by City engineering staff.

Allocation of Transportation Infrastructure to Benefiting Parties

Item	Project Description	Reduced Project Estimated Cost	Muni Share %	Other Stakeholder Share & Financial Oversizing %	OSL / Developer Share %
1	119 St & Hwy 15 Intersection	$ 1,800,000	11.5%	0.0%	88.5%
2	Dow Main Gate & Hwy 15 Intersection	$ 1,620,000		16.0%	84.0%
3	Josephburg Road and 1st Road Intersection	$ 360,000		24.0%	76.0%
4	Josephburg Road and Unamed Road Intersection	$ 360,000		32.0%	68.0%
5	Josephburg Road and RR 221 Intersection	$ 360,000		100.0%	0.0%
6	Josephburg Road from Highway to 1st Intersection	$ 795,605		0.0%	100.0%
7	Josephburg Road from 1st Intersection to 2nd Intersection	$ 1,332,927		16.0%	84.0%
8	Josephburg Road-Finish up to RR 221	$ 929,359		100.0%	0.0%
9	Josephburg Road North ASP	$ 118,301		0.0%	100.0%
		$ 7,676,193			

*Municipal share of Project #1 established by City staff utilizing TIA traffic volumes.
**Financial oversizing is determined by separating out the pro rata portion of developer cost beyond the 25-year review period, in comparison with the anticipated year of construction. As the years move forward and rates are updated, these additional developer costs will be included in rate calculations. Oversizing shown as 100% reflects projects constructed entirely beyond the 25-year review period.

D5. Existing Receipts & Adjusted Levy Cost

Using the offsite levy share percentages shown in the previous section and applying those percentages to project costs results in an offsite levy cost of approximately $5.51 million. However, prior to allocating these costs to benefiting areas, existing offsite levy receipts collected from developers need to be considered in determining the residual/net costs to developers. The City has collected $0.91 million in offsite levies to date. This results in an adjusted offsite levy cost of approximately $4.59 million.

Offsite Levy Funds Collected to Date & Adjusted Levy Cost

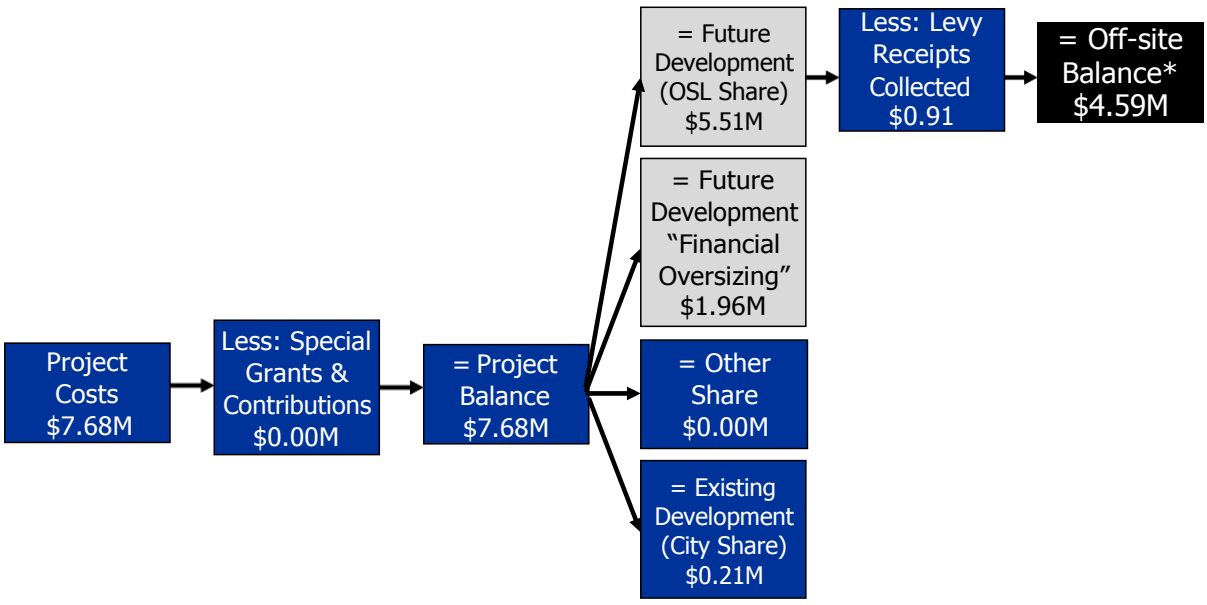
Item	Project Description	Developer Cost (Leviable Costs)	Offsite Levy Funds Collected to Dec 31, 2015	Offsite Levy Funds Collected Starting Jan 1, 2016	Adjusted Developer (Levy) Cost
1	119 St & Hwy 15 Intersection	$ 1,593,000	$ 214,863	$ -	$ 1,378,137
2	Dow Main Gate & Hwy 15 Intersection	$ 1,360,800	$ 193,376	$ -	$ 1,167,424
3	Josephburg Road and 1st Road Intersection	$ 273,600	$ 42,973	$ -	$ 230,627
4	Josephburg Road and Unamed Road Intersection	$ 244,800	$ 42,973	$ -	$ 201,827
5	Josephburg Road and RR 221 Intersection	$ -	$ 42,973	$ -	$ (42,973)
6	Josephburg Road from Highway to 1st Intersection	$ 795,605	$ 94,970	$ -	$ 700,635
7	Josephburg Road from 1st Intersection to 2nd Intersection	$ 1,119,659	$ 159,109	$ -	$ 960,550
8	Josephburg Road-Finish up to RR 221	$ -	$ 110,936	$ -	$ (110,936)
9	Josephburg Road North ASP	$ 118,301	$ 14,121	$ -	$ 104,180
		$ 5,505,765	**$ 916,293**	**$ -**	**$ 4,589,473**

*Offsite levies collected to Dec. 31st, 2015 were allocated to projects based on the pro rata proportion of total estimated project cost.

D6. Summary of Transportation Offsite Levy Cost Flow-through

As shown in the figure below, the total cost for transportation infrastructure that forms the basis of the rate is approximately $4.59 million. The cost allocations to each benefitting party are based on the benefitting percentages shown in Section D4. The offsite levy balance (due from developers) is allocated to various benefitting areas (as described in the next section).

Total Transportation Offsite Levy Costs



D7. Transportation Infrastructure Benefiting Areas

Net developer costs for each project have been allocated to multiple benefiting offsite levy area (see tables below). Allocations are denoted with a "1" below applicable area numbers.

Benefiting areas were determined by the City engineering staff. The lands anticipated to develop over the 25-years in each offsite levy benefitting area are used to determine rates.

Benefiting Areas for Transportation Offsite Infrastructure

			Development Area						
Item	Project Description	Developer	1.0	2.0	3.0	4.0	5.0	6.0	7.0
1	119 St & Hwy 15 Intersection	$ 1,378,137	1	1	1	1	1	1	1
2	Dow Main Gate & Hwy 15 Intersection	$ 1,167,424	1	1	1	1	1	1	1
3	Josephburg Road and 1st Road Intersection	$ 230,627	1	1	1	1	1	1	1
4	Josephburg Road and Unamed Road Intersection	$ 201,827	1	1	1	1	1	1	1
5	Josephburg Road and RR 221 Intersection	$ (42,973)	1	1	1	1	1	1	1
6	Josephburg Road from Highway to 1st Intersection	$ 700,635	1	1	1	1	1	1	1
7	Josephburg Road from 1st Intersection to 2nd Intersection	$ 960,550	1	1	1	1	1	1	1
8	Josephburg Road-Finish up to RR 221	$ (110,936)	1	1	1	1	1	1	1
9	Josephburg Road North ASP	$ 104,180	1	1	1	1	1	1	1
		$ 4,589,473							

D8. Reserve Balance

In accordance with the MGA, 4 reserves/accounts need to be created (one each for transportation, water, sanitary, and stormwater). At December 31st, 2015, the balance of the City's Light/Medium industrial Area transportation reserve is **$916,292.88**, as shown in the table below. A reconciliation of activities from the exiting reserve and allocation to the new reserves is provided in Appendix G.

The City also needs to establish a set of "sub-ledgers" to track the amounts due to front-ending parties, including interest impacts in accordance with the interest rates underpinning the bylaw.

Transportation Offsite Levy Reserve Balance

Description	Dr	Cr	Balance
Offsite Levy Expenditures to December 31, 2015		$ 118,301.24	$ (118,301.24)
Offsite Levy Receipt Allocations to December 31, 2015	$ 996,216.71		$ 877,915.47
Interest Accrued to December 31, 2015	$ 38,377.41		$ 916,292.88
Unallocated Receipts to December 31, 2015	$ -		$ 916,292.88
Opening Balance			$ 916,292.88

D9. Development and Transportation Infrastructure Staging Impacts

Transportation offsite infrastructure will be constructed in staged fashion over the 25-year review period. We have reviewed the availability of offsite levy funds to meet these construction requirements and found that offsite levy reserve funds will not be sufficient to pay for construction of transportation infrastructure from time to time—front ending of infrastructure will be required. A front-ender is the party that constructs and pays up front for infrastructure that benefits other parties.

