

TOWN OF BLACKFALDS STANDING COMMITTEE OF COUNCIL

Civic Cultural Centre - 5018 Waghorn Street Monday April 17, 2023 at 7:00 p.m.

AGENDA

1. Call to Order

2. Land Acknowledgement

2.1 Treaty Six Land Acknowledgement - Blackfalds Town Council acknowledges that we are on Treaty 6 territory, a traditional meeting ground, gathering place, and travelling route to the Cree, Saulteaux (So-toe), Blackfoot, Métis, Dene (De-nay) and Nakota Sioux (Sue). We acknowledge all the many First Nations, Métis, and Inuit whose footsteps have marked these lands for centuries.

3. Adoption of Agenda

3.1 Agenda for April 17, 2023

4. Delegation

4.1 Westwood Drive Parkway, Glen Boettger and Scott White

5. **Public Hearing**

None

6. Business Arising from Minutes

None

7. Business

- 7.1 Request for Direction, Bylaw 1275.23 Land Use Bylaw Amendments
- 7.2 Request for Direction, Bylaw Off-Site Levies

8. Action Correspondence

None

9. Information

None

10. Round Table Discussion

None

11. Adoption of Minutes

None

12. Notices of Motion

None

13. Business for the Good of Council

None

14. Confidential

None

15. Adjournment

Future Meetings/Events:

- Regular Council Meeting April 25, 2023
- Standing Committee of Council May 15, 2023



TOWN OF BLACKFALDS STANDING COMMITTEE OF COUNCIL REQUEST FOR DIRECTION

Page 1 of 3

MEETING DATE: April 17, 2023

PREPARED BY: Jolene Tejkl, Planning & Development Manager

PRESENTED BY: Jolene Tejkl, Planning & Development Manager

SUBJECT: Bylaw 1275.23 - Land Use Bylaw Amendments

BACKGROUND

Land Use Bylaws (LUB) provide the blueprint for all development that occurs within the Town's municipal jurisdiction so it is important to ensure that it is up-to-date, provides clear development requirements, and reflects the planning and development needs of our community. When the Town's new LUB was adopted last April, Council was advised that housekeeping amendments would likely be coming forward as staff work with the new LUB and identify areas that require clarification. In addition, there have been some changes to provincial legislation pertaining to subdivision and development. All of this has necessitated amendments to the LUB, being proposed under Bylaw 1275.23.

DISCUSSION

The following subheadings correspond to the amendment numbers provided in proposed Bylaw 1275.23 attached to this report. A track changes version of the LUB clearly identifying where the proposed amendments will be located along with the corresponding amendment numbers in the Bylaw for ease of reference is also attached to this report.

Amendment Numbers 2.1, 2.4, 2.7, and 2.10 – 2.17

Many of the proposed amendments result from changes to provincial regulations pertaining to subdivision and development. The name of the regulations has changed to "Matters Related to Subdivision and Development Regulation" (previously named the "Subdivision and Development Regulation") and these regulations no longer restrict "food establishments" from the working area or disposal area of a landfill (operating or not), a waste management facility (operating or not), or of an operating storage site. The amending bylaw proposes to update the name of the regulations and remove the "food storage" restriction.

A significant change to the Regulations is allowing variances to the prescribed subdivision and development setbacks from the working area or disposal area of a landfill (operating or not), a waste management facility (operating or not), or an operating storage site to be signed off by a professional engineer insofar as they prepare a report in accordance with the Guide for Setback Reviews. Under the previous regulations, variances to these prescribed setbacks required written consent from the Deputy Minister. Amendments 11 and 17 reflect this update.

Amendment Numbers 2.2, 2.23, and 2.25 – 2.27

The new LUB missed "Retail Liquor" as a use, as such these amendments are proposing to reintroduce the use into the LUB with a definition and including it in the same land use districts as in the previous LUB.



TOWN OF BLACKFALDS STANDING COMMITTEE OF COUNCIL REQUEST FOR DIRECTION

Page 2 of 3

Amendment Number 2.3

As currently written, the LUB requires every application for a sign, including temporary signs and fascia signs, to be considered by the Municipal Planning Commission (MPC) which is very onerous. This amendment proposes to allow the Development Officer to make decisions on sign applications, but still enables them to refer the application to the MPC.

Amendment Numbers 2.5 and 2.6

These proposed amendments to the Development Permit Application Requirements are needed now that some electronic Development Permit Applications are being accepted. Other municipalities have shared their experiences with electronic permitting and strongly advised on making the LUB clear on when a permit is deemed "received" as this matter has been the subject of several appeals.

Amendment Number 2.8

This amendment is proposed to clarify that there is a specific section pertaining to sign variances that have different variance thresholds for Development Authorities.

Amendment Number 2.9

This amendment proposes to remove the section specifically regarding Compliance Certificates as Council has recently approved a Certificate of Compliance Policy and Procedures that is much more robust and more suited to be addressed outside of the LUB.

Amendment Number 2.18

The new LUB missed an important element of driveway length that was in our previous LUB, which this amendment is proposed to bring back in. The intention behind this amendment is to avoid vehicles overhanging into a lane by having a rear driveway long enough to fully enable a vehicle to park on the driveway (at least 6 m in length) or requiring the length to be too short that it is not possible to park a vehicle on it (1 m in length).

Amendment Numbers 2.19 and 2.20

Barrier free parking requirements are prescribed by the *Alberta Building Code*, not municipal LUB's. There have been recent updates to the barrier free parking stall number and size requirements, which necessitated an amendment to our LUB as we carried the requirements forward into it. Because *Alberta Building Code* requirements are updated relatively frequently, these amendments propose to state that the size and number must be in accordance the Code as opposed to having to amend the LUB every time a change to the Code is made.

Amendment Number 2.21

The current wording in the section pertaining to sign permits indicates that the Development is obligated to issue a sign permit if the application complies with the LUB. However, signs are listed discretionary use in the districts and subject to internal and external referrals; depending on the results of the referrals, the Development Authority may need to refuse an application. This proposed amendment removes that obligation from the Development Authority.

Amendment Number 2.22

This amendment proposes to update the wording to reflect the newly adopted Election Sign Bylaw.



TOWN OF BLACKFALDS STANDING COMMITTEE OF COUNCIL REQUEST FOR DIRECTION

Page 3 of 3

Amendment Number 2.24

This amendment pertains specifically to a site exception in the Commercial Central District (C-1) that allowed Granden Auto to be a use in the C-1 District. The new LUB changed the district of the parcel Granden Auto is located on to Industrial Light District (I-1), therefore this site exception is no longer required to accommodate the development.

Amendment Number 2.28

Farmers Market is currently listed as both a Permitted and a Discretionary Use, which is confusing for staff and anyone wanting to apply for a Famers Market. This amendment proposes to remove Farmers Market from the list of Discretionary Uses and keep it as a Permitted Use, as it was in the previous LUB.

FINANCIAL IMPLICATIONS

None

ADMINISTRATIVE RECOMMENDATION

- That Standing Committee of Council recommend to Council to give First Reading to Bylaw 1275.23
- That Standing Committee of Council recommend to Council, upon giving First Reading to Bylaw 1275.23, set a Public Hearing date for May 23, 2023 at 7:00 p.m. in Council Chambers.

ALTERNATIVES

- a) That Standing Committee of Council recommend to Council to give First Reading to Bylaw 1275.23 as amended.
- b) That Standing Committee of Council refer this item back to Administration for more information or amendments.

ATTACHMENTS

- Bylaw 1275.23
- Land Use Bylaw No.1268.22 Schedule "A" (Track Changes Version)

APPROVALS

Interim CAO Justin de Bresser

Department Director/Author



BEING A BYLAW OF THE TOWN OF BLACKFALDS IN THE PROVINCE OF ALBERTA TO AMEND LAND USE BYLAW 1268.22 SCHEDULE 'A'

A Bylaw of the Town of Blackfalds, in the Province of Alberta, pursuant to the provisions of the *Municipal Government Act*, being Chapter M 26.1 of the Revised Statutes of Alberta, 2000 and amendments thereto, for the purpose of amending Land Use Bylaw No.1268.22 to reflect changes to provincial legislation pertaining to subdivision and development; clarification of sign variances; clarification of driveway lengths when the driveway access is through a lane; changing barrier-free parking requirements to be in accordance with the Alberta Building Code; the addition of Retail, Liquor as a use in the Commercial Central District (C-1), Commercial Highway District (C-2), Commercial Local District (C-3), and Commercial Mixed Use District (CMU); deleting Farmers Market as a Discretionary Use in the Public Facility District (PF); and removal of a site exception that is no longer required in the Commercial Central District (C-1).

WHEREAS, notice of the intention of Council to pass a bylaw has been published in the Lacombe Express on May 11, 2023 and May 18, 2023, in accordance with Section 606 of the *Municipal Government Act*, RSA 2000, and amendments thereto,

WHEREAS, a Public Hearing was held on May 23, 2023 to allow the general public to provide input into the proposed Bylaw amendments;

NOW THEREFORE the Municipal Council of the Town of Blackfalds, duly assembled hereby enacts the amendments to Schedule "A" of Bylaw 1268.22:

PART 1 - TITLE

1.1 That this Bylaw shall be cited as the "Land Use Bylaw Housekeeping Amendments".

PART 2 – AMENDMENTS

2.1 That Section 1.14 Definitions be amended by deleting the definition for **SUBDIVISION AND DEVELOPMENT REGULATIONS** and replacing it with:

MATTERS RELATED TO SUBDIVISION AND DEVELOPMENT REGULATION means the *Matters Related to Subdivision and Development Regulation (AR 84/2022)*, as amended.

2.2 That Section 1.14 Definition be amended to include the following definition of **RETAIL LIQUOR**:

RETAIL LIQUOR means a Building or part of a Building for the sale of alcohol, including wine and cold beers, but not for consumption on site.

- 2.3 That Section 2.2 Development Authority and Decisions on Development Permit Applications, subsection a) be amended to include a new subsection x) that states "may, with respect to a Development Permit application for any Sign:
 - 1. Approve the application with or without conditions;
 - 2. Refuse the application with reasons stated; or
 - 3. Refer the application to the Municipal Planning Commission".
- 2.4 That Section 2.2 Development Authority and Decisions on Development Permit Applications, subsection a) xiv be amended to delete "Subdivision and Development Regulation" and replace it with "Matters Related to Subdivision and Development Regulation".
- 2.5 That Section 2.10 Development Permit Application Requirements be amended to include a new subsection c) that states "An application for a Development Permit is not received until the Town has accepted an application for Development Permit and the applicant has paid the appropriate fee(s) in accordance with the *Development Fees & Fines Bylaw*, as amended." And renumber the following subsection accordingly.
- 2.6 That Section 2.10 Development Permit Application Requirements, current subsection c) be amended to include "...is received and...".
- 2.7 That Section 2.16 Variances, subsection b) ii) be amended by deleting "Subdivision and Development Regulation" and replace it with "Matters Related to Subdivision and



Development Regulation".