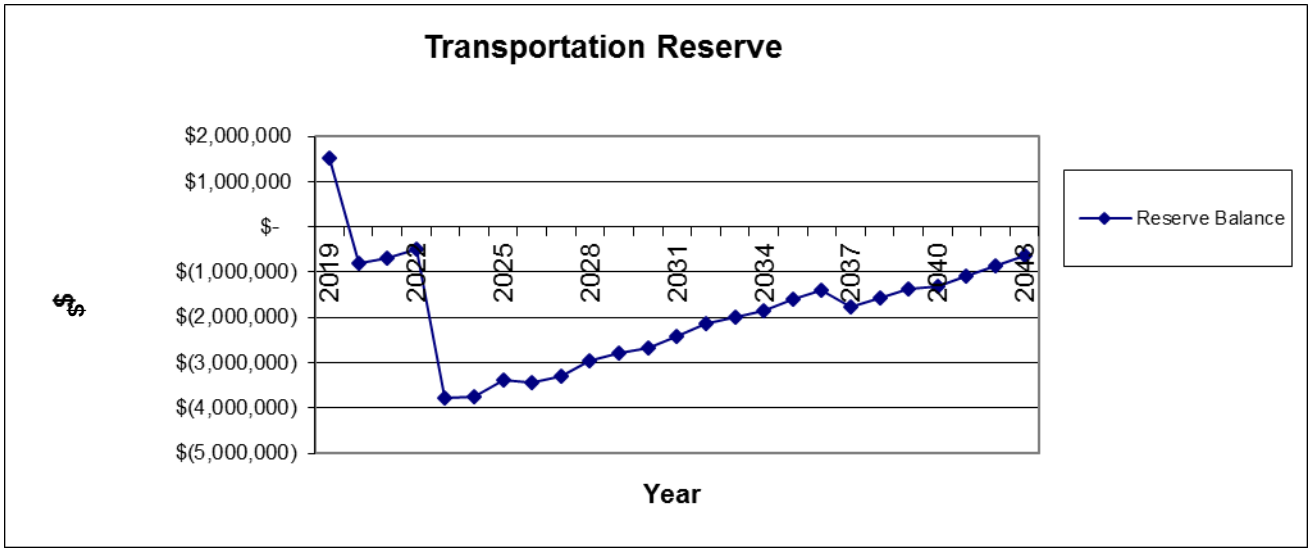
In order to compensate parties for capital they provide in front-ending offsite infrastructure construction, a 2.9%[5] interest allowance has been charged to the reserve when it is forecast to be in a negative balance. Further, a 1% interest credit has been provided to the reserve

[5] The 20-year debenture rate at the Alberta Capital Finance Authority is currently ~2.9%.

when it is forecast to be in a positive balance. The graph and table below outline the forecast transportation levy reserve balances over the 25-year development period.

If necessary, an interest staging adjustment has been applied to rates (slightly positive or slightly negative) to ensure that the forecast reserve balance at the end of the 25-year review period always returns to break-even (i.e., developers are not charged too much thereby providing a windfall to the City, nor are they charged too little thereby placing an unequitable burden on taxpayers).

Anticipated Transportation Offsite Levy Reserve Balances



Anticipated Transportation Offsite Levy Reserve Balances

			Reserve Balance	$ 916,293
Year	**Receipts**	**Expenditure**	**Interest**	**Balance**
2019	$ 578,948	$ -	$ 14,952	$ 1,510,194
2020	$ 142,689	$ 2,436,377	$ (22,721)	$ (806,216)
2021	$ 145,542	$ -	$ (19,160)	$ (679,833)
2022	$ 212,076	$ -	$ (13,565)	$ (481,322)
2023	$ 237,949	$ 3,442,578	$ (106,893)	$ (3,792,843)
2024	$ 151,803	$ -	$ (105,590)	$ (3,746,630)
2025	$ 472,620	$ -	$ (94,946)	$ (3,368,957)
2026	$ 367,293	$ 347,363	$ (97,122)	$ (3,446,148)
2027	$ 234,149	$ -	$ (93,148)	$ (3,305,147)
2028	$ 429,898	$ -	$ (83,382)	$ (2,958,631)
2029	$ 243,609	$ -	$ (78,736)	$ (2,793,758)
2030	$ 198,785	$ -	$ (75,254)	$ (2,670,227)
2031	$ 329,486	$ -	$ (67,882)	$ (2,408,623)
2032	$ 336,076	$ -	$ (60,104)	$ (2,132,651)
2033	$ 184,583	$ -	$ (56,494)	$ (2,004,562)
2034	$ 215,171	$ -	$ (51,892)	$ (1,841,283)
2035	$ 301,777	$ -	$ (44,646)	$ (1,584,152)
2036	$ 223,864	$ -	$ (39,448)	$ (1,399,736)
2037	$ 228,341	$ 530,942	$ (49,368)	$ (1,751,704)
2038	$ 232,908	$ -	$ (44,045)	$ (1,562,841)
2039	$ 237,566	$ -	$ (38,433)	$ (1,363,708)
2040	$ 242,318	$ 152,779	$ (36,951)	$ (1,311,120)
2041	$ 247,164	$ -	$ (30,855)	$ (1,094,811)
2042	$ 252,107	$ -	$ (24,438)	$ (867,142)
2043	$ 257,149	$ -	$ (17,690)	$ (627,682)

APPENDIX E: STORMWATER OFFSITE INFRASTRUCTURE

E1. Stormwater Offsite Infrastructure Costs

There are no anticipated stormwater projects within the off-site levy areas.

APPENDIX F: BENCHMARK COMPARISONS

The table below compares the weighted average offsite levy rate in the City's Light/Medium Industrial Area to rates in other municipalities (2016).

Municipality / Area	Average Rate Per Net Ha.
Parkland County* (Acheson)	**$42,169**
MD of Peace (Westhill)	**$63,378**
City of Fort Saskatchewan (LMIA Current)	**$72,739**
City of Fort Saskatchewan* (LMIA Updated)	**$46,046**
Sturgeon County Industrial Park*	**$80,668**
Town of Peace River*	**$83,355**
Town of Rocky Mountain House*	**$90,716**
Red Deer County (Gasoline Alley)	**$96,458**
Leduc County*	**$106,255**
Town of Devon*	**$116,178**
City of Leduc*	**$117,509**
Town of Beaumont*	**$160,900**
City of Lacombe* (in process)	**$149,401**
Strathcona County* (N of Yellowhead)	**$181,022**
City of Medicine Hat	**+$250,000**
City of St Albert*	**+$250,000**
City of Edmonton	**+$300,000**

*CORVUS Clients

Report

CITY OF
FORT SASKATCHEWAN

City of Fort Saskatchewan

Future Urban Area Levy Report

Schedule “E” to Bylaw C14-17

August 2025

Table of Contents

1 Introduction

1.1 GENERAL

The City of Fort Saskatchewan has identified the Future Urban Area as being a prime location for development and is currently seeing continued growth within the area. The Servicing Design Brief – Annexed Land has been developed to assist the City in properly planning and staging this development.

The growth and development of a community will generally create some impact on the municipal infrastructure systems. Minimally, development requires an extension of municipal services such as water, sewer, roadways, etc. More extensive and continued growth and development of a community will require the municipal infrastructure systems to be expanded to satisfactorily accommodate such growth.

It is the philosophy of the City of Fort Saskatchewan that development will be responsible for its own municipal infrastructure as well as for its proportionate share of the off-site infrastructure from which it will benefit. This is achieved through the assessment of Development Levies against the benefitting lands.

1.2 LOCATION

The Future Urban Area is generally located south of Wilshire and Southridge Boulevards, north of Township Road 542 and east of Range Road 224, bounded on the south and east by Strathcona County and the west by the North Saskatchewan River. Figure 1.1 shows the Future Urban Area boundary.

1.3 DEVELOPMENT LEVIES

In the context of this report, Development Levies are defined as capital costs, assessed by the City of Fort Saskatchewan, against developing lands for their proportionate share of the costs of municipal infrastructure systems, constructed by the City or other developers, which benefit the development areas.

1.3.1 Off-Site Levies

Under authority of the Municipal Government Act, the City is permitted to impose Off-Site Levies against development to cover the costs of any or all of the following:

a) New or expanded facilities for the storage, transmission, treatment or supplying of water.
b) New or expanded facilities for the treatment, movement and disposal of sanitary sewage.
c) New or expanded storm sewer drainage facilities.
d) New or expanded roads required for or impacted by a subdivision or development.
e) New or expanded community recreation facilities.
f) New or expanded firehalls.
g) Lands required for or in connection with any facilities described in (a) to (f) above.

1.4 CRITERIA

In this study, lands dedicated as Environmental Reserve and Municipal Reserve (MR) are excluded as a Development Levy contributing area. Traditionally, the City has required the Developer to develop the MR lands in accordance with the City's needs, as negotiated through the Development Agreement. Hence, Development Levies are not applied against such lands, thereby reducing the contributing lands area accordingly.

It was also necessary to establish some general assumptions as Development Levy calculation criteria:

- The City will continue to assume responsibility for the provision of those infrastructure systems and facilities which they deem to be a benefit to the City at large and/or a single development parcel.
- The Development Levies are generally based on constructing municipal improvements consistent with the requirements identified in the Servicing Design Brief – Annexed Land to serve the lands within the plan area.
- The Development Levy rates are expressed on a per hectare basis.
- Gross Area is defined as the total area of a parcel(s) of land irrespective of their potential for development or land use.
- Gross Developable Area is defined as the gross area less lands for Municipal Reserve and Environmental Reserve. The Development Levy and charge rates contained in this document are based on Gross Developable Area.
- All costs are estimated in 2025 dollars. These cost estimates should be reviewed annually or no later than every three years, to reflect current year construction costs.
- An inflation factor has been applied to all estimates, to more accurately estimate the construction costs for the projected year of construction. An inflation rate of 2.5% per annum was used.
- Where conditional grants or donations have been secured by the City, towards a specific project, the project cost has been reduced by the amount of the grant.
- Unconditional grants, even though they may have been utilized by the City for financing a project, are not deducted from the final project costs, as it can be rationalized that such funding could have been used for other projects.

Assumptions and/or calculation criteria specific to each Development Levy are further highlighted, in more detail, within each respective section of this report.

The Future Urban Area is split into 14 Geographies (Figure 1.1) which generally follow the quarter lines. These Geographies are then assigned to specific Levies Areas based on their benefit from a particular levy project. Project costs are then assigned to each Levy Area and ultimately to the benefitting Geography on a per hectare basis.

It must be clarified what is intended, when it is stated that the City will continue to assume the responsibility for certain infrastructure systems and facilities. Historically the City has designed and constructed sanitary trunk sewer facilities, arterial roadways, water reservoirs, trunk watermains and stormwater management

facilities, which serve more than a single development area. Although the City accepts this responsibility, each development agreement can define whether the City or the developer designs and constructs these major facilities. If the development agreement establishes that the developer will undertake this work, then presumably it will also establish the formula and schedule for recovery from the Levy Reserves.

N
W E
S

AA-13
AA-1
AA-2
AA-15
AA-12
Pointe-Aux-Pins
AA-6
Roseburn NE
AA-4
AA-3
AA-10
AA-7
AA-8
AA-9

CITY OF FORT SASKATCHEWAN

FUTURE URBAN AREA BOUNDARY AND GEOGRAPHY IDENTIFICATION

FIGURE 1.1	Date: JULY 21, 2025	Dwg. No. 1
Scale: NTS	Drawn: GS	

City of Fort Saskatchewan
Off-Site Levy Bylaw C14-17
Office Consolidation 2025

2 Waterworks System

2.1 GENERAL

The City's water supply is treated water, purchased from the City of Edmonton (EPCOR) through the Capital Region Northeast Water Services Commission (CRNWSC). The treated water is distributed by the City, to its customers, through its waterworks system consisting of water storage reservoirs and pumping facilities, primary feeder mains and distribution mains.

2.2 EXPANSION AND FINANCING OF WATERWORKS SYSTEM

Traditionally, the City's philosophy regarding its waterworks system expansion has been that development is responsible, at their entire cost, for the construction of all new distribution mains up to a specified diameter. Primary feeder mains, treated water storage reservoirs and pumping facilities benefit the entire water distribution system and thus, the City has assumed responsibility for their construction. The costs of such facilities are then assessed proportionately against lands through a Water Off-Site Levy.

2.3 WATER SYSTEM DEVELOPMENT LEVIES

In conducting this study, it was necessary to make some basic assumptions, namely:

- An upgraded water supply from EPCOR will be required to service the growth of the City. This will be provided through either a new supply line direct from EPCOR or an upgraded line through the CRNWSC. The capital cost for a new supply line direct to EPCOR, when applied across the entire City is less than the upgraded line required for growth only, the new supply line cost is included in the Levy.
- Development will continue to be responsible, at its entire cost, for the construction of all distribution mains, up to and including 400 mm diameter in size, to serve the Southfort area.
- The City will continue to be responsible for the construction of all primary feeder mains, treated water storage reservoirs and pumping facilities. These expenditures will be included as off-site levies to the development of the Future Urban Area.
- Conditional grants will be applied to the specific projects, thereby reducing the overall project cost used in calculating the Water Off-site Levy Rate.
- Unconditional grants, even if applied against waterworks system improvements, will not be considered when calculating the Water Off-Site Levy Rate.

Figure 2.1 represents the Future Urban Area water system as envisioned in the Servicing Design Brief – Annexed Land and City of Fort Saskatchewan Water Distribution System Master Plan. As per the assumptions previously outlined, the City assumes the responsibility for constructing all watermains greater than 400 mm in diameter. The cost of this construction will be included in the calculation for Water System Development Levies.

Table 2.1 defines the benefitting Geographies for each Levy Area.

Table 2.2 outlines a cost estimate for each improvement based on 2025 dollars and future construction costs, with an inflation rate as indicated.

For future waterworks system improvements, it has been assumed that there will be no grant funding available for such projects. This assumption is based on the fact that the amount of grant funding available to a municipality is typically inversely proportional to its population. The need for constructing the future reservoir storage capacities will, to a large degree, be directly related to increases in the population of the City. Such increased population, however, will decrease the amount of grant funding available.

2.4 TABLE 2.1 – WATER INFRASTRUCTURE LEVY AREAS

Geography Name	AA Water	Water - Alternate Supply
Annex Undeveloped N	0	0
Annex Undeveloped S	0	0
Point Aux Pins	1	1
AA 10	1	1
AA 6	1	1
AA 7	1	1
Roseburn NE	1	1
AA 8	1	1
AA 4	1	1
AA 9	1	1
AA 12	1	1
AA 1	1	1
AA 13	1	1
AA 2	1	1
Annex 15	1	1
AA 3	1	1
Area Serviced	628.9	5778
		Entire City

2.5 TABLE 2.2 – WATER INFRASTRUCTURE COSTS

Ref #	Project Name		Levy Area	2025 Cost to Levy	Debt Servicing	Const Year	Inflation @ 2.5%	Total Project Cost	Net Benefitting Area	Cost per Ha
71	Reservoir and Pumphouse		AA Water	$23,870,000.00	0	2031	$3,811,881.89	$27,681,881.89	628.9	$44,013.69
72	Supply Line (1.2 km to 92 Street)		AA Water	$600,000.00	0	2032	$113,211.45	$713,211.45	628.9	$1,133.99
73	400mm Oversize		AA Water	$400,000.00	0	2030	$52,563.29	$452,563.29	628.9	$719.57
74	Water - Secondary Line		AA Water - Alternate	$23,000,000.00	0	2029	$2,387,696.48	$25,387,696.48	5200.2	$4,882.06

Legend

- Municipal Boundary
- Southfort Development Area
- Annexation Area
- Potentially Crown Claimable Wetland
- Environmental Reserve
- Reservoirs
- Water Tower
- Meter Vaults

Water Main Diameter (mm)

- Existing System, Less than 150 mm
- Existing System, 150 mm
- Existing System, 200 mm
- Existing System, 250 mm
- Existing System, 300 mm
- Existing System, 350 mm
- Existing System, 400 mm
- Existing System, 450 mm
- Pre-Annexation Ultimate System, 200 mm
- Pre-Annexation Ultimate System, 250 mm
- Pre-Annexation Ultimate System, 300 mm
- Annexation Area Ultimate System, 300 mm
- Annexation Area Ultimate System, 400 mm
- Proposed Road Network
- CRNWSC Transmission Line
- EPCOR Transmission Line
- Potential Transmission Connection

Potential Alignment from EPCOR to Main Reservoir

7.5 km

Rail Crossing

Rail Crossing

Potential Alignment from EPCOR to Proposed Annexation Reservoir

Final alignment to be verified

74

Potential Alignment from EPCOR to Proposed Annexation Reservoir (and extending to Bremner)

7.3 km

73

1.2 km

71

72

Proposed Annexation Area Reservoir

1

2

Potential Alignment from CRNWSC to Proposed Annexation Reservoir

86 AVENUE

VETERANS WAY / HIGHWAY 21

SOUTHFORT DRIVE

RANGE ROAD 225 / 92 STREET

SIENNA BLVD

TOWNSHIP ROAD 544

RANGE ROAD 224

PIPELINE ROW

TOWNSHIP ROAD 542

Note: On January 12, 2023, Alberta Environment and Protected Areas indicated that the wetland 2 does not meet the criteria for a Crown ownership claim.

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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Off-Site Levy Bylaw C14-17
Office Consolidation 2025

71 Levy Project #

FORT SASKATCHEWAN ANNEXATION AREA SERVICING DESIGN BRIEF

Potential Transmission Line Alignment

Figure 2.1

1:30,000

0 165 330 660 990 1,320 Meters

Coordinate System: NAD 1983 CSRS 3TM 114
Projection: Transverse Mercator
Datum: North American 1983 CSRS

3 Sanitary Sewer System

3.1 GENERAL

The sanitary sewage collection system in the Future Urban Area will be comprised of a series of lateral (local), collector and trunk sewers, intercepting wastewater from the various individual contributors and conveying this wastewater to an existing 1050 mm diameter main in the northeast corner of the Future Urban Area boundary. The point of discharge for the City sanitary sewage is the Arrow Utilities Regional Trunk Sewer, which conveys the wastewater to the Arrow Utilities Sewage Treatment Plant.

Capital improvements to the regional trunk line are the responsibility of the Arrow Utilities of which the City of Fort Saskatchewan is a member. The costs of such capital improvements are assessed proportionately against the City through the Commission's sewage utility rate structure. Therefore, they are not included in the City's Sanitary Sewer Off-Site Levy calculations.

The Sanitary Servicing Plan, as identified in the Servicing Design Brief – Annexed Land, indicates that the majority of the lands within the Future Urban area boundary generally slope toward the northeast and that a gravity system will service the area.

3.2 EXPANSION AND FINANCING OF SANITARY SEWER SYSTEMS

Traditionally, the City's philosophy regarding sanitary sewer systems has been that development shall be responsible for the entire cost of constructing laterals and collectors. The City assumes the responsibility for constructing all trunk mains 525 mm in diameter and larger. The cost of this construction will be included in the calculation for Sanitary Sewer System Development Levies.

3.3 SANITARY SEWER SYSTEM DEVELOPMENT LEVIES

In conducting this study, it was necessary to make some basic assumptions:

- The Developer will continue to be responsible for the construction of lateral and collector sanitary sewer systems.
- The City of Fort Saskatchewan will continue to be a member of Arrow Utilities. Any expansion or improvement costs, related to the Commission System, will be assessed against the City by the Commission, through its sewer utility rate structure. Therefore, costs related to the Commission System have not been included in the City's Sanitary Sewer Off-Site Levy calculations.
- Sanitary Sewers 525 mm diameter and larger are considered to be Trunk Sanitary Sewers.
- No grant funding will be available towards the construction of trunk sewer systems.
- The cost of all leviable projects will be applied against benefitting geographies within the Future Urban Area boundary.