- 2.8 That the last sentence under 2.16 Variances, subsection b) be amended to include "...unless the variance request is for a Sign, where section 5.4.3 shall apply."
- 2.9 That Section 3.6 Compliance Certificates and Fees is deleted in its entirety.
- 2.10 That Section 3.11.2 Development Setbacks from Wastewater Treatment Plants, subsections b), c), and d) be amended to remove references to "food establishment".
- 2.11 That Section 3.11.2 Development Setbacks from Wastewater Treatment Plants, subsection e) be amended to remove "...with the written consent of the Deputy Minister of Alberta Environment and Parks" and replace it with "...if the applicant submits a report from a professional engineer, as defined in the *Engineering and Geoscience Professions Act*, that addresses the criteria for a variance stipulated in the Guide for Setback Reviews published by the Department of Environment and Parks, as amended from time to time."
- 2.12 That Section 3.11.3 Development Setbacks from Landfills and Solid Waste Sites subsection a) be amended to remove "Subdivision and Development Regulations" and replace it with "Matters Related to Subdivision and Development Regulation".
- 2.13 That Section 3.11.3 Development Setbacks from Landfills and Solid Waste Sites, subsection a) i) be amended to remove references to "food establishment".
- 2.14 That Section 3.11.3 Development Setbacks from Landfills and Solid Waste Sites, subsection a) i) be amended to remove "Subdivision and Development Regulations" and replace it with "Matters Related to Subdivision and Development Regulation".
- 2.15 That Section 3.11.3 Development Setbacks from Landfills and Solid Waste Sites, subsection a) ii) be amended to remove reference to "food establishments" and add "or" before "residence".
- 2.16 That Section 3.11.3 Development Setbacks from Landfills and Solid Waste Sites, subsection a) ii) be amended to delete "Subdivision and Development Regulations" and replace it with "Matters Related to Subdivision and Development Regulation."
- 2.17 That the last sentence in Section 3.11.3 Development Setbacks from Landfills and Solid Waste Sites be amended to remove "...Development is approved in writing by the Deputy Minister of Alberta Environment and Parks." and replace it with "...applicant submits a report from a professional engineer, as defined in the Engineering and Geoscience Professions Act, that addresses the criteria for a variance stipulated in the Guide for Setback Reviews published by the Department of Environment and Parks in May, 2022, as amended from time to time."
- 2.18 That Section 3.20.6 Driveways, subsection a) be amended to include "...be either at least 6.0 m (19.69 ft) from the Property Line or..." and remove "...maintain a minimum of..."
- 2.19 That Section 3.20.11 Barrier Free Parking Stalls, last sentence under subsection d) be deleted and replaced with "The symbol and minimum size of each barrier free parking stall shall be in accordance with the *Alberta Building Code*."
- 2.20 That Section 3.20.11 Barrier Free Parking Stalls, subsection g) be deleted in its entirety and replaced with "The number of barrier free parking stalls provided shall be in accordance with the *Alberta Building Code*."
- 2.21 That Section 5.4.1 Development Permits Requirements for Signs, subsection e) be amended to remove "...shall issue..." and replace it with "...may issue a decision on..."
- 2.22 That Section 5.5.5 Signs Exempt from a Development Permit, subsection xii) be amended to remove "...Elections Bylaw..." and replace it with "...Election Sign Bylaw...".
- 2.23 That Section 6.9.2 Permitted and Discretionary Uses be amended to include "Retail, Liquor" as a Permitted Use.



- 2.24 That Section 6.9.3 District Regulations, subsection d) be deleted in its entirety.
- 2.25 That Section 6.10.2 Permitted and Discretionary Uses be amended to include "Retail, Liquor" as a Permitted Use.
- 2.26 That Section 6.11.2 Permitted and Discretionary Uses be amended to include "Retail, Liquor" as a Permitted Use.
- 2.27 That Section 6.13.2 Permitted and Discretionary Uses be amended to include "Retail, Liquor" as a Discretionary Use.
- 2.28 That Section 6.16.2 Permitted and Discretionary Uses be amended to delete "Farmers Market" as a Discretionary Use.

PART 3 – DATE OF FORCE

| | 3.1 | That this Bylaw shall copassed. | ome into effect, upo | on the date on which it is finally read and |
|-------|---------|---------------------------------|----------------------|---|
| READ | for the | e first time this | _ day of | , A.D. 20 |
| (RES. | |) | | |
| | | | | MAYOR JAMIE HOOVER |
| | | | | |
| | | | | INTERIM CAO JUSTIN DE BRESSER |
| READ | for the | e second time this | day of | , A.D. 20 |
| (RES. | |) | | |
| | | | | MAYOR JAMIE HOOVER |
| | | | | INTERIM CAO JUSTIN DE BRESSER |
| READ | for the | e third and final time this | s day of_ | , A.D. 20 |
| (RES. | |) | | |
| | | | | MAYOR JAMIE HOOVER |
| | | | | INTERIM CAO JUSTIN DE BRESSER |

3 Bylaw 1275.23

CONTENTS

| PART 1.0 INTERPRETATION OF THIS BYLAW1 | |
|--|--------------|
| 1.1 Title 1 | |
| 1.2 Bylaw Content | |
| 1.3 Repeal of This Bylaw | |
| 1.4 Transitional Provision | |
| 1.5 Reference to Other Legislation | |
| 1.6 Purpose | |
| 1.7 Compliance with Other Legislation | |
| 1.8 Language and Interpretation | |
| 1.9 Illustrations and Measurements | |
| 1.10 Purpose Statements | |
| 1.11 Severability | |
| 1.12 Establishment of Supplementary Regulations | |
| 1.13 Establishment of Land Use Districts | |
| 1.14 Definitions | |
| PART 2.0 OPERATIONS AND ADMINISTRATIVE PROCEDURES <u>26</u> 25 | |
| 2.1 Establishment of Forms | <u> 26</u> 2 |
| 2.2 Development Authority and Decisions on Development Permit Applications | <u> 26</u> 2 |
| 2.3 Land Use Amendment Applications | <u> 28</u> 2 |
| 2.4 Amendment to Create a Direct Control District | <u> 29</u> 2 |
| 2.5 Direct Control Bylaws | <u>30</u> 2 |
| 2.6 Conditions of Issuing a Development Permit | <u>30</u> 2 |
| 2.7 Development Securities | <u>32</u> 3 |
| 2.8 Development Control | <u>33</u> 3 |
| 2.9 Development Not Requiring a Development Permit | <u>34</u> 3 |
| 2.10 Development Permit Application Requirements | <u>35</u> 3 |

| 2.11 Notification of Complete or Incomplete Development Permit Applications _ | _ 3 |
|---|-----|
| 2.12 Deemed Refusal of a Development Permit | _ 3 |
| 2.13 Notification of Decision | _ 3 |
| 2.14 Validity, Expiry, Cancellation, and Resubmission of Development Permits | _ 3 |
| 2.14.1 Validity of a Development Permit | |
| 2.14.2 Expiry of a Development Permit | : |
| 2.14.3 Cancellation, Revocation, or Suspension of a Development Permit | |
| 2.14.4 Failure to Complete Development | : |
| 2.14.5 Resubmission Interval | : |
| 2.15 Temporary Approvals | _ 4 |
| 2.16 Variances | |
| 2.17 Appeals | _ 4 |
| 2.18 Contravention and Enforcement | _ 4 |
| 2.18.1 Right of Entry | |
| 2.19 Subdivision Applications | _ 4 |
| PART 3.0 GENERAL REGULATIONS <u>47</u> 46 | |
| 3.1 Applicability | _ : |
| 3.2 Access Requirements | _ : |
| 3.3 Amenity Space | _ 4 |
| 3.4 Buildings Per Parcel | |
| 3.5 Building Orientation and Design | |
| 3.6 Compliance Certificates and Fees | |
| 3.7 Dangerous Goods and Assessment of Risk | _ 4 |
| 3.8 Decks | |
| 3.9 Design Standards | |
| 3.9.1 General Standards | _ |
| 3.9.2 Residential Standards, Commercial or Institutional Development | |
| 3.9.3 Industrial Standards Development | |
| 3.10 Demolition | _ ! |
| 3.11 Development Setbacks | |

| 3.11.1 Development in Proximity to Oil and Gas Wells | <u>52</u> 51 |
|---|--------------------------|
| 3.11.2 Development Setbacks from Wastewater Treatment Plants | <u>52</u> 51 |
| 3.11.3 Development Setbacks from Landfills and Solid Waste Sites | <u>53</u> 52 |
| 3.11.4 Development Setback from Water Bodies and Slopes | <u>53</u> 52 |
| 3.11.5 Development Setbacks from Easements or Rights-of-Ways | <u>545352</u> |
| 3.12 Environmental Features | <u>54</u> 53 |
| 3.13 Fences, Walls, Gates, and Privacy Screening in Residential Districts | <u>54</u> 53 |
| 3.13.1 Fences, Walls, and Gates | <u>5453</u> |
| 3.13.2 Privacy Screening in Residential Districts | <u>55</u> 54 |
| 3.14 Height | <u>56</u> 55 |
| 3.15 Landscaping General Requirements | <u>56</u> 55 |
| 3.15.1 Landscaping for all Land Use Districts | <u>59</u> 58 |
| 3.15.2 Parking and Screening Landscape Requirements | <u>61</u> 60 |
| 3.15.3 Review and Approval of Landscape Plans | <u>62</u> 61 |
| 3.16 Drainage | <u>63</u> 62 |
| 3.17 Manufactured Homes, Ready to Move and Modular Homes | <u>646362</u> |
| 3.18 Objects Prohibited or Restricted in Yards | <u>6463</u> |
| 3.19 Outdoor Lighting | <u>65</u> 64 |
| 3.20 Parking and Loading Standards | <u>65</u> 64 |
| 3.20.1 General Parking and Loading Provisions | <u>65</u> 64 |
| 3.20.2 Alternate, Shared and Tandem Parking | <u>706968</u> |
| 3.20.3 Shared Parking | <u>7069</u> 68 |
| 3.20.4 Tandem Parking | <u>7069</u> 68 |
| 3.20.5 Bicycle Parking Requirements | <u>70</u> 69 |
| 3.20.6 Driveways | <u>717069</u> |
| 3.20.7 Loading Space Requirement | <u>71</u> 70 |
| 3.20.8 Residential Parking Requirements | <u>72</u> 71 |
| 3.20.9 Sight Lines | <u>72</u> 71 |
| 3.20.10 Vehicle Access Parking Space Standards | <u>737271</u> |
| 3.20.11 Barrier Free Parking Stalls | <u>7372</u> |
| 3.21 Relocation of Buildings | <u>7473</u> 72 |

| 3.22 Site Grading and Tree Clearing | <u>757473</u> |
|---|--------------------------|
| 3.22.1 Site Grading | <u>757473</u> |
| 3.22.2 Tree Clearing | <u>75</u> 74 |
| 3.23 Yards and Projections | <u>767574</u> |
| 3.23.1 Front Yard | <u>7675</u> 74 |
| 3.23.2 Projections | <u>77</u> 75 |
| 3.24 Other Uses | <u>78</u> 76 |
| PART 4.0 SPECIFIC USE REGULATIONS | <u>797877</u> |
| 4.1 Accessory Development and Accessory Buildings | 797877 |
| 4.1.1 Accessory Development | <u>797877</u> |
| 4.1.2 Accessory Buildings in Residential Land Use Districts | <u>797877</u> |
| 4.1.3 Other Land Use Districts | <u>8079</u> 78 |
| 4.2 Accessory Suites | <u>8079</u> 78 |
| 4.3 Alternative Energy Collecting and Storing Devices | <u>818079</u> |
| 4.3.1 Solar Energy Devices | <u>818079</u> |
| 4.3.2 Geothermal Energy Devices | <u>8180</u> 79 |
| 4.4 Bed & Breakfast Establishments | <u>8281</u> 80 |
| 4.5 Cannabis Retail Sales | <u>8281</u> 80 |
| 4.6 Communication Facilities | <u>8382</u> 81 |
| 4.7 Home Based Business | <u>8483</u> 82 |
| 4.7.1 General Provisions | <u>848382</u> |
| 4.7.2 Application for Home Based Business | <u>848382</u> |
| 4.7.3 Regulations for a Home Based Business 1 | <u>8584</u> 83 |
| 4.7.4 Regulations for Home Based Business 2 | <u>8584</u> 83 |
| 4.7.5 Regulations for a Home Based Business 3 | <u>8685</u> 84 |
| 4.8 Recreational Vehicle Storage | 87 86 85 |
| 4.9 Residential Sales Service | <u>8786</u> 85 |
| 4.10 Satellite Dish and Amateur Radio Antennae | <u>888786</u> |
| 4.11 Shipping Containers | <u>888786</u> |
| 4.12 Swimming Pools and Outdoor Hot Tubs | 89 8887 |