Figure 3.1 shows the sanitary servicing plan, as developed in the Servicing Design Brief – Annexed Land.

Table 3.1 defines the benefitting Geographies for each Levy Area.

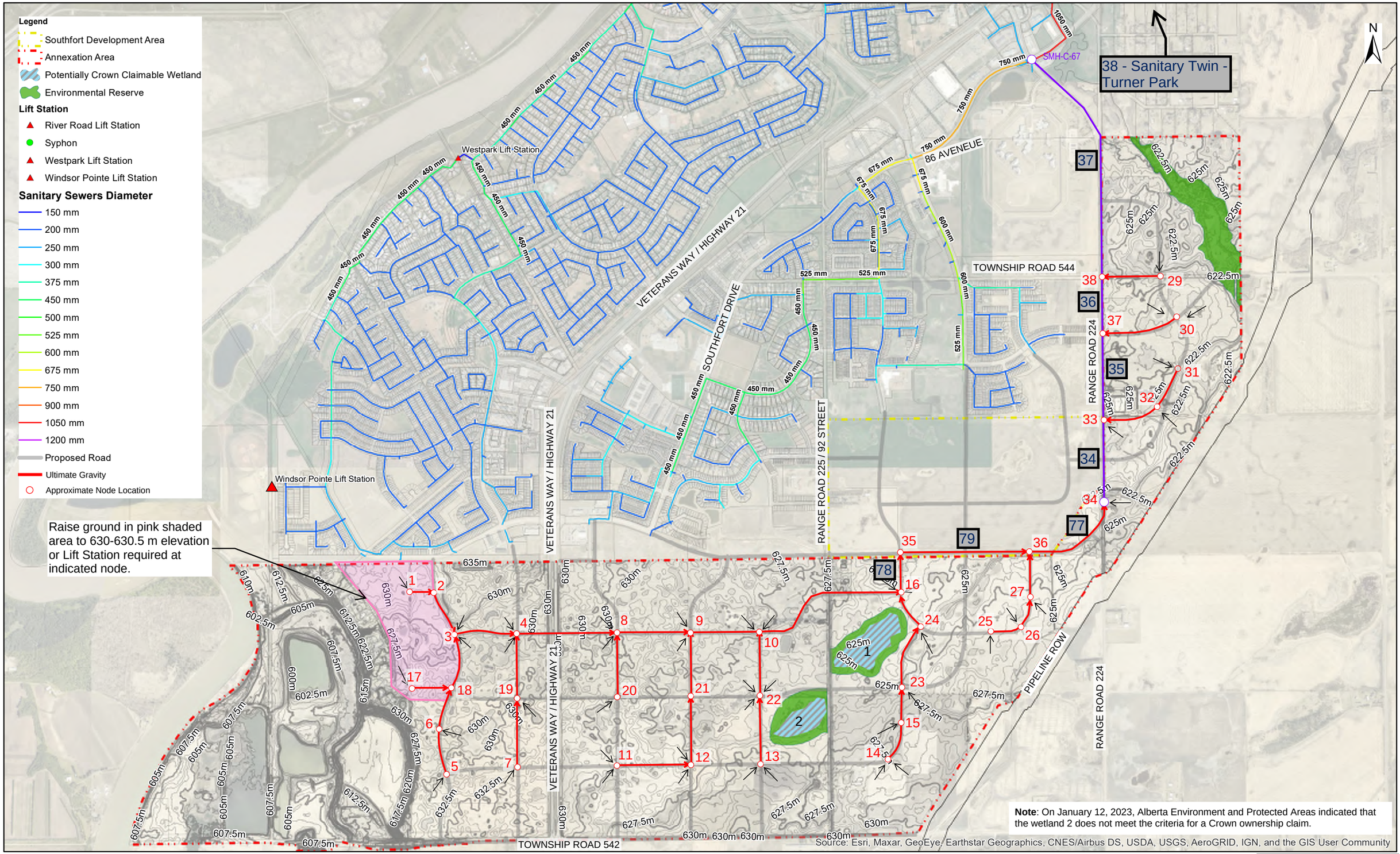
Table 3.2 outlines a cost estimate for each improvement based on 2025 dollars and future construction costs, with an inflation rate as indicated.

3.4 TABLE 3.1 – SANITARY INFRASTRUCTURE LEVY AREAS

Geography Name	AA Sanitary 1	AA Sanitary 2	AA Sanitary 3	AA Sanitary 4	AA Sanitary 5
Annex Undeveloped N	0	0	0	0	0
Annex Undeveloped S	0	0	0	0	0
Point Aux Pins	1	1	1	1	1
AA 10	1	1	1	1	1
AA 6	1	1	1	1	1
AA 7	1	1	1	1	1
Roseburn NE	1	1	1	1	1
AA 8	1	1	1	1	1
AA 4	1	1	1	1	1
AA 9	1	1	1	1	1
AA 12	1	1	1	1	1
AA 1	1	0	0	0	0
AA 13	1	0	0	0	0
AA 2	1	1	0	0	0
Annex 15	1	1	1	0	0
AA 3	1	1	1	1	0
Area Serviced	628.9	582.4	530.3	499.3	457.5

3.5 TABLE 3.2 – SANITARY INFRASTRUCTURE COSTS

Ref #	Project Name		Levy Area	2025 Cost to Levy	Debt Servicing	Const Year	Inflation @ 2.5%	Total Project Cost	Net Benefitting Area	Cost per Ha
34	Sanitary 34-33		AA Sanitary 3	$1,062,810.00	0	2032	$200,537.11	$1,263,347.11	530.3	$2,382.25
35	Sanitary 33-37		AA Sanitary 3	$1,109,115.00	0	2035	$310,645.97	$1,419,760.97	530.3	$2,677.20
36	Sanitary 37-38		AA Sanitary 2	$732,000.00	0	2032	$138,117.97	$870,117.97	582.4	$1,493.91
37	Sanitary 38-SMH-C-67		AA Sanitary 1	$6,006,000.00	0	2032	$1,133,246.64	$7,139,246.64	628.9	$11,351.27
38	Sanitary Twin 900 - Turner Park		AA Sanitary 3	$365,400.00	0	2026	$9,135.00	$374,535.00	530.3	$706.25
77	Sanitary 36-34		AA Sanitary 4	$1,329,615.00	0	2033	$290,391.77	$1,620,006.77	499.3	$3,244.78
78	Sanitary 16-35		AA Sanitary 4	$443,027.00	0	2032	$83,592.88	$526,619.88	499.3	$1,054.79
79	Sanitary 35-36		AA Sanitary 5	$1,437,929.00	0	2032	$271,316.72	$1,709,245.72	457.5	$3,736.15



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Office Consolidation 2025

34 Levy Project #

FORT SASKATCHEWAN ANNEXATION AREA SERVICING DESIGN BRIEF

Ultimate On-Site Wastewater Servicing Concept Option 2 – Gravity Servicing to the Northeast

Figure 3.1

1:20,000

0 110 220 440 660 880 Meters

Coordinate System: NAD 1983 CSRS 3TM 114
Projection: Transverse Mercator
Datum: North American 1983 CSRS

4 Transportation System

4.1 GENERAL

The City of Fort Saskatchewan maintains a roadway classification system generally consistent with the definitions for arterial, collector and local roads contained in the "Geometric Design Standards for Canadian Roads and Streets," a manual published by the Transportation Association of Canada.

In the hierarchy of roadway classifications, the principle function of arterial roads is to provide for the efficient movement of people, goods and services between the primary traffic generation areas of a community. Typically, arterial roadways are designed as relatively free-flowing facilities, intersected by other arterial or major collector type roadways but provide no direct access to individual properties. Arterial roadways are generally considered to be a greater benefit to the City at large rather than directly to individual developers. However, this does not negate developers' responsibility to contribute their proportionate share towards the cost of these arterials, since to a large degree development generates the need for these arterial roadways.

The transportation plan for the Future Urban Area was developed as part of the Servicing Design Brief – Annexed Land.

4.2 ROADWAY DEVELOPMENT LEVIES

In conducting this study, it was necessary to make certain assumptions:

- Arterial roadways included in the Transportation Off-Site Levy calculations are those highlighted in Figure 4.1.
- Where arterial roadways are to be constructed to an ultimate 4-lane, divided, paved urban structure will typically be constructed in two stages with the first or initial stage constructed by the developer being a two-laned urban roadway complete with street lighting and the ultimate stormwater drainage system. The second stage is all works remaining to complete the arterial roadway which will be constructed by the City. Additional improvements may be required depending on pace of growth and need.
- Where arterial roadways are to be constructed to a 2 lane standard, the ultimate roadway will be constructed in one stage by developer with full costs of the construction and ROW being reimbursed by the levy.
- Three Transportation Basins (Figure 4.2) have been created to share the costs of levy projects that benefit each of the basins.
- Rights-of-way to facilitate construction of arterial roadways will be acquired as a cost to the project.

Table 4.1 defines the benefitting Geographies for each Levy Area.