| 4.13 Temporary Buildings | 90 89 8 |
|---|------------------------------|
| PART 5.0 SIGNS | <u>919089</u> |
| 5.1 General Purpose | 919089 |
| 5.2 Sign Definitions | 919089 |
| 5.3 Applicability | 95949 |
| 5.4 Administration | 969594 |
| 5.4.1 Development Permit Requirements for Signs | <u>9695</u> 9 |
| 5.4.2 Conditions of Development Approvals for Signs | 97969 |
| 5.4.3 Variances | 97 96 9 |
| 5.5 General Regulations | <u>9897</u> 96 |
| 5.5.1 Copy Area Sign Calculation | 99989 |
| 5.5.2 Enforcement | 99989 |
| 5.5.3 Illumination | <u>100999</u> |
| 5.5.4 Maintenance | <u>100999</u> |
| 5.5.5 Signs Exempt from a Development Permit | <u>1011009</u> |
| 5.5.6 Sign Prohibitions | <u>1011009</u> |
| 5.5.7 Signs on Public Property | <u>10210110</u> |
| 5.6 Building Sign Development Standards | <u>10310210</u> |
| 5.6.1 Awning, Canopy or Under Canopy Sign | <u>10310210</u> |
| 5.6.2 Fascia Sign | <u>104103</u> 10 |
| 5.6.3 Integrated Roof Sign | <u>10510410</u> |
| 5.6.4 Painted Wall Sign and Murals | <u>10510410</u> |
| 5.6.5 Projecting Sign | <u>10610510</u> |
| 5.6.6 Window Sign | <u>10610510</u> |
| 5.7 Electronic Message Sign Regulations | <u>107106</u> 10 |
| 5.7.1 Electronic Message, Changeable Copy Sign | <u>107406</u> 10 |
| 5.8 Freestanding Sign Regulations | <u>10810710</u> |
| 5.8.1 Monument or Pylon Sign | <u>10810710</u> |
| 5.8.2 Neighbourhood Identification Sign | <u>11010910</u> |
| 5.8.3 Post Sign | <u>11010910</u> |
| 5.9 Other Sign Regulations | <u>11111010</u> 9 |

| 5.9.1 A-Frame Sign | <u>111110109</u> |
|---|---|
| 5.9.2 Bed & Breakfast Sign | <u>112111110</u> |
| 5.9.3 Custom Printed Insert Sign | <u>112111110</u> |
| 5.9.4 Directional Sign | <u>112111110</u> |
| 5.9.5 Flag Sign | <u>113112111</u> |
| 5.9.6 Home Based Business Sign | <u>113112111</u> |
| 5.9.7 Menu Board Sign | <u>113112111</u> |
| 5.10 Special Event Sign Regulations | <u>114113</u> 112 |
| 5.11 Temporary Sign Regulations | <u>114113</u> 112 |
| 5.11.1 Banner Sign | 115114113 |
| 5.11.2 Changeable Copy Sign, Manual and Portable Signs | <u>115114113</u> |
| 5.11.3 Construction Sign | <u>116115114</u> |
| 5.11.4 Future Development Sign | <u>117116115</u> |
| 5.11.5 Garage Sale Signs | <u>118117116</u> |
| 5.11.6 Inflatable Sign | <u>118117116</u> |
| 5.11.7 Show Home Sign | <u>118117116</u> |
| PART 6.0 LAND USE DISTRICTS | 120110119 |
| PART 0.0 LAND USE DISTRICTS | 120112110 |
| 6.1 Residential Single Dwelling Large District (R-1L) | |
| | <u>121120119</u> |
| 6.1 Residential Single Dwelling Large District (R-1L) | <u>121120119</u> 121 120 119 |
| 6.1 Residential Single Dwelling Large District (R-1L) 6.1.1 Purpose | 121 120 119 121 120 119 121 120 119 |
| 6.1 Residential Single Dwelling Large District (R-1L) 6.1.1 Purpose 6.1.2 Permitted and Discretionary Uses | 121 120 119 121 120 119 121 120 119 121 120 119 |
| 6.1 Residential Single Dwelling Large District (R-1L) 6.1.1 Purpose 6.1.2 Permitted and Discretionary Uses 6.1.3 District Regulations | 121 120 119 121 120 119 121 120 119 121 120 119 123122121 |
| 6.1 Residential Single Dwelling Large District (R-1L) 6.1.1 Purpose 6.1.2 Permitted and Discretionary Uses 6.1.3 District Regulations 6.2 Residential Single Dwelling Medium Lot District (R-1M) | 121120119 121120119 121120119 121120119 123122121 |
| 6.1 Residential Single Dwelling Large District (R-1L) 6.1.1 Purpose 6.1.2 Permitted and Discretionary Uses 6.1.3 District Regulations 6.2 Residential Single Dwelling Medium Lot District (R-1M) 6.2.1 Purpose | 121120119 121120119 121120119 121120119 123122121 123122121 123122121 |
| 6.1 Residential Single Dwelling Large District (R-1L) 6.1.1 Purpose 6.1.2 Permitted and Discretionary Uses 6.1.3 District Regulations 6.2 Residential Single Dwelling Medium Lot District (R-1M) 6.2.1 Purpose 6.2.2 Permitted and Discretionary Uses | 121120119 121420119 121420119 121420119 123122121 123422121 123422121 123422121 |
| 6.1 Residential Single Dwelling Large District (R-1L) 6.1.1 Purpose 6.1.2 Permitted and Discretionary Uses 6.1.3 District Regulations 6.2 Residential Single Dwelling Medium Lot District (R-1M) 6.2.1 Purpose 6.2.2 Permitted and Discretionary Uses 6.2.3 District Regulations | 121120119 121420119 121420119 121420119 123122121 123422121 123422121 123422121 123422121 |
| 6.1 Residential Single Dwelling Large District (R-1L) 6.1.1 Purpose 6.1.2 Permitted and Discretionary Uses 6.1.3 District Regulations 6.2 Residential Single Dwelling Medium Lot District (R-1M) 6.2.1 Purpose 6.2.2 Permitted and Discretionary Uses 6.2.3 District Regulations 6.3 Residential Single Dwelling Small Lot District (R-1S) 6.3.1 Purpose 6.3.2 Permitted and Discretionary Uses | 121120119 121120119 121120119 121120119 123122121 123122121 123122121 123122121 123122121 125124123 125124123 |
| 6.1 Residential Single Dwelling Large District (R-1L) 6.1.1 Purpose 6.1.2 Permitted and Discretionary Uses 6.1.3 District Regulations 6.2 Residential Single Dwelling Medium Lot District (R-1M) 6.2.1 Purpose 6.2.2 Permitted and Discretionary Uses 6.2.3 District Regulations 6.3 Residential Single Dwelling Small Lot District (R-1S) | 121120119 121120119 121120119 121120119 123122121 123122121 123122121 123122121 123122121 125124123 125124123 |
| 6.1 Residential Single Dwelling Large District (R-1L) 6.1.1 Purpose 6.1.2 Permitted and Discretionary Uses 6.1.3 District Regulations 6.2 Residential Single Dwelling Medium Lot District (R-1M) 6.2.1 Purpose 6.2.2 Permitted and Discretionary Uses 6.2.3 District Regulations 6.3 Residential Single Dwelling Small Lot District (R-1S) 6.3.1 Purpose 6.3.2 Permitted and Discretionary Uses | 121120119 121420119 121420119 121420119 123422121 123422121 123422121 123422121 125124123 125124123 125124123 |

| 6.4.2 Permitted and Discretionary Uses | <u>127126125</u> |
|---|------------------------------|
| 6.4.3 District Regulations | <u>127126125</u> |
| 6.5 Residential Multi-Dwelling District (R-2) | <u>130129</u> 128 |
| 6.5.1 Purpose | <u>130129</u> 128 |
| 6.5.2 Permitted and Discretionary Uses | <u>13012912</u> 8 |
| 6.5.3 District Regulations | <u>130129128</u> |
| 6.6 Residential Medium Density District (R-3) | <u>133132131</u> |
| 6.6.1 Purpose | <u>133432</u> 134 |
| 6.6.2 Permitted and Discretionary Uses | <u>133132</u> 131 |
| 6.6.3 District Regulations | <u>133132</u> 131 |
| 6.7 Residential High Density District (R-4) | <u>13513413</u> 3 |
| 6.7.1 Purpose | <u>135434</u> 133 |
| 6.7.2 Permitted and Discretionary Uses | <u>135134133</u> |
| 6.7.3 District Regulations | <u>13513413</u> 3 |
| 6.8 Residential Multi-Unit District (R-5) | <u>13713613</u> 5 |
| 6.8.1 Purpose | <u>13713613</u> 5 |
| 6.8.2 Permitted and Discretionary Uses | <u>137136135</u> |
| 6.8.3 District Regulations | <u>137136135</u> |
| 6.9 Commercial Central District (C-1) | <u>139138137</u> |
| 6.9.1 Purpose | 139138137 |
| 6.9.2 Permitted and Discretionary Uses | <u>139138</u> 137 |
| 6.9.3 District Regulations | <u>139138137</u> |
| 6.10 Commercial Highway District (C-2) | <u>14114013</u> 9 |
| 6.10.1 Purpose | <u>14114013</u> 9 |
| 6.10.2 Permitted and Discretionary Uses | <u>14114013</u> 9 |
| 6.10.3 District Regulations (C-2) | <u>142141140</u> |
| 6.11 Commercial Local District (C-3) | <u>143142141</u> |
| 6.11.1 Purpose | <u>143142</u> 141 |
| 6.11.2 Permitted and Discretionary Uses (C-3) | |
| 6.11.3 District Regulations (C-3) | <u>14314214</u> 1 |
| 6.12 Business Park District (C-4) | <u>145144</u> 143 |

| 6.12.1 Purpose | <u>145144143</u> |
|---|--|
| 6.12.2 Permitted and Discretionary Uses (C-4) | |
| 6.12.3 District Regulations (C-4) | 145144143 |
| 6.13 Commercial Mixed Use District (CMU) | <u>147146145</u> |
| 6.13.1 Purpose | <u>147146</u> 145 |
| 6.13.2 Permitted and Discretionary Uses (CMU) | <u>147146145</u> |
| 6.13.3 District Regulations (CMU) | <u>147146</u> 145 |
| 6.14 Industrial Light District (I-1) | <u>149148147</u> |
| 6.14.1 Purpose | <u>149148</u> 147 |
| 6.14.2 Permitted and Discretionary Uses (I-1) | <u>149148</u> 147 |
| 6.14.3 District Regulations (I-1) | <u>150149</u> 148 |
| 6.15 Industrial Heavy District (I-2) | <u>151150149</u> |
| 6.15.1 Purpose | <u>151450149</u> |
| 6.15.2 Permitted and Discretionary Uses (I-2) | <u>151150149</u> |
| 6.15.3 District Regulations (I-2) | <u>151150</u> 149 |
| 6.16 Public Facility District (PF) | <u>153152151</u> |
| 6.16.1 Purpose | <u>153152151</u> |
| 6.16.2 Permitted and Discretionary Uses (PF) | <u>153452</u> 151 |
| 6.16.3 Development Regulations (PF) | <u>153452</u> 151 |
| 6.17 Parks and Recreation District (PR) | <u>155154153</u> |
| 6.17.1 Purpose | <u>155154</u> 153 |
| 6.17.2 Permitted and Discretionary Uses (PR) | <u>155154</u> 153 |
| 6.17.3 | Development Regulations (PR) <u>155154153</u> |
| 6.18 Environmental Open Space District (EOS) | |
| 6.18.1 Purpose | <u>157456155</u> |
| 6.18.2 Permitted and Discretionary Uses (EOS) | |
| 6.18.3 Development Regulations (EOS) | <u>157456155</u> |
| 6.19 Urban Reserve District (UR) | <u>159158</u> 157 |
| 6.19.1 Purpose | <u>159158157</u> |
| 6.19.2 Permitted and Discretionary Uses (UR) | |