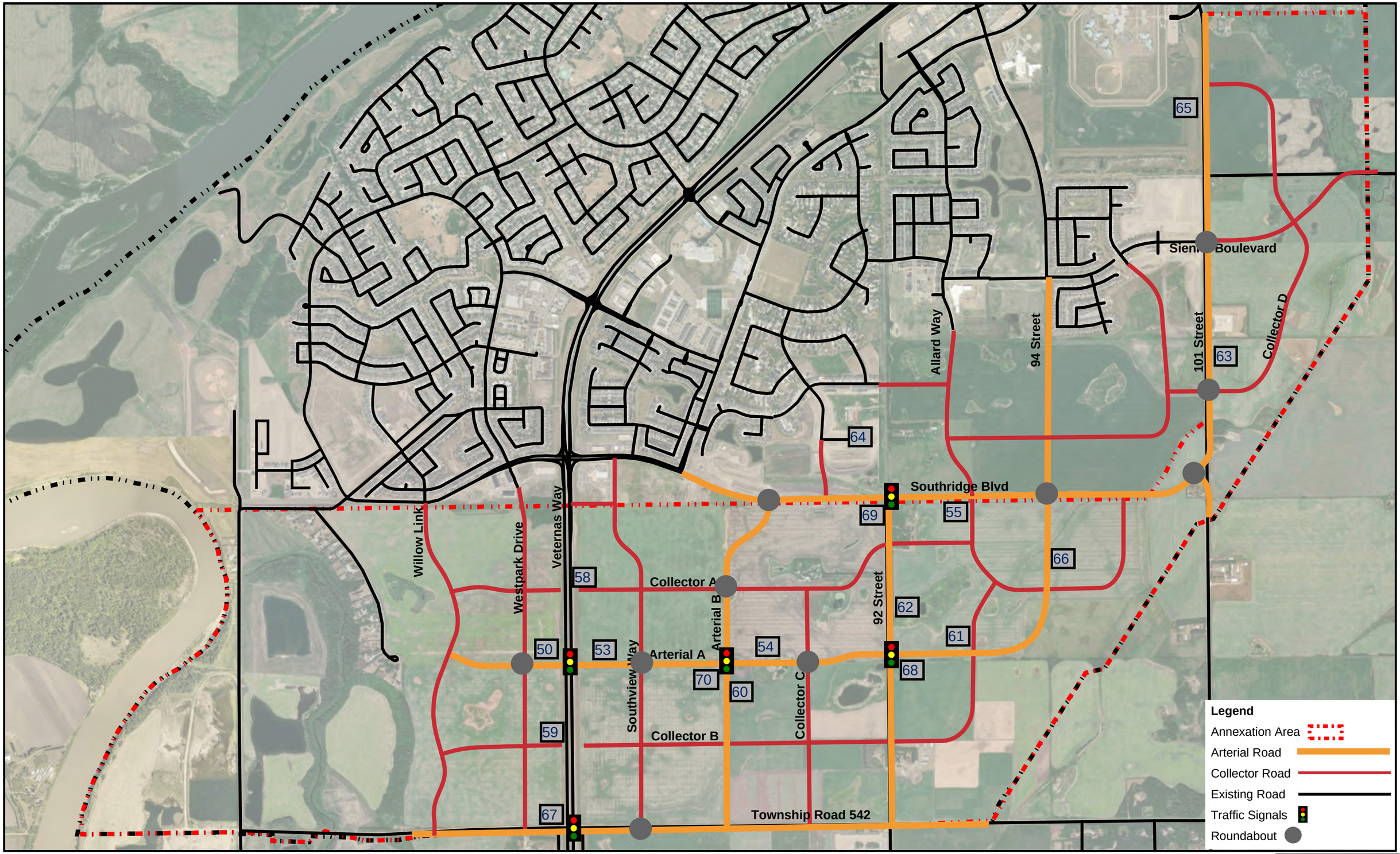
Table 4.2 outlines a cost estimate for each improvement based on 2025 dollars and future construction costs, with an inflation rate as indicated.

4.3 TABLE 4.1 – TRANSPORTATION LEVY AREAS

Geography Name	AA Transportation 1	AA Transportation 2	AA Transportation 3	AA Transportation 4
Annex Undeveloped N	0	0	0	0
Annex Undeveloped S	0	0	0	0
Point Aux Pins	1	0	1	0
AA 10	1	0	1	0
AA 6	0	1	1	0
AA 7	0	1	1	0
Roseburn NE	0	1	1	0
AA 8	0	1	1	0
AA 4	0	1	1	0
AA 9	0	1	1	0
AA 12	0	0	0	0
AA 1	0	0	0	1
AA 13	0	0	0	1
AA 2	0	0	0	1
Annex 15	0	0	0	1
AA 3	0	1	1	0
Area Serviced	127.7	364.2	492.0	129.7

4.4 TABLE 4.2 – TRANSPORTATION INFRASTRUCTURE COSTS

Ref #	Project Name		Levy Area	2025 Cost to Levy	Debt Servicing	Const Year	Inflation @ 2.5%	Total Project Cost	Net Benefitting Area	Cost per Ha
50	Arterial A - Veterans Way to Westpark Drive		AA Transportation 1	$3,150,000.00	$0.00	2030	$413,935.87	$3,563,935.87	128	$27,902.54
53	Arterial A - Veterans Way to Southview Way		AA Transportation 2	$3,150,000.00	$0.00	2033	$687,969.13	$3,837,969.13	364	$10,536.69
54	Arterial A - Southview Way to 92 Street		AA Transportation 2	$4,465,116.28	$0.00	2035	$1,250,610.06	$5,715,726.34	364	$15,691.85
55	Southridge - 92 Street to 101 Street		AA Transportation 2	$6,212,000.00	$0.00	2035	$1,739,885.19	$7,951,885.19	364	$21,830.96
58	Pedestrian Crossing		AA Transportation 3	$0.00	$0.00	0	$0.00	$0.00	492	$0.00
59	Pedestrian Crossing		AA Transportation 3	$0.00	$0.00	0	$0.00	$0.00	492	$0.00
60	Arterial B - Southridge Blvd to TWP Rd 542		AA Transportation 2	$12,424,000.00	$0.00	2032	$2,344,231.80	$14,768,231.80	364	$40,544.44
61	Arterial A - 92 Street to 94 Street		AA Transportation 2	$6,212,000.00	$0.00	2032	$1,172,115.90	$7,384,115.90	364	$20,272.22
62	92 Street - Southridge to TWP RD 542 - enhancements		AA Transportation 2	$11,624,000.00	$0.00	2031	$1,856,276.29	$13,480,276.29	364	$37,008.51
63	101 Street Upgrade - Sienna Blvd to Southridge		AA Transportation 4	$4,359,000.00	$0.00	2037	$1,503,370.38	$5,862,370.38	130	$45,209.22
65	101 Street Upgrade -Jail Entrance to Sienna Blvd		AA Transportation 4	$4,359,000.00	$0.00	2035	$1,220,888.53	$5,579,888.53	130	$43,030.79
66	94 Street - Southridge Blvd to Arterial A		AA Transportation 2	$6,212,000.00	$0.00	2038	$2,351,310.61	$8,563,310.61	364	$23,509.56
67	TWP Rd 542 Intersection with Veteran's Way		AA Transportation 3	$3,150,000.00	$0.00	2040	$1,412,139.22	$4,562,139.22	492	$9,273.09
68	Traffic Signals - 92 Street and Arterial A		AA Transportation 2	$350,000.00	$0.00	2034	$87,102.04	$437,102.04	364	$1,200.01
69	Traffic Signals - 92 Street and Southridge		AA Transportation 2	$175,000.00	$0.00	2030	$22,996.44	$197,996.44	364	$543.58
70	Traffic Signals - Arterial A and Arterial B		AA Transportation 2	$350,000.00	$0.00	2034	$87,102.04	$437,102.04	364	$1,200.01



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Office Consolidation 2025

50 Levy Project #

FORT SASKATCHEWAN ANNEXATION SERVICING DESIGN BRIEF

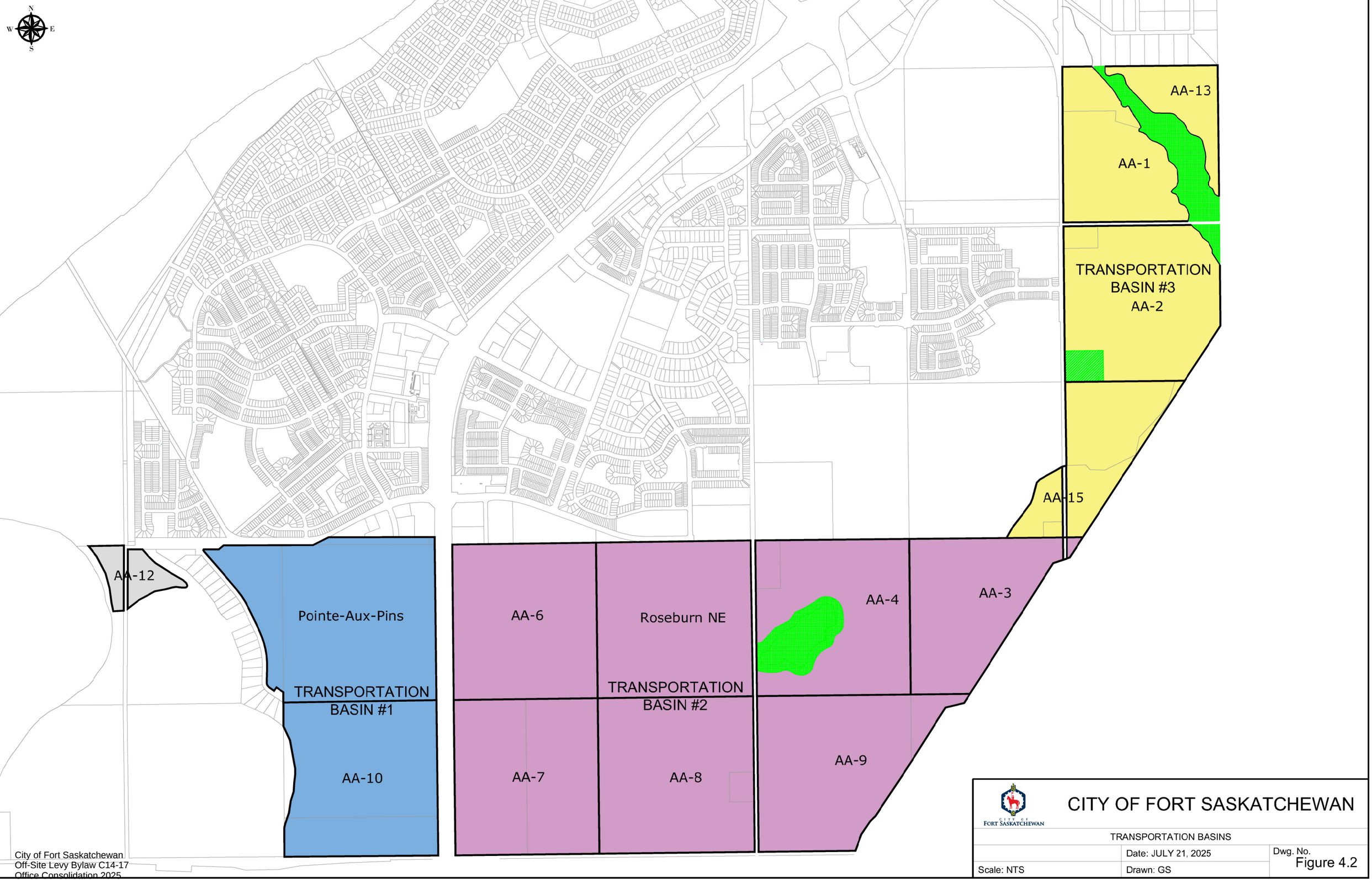
PROPOSED ANNEXATION AREA INTERSECTION CONTROLS

Figure 4.1

1:17,000

0 90 180 360 540 720 Meters

Coordinate System: NAD 1983 CSRS 3TM 114
Projection: Transverse Mercator
Datum: North American 1983 CSRS



CITY OF FORT SASKATCHEWAN

TRANSPORTATION BASINS

Date: JULY 21, 2025

Scale: NTS

Drawn: GS

Dwg. No. Figure 4.2

5 Stormwater Drainage System

5.1 GENERAL

Management of stormwater is an important component in the development of a community. It must be handled effectively, to preserve and promote the general health, welfare, security and economic well-being of the public. Traditionally, in urban centres, stormwater is handled in keeping with the minor/major drainage concept wherein:

- Minor systems are designed and implemented to accommodate drainage to avoid property damage and flooding and to minimize inconvenience to the public from 1 in 5 year rainfall events.
- Major systems are designed and implemented for flood control to avoid loss of life, injuries and significant damage to property, from events greater than 1 in 5 year return, producing unusual, high intensity rainfall and/or large volume runoff.

Minor systems are typically comprised of underground piping, manholes, catch basins and outfall structures but can also be designed as a rural-type drainage system consisting of ditches and culverts.

Major systems can be large diameter underground piping, open channels, stormwater detention/retention ponds, natural streams or any combination thereof, capable of conveying runoff from events up to and including a 1 in 100 year return period, to the ultimate receiving stream or water body.

5.2 FUTURE URBAN AREA STORMWATER MANAGEMENT PLAN

The Servicing Design Brief – Annexed Land identified several stormwater ponds and trunk sewers within the Future Urban Area boundary. Geographies located west of Highway 21 drain through a series of trunk sewers and stormwater ponds and outfall to Pointe Aux Pins Creek. Geographies east of Highway 21 drain through a series of trunk sewers and stormwater ponds towards the northeast and outfall to Ross Creek.

5.3 STORMWATER DEVELOPMENT LEVIES

In conducting this study, it was necessary to make certain assumptions:

- The Developer will be responsible for the construction of catch basins and storm sewers that serve and benefit their Geography.
- Storm trunks that connect stormwater management ponds and benefit more than one Geography will be included in the Stormwater Development Levies for the benefitting Geographies.
- There is no grant funding available towards the construction of trunk sewer systems.
- All stormwater management ponds will be the responsibility of the developer.
- The Yorkville Ditch realignment and TWP 542 Ditch will be levied against the Geographies benefitting from the projects.

Figure 5.1 shows the stormwater infrastructure projects included in the Future Urban Area Off-site Levy.

Table 5.1 defines the benefitting Geographies for each Levy Area.

Table 5.2 outlines a cost estimate for each improvement based on 2025 dollars and future construction costs, with an inflation rate as indicated.

5.4 TABLE 5.1 – STORM MANAGEMENT LEVY AREAS

Geography Name	AA Storm 1	AA Storm 2	AA Storm 3	AA Storm 4	AA Storm 5	AA Storm 6	AA Storm 7	AA Storm 8	AA Storm 9
Annex Undeveloped N	0	0	0	0	0	0	0	0	0
Annex Undeveloped S	0	0	0	0	0	0	0	0	0
Point Aux Pins	1	0	0	0	0	0	0	0	0
AA 10	1	0	0	0	0	0	0	0	0
AA 6	0	1	1	1	1	1	1	0	0
AA 7	0	1	1	1	1	1	1	0	0
Roseburn NE	0	1	1	1	1	1	0	0	0
AA 8	0	1	1	1	1	0	0	1	1
AA 4	0	1	1	1	1	0	0	0	0
AA 9	0	1	1	1	1	0	0	1	0
AA 12	0	0	0	0	0	0	0	0	0
AA 1	0	1	0	0	0	0	0	0	0
AA 13	0	0	0	0	0	0	0	0	0
AA 2	0	1	1	0	0	0	0	0	0
Annex 15	0	1	1	0	0	0	0	0	0
AA 3	0	1	1	1	0	0	0	0	0
Area Serviced	127.7	480.2	447.4	364.2	322.5	165.9	107.6	109.0	53.8

5.5 TABLE 5.2 – STORM MANAGEMENT INFRASTRUCTURE COSTS

Ref #	Project Name		Levy Area	2025 Cost to Levy	Debt Servicing	Const Year	Inflation @ 2.5%	Total Project Cost	Net Benefitting Area	Cost per Ha
39	Storm P11 - PAP Outfall		AA Storm 1	$575,000.00	0	2026	$14,375.00	$589,375.00	127.728	$4,614.30
40	Storm P10-P11		AA Storm 1	$464,000.00	0	2033	$101,338.94	$565,338.94	127.728	$4,426.12
41	Storm P1-Ross Outfall		AA Storm 2	$722,000.00	0	2040	$323,671.28	$1,045,671.28	480.24	$2,177.39
42	Storm P2-P1		AA Storm 3	$1,656,000.00	0	2040	$742,381.76	$2,398,381.76	447.426	$5,360.40
43	Storm P3-P2		AA Storm 4	$2,889,000.00	0	2040	$1,295,133.40	$4,184,133.40	364.248	$11,487.05
44	Storm TWP Rd 542 Ditch		AA Storm 4	$2,500,000.00	0	2034	$622,157.42	$3,122,157.42	364.248	$8,571.52
45	Storm P4-P3		AA Storm 5	$820,000.00	0	2035	$229,669.33	$1,049,669.33	322.47	$3,255.09
46	Storm P5-P4		AA Storm 6	$1,498,000.00	0	2032	$282,651.26	$1,780,651.26	165.87	$10,735.22
47	Storm P6&7-P5		AA Storm 7	$1,791,000.00	0	2032	$337,936.18	$2,128,936.18	107.64	$19,778.30
48	Storm P9-P4		AA Storm 8	$1,181,000.00	0	2036	$368,574.34	$1,549,574.34	108.99	$14,217.58
49	Storm P8-P9		AA Storm 9	$464,000.00	0	2038	$175,629.12	$639,629.12	53.82	$11,884.60

Legend

- Southfort Development Area
- Annexation Area
- Potentially Crown Claimable Wetland
- Environmental Reserve
- Waterbody
- Watercourse
- Proposed SWMFs Catchment
- Pond Area at NWL
- Pond PUL
- Section of Yorkville Ditch to be Realigned
- Proposed Boundary Ditch and Realigned Yorkville Ditch

Outlet invert of 620.4m at Ross Creek

BRIDGE CULVERT BF00806

86 AVENUE
TOWNSHIP ROAD 544
VETERANS WAY / HIGHWAY 21
SOUTHFORT DRIVE
94 STREET
ALLARD WAY
RANGE ROAD 225 / 92 STREET
RANGE ROAD 224
101 STREET
SOUTHRIDGE BOULEVARD
PIPELINE ROW
TOWNSHIP ROAD 542

Pond 1
Pond 2
Pond 3
Pond 4
Pond 5
Pond 6
Pond 7
Pond 8
Pond 9
Pond 10
Pond 11

1
2

39
40
41
42
43
44
45
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47
48
49

Note: On January 12, 2023, Alberta Environment and Protected Areas indicated that the wetland 2 does not meet the criteria for a Crown ownership claim.

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Engineering and Land Services

City of Fort Saskatchewan
Off-Site Levy Bylaw C14-17
Office Consolidation 2025

43 Levy Project #

FORT SASKATCHEWAN ANNEXATION AREA SERVICING DESIGN BRIEF

Proposed Stormwater Servicing Concept

Figure 5.1

1:17,000

0 90 180 360 540 720 Meters

Coordinate System: NAD 1983 CSRS 3TM 114
Projection: Transverse Mercator
Datum: North American 1983 CSRS

6 Recommendations

Based on the findings of this study, it is recommended that:

- The City of Fort Saskatchewan continues to assume responsibility for the construction of the municipal infrastructure systems which they deem to be of benefit to the City at large.
- The City maintains its current philosophy that development will be responsible for its proportionate share of the cost of municipal infrastructure systems expansion through the assessment of development levies against all benefiting lands.
- The City maintain its existing philosophy regarding storm water drainage systems, wherein the development industry is required to manage stormwater in accordance with the Alberta Environmental Protection guidelines respecting stormwater release rates and the City of Fort Saskatchewan Municipal Engineering Standards requirements.
- The City periodically reviews the Development Levies to ensure that the rates are consistent with the overall City funding requirements.