| 6.19.3 Development Regulations (UR) | <u>159158157</u> |
|--|------------------------------|
| 6.20 Agricultural District (AG) | <u>160159</u> 158 |
| 6.20.1 Purpose | <u>160159158</u> |
| 6.20.2 Permitted and Discretionary Uses (AG) | <u>160159</u> 158 |
| 6.20.3 Development Regulations (AG) | <u>160459</u> 158 |
| 6.21 Alderwood Close Overlay District | <u>162161160</u> |
| 6.21.1 Purpose | <u>162161160</u> |
| 6.21.2 Application | <u>16216116</u> 0 |
| 6.21.3 Alderwood Close Overlay Development Regulations | <u>162161160</u> |
| PART 7.0 DIRECT CONTROL DISTRICTS | <u>163162161</u> |
| 7.1 Purpose | <u>16316216</u> 1 |
| 7.2 Application | <u>16316216</u> 1 |
| 7.3 Uses | <u>16316216</u> 1 |
| 7.4 Regulations | <u>16316216</u> 1 |
| 7.5 Interpretation | <u>163162161</u> |
| SCHEDULE "A" | <u>164163</u> 162 |
| Direct Control District #3 (DC-3) | <u>164163</u> 162 |
| PART 8.0 SCHEDULES | <u>165164163</u> |
| Schedule A1 – Direct Control District #1 (DC-1) | <u>16516416</u> 3 |
| Schedule A2 – Direct Control District #2 (DC-2) | <u>166165164</u> |
| Purpose | <u>166165164</u> |
| Permitted Uses | <u>166165164</u> |
| Development Criteria | <u>166165164</u> |
| Development Standards | <u>166165164</u> |
| Schedule A3 – Direct Control District #3 (DC-3) | <u>16816716</u> 6 |
| Purpose | <u>168167166</u> |
| Permitted Uses | <u>16816716</u> 6 |
| Development Criteria | <u>168167166</u> |
| Development Standards | <u>168167166</u> |
| Schedule A4 - Parking Pads | <u>170169168</u> |

| PART 9.0 LAND USE DISTRICT MAP | <u>171170169</u> |
|--------------------------------|-----------------------------|
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

PART 1.0 INTERPRETATION OF THIS BYLAW

1.1 Title

a) That this Bylaw shall be cited as the 'Land Use Bylaw' for the Town of Blackfalds.

1.2 Bylaw Content

a) This Land Use Bylaw consists of all of the Parts outlined, including all Schedules and Maps.

1.3 Repeal of This Bylaw

- a) Land Use Bylaw 1198/16, the Land Use District Maps, and any amendments thereto, are hereby repealed and shall cease to have effect on the day that this Bylaw comes into force.
- b) The effective date that this Bylaw shall come into force upon the date of its third reading.

1.4 Transitional Provision

- a) An application for subdivision or Development Permit which is deemed complete on or after the effective date of the Bylaw shall be evaluated under the provisions of this Bylaw.
- b) An application for subdivision or Development Permit which is deemed complete, pursuant to sections 2.20 and 2.11 respectively, prior to the coming into force of this Bylaw shall be evaluated under the provision of the Town of Blackfalds Land Use Bylaw 1198/16 as amended; or under this Bylaw at the discretion of the applicant, the Development Authority, or the Subdivision Authority.
- c) An application to amend the Town of Blackfalds Land Use Bylaw 1198/16 that has not been given third reading by Council prior to the coming into force of this Bylaw shall be considered by Council pursuant to this Bylaw and any other relevant planning consideration.

1.5 Reference to Other Legislation

 a) Any reference in this Bylaw to other legislation or documents shall be a reference to the Bylaw or legislation then in effect and shall include all amendments and any successor legislation.

Page | 1

1.6 Purpose

- a) Pursuant to section 640 of the R zsmmtfttt{jwsr jsykrhythe purpose of this Bylaw is to regulate and control the use and Development of land and Buildings within the boundaries of the Town of Blackfalds, to ensure the orderly Development of land and to:
 - i) divide the Town into Land Use Districts;
 - ii) prescribe and regulate Permitted and Discretionary Uses for each Land Use District;
 - iii) establish Development standards and specific Land Use regulations;
 - iv) provide the method of making decisions on applications for Development Permits, issuing Development Permits, along with how and who notice of the issuances of a Development Permit is given; and
 - v) provide information on the process of appealing Development decisions.

1.7 Compliance with Other Legislation

a) The requirements of this Land Use Bylaw does not exempt any person from compliance with any federal, provincial, or municipal legislation, regulation, code or statute.

1.8 Language and Interpretation

- a) In this Bylaw:
 - words in singular include the plural and words in the plural include the singular, where the context requires;
 - ii) words used in the present tense include the other tenses and derivative forms;
 - iii) words using masculine gender include feminine gender and, words using feminine gender include masculine gender;
 - iv) words in either gender include corporations;
 - v) 'shall', 'must' and 'required' are to be construed as a compulsory obligation; subject to the variance provisions of this Bylaw pursuant to the R LF;
 - vi) 'may' is to be interpreted as permissive and empowering;
 - vii) 'should' is an operative word which means that, in order to achieve municipal goals and objectives, it is strongly advised that the action be taken. Exceptions may be made only under extenuating circumstances;
 - viii) words, phrases, and terms not defined in this Bylaw may be given their definition in the R LF. Other words shall be given their usual and customary meaning;
 - ix) a 'person' includes an individual, partnership, association, corporation, firm, trustee, executor, administrator, and legal representative of a person; and
 - an 'individual' does not include a corporate or other type of persons who are not human beings.

1.9 Illustrations and Measurements

a) Drawings and graphic illustrations are provided to assist in interpreting and understanding the Bylaw. Where a conflict or inconsistency exists between a drawing and the remainder of the Bylaw, the text shall prevail.

b) Measurements:

- i) whenever metric measurements are presented in the Bylaw, metric values are used and shall take precedence. Imperial equivalents provided, in parenthesis, are approximate and intended for information only.
- ii) where a measurement or an amount is calculated based on a rate or ratio, the required measurement or amount may be rounded to the nearest whole number. Where a requirement states a specific measurement with a decimal place, the requirement found in this Bylaw stands and shall not be rounded.

1.10 Purpose Statements

a) The purpose statements in each Land Use District are included to describe the intent of the Land Use District. The use and Development activity with each Land Use District should reflect its purpose.

1.11 Severability

a) If any portion of the Bylaw is held to be invalid by a decision of a court of the competent jurisdiction, that decision does not affect the validity of the remaining portions of this Bylaw.

1.12 Establishment of Supplementary Regulations

 a) General Regulations as set forth in Part 3, and Specific Use Regulations as set forth in Part 4, are hereby adopted by reference to be part of this Bylaw, and to be amended in the same manner as any other part of this Bylaw.

1.13 Establishment of Land Use Districts

- For the purpose of this Land Use Bylaw the Town is divided into the following Land Use Districts:
 - Residential Single Dwelling Large Lot District (R-1L)
 - Residential Single Dwelling Medium Lot District (R-1M)
 - Residential Single Dwelling Small Lot District (R-1S)
 - Residential Manufactured Home Park District (R-MHP)

- Residential Multi Dwelling District (R-2)
- Residential Medium Density District (R-3)
- Residential High Density District (R-4)
- Residential Multi Unit District (R-5)
- Commercial Central District (C-1)
- Commercial Highway District (C-2)
- Commercial Local District (C-3)
- Business Park District (C-4)
- Commercial Mixed Use District (CMU)
- Direct Control District (DC)
- Direct Control District #2 (DC-1)
- Direct Control District #2 (DC-2)
- Direct Control District #3 (DC-3)
- Industrial Light District (I-1)
- Industrial Heavy District (I-2)
- Public Facility District (PF)
- Parks and Recreation District (PR)
- Environmental Open Space District (EOS)
- Urban Reserve District (UR)
- Agricultural District (AG)
- Alderwood Close Overlay District
- b) Land Use District boundaries are as delineated in Part 9 of this Bylaw, on the Land Use District Maps. All Roads, watercourses and lakes are excluded from the Land Use Districts.
- c) Where the location of Land Use District boundaries on the Land Use District Maps is not clearly understood, the following rules shall apply:
 - a boundary shown as approximately following a Parcel boundary shall be deemed to follow the Parcel boundary;
 - ii) a boundary which does not follow a Parcel boundary shall be located by measurement of the Land Use District Maps; and
 - iii) a boundary location which cannot be satisfactorily resolved shall be referred to Council for an official interpretation.

1.14 Definitions

- a) Where a specific use applied for generally conforms to the wording of 2 or more defined uses, the Development Officer shall determine the appropriate use type based on the character and purpose of the proposed Development.
- b) Definitions specifically relating to Signs are listed in Part 5 of this Bylaw.
- c) The following words and terms and phrases, occurring in this Bylaw have the following meanings:

ACCESSORY BUILDING means a detached Building naturally or normally incidental, subordinate to the Principal Building on the same Lot or site. Accessory Buildings are not intended to support any occupancy. Typical Accessory Buildings include detached Garages, sheds, gazebos, and garden sheds or Greenhouse, Minor. An Accessory Building does not include a tarp or Canvas Covered Structure.

ACCESSORY SUITE means a Development consisting of a Dwelling located within, and accessory to, a Structure in which the Principal Use is a Detached Dwelling. An Accessory Suite has a Kitchen, sleeping and sanitary facilities which are physically separate from those of the Principal Dwelling within the Structure. An Accessory Suite also has an entrance separate from the entrance to the Principal Dwelling either from a common indoor landing or directly from the side or rear of the Structure. This use includes the Development or conversion of Basement space or above Grade space to a separate Dwelling or the addition of new floor space for an Accessory Suite to an existing Detached Dwelling. The use does not include an Apartment, Duplex, Group Home, Boarding or Lodging House, Row Housing or included within a Multiple Housing Development.

ACCESSORY USE means a use naturally or normally incidental, subordinate and exclusively devoted to the Principal Use and located on the same Lot or Parcel.

ADJACENT LAND means land that is contiguous to a Parcel of Land that is being subdivided or redesignated and includes land that would be contiguous if not for a Highway, Road, river or stream and any other land identified in a Land Use Bylaw as Adjacent Land for the purpose of notification, in accordance with the R LF3

ADULT ENTERTAINMENT means a live or recorded performance for an audience that shows or displays nudity or partial nudity of any person in a sexually explicit or suggestive manner which are performed or shown as a Principal Use or an Accessory Use to some other business activity.

AGENT means the person who is not the Owner but may be allowed to apply for a Development Permit on the Owner's behalf.

AGRICULTURAL BUILDING means a Structure associated with and generally essential to an agricultural operation. Such Structures may include the following: machine sheds, storage sheds, grain bins, silos, animal housing and/or feeding facilities, corrals, pens, and other accessory farm Structures.

AGRICULTURE means the raising crops or rearing of livestock, either separately or in conjunction with one another. This may include apiculture, aquaculture and vermiculture. An agricultural operation does not include, intensive or not, livestock operations as defined under Fogrjwyff FlwthzqzwffTujwfytsWwfhythjx等hyth75552as amended, or cultivation, growing, production and/or distribution of Cannabis.

ALTERNATIVE ENERGY COLLECTING AND STORING DEVICES means infrastructure designed to convert or store electrical or thermal energy. Where Structures are required to support the infrastructure, the Structures may require a Permit.

AMENITY SPACE means a space designed for active or passive recreational use that is provided for the use of occupants of a Development.

ANIMAL BOARDING OR BREEDING FACILITY means a Development where domestic animals, not generally owned by the occupant or operator of the premises, are kept for the grooming, overnight, housing, exercising, or training. Additional uses may also include breeding, purchase, or sale of domestic animals and the accessory retail sale of goods associated with domestic animal care. An Animal Boarding or Breeding Facility does not include a Residential Kennel.

APARTMENT means a residential Building with shared outside entrance(s), consisting of at least 3 Dwellings. An Apartment does not include Row Housing, a Duplex or Stacked Row Housing.

APPEAL BODY means the Subdivision and Development Appeal Board or the Land and Property Rights Tribunal, in accordance with the RLF.