Table 6.1 is a summary of the combined Future Urban Area Levy in 2025 dollars.

6.1 TABLE 6.1 – OFF-SITE LEVIES

Geography	Water Levy	Sanitary Levy	Storm Levy	Transportation Levy		Total
AA-1	$50,749.31	$11,351.27	$2,177.39	$88,240.01		$152,517.99
AA-2	$50,749.31	$12,845.18	$7,537.79	$88,240.01		$159,372.30
AA-3	$50,749.31	$22,910.45	$27,596.35	$181,610.94		$282,867.05
AA-4	$50,749.31	$26,646.60	$30,851.44	$181,610.94		$289,858.30
Roseburn NE	$50,749.31	$26,646.60	$41,586.67	$181,610.94		$300,593.52
AA-6	$50,749.31	$26,646.60	$61,364.97	$181,610.94		$320,371.82
AA-7	$50,749.31	$26,646.60	$61,364.97	$181,610.94		$320,371.82
AA-8	$50,749.31	$26,646.60	$56,953.63	$181,610.94		$315,960.48
AA-9	$50,749.31	$26,646.60	$45,069.03	$181,610.94		$304,075.88
AA-10	$50,749.31	$26,646.60	$9,040.41	$37,175.63		$123,611.96
Pointe Aux Pins	$50,749.31	$26,646.60	$9,040.41	$37,175.63		$123,611.96
AA-12	$50,749.31	$26,646.60	$0.00	$0.00		$77,395.91
AA-13	$50,749.31	$11,351.27	$0.00	$88,240.01		$150,340.60
AA-15	$50,749.31	$18,610.88	$7,537.79	$88,240.01		$165,138.00

High $320,371.82
Low $77,395.91

7 Appendix

7.1 PROJECT LIST PERCENTAGE ASSIGNED TO LEVY

Project	Project Name	Levy	Year	Total Estimated Cost	Grants	Other External	Net Project Cost	% Share OSL	OSL Share
34	Sanitary 34-33	Sanitary1	2032	$1,062,810.00	0	0	$1,062,810.00	100%	$1,062,810.00
35	Sanitary 33-37	Sanitary1	2035	$1,109,115.00	0	0	$1,109,115.00	100%	$1,109,115.00
36	Sanitary 37-38	Sanitary1	2032	$732,000.00	0	0	$732,000.00	100%	$732,000.00
37	Sanitary 38-SMH-C-67	Sanitary1	2032	$6,006,000.00	0	0	$6,006,000.00	100%	$6,006,000.00
38	Sanitary Twin - Turner Park	Sanitary1	2026	$1,015,000.00	0	0	$1,015,000.00	36%	$365,400.00
39	Storm P11 - PAP Outfall	Storm1	2026	$575,000.00	0	0	$575,000.00	100%	$575,000.00
40	Storm P10-P11	Storm1	2033	$464,000.00	0	0	$464,000.00	100%	$464,000.00
41	Storm P1-Ross Outfall	Storm1	2040	$722,000.00	0	0	$722,000.00	100%	$722,000.00
42	Storm P2-P1	Storm1	2040	$1,656,000.00	0	0	$1,656,000.00	100%	$1,656,000.00
43	Storm P3-P2	Storm1	2040	$2,889,000.00	0	0	$2,889,000.00	100%	$2,889,000.00
44	Storm TWP Rd 542 Ditch	Storm1	2034	$2,500,000.00	0	0	$2,500,000.00	100%	$2,500,000.00
45	Storm P4-P3	Storm1	2035	$820,000.00	0	0	$820,000.00	100%	$820,000.00
46	Storm P5-P4	Storm1	2032	$1,498,000.00	0	0	$1,498,000.00	100%	$1,498,000.00
47	Storm P6&7-P5	Storm1	2032	$1,791,000.00	0	0	$1,791,000.00	100%	$1,791,000.00
48	Storm P9-P4	Storm1	2036	$1,181,000.00	0	0	$1,181,000.00	100%	$1,181,000.00
49	Storm P8-P9	Storm1	2038	$464,000.00	0	0	$464,000.00	100%	$464,000.00
50	Arterial A - Veterans Way to Westpark Drive	Roads1	2030	$3,150,000.00	0	0	$3,150,000.00	100%	$3,150,000.00
53	Arterial A - Veterans Way to Southview Way	Roads1	2033	$3,150,000.00	0	0	$3,150,000.00	100%	$3,150,000.00
54	Arterial A - Southview Way to 92 Street	Roads1	2035	$2,976,744.19	0	0	$2,976,744.19	100%	$2,976,744.19
55	Southridge - 92 Street to 101 Street	Roads1	2035	$12,424,000.00	0	0	$12,424,000.00	50%	$6,212,000.00
58									
59									
60	Arterial B - Southridge Blvd to TWP Rd 542	Roads1	2032	$12,424,000.00	0	0	$12,424,000.00	100%	$12,424,000.00
61	Arterial A - 92 Street to 94 Street	Roads1	2032	$4,465,116.28	0	0	$4,465,116.28	100%	$4,465,116.28
62	92 Street - Southridge to TWP RD 542 - enhancements	Roads1	2031	$11,624,000.00	0	0	$11,624,000.00	100%	$11,624,000.00
63	101 Street Upgrade - Sienna Blvd to Southridge	Roads1	2037	$8,718,000.00	0	0	$8,718,000.00	50%	$4,359,000.00
65	101 Street Upgrade -Jail Entrance to Sienna Blvd	Roads1	2035	$9,318,000.00	0	0	$8,718,000.00	50%	$4,359,000.00
66	94 Street - Southridge Blvd to Arterial A	Roads1	2038	$6,212,000.00	0	0	$6,212,000.00	100%	$6,212,000.00
67	TWP Rd 542 Intersection with Veteran's Way	Roads1	2040	$6,300,000.00	0	0	$6,300,000.00	50%	$3,150,000.00
68	Traffic Signals - 92 Street and Arterial A	Roads1	2034	$350,000.00	0	0	$350,000.00	100%	$350,000.00
69	Traffic Signals - 92 Street and Southridge	Roads1	2030	$350,000.00	0	0	$350,000.00	50%	$175,000.00
70	Traffic Signals - Arterial A and Arterial B	Roads1	2034	$350,000.00	0	0	$350,000.00	100%	$350,000.00
71	Reservoir and Pumphouse	Water1	2031	$31,000,000.00	0	0	$31,000,000.00	77%	$23,870,000.00
72	Supply Line (1.2 km to 92 Street)	Water1	2032	$600,000.00	0	0	$600,000.00	100%	$600,000.00
73	400mm Oversize	Water1	2030	$400,000.00	0	0	$400,000.00	100%	$400,000.00
74	Secondary Line	Water1	2029	$23,000,000.00	0	0	$23,000,000.00	41%	$9,522,000.00
76									
77	Sanitary 36-34	Sanitary1	2033	$1,329,615.00	0	0	$1,329,615.00	100%	$1,329,615.00
78	Sanitary 16-35	Sanitary1	2032	$443,027.00	0	0	$443,027.00	100%	$443,027.00
79	Sanitary 35-36	Sanitary1	2032	$1,437,929.00	0	0	$1,437,929.00	100%	$1,437,929.00

Report

CITY OF
FORT SASKATCHEWAN

City of Fort Saskatchewan

Community Recreation and Fire Services Levy Report

Schedule “F” to Bylaw C14-17

December 2025

Table of Contents

1 Introduction

1.1 GENERAL

The growth and development of a community will generally create some impact on the municipal infrastructure systems. In addition to the traditional water, sewer, storm and roadway infrastructure, growth of Community Recreation and Fire Services Infrastructure is also required.

It is the philosophy of the City of Fort Saskatchewan that development will be responsible for its own municipal infrastructure as well as for its proportionate share of the off-site infrastructure from which it will benefit. This is achieved through the assessment of Development Levies against the benefitting lands.

1.2 LOCATION

The expansion of Community Recreation and Fire Services has varying impacts on the growth areas of the City. For example, Industrial areas do not require Community Recreation Infrastructure and different areas will benefit to different amounts from the construction new Fire Services Infrastructure.

1.3 DEVELOPMENT LEVIES

In the context of this report, Development Levies are defined as capital costs, assessed by the City of Fort Saskatchewan, against developing lands for their proportionate share of the costs of municipal infrastructure systems, constructed by the City or other developers, which benefit the development areas.

1.3.1 Off-Site Levies

Under authority of the Municipal Government Act, the City is permitted to impose Off-Site Levies against development to cover the costs of any or all of the following:

a) New or expanded facilities for the storage, transmission, treatment or supplying of water.
b) New or expanded facilities for the treatment, movement and disposal of sanitary sewage.
c) New or expanded storm sewer drainage facilities.
d) New or expanded roads required for or impacted by a subdivision or development.
e) New or expanded community recreation facilities.
f) New or expanded firehalls.
g) Lands required for or in connection with any facilities described in (a) to (f) above.

1.4 CRITERIA

In this study, lands dedicated as Environmental Reserve and Municipal Reserve (MR) are excluded as a Development Levy contributing area. Traditionally, the City has required the Developer to develop the MR

lands in accordance with the City's needs, as negotiated through the Development Agreement. Hence, Development Levies are not applied against such lands, thereby reducing the contributing lands area accordingly.