ASSISTED LIVING FACILITY means a Building, or a portion of a Building, operated for the purpose of providing live-in accommodation for 6 or more persons with chronic or declining conditions requiring professional care or supervision or ongoing medical care, nursing, or homemaking services or for persons generally requiring specialized care.

응

AREA STRUCTURE PLAN means a Statutory Plan adopted by Council to provide long range land use planning for areas of undeveloped land within the Town, in accordance with the R LF3%

AUCTION FACILITY, NO LIVESTOCK means a Development for the temporary storage of goods, which are to be sold on the premises by public auction.

AUCTION FACILITY, LIVESTOCK means the Development for the purpose of an auction facility that stores and auctions livestock.

AUTOBODY REPAIR AND PAINT SHOP means a Development where motor vehicles undergo body repair and painting.

AUTOMOBILE SALES AND RENTAL means a Development used for the sale and rental of motor vehicles but does not include Recreational Vehicle Sales, Rental and Service or an Autobody Repair and Paint Shop.

AUTOMOTIVE SERVICE means a Development for the service and maintenance of motor vehicles, where general automotive repairs, the incidental replacement of parts, maintenance, lubricating oils, and other automotive fluids are provided. This use does not include an Automobile Sales and Rental, Autobody Repair and Paint Shop, Gas Bar or Car Wash. This use may include an Open Storage Yard where an outdoor storage yard is listed as a use.

BASEMENT means that portion of a Building or Structure which is wholly or partially below Grade, the ceiling of which does not extend more than 1.8 m (5.9 ft) above finished Grade.

BED & BREAKFAST means an Accessory Use that forms a business in a single Detached Dwelling where short-term overnight accommodations and meals are provided. This Use does not include a Boarding or Lodging Facility, Hotel or Motel.

BOARDING OR LODGING HOUSE means a Building, or portion of a Building without individual suites operated for the purpose of providing live-in accommodation (either room for rent or room and board), not exceeding more than 5 residents. This does not include Hotels, Motels, or a Bed & Breakfast establishment.

BODY OF WATER means a permanent and natural occurring water body or a naturally occurring river, stream, watercourse, or lake.

BREWPUB means an establishment where food is served and where beer, wine and/or alcoholic spirits are produced on-site for consumption within the premises and for retail sale and where the small-scale production and production and packaging of alcoholic and non-alcoholic beverages takes place and includes distribution, retail, or wholesale, on or off the premises. A Brewpub requires provincial authorization to produce, package and distribute alcohol.

BUILDING includes anything constructed or placed on, in, over or under land, but does not include a Highway or Road or a bridge that forms part of a Highway or Road.

BUILDING HEIGHT means the vertical distance at the final Grade measured from the average of a minimum 4 points located at the edge of the foundation, as determined by the Development Authority, to the highest point of the Building.

BUILDING SUPPLY AND LUMBER OUTLET means a Building or Structure in which building, or construction and home improvement materials are offered or kept for retail sale and may include the fabrication of certain materials related to home improvement. A Building Supply and Lumber Outlet may contain an Outdoor Display Area of lumber products.

BULK FUELING DEPOT means Development for the bulk storage and distribution of petroleum.

BUS DEPOT means a use providing for the departure and arrival of passengers and freight carried by bus.

BUSINESS SUPPORT SERVICE means a Development used to provide any of the following services: printing, duplicating, binding or photographic processing, office maintenance or custodial services, administrative services, security services, sales, service or rental of business equipment, cellular phones and fax machines and advertising.

CAMPGROUND means a Development which has been planned and improved for seasonal accommodation in tents and/or Recreational Vehicles. A Campground includes related Accessory Buildings, administrative Offices, washrooms and shower facilities, playgrounds, laundry facilities, firewood storage, water supply, sewage disposal facilities, waste collection facilities, recycling facilities and may also include day use areas.

CANNABIS means Cannabis as defined in the Hfssfgx%Fhy%Hfsfif. and its regulations, as amended.

CANNABIS PRODUCTION AND DISTRIBUTION means a Development where Cannabis is produced, as defined in the Hfssfgn\rightarrow

CANTILEVER means the portion of a Building which projects to provide additional livable interior space, and which has no foundation or supports below. This does not include a balcony.

CANVAS COVERED STRUCTURE means a temporary Structure which the roof and/or 1 or more of the walls is made of canvas, fabric or tarp covered membrane.

CAR WASH means a containing facility for a self-service Car Wash or washing light duty motor vehicles by production line methods which may include a conveyor system or similar mechanical devices.

CARPORT means a roofed Structure either free standing or attached to a Building, which is not enclosed on the front and at least 1 side, to shelter parked vehicles.

CEMETERY means a Parcel that is set apart or used as a place for the burial of dead human bodies or other human remains or in which dead human bodies or other human remains are buried.

COMMERCIAL SCHOOL means a privately funded Development for the training, instruction, and certification in a specific trade, skill, or service for the financial gain of the person owning the School.

COMMERCIAL SERVICE FACILITY means a Development in which commercial services related to the day-to-day needs of customers are provided and which may include the sale of associated products and an Office incidental to the Principal Use.

COMMUNICATION FACILITY or COMMUNICATION TOWERS means any facility or tower used to provide a broad range of communication services through the transmitting, receiving, or relaying of voice and data signals such as radio, cellular, broadcast, and wireless data.

COMMUNITY FACILITY means a Development for use by the public or public/private groups for cultural or community activities.

CONCRETE PLANT, MAJOR means a permanent Development that is used for the processing, manufacturing, recycling, and sale of concrete, and includes facilities for the administration or management of the Development, the stockpile of bulk materials used in the production process or of finished products manufactured on-site and the storage and maintenance of required equipment.

CONCRETE PLANT, MINOR means a portable Structure that is used for the processing, manufacturing, recycling, and sale of concrete, and includes facilities for the administration or management of the Structure, limited stockpile of bulk materials used in the production process or of finished products manufactured on-site and the storage and maintenance of required equipment.

CONSERVATION means prevention of wasteful use of a resource or the care and protection of resources

CONTRACTOR OPERATION, MAJOR means a Development used for commercial and industrial service support and construction which require on-site storage space for materials, mobile equipment, or vehicles normally associated with the contractor service. Any sales, display, Office, or technical support service areas shall be Accessory to the Principal general contractor use.

CONTRACTOR OPERATION, MINOR means a Development used for the provision of contractor services provided primarily to individual households. Accessory sale of goods normally associated with the contractor services are kept within an enclosed Building. There are no accessory manufacturing activities or fleet storage of more than 4 vehicles.

CORNER LOT means a Lot located at the intersection of 2 Roads, other than a Lane.

COUNCIL means the Council of the Town.

DANGEROUS GOODS means dangerous good as defined in the Fogjwf%rwj\tij%

DAYCARE, MAJOR means a commercial use intended to provide care or supervision and may include learning services for more than 6 persons during the day or evening which is authorized by the Province of Alberta.

DAYCARE, MINOR means an Accessory Use intended to provide care or supervision and may include learning services for less than 6 persons during the day or evening.

DECK means an uncovered horizontal Structure with a surface height greater than 0.6 m (1.97 ft) above Grade at any point and intended for use as a private outdoor Amenity Space.

DENSITY means the maximum allowable number of Dwellings and Live Work Units on a site, expressed as Dwellings per hectare, but does not include Accessory Suites.

DESIGNATED OFFICER means a Designated Officer in accordance with the R LF3

DETACHED DWELLING means a self-contained Building or a portion of a Building consisting of 1 or more rooms operated or intended to be operated as a residence for a household and contains a Kitchen, living, sleeping and sanitary facilities and has an independent entrance from the outside of the Building.

DEVELOPMENT means:

- a) an excavation or stockpile and the creation of either of them,
- b) a Building or an addition to or replacement or repair of a Building and the construction or placing of any of them on, in, over, or under land.
- c) a change of Use of land or Building or an act done in relation to land or a Building that results in or is likely to result in a change in the Use of the land or Building, or
- a change in the intensity of Use of land or a Building or an act done in relation to land or Building that results in or is likely to result in a change in the intensity of Use of the land or Building

DEVELOPMENT AUTHORITY means:

- a) A person appointed as a Development Officer under this Bylaw; and/or
- b) The Municipal Planning Commission; and/or
- c) Council.

DEVELOPMENT OFFICER means a person appointed as a Development Officer pursuant to this Bylaw

DEVELOPMENT PERMIT means a document that is issued under a Land Use Bylaw and authorizes a Development.

DISCRETIONARY USE means those uses of land or Buildings for which a Development Permit may be issued only at the discretion of the Development Authority.

DISTRIBUTION FACILITY means a Development where the Principal Use is for temporary storage and the receiving and redistribution of goods.

DOWNTOWN REVITALIZATION PLAN means a redevelopment plan for the Town's Downtown, that was adopted by Council in accordance with the R LF3

DRINKING ESTABLISHMENT means a Development where the primary purpose of which is the sale of alcoholic beverages for consumption on the premises and the secondary purposes of which may include entertainment, dancing, the preparation, and sale of food for consumption on the premises, takeout food services, and the sale of alcoholic beverages for consumption away from the premises. A Drinking Establishment includes any establishment in respect of which a "Class A" liquor license, has been issued and where minors are prohibited at any time. This use does not include Adult Entertainment.

DRIVEWAY means the connection from an on-site parking area to an access and does not include the area used as a Walkway.

DRIVE-THROUGH BUSINESS means a Development which services customers who remain in their vehicle while business is conducted.

DUPLEX means a Building that contains 2 Dwellings separated either by a common party wall extending from foundation to roof and/or by a common ceiling/floor assembly, with each Dwelling having its own separate entrance to the exterior. A Duplex Dwelling does not include an Accessory Suite

DWELLING means a self-contained Building or a portion of a Building consisting of 1 or more rooms operated or intended to be operated as a residence for a household and contains a Kitchen, living, sleeping and sanitary facilities only for that unit.

EASEMENT means an Easement, interest, or right held by a municipality for the purpose of locating the system or works of a municipal Public Utility.

ELECTRIC VEHICLE CHARGING STATION means infrastructure that supplies energy for the recharging of plug-in electric vehicles.

FACADE means the exterior wall of a Building exposed to public view or a wall viewed by persons not within the Building.

FARM EQUIPMENT SALES AND SERVICE OUTLET means a Development used for the sale, rental, service or repair of machinery and equipment typically used in agricultural operations. Such a Development may contain an Office, Accessory Buildings, and outdoor storage and display of machinery and equipment.

FARMER'S MARKET means the business of conducting a public market at which various vendors lease a stall or space which is situated at a location approved by the Town.

FLANKING SIDE PROPERTY LINE means, in the case of a Corner Lot, the longest Property Line that abuts a Street.

FLANKING SIDE YARD means a Side Yard abutting the Street on a Corner Lot. The Flanking Side Yard is determined by the horizontal dimension measured from a Flanking Side Property Line at a right angle to the nearest point of a wall or any Building or Structure on the Lot.

FLOOR AREA means the total area of all floors in a Building, measured between the interior faces of the exterior walls of the Building at each floor level.

FLOOR AREA RATIO means the numerical value of the gross Floor Area on all levels of all Buildings on a Lot, divided by the area of the Lot.

FOOD PROCESSING & MANUFACTURING FACILITY means a commercial Development in which food or beverage products, or both are manufactured, produced, or otherwise prepared for human consumption but not consumed on the Parcel. This may include an Office and retail component; however, this retail component shall be Accessory to the Principal Use. This does not include Food Service, Restaurant.

FOOD SERVICE, RESTAURANT means a Development where the primary purpose is the preparation and sale of food for consumption on the Parcel, and the secondary purposes may include the sale of alcoholic or non-alcoholic beverages incidental to the meal, takeout food or Drive-Through services and catering. A Restaurant does not include a Drinking Establishment but

does include any premises in respect of which a "Class A" liquor license has been issued and where minors are not prohibited by the terms of the license.

FRONT PROPERTY LINE means:

- a) in the case of an Interior Lot, a Lot Line separating the Lot from the Road;
- b) in the case of a Corner Lot, a Lot Line separating the narrowest Road Frontage of the Lot from the Road not including a corner rounding or corner cut;
- c) in the case of a double fronting Lot, the front Lot Line shall be determined by the Development Officer based on the location of the access and the orientation of other Development on the block.

FRONTAGE means the linear length of the Front Property Line measured at the Front Yard Setback. If there is no approved Building on the Lot, the Frontage is measured at the minimum Front Yard Setback.

FRONT YARD means the portion of a Lot or site abutting the Front Property Line extending across the full width of the Lot or site, situated between the Front Property Line and the nearest wall of the Principal Building, not including Projections. Where there is no Principal Building, the Front Yard shall be determined at the minimum Front Yard prescribed in the Land Use District the Parcel is located on.

FUNERAL HOME WITH CREMATORIUM means a use which provides for the arrangement of funerals, the holding of funeral services, and the preparation of the dead for burial or cremation and includes 1 or more cremation chambers used to reduce human bodies to ashes by heat.

FUNERAL HOME WITHOUT CREMATORIUM means a Use which provides for the arrangement of funerals, the holding of funeral services, and the preparation of the dead for burial or cremation but does not include a Crematorium or cremation chamber.

GARAGE means an Accessory Building or part of a Principal Building designed and used primarily for the storage of motor vehicles.

GAS BAR means a Parcel or portion thereof used for the sale of petroleum products and incidental auto accessories.

GRADE means the ground elevation established by the Building Grade certificate and/or Site Grading plan.

GREENHOUSE, MAJOR means a commercial use of the Development primarily for the raising, storage and sale of produce, bedding, household, ornamental plants, and related material such as tools, soil, and fertilizers. The main part of the Building must be plant-related, and any aggregate

sales shall be a minor Accessory component only. This does not include a Cannabis Production & Distribution Facility.

GREENHOUSE, MINOR means a use of an Accessory Building for the raising and storage of produce, bedding, household, or ornamental plants.

GROUP HOME means a Building or part of a Building used for residents who may require daily or frequent professional care or supervision. The character of the use is that the occupants live together as a single house keeping group and use a common Kitchen. This Use does not include Boarding or Lodging Houses.

HARD SURFACE means a durable ground surface constructed of cast-in-place concrete, brick, concrete unit pavers, stone, asphalt, or similar materials.

HEALTH SERVICES means a Development for which Principal Use is for the provision of physical and mental Health Services on an outpatient basis. Services may be of a preventative, diagnostic, treatment therapeutic, rehabilitative, or counselling nature.

HEIGHT, see BUILDING HEIGHT

HEAVY EQUIPMENT ASSEMBLY, SALES AND SERVICE means a Development used for the assembly, sales, service, cleaning or repair of heavy vehicles, machinery, or mechanical equipment.

HEAVY MANUFACTURING AND PROCESSING means the manufacture of products, the process of which generates fumes, gases, smokes, vapours, vibrations, noise or glare, or similar Nuisance factors which have a high probability of occurring.

HEAVY VEHICLE AND EQUIPMENT WASH FACILITY means a commercial facility for cleaning the interior and exterior of commercial trucks. In the case of oilfield tanker trucks, washing the interior of the tank requires adherence to the Htij%kWwhjkkwhjkkwkfspjwkwkfspjwkfkmjx%JUJF.

HIGHWAY means a provincial Highway under the Mrlm | f~xXj{jqur jsyXsiXJwtyjhyxts&hy3

HOME BASED BUSINESS means the Accessory Use to a Principal Dwelling or (where applicable, Accessory Building or site or combinations thereof) by at least 1 resident of the Dwelling for a business activity that results in a product or service.

HOME BASED BUSINESS 1 means the Accessory Use of a Principal Dwelling by a resident of the Dwelling to conduct an occupation, profession or craft which shall not generate additional traffic and is not detectable from the outside of the Dwelling. A Home Based Business 1 shall not require any Signs, a Home Based Business Vehicle, or a non-resident employee.

HOME BASED BUSINESS 2 means the Accessory Use of a Principal Dwelling by a resident of the Dwelling to conduct an occupation, profession or craft which may generate more than 1 business associated visit per day and not employ a non-resident employee. A Home Based Business 2 may require 1 Home Based Business Vehicle.

HOME BASED BUSINESS 3 means the Accessory Use of a Principal Dwelling and an Accessory Building or site, or combinations thereof, by at least 1 resident of the Dwelling to conduct an occupation, profession or craft which may generate more than 1 business associated visit per day. A Home Based Business 3 may require a Home Based Business Vehicle, Heavy and may employ a maximum of 1 non-resident employee.

HOME BASED BUSINESS VEHICLE means any vehicle less than 5,500 kg or trailer that is used in the operation of the home business that is normally maintained, parked, or stored on the Lot of the home business. Items or equipment transported to and from the site of the Home Based Business in the box of a truck or on a trailer are not considered to be a Home Based Business Vehicle.

HOME BASED BUSINESS VEHICLE, HEAVY means any vehicle 5,500 kg or heavier that is used in the operation of the home business that is normally maintained, parked, or stored on the Lot of the home business. Items or equipment transported to and from the site of the home business in the box of a truck or on a trailer are not considered to be a Home Based Business Vehicle, Heavy.

HOME EDUCATION PROGRAM means a Home Education Program in accordance with the Jizhfyts%hy%7567.263 amended.

HOTEL means the provision of rooms or suites in a commercial Development for temporary sleeping accommodation where the rooms have access from a common interior corridor and may be equipped with individual Kitchen facilities. This may include an Accessory Food Service, Drinking Establishment, meeting room, and/or Commercial Service Facility.

INDUSTRIAL BUSINESS SERVICE means a Development for supplying goods, materials, and/or services that support agricultural uses, whether retail, wholesale, or in bulk. This may include such goods and services as sale and storage of seeds, feeds, fertilizers, chemical products, fuels, lubricants, parts or the rental, sale, repair and servicing of farm machinery and equipment but does not include the buying or selling of farm produce or animals.

INDUSTRIAL TRAINING SCHOOL means a privately funded Development for the training, instruction, and certification in a specific industrial trade.

INFORMATION CENTRE means a Building where the Principal Use involves informing the public about the services and programs provided by the centre and educating individuals or groups on the natural, historical, and cultural features of the area.

INTERIOR LOT means a Lot other than a Corner Lot.

KITCHEN means facilities for the preparation or cooking of food.

LAND USE BYLAW means a Land Use Bylaw adopted by Council in accordance with the R LF3

LAND USE DISTRICT means a Land Use District established under this Bylaw.

LANDSCAPING means the preservation or modification of the natural features of a Parcel through the placement or addition of any or a combination of trees, shrubs, plants, lawns, ornamental plantings, bricks, pavers, shale, and/or crushed rock. This does not include monolithic concrete and asphalt (i.e., Patios, Walkways, and paths) and architectural elements (i.e., decorative fencing, walls, or sculptures).

LANDSCAPING SALES means the use of a Parcel, Building or Structure or part thereof, for the purpose of selling Landscaping materials. Landscaping Sales may also include the indoor storage and sale of small tools and lawn and garden equipment as an Accessory Use.

LANDSCAPING SALES AND SERVICE means the use of a Parcel, Building or Structure, or part thereof, for the purpose of selling Landscaping materials. This does not include a Greenhouse, or a business engaged in the sale of lawn and garden equipment.

LANE means a public thoroughfare which provides a secondary means of access to a Parcel or Parcels, and which is registered in a land titles office.

LIGHT EQUIPMENT SALES, SERVICE AND RENTAL SHOP means a Development where small industrial, commercial, and residential equipment is kept for rental to the public.

LIVE WORK UNIT means a Building containing a Dwelling in combination with a commercial unit which is utilized by the resident(s) and up to 3 non-resident employees. This may include separate entrances for the commercial and residential portion of the Building with an internal passage between. The Dwelling shall be considered above, to the side or rear of a commercial component. The commercial Use shall not detract from the residential character or appearance of the Dwelling and shall not create a Nuisance. This does not include Health Service, Pawnshop, Food Service, Restaurant, Retail, Cannabis, a Home Based Business 1, a Home Based Business 2, or a Home Based Business 3.

LOADING SPACE means an on-site parking space reserved for temporary parking for the purpose of loading or unloading goods and materials.

LOT means a Lot in accordance with the R LF3

LOT AREA means the total area within the Lot Lines.

LOT LINE means the legally defined boundary of any Lot.

LOT WIDTH means the distance between the midpoints of the side Lot Lines. In the case of an irregularly shaped Lot such as a pie Lot, the Width shall be the distance between the Side Lot Lines at 9.0 m (29.53 ft) from the Front Lot Line; or where Lot Width cannot be reasonably calculated by these methods, the Development Officer shall determine the Lot Width having regard to the access, shape and buildable area of the Lot, and Adjacent Lots.

MANUFACTURED HOME means a prefabricated Dwelling that meets Hfsfirfs%Xyfsifwix% Fxxthrfyts%HXF. standards and is transportable and may be towed in 1 or more sections to be joined into 1 Dwelling on the Parcel. Where there is an undercarriage, it shall be skirted. A Manufactured Home does not include a Modular Home or a Moved-in Dwelling. A Manufactured Home cannot accommodate an Accessory Suite.

MANUFACTURED HOME PARK means a Development for Manufactured Homes not having a registered plan of subdivision of individual Lots for rent.

MANUFACTURED AND MODULAR HOME SALES AND SERVICE means a Development providing for the sale, rental, lease, or service of Manufactured or Modular Homes.

MATTERS RELATED TO SUBDIVISION AND DEVELOPMENT REGULAION means the R fwjwk% Widvii&t&zginfxxts&si&i{idur jsv&jlzdvts%FW%947577, as amended%

MGA means Ymj% zsimuffLt{jwsr jsyFhy being HmfuyjwR 27;, of the Wj{xzji%yfyzyjx%kF@gjwf% 7555. as amended.

MIXED USE DEVELOPMENT means a multi storey Building designed for more than 1 type of land Use on the same Parcel. In these Developments, residential Uses shall not be on the same floor as commercial Uses and shall not be on the ground floor.

MODULAR HOME means finished section(s) of a complete and unoccupied Dwelling, built at an off-site manufacturing facility for transport to a Lot for installation on a Permanent Foundation and which conforms to the Fogjwf&znqinsl%tij. "Finished" means fully enclosed on the exterior and interior but may not include interior painting, taping, installation of cabinets, floor covering, fixture or heating system. This does not include a Manufactured Home, Building, Moved-in Dwelling, or a Recreational Vehicle.

MOTEL means a Development for which the Principal Use is to provide temporary sleeping accommodation in rooms or suites, where the rooms each have direct access to the exterior of the

Commented [JT1]: Amendment #2.1

Building and convenient access to on-site parking. A Motel may include additional services such as restaurants, meetings rooms and recreational facilities.

MOVED-IN BUILDING means a Building that has been assembled and/or utilized off-site and which is to be moved to another site. This use does not include Moved-in Dwelling.

MOVED-IN DWELLING means a previously existing, established, and occupied Dwelling, which is removed from 1 Parcel and then transported and re-established on another Parcel. A Moved-in Dwelling does not include a Manufactured Home, Modular Home, Recreational Vehicle, and any similar vehicles that are neither intended for permanent residential habitation nor subject to the current provincial building requirements.

MOVING STORAGE PODS means a movable container placed on a Parcel for no longer than 7 days for the purpose of storing or moving residential goods.

MULTIPLE HOUSING DEVELOPMENT means 2 or more Buildings containing Dwellings, located on a Parcel of Land, where all the Buildings, recreation areas, vehicular areas, Landscaping, and all other features have been planned as an integrated Development. Multiple Housing Developments cannot accommodate Accessory Suites.

MUNICIPAL SHOP AND STORAGE FACILITY means the facility used by the Town for the storage of materials used in fulfilling its various functions and the housing and repair of its equipment.

MUNICIPAL TAG means a form of ticket prescribed by the Town for a Bylaw offense providing a person with the opportunity to pay an amount to the Town in lieu of prosecution.