It was also necessary to establish some general assumptions as Development Levy calculation criteria:

- The City will continue to assume responsibility for the provision of those infrastructure systems and facilities which they deem to be a benefit to the City at large and/or a single development parcel.
- The Development Levy rates are expressed on a per hectare basis.
- Gross Area is defined as the total area of a parcel(s) of land irrespective of their potential for development or land use.
- Gross Developable Area is defined as the gross area less lands for Municipal Reserve and Environmental Reserve. The Development Levy and charge rates contained in this document are based on Gross Developable Area.
- All costs are estimated in 2025 dollars. These cost estimates should be reviewed annually or no later than every three years, to reflect current year construction costs.
- An inflation factor has been applied to all estimates, to more accurately estimate the construction costs for the projected year of construction. An inflation rate of 2.5% per annum was used.
- Where conditional grants or donations have been secured by the City, towards a specific project, the project cost has been reduced by the amount of the grant.
- Unconditional grants, even though they may have been utilized by the City for financing a project, are not deducted from the final project costs, as it can be rationalized that such funding could have been used for other projects.

Assumptions and/or calculation criteria specific to each Development Levy are further highlighted, in more detail, within each respective section of this report.

2 Fire Services Infrastructure

2.1 GENERAL

The Alberta Building Code has long incorporated fire department response time as a factor in construction requirements. Buildings located outside the 10-minute response area may need additional fire protection measures, such as non-combustible cladding, limited windows, or sprinkler systems, to compensate for the potentially longer response time.

A 10-minute fire response refers to the goal of having the first fire truck arrive at the scene of a fire within 10 minutes of the initial call for help, at least 90% of the time. This timeframe is often a key consideration in building codes and fire protection planning, impacting construction requirements for new developments.

The 10-minute response time is crucial because it directly affects the severity and potential spread of a fire. A faster response allows firefighters to contain the fire more effectively, minimizing damage and risk to life.

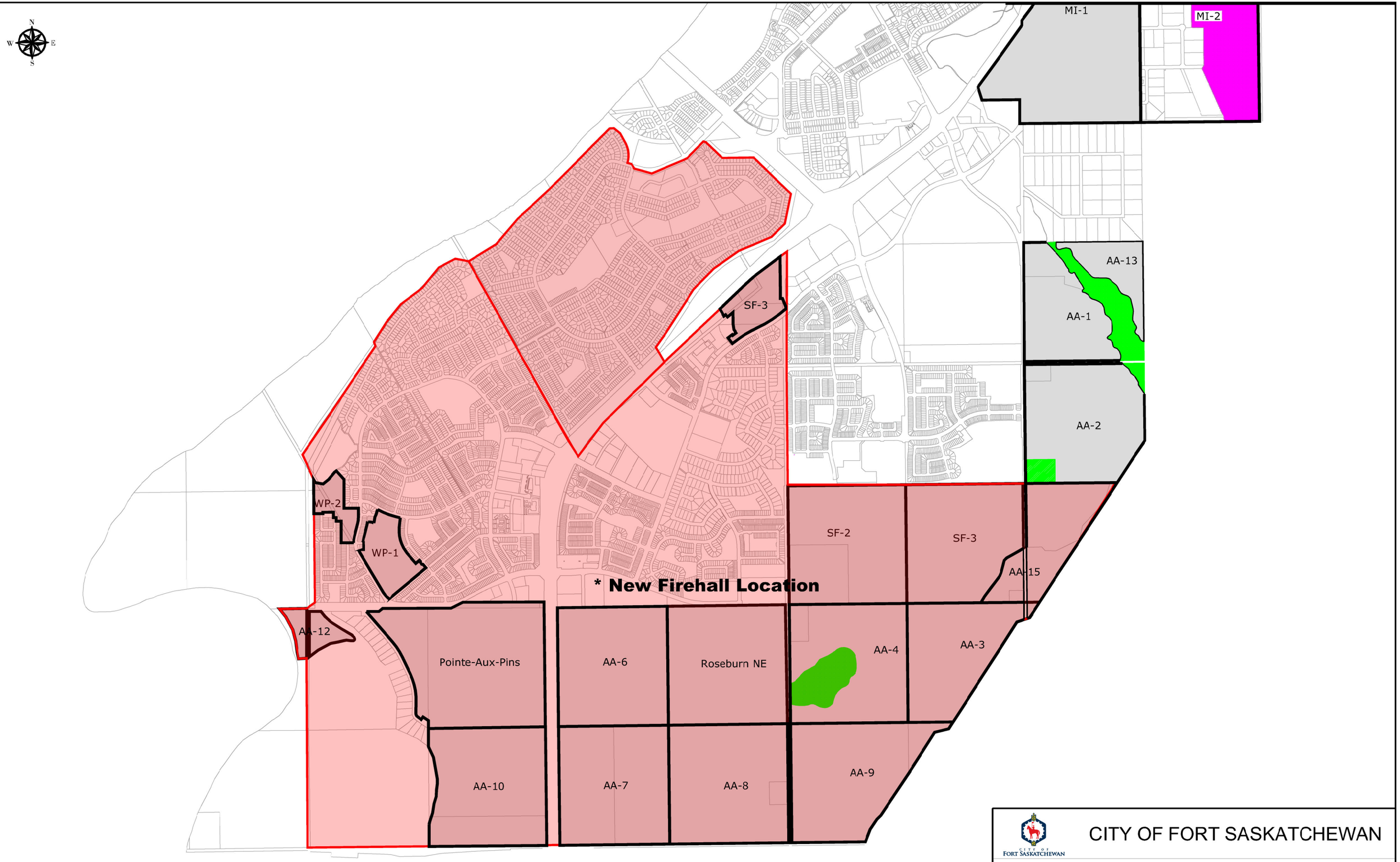
2.2 FIRE SERVICES DEVELOPMENT LEVIES

To meet the 10-minute response time requirement within developing neighbourhoods a second Firehall is required. The second firehall response area is shown in Figure 6.1. The cost of the Firehall will be split on a per hectare basis to all lands within the response area and assigned to the benefitting Geographies (1665 ha).

Table 2.1 outlines a cost estimate for each improvement based on 2025 dollars and future construction costs, with an inflation rate as indicated.

2.3 TABLE 2.1 – FIRE SERVICES INFRASTRUCTURE COSTS

Ref #	Project Name		Levy Area	2025 Cost to Levy	Debt Servicing	Const Year	Inflation @ 2.5%	Total Project Cost	Net Benefitting Area	Cost per Ha
30	2nd Firestation - 10 minute response area		AA Fire 1	$12,000,000.00	$8,090,409.00	2026	0	$20,090,409.00	1664.6	$12,069.21



CITY OF FORT SASKATCHEWAN

FIREHALL RESPONSE AREA

	Date: August 29, 2025	Dwg. No. Figure 2.1
Scale: NTS	Drawn: GS	

3 Community Recreation Infrastructure

3.1 GENERAL

Community Recreation Infrastructure, encompassing facilities like parks, recreation centers, and sports complexes, is crucial for fostering healthy, vibrant, and inclusive communities. These spaces provide opportunities for physical activity, social interaction, and cultural engagement, leading to numerous individual and community-wide benefits.

3.2 COMMUNITY RECREATION DEVELOPMENT LEVIES

The City has identified one Community Recreation Infrastructure Project that is required as a result of growth within Fort Saskatchewan.

A new Aquatics Facility is required to meet the growing demands of aquatics programming in the City. This facility will benefit the entire community, as such the costs are shared proportionately on a per hectare basis across the City's non-industrial lands.

Table 3.1 outlines a cost estimate for the improvement based on 2025 dollar, with an inflation rate as indicated.

3.3 TABLE 3.1 – COMMUNITY RECREATION INFRASTRUCTURE COSTS

Ref #	Project Name		Levy Area	2025 Cost to Levy	Debt Servicing	Const Year	Inflation @ 2.5%	Total Project Cost	Net Benefitting Area	Cost per Ha
32	Aquatics - City Wide		AA Recreation 1	$66,600,000.00	$56,280,436.20	2026	$0.00	$122,880,436.20	2,630.9	$46,706.17

4 Recommendations

Based on the findings of this study, it is recommended that:

- The City of Fort Saskatchewan continues to assume responsibility for the construction of the municipal infrastructure systems which they deem to be of benefit to the City at large.
- The City maintains its current philosophy that development will be responsible for its proportionate share of the cost of municipal infrastructure systems expansion through the assessment of development levies against all benefiting lands.
- The City periodically reviews the Development Levies to ensure that the rates are consistent with the overall City funding requirements.

Table 8.1 is a summary of the Fire Services and Community Recreation Levy in 2025 dollars.

4.1 TABLE 4.1 – FIRE SERVICES AND COMMUNITY RECREATION OFF-SITE LEVIES

Community Recreation Levies	Levy / Ha
Non-Industrial Development	
Southfort, Westpark, Future Urban Area	$46,706.17
Fire Services Levies	
2nd Firestation - 10 minute response area	$12,069.21

5 Appendix

5.1 TABLE 5.1 – PROJECT LIST PERCENTAGE ASSIGNED TO LEVY

Project	Project Name	Levy	Year	Total Estimated Cost	Grants	Other External	Net Project Cost	% Share OSL	OSL Share
80	New Arena @ DCC	Recreation2	2032	$20,000,000.00			$20,000,000.00	60%	$12,000,000.00
30	2nd Firestation - 10 minute response area	Fire1	2026	$12,000,000.00	0	0	$12,000,000.00	49%	$5,932,486.84

*Costs above do not include borrowing