MUNICIPAL USES means the use of a Parcel or Building which is owned or leased by the Town.

NATURAL AREA means natural, sensitive, or scenic lands set aside for the conversion of natural features or areas of cultural or scenic value, which are intended to be kept in a natural state with limited Development.

NUISANCE means anything that, in the opinion of the Development Authority, may cause adverse effects to the amenities of the neighbourhood or interfere with the normal enjoyment of Adjacent Land or Building. This could include that which creates or is liable to create noise, vibration, smoke, dust, odour, heat, electrical interference, glare, light, fumes, fire, explosion, or any other hazard to health or safety, and unsightly or unsafe storage of goods, salvage, junk, waste, or other materials.

OFF HIGHWAY VEHICLE means Off-Highway vehicle as defined in the YwEkkhatfkjy-智hy being Hmfuyjwa2;, of the Wj{xji*xyfyzyjx*kægjwyf\$7555, as amended.

OFFICE means a Development primarily for the provision of professional, management, administrative, consulting, or financial services, in a non-residential setting.

OFF-STREET PARKING means parking required on the lands where the Use of Building is situated.

OPEN SPACE means public lands that provide social and environmental benefit and may include outdoor infrastructure that provides an identity or sense of place for the community. Open space may include landscaped areas, Natural Areas, active and passive recreational areas, and outdoor community gathering spaces.

OPEN STORAGE YARD means the Principal Use of land for the storage of products, goods, or equipment.

OUTDOOR DISPLAY AREA means use for the outdoor display of goods, products, materials, or equipment intended and allowed to be sold or rented on a site.

OUTDOOR FABRICATION UNIT means an Accessory Use that involves small Structures, not on Permanent Foundations for use by mobile tradespersons for the assembly, manufacturing, or fabrication of equipment.

OUTLINE PLAN means a detailed planning document that guides the Development and conceptual layout for a specific area. An Outline Plan focuses on a smaller area within an approved Area Structure Plan.

OWNER means the person listed as the registered Owner on the certificate of title.

PARCEL COVERAGE means the area covered by Buildings including the Principal Building and any addition to it and any Accessory Buildings on the Parcel.

PARCEL OF LAND or PARCEL(S) means the aggregate of the 1 or more areas of land described in a certificate of title or described in a certificate of title by reference to a plan filed or registered in a land titles office.

PARK means a Use where public land is specifically designed or reserved for the public for active or passive recreation, or for educational, cultural, or aesthetic purposes, and includes Natural Areas and Landscaped areas.

PARKING FACILITY means the public use of land for the purposes of vehicular parking.

PARKING PAD shall include the area used as a Driveway to an attached front Garage and an area that will include the extension of the sidewalk to the front door to a maximum of 1.0 m (3.28 ft) from the wall of the Garage adjacent to the sidewalk leading to the front door. It will also include

the area from the edge of the Driveway to the Side Property Line on the opposite side of the sidewalk to the front door (Part 8, Schedule A4). A Parking Pad shall be Hard Surfaced and used for parking vehicles or Recreational Vehicles in the Front Yard area.

PATIO means a Structure less than 0.6 m (1.97 ft) in Height above finished Grade and without a roof or walls.

PAWNSHOP means a Development used to provide secure loans in exchange for goods offered as collateral, including the sale of such goods. This Use does not include Retail, General.

PERMANENT FOUNDATION means:

- a) an engineered approved wood foundation, or;
- b) a poured reinforced concrete Basement, or;
- c) a concrete block Basement, or
- d) a foundation meeting HXF% 79536536 standard.

PERMITTED USE means those Uses of land or Buildings for which a Development Permit must be issued by the Development Officer if the Development meets all applicable regulations.

PRINCIPAL BUILDING means a Building which is considered the Principal Use of the Parcel on which it is erected.

PRINCIPAL USE means the primary or main Use on a Parcel.

PROJECTION means any portion of a Building or Structure as outlined in section 3.23.2 which extends into a required Setback.

PUBLIC UTILITY means Public Utility in accordance with the R LF3

REAR PROPERTY LINE means the Property Line opposite the Front Property Line.

REAR YARD means the portion of a Lot or site abutting the Rear Property Line extending across the full width of the Lot or site, situated between the Rear Property Line and the nearest wall of the Principal Building, not including Projections. Where there is no Principal Building, the Rear Yard shall be determined at the minimum Rear Yard prescribed in the Land Use District the Parcel is located on.

RECREATION FACILITY, INDOOR means a Development intended to provide sports or recreational activities within an enclosed Building and the related Accessory Buildings for the users of the facility.

RECREATION FACILITY, OUTDOOR means a Development providing an area for sports or leisure activities, including the related accessory Developments for the users of the facility.

RECREATIONAL VEHICLE means a vehicle or trailer that is designed, constructed, and equipped, either temporarily or permanently, as a temporary accommodation for travel or vacation purposes or a vehicle used for recreation purposes.

RECREATIONAL VEHICLE SALES, RENTAL AND SERVICE means a Development for the sale, rental, lease, or service of a Recreational Vehicle.

RECREATIONAL VEHICLE STORAGE means a Principal or Accessory Use where Recreational Vehicles are stored on a Parcel when they are not in use.

RECYCLE DEPOT means a Development for collecting, sorting, and temporarily storing recyclable materials where all storage is contained within an enclosed Building.

RELIGIOUS ASSEMBLY means a Building where people assemble for worship and related religious, charitable, or social activities that is maintained and controlled for public worship.

RESIDENTIAL KENNEL means the owning or harbouring of more than 3 dogs over the age of 3 months or 3 cats over the age of 3 months by the Owner or occupier of a Dwelling in a residential Land Use District.

RESIDENTIAL SALES CENTRE means a Building used for a limited time for the purpose of marketing residential land or Buildings.

RESIDENTIAL SECURITY/OPERATOR UNIT means an Accessory Use to provide on-site accommodation by the employer for persons employed on the property. No more than 1 Residential Security/Operator Unit is allowed on a Parcel and shall form part of the Development.

RESTAURANT, see FOOD SERVICE, RESTAURANT

RETAIL, ADULT means a Development for the rental or sale of an object which is designed or intended to be used in, or is a depiction of, a sexual act.

RETAIL, CANNABIS means a retail Development, licensed by the Province of Alberta, where Cannabis and Cannabis Accessories are sold to individuals who attend the premises.

RETAIL, LIQUOR means a Building or part of a Building for the sale of alcohol, including wine and cold beers, but not for consumption on site.

Commented [JT2]: Amendment #2.2

RETAIL, SHOPPING CENTRE means 1 or more Buildings containing more than 6 retail stores and other businesses exceeding 2,500 m² (26,909.78 ft²) of gross Floor Area, which share common services, parking, and other facilities on 1 or more Lots.

RETAIL, GENERAL means a Development for the indoor retail sale of a wide range of consumer goods and includes supplementary services such as postal service and the repair of anything sold or rented by the retail store. This use does not include Warehouse Sales, Pawnshop, Retail, Cannabis, Retail, Adult, a retail store requiring outdoor storage or an alcohol retail store.

ROAD means a Road in accordance with the R LF3

ROW HOUSING means a residential Building containing 3 or more Dwellings separated by common walls and is located either on a single Lot or each Dwelling is on its own individual Lot. Each Dwelling shall have a separate, direct entrance from the exterior. This definition applies to forms of housing that include townhouses, triplexes, or 4-plexes.

SCHOOL means a School as defined in the Jizhfyts\hat{s}hy\hat{s}7567 but excludes Home Education Program for the purposes of this definition. A School does not include a Commercial School or Industrial Training School.

SENIOR CITIZEN HOUSING means a Building or portion of a Building operating as a business which provides temporary or permanent accommodation for elderly persons, where each resident shall have a private bedroom or living unit. Senior Citizen Housing shall have common facilities for the preparation and consumption of food and may provide common lounges, recreation facilities and medical care facilities for the residents.

SETBACK means the minimum distance a Building or Structure can be located from a property boundary, Road, natural environmental feature, or any other feature, as outlined in this Bylaw.

SHIPPING CONTAINER means any container that is or was used for transport of goods by means of rail, truck or by sea. These are generally referred to as a C-container, sea cargo container, sea cargo container. Such containers are typically rectangular in shape and are generally made of metal. For the purposes of this Bylaw, when such a container is used for any purpose other than transporting freight, it will be considered as a Structure and an Accessory Use.

SIDE PROPERTY LINE means the Property Line that connects the Front Property Line and the Rear Property Line.

SIDE YARD means that portion of a Lot or site abutting a Side Property Line extending from the Front Yard to the Rear Yard. The Side Yard is situated between the Side Lot Line and the nearest wall of the Principal Building, not including Projections. Where there is no Principal Building, the

Side Yard shall be determined at the minimum Side Yard prescribed in the Land Use District the Parcel is located in.

SIGHT TRIANGLE means an area at the intersection of Roads, Lanes, or Roads and railways in which all Buildings, fences, vegetation, and finished ground elevations shall be less than 1.0 m (3.28 ft) in Height above the average elevation of the carriageways/rails, in order that vehicle operators may see approaching vehicles in time to avoid collision.

SITE GRADING means any work, operation or activity resulting in a disturbance of the earth. This includes the removal of topsoil or borrow pit, the stock piling, excavating, trenching, backfilling, filling, land levelling and re-contouring other than for the purpose of an approved Development. This does not include the installation or removal of any Landscaping required by this Bylaw.

SOLID WASTE TRANSFER STATION means a Development for the collection and temporary holding of solid waste in a storage container.

SPECIAL EVENT means an event, the duration of which is temporary and is limited to a sporting event, community event, Farmers Market, an exhibition, a fair or carnival, a festival, recreational competition or other similar event or activity.

STACKED ROW HOUSING means a Building containing 3 or more Dwellings arranged 2 deep, either vertically, so that Dwellings are placed over others, or horizontally, so that Dwellings are attached at the rear as well as at the side. Each Dwelling shall have separate and individual access, not necessarily directly to Grade, provided that no more than 2 Dwellings may share access to Grade. This Use does not include a Duplex, Row Housing, or an Apartment.

STATUTORY PLAN means a Statutory Plan in accordance with the R LF3

STREET means any category of registered Street or Road except a Lane.

STRUCTURE means a Development whether fixed to, supported by, or sunk into land or water including towers, flag poles, swimming pools, Signs, storage tanks and excludes areas of Hard Surfacing.

STRUCTURAL ALTERATION means any change or addition to the supporting members of a Structure, including the foundations, bearing walls, rafters, columns, beams and/or girders.

SUBDIVISION AUTHORITY means Council, as established by the Subdivision Authority Bylaw 867/00

SUBDIVISION AND DEVELOPMENT REGULATION means the Xzgir(nuts%fsi%Ij{jqur jq Wjlzqyts%FW%847557.1as amended.

Commented [JT3]: Amendment #2.1

SUBDIVISION AND DEVELOPMENT APPEAL BOARD means the Subdivision and Development Appeal Board in accordance with the R ${\tt LF3}$

TANDEM PARKING means 2 parking spaces, 1 behind the other, with a common or shared point of access to the maneuvering aisle.

TEMPORARY CARE FACILITY means a facility providing temporary living accommodation and includes such facilities as overnight shelters, halfway houses, short term medical rehabilitation centres, detoxification centers, hospices, and other similar uses.

TEMPORARY DEVELOPMENT means Development for which a Development Permit has been issued for a limited time.

TOWN means the Town of Blackfalds.

TREE CLEARING means the cutting down and/or removal of trees. It does not include Site Grading, or the removal of any Landscaping required by this Bylaw.

VETERINARY CLINIC means a Development for the medical care and treatment of animals and includes provision for their overnight accommodation but does not include kennels, outdoor storage, or outdoor pens, runs or enclosures.

VETERINARY HOSPITAL means a Development for the medical care and treatment of animals and includes provision for their accommodation and confinement in outdoor pens, runs and enclosures.

VIOLATION TICKET means the ticket issued by the Town to a person who has committed an offence under this Bylaw.

WALKWAY means a path for pedestrian circulation that cannot be used for vehicular parking.

WAREHOUSE SALES means a Development used for the wholesale or retail sale of bulk goods from within an enclosed Building.

WAREHOUSE AND STORAGE means the use of a Building that may include outdoor accessory storage primarily for the keeping of goods and merchandise. This does not include the storage of Dangerous Goods, inoperable vehicles (or parts thereof), or any waste material and may contain an Office as an Accessory Use.

WRECKING AND SALVAGE YARD means any land or Development used for the collection, demolition, dismantling, storage, salvage, recycling, or sale of scrap metal, vehicles not in operable condition or used parts of motor vehicles, machinery, and other discarded materials.

PART 2.0 OPERATIONS AND ADMINISTRATIVE PROCEDURES

2.1 Establishment of Forms

- a) For the purpose of administering this Land Use Bylaw the Development Officer shall prepare such forms and notices as may be necessary.
- b) Any such forms or notices are deemed to have the full force and effect of this Land Use Bylaw in the execution of the purpose for which they were designed, authorized, and issued.

2.2 Development Authority and Decisions on Development Permit Applications

- a) The Development Officer:
 - i) is hereby established as a Development Authority for the Town.
 - ii) shall exercise the Development power and duties on behalf of the Town as specified in this Bylaw and the R LF16ncluding:
 - i. receive and process all applications for amendments to this Bylaw;
 - ii. receive all applications submitted to the Town for a Development Permit;
 - iii. determine if an application for a Development Permit is complete and advise the applicant if the application is not complete and what additional information is required in accordance with section 2.10;
 - iv. shall review each application to determine the use(s) being applied for
 - v. refer an application to any Town department, an adjacent municipality, or municipal, provincial, federal, or inter-jurisdictional department or any other agency, body or person that, in the Development Officer's opinion, may provide relevant comments or advice respecting the application;
 - vi. for Discretionary Use applications and Permitted Use applications where a variance is requested, shall notify registered Owners of Adjacent Land of the Parcel subject to an application that the application has been received and request their comments;
 - the Development Officer may, at their sole discretion, notify registered Owners of land beyond those that are Adjacent Land
 - vii. shall not accept a Development Permit application for a proposed Development that:
 - 1. is for a use that is neither a Permitted Use nor a Discretionary Use in the applicable Land Use District;
 - 2. is for a use that has been prohibited in this Bylaw;
 - viii. shall approve an application for a Permitted Use which complies with this Bylaw:
 - 1. without conditions; or
 - 2. with conditions necessary to ensure compliance.

- ix. may, with respect to a Development Permit application for any Discretionary Use in a residential Land Use District, except for a Home Based Business 3:
 - 1. Approve the application with or without conditions;
 - 2. Refuse the application with reasons stated; or
 - 3. Refer the application to the Municipal Planning Commission
- x. may, with respect to a Development Permit application for any Sign:
 - 1. Approve the application with or without conditions:
 - 2. Refuse the application with reasons stated; or
 - 3. Refer the application to the Municipal Planning Commission
- *x:xi.__shall refer, with recommendations, to the Municipal Planning Commission applications for Home Based Business 3, and Discretionary Use applications for all other Land Use Districts
- xi. may approve, with or without conditions, variances in accordance with section 2.16
- xii.xiii._shall refer to the Municipal Planning Commission variance requests in accordance with section 2.16
- xiii.xiv. shall refer to the Municipal Planning Commission or Council all applications requiring the specific approval of the Municipal Planning Commission or Council under this Bylaw
- <u>xv-xvi.</u> may refer, with recommendations, to the Municipal Planning Commission any application for a Development Permit that, in the opinion of the Development Officer, should be decided by the Municipal Planning Commission.
- xvi.xvii._sign and issue all valid Development Permits, Certificates of Compliance, Notices of Decision, and other Notices as required.
- <u>xvii.xviii.</u> may approve the renewal of any Development Permit that was originally approved by the Municipal Planning Commission, provided there are no changes.
- xviii.xix. create the necessary forms or notices required under the R LF3
- iii) The Development Officer may, after giving notice to the Owner or occupant of a property in accordance with the RLF, enter a property to conduct an inspection to determine compliance with this Bylaw, the RLF, or any applicable Development Permit.
- iv) The Development Officer, upon receiving a Development Permit application, may refer any other planning or Development matter to the Municipal Planning Commission for its review, support and/or advice.
- b) The Municipal Planning Commission:
 - i) is established as a Development Authority for matters prescribed in this Bylaw and the Municipal Planning Commission Bylaw.

Commented [JT4]: Amendment #2.3

Commented [JT5]: Amendment #2.4

- ii) shall approve any application for a Permitted Use referred to it from the Development Officer which requires no variance with or without conditions
- iii) may, in respect of an application for a Discretionary Use:
 - i. approve the application with or without conditions; or
 - ii. refuse the application with reasons for refusal
- iv) may approve an application for a Permitted Use or a Discretionary Use, with or without conditions, where the proposed Development does not comply with the applicable regulations of this Bylaw if, in the opinion of the Municipal Planning Commission:
 - the proposed Development would not unduly interfere with the amenities of the neighbourhood or materially interfere with or affect the use, enjoyment, or value of the neighbouring Parcels Of Land; and
 - ii. the proposed Development conforms with the Use prescribed by this Bylaw for the land or Building.
- v) shall consider and where required, state terms and conditions on any other planning or Development matter referred by the Development Officer and may direct the Development Authority administration to review, research or make recommendation on any other planning and Development matter.
- vi) makes recommendations on planning and Development matters to Council and in respect of a Direct Control District, unless otherwise delegated by Council to either the Development Officer or the Municipal Planning Commission.
- c) For a Discretionary Use in any Land Use District, the Development Authority:
 - i) may approve, with or without conditions, an application for Development Permit, based on the merits of the proposed Development including its relationship to any approved Statutory Plan or approved policy affecting the Parcel
 - ii) shall have regard to the circumstances and merits of the application, including:
 - i. the impact on properties in the vicinity;
 - ii. the design, character, and appearance of the proposed Development and whether it is compatible with complementary to the surrounding properties,
 - iii. the servicing requirement for the proposed Development,
 - iv. conformance with the purpose and intent of any Statutory Plan adopted by the Town, and
 - v. conformance to the purpose and intent of any non-Statutory Plan and pertinent policy adopted by the Town.

2.3 Land Use Amendment Applications

- a) An application to amend this Bylaw may be made by any person by submitting the following to the Development Authority:
 - the prescribed application form signed by the landowner or authorized Agent, with proof of such authorization;
 - ii) applicable fee in accordance with the Ij{jqur jsy%jjx%si%xsjx%-q|, as amended;

- iii) a certificate of title for the lands subject to an application, searched and dated not more than 30 days prior to the application date;
- iv) a written statement of the applicant's reason for the application;
- v) In the case of a re-districting amendment, in addition to the forgoing, a plan showing the location and dimensions of the lands. The Development Authority may also require:
 - i. an Area Structure Plan, or amended Area Structure Plan, for the area to be redesignated, to the level of detail specified by the Development Officer; and
 - ii. payment of a fee equal to the costs incurred by the Town to review the proposed re-designation and/or related Area Structure Plan or amended Area Structure Plan.
- vi) any additional report, drawing or study that may be required in preparation or evaluate and make a recommendation on the amendment. This may include, but not be limited to, an analysis by a qualified professional of the potential effect on the land, traffic, the environment, underground and above ground utilities and other municipal services and facilities
- b) The Development Officer shall not accept an application for an amendment which is identical or similar to an application which was refused by Council, for a period of 6 months after the date of the refusal unless Council directs that Development Officer accept the application and place the application before Council in accordance with this Part.
- c) If the subdivision or Development for which land was re-designated does not occur within 1 year of the date of final passage of the re-designation Bylaw, Council may initiate a Bylaw to redesignate the land back to its former Land Use District and may adopt the re-designation Bylaw.

2.4 Amendment to Create a Direct Control District

- a) A Direct Control District shall only be used for the purpose of providing for Developments that require specific regulation unavailable in other Land Use Districts:
 - due to the unique characteristics or unusual site constraints of a proposed Development; or
 - ii) due to the scale, character, and complexity of a proposed Development.
- b) A Direct Control District shall not be used:
 - i) in substitution of any other Land Use District in this Bylaw that could be used to achieve the same result either with or without relaxation of this Bylaw; or
 - ii) to regulate matters that may be addressed by subdivision or Development Permit approval conditions.
- c) In addition to the application information required in section 2.3, an application to create a Direct Control District shall include the following:
 - a written statement indicating why, the opinion of the applicant, a Direct Control District is necessary;
 - a laid-out format outlining the purpose of the Direct Control District (i.e. residential, commercial, industrial, etc.);
 - iii) the proposed use(s) for the site; and
 - at the discretion of the Development Officer, may require a site plan, landscape plan, and/or elevation plan.

2.5 Direct Control Bylaws

- a) Direct Control Bylaws passed under previous Land Use Bylaws, in Part 7, are denoted on the Land Use District Maps and are hereby incorporated into forming part of this Bylaw.
- b) For those Direct Control Districts included in Part 7, that were approved under the provisions of a previous Land Use Bylaw, as amended; terms of the Bylaw shall be interpreted using the definitions and context of that Bylaw that was in force at the time the Bylaw was enacted.

2.6 Conditions of Issuing a Development Permit

- a) The Development Authority may impose conditions of approval limiting the duration of the validity of a Development approval for a Discretionary Use, or a use or Structure that is intended to be temporary or that is inherently temporary.
- b) As a condition of approving a Development Permit for a Permitted Use that meets all applicable regulations of this Bylaw, the Development Officer may:
 - Require the applicant to make arrangements for the supply of water, electric power, sewer service, vehicular and pedestrian access, and circulation, or any of them as determined by the Development Authority, including payment of the costs of installation or construction of any such utility or facility by the applicant.
 - ii) Require the applicant to:
 - i. submit information, such as an environmental site assessment or risk assessment, to confirm the site is suited for the full range of uses contemplated in the application.
 - ii. provide phasing of the Development.
 - iii. consolidate Parcels subject to a Development proposal.
 - iv. Provide site design measures to mitigate the environmental hazards or risks inherent to or affecting the site.
 - v. Repair or reinstate, or to pay for the repair or reinstatement, to original condition, any public property, Street furniture, curbing, boulevard Landscaping and tree planting or any other property owned by the Town which is damaged, destroyed or otherwise harmed by Development or construction upon the site.
 - vi. Where the application is for a Structure that encroaches on Town property, mitigate the impact of the encroachment, including compensation, indemnities, insurance, and a duty to remove the encroaching Structure on receipt of notice.
- c) As a condition of approving a Development Permit for a Permitted Use that does not meet all of the applicable regulations of this Bylaw, the Development Authority may:
 - i) impose any of the conditions listed in sections 2.6(a) and 2.6(b); and
 - ii) require that the use conform to any or all of the applicable regulations.

- d) As a condition of issuing a Development Permit for a Permitted Use where a variance has been granted, the Development Authority may:
 - i) impose any of the conditions listed in sections 2.6(a) (c); and
 - ii) require the applicant to conform to a higher standard than required by the applicable regulations, if in the opinion of the Development Authority, conformance to a higher standard will off-set the impact of any variance which has been granted
- e) The Development Authority may, as a condition of issuing a Development Permit for a Discretionary Use, impose conditions in respect of the following:
 - i) any of the conditions listed in sections 2.6(a) (d);
 - ii) the construction or maintenance of the proposed Development in accordance with approved plans;
 - iii) the appropriate performance of a use;
 - iv) the time or times a use may be carried out;
 - v) limits imposed on the Development; and
 - vi) the furtherance of sound planning principles
- f) As a condition of issuing a Development Permit for a Development or use in a Direct Control District, the Development Authority may impose such conditions as are deemed advisable, having regard to the regulations of the Land Use District and the provisions of any Statutory Plan
- g) The Development Authority may, as a condition of issuing any Development Permit, require the applicant to enter into an agreement with the Town to do any or all of the following:
 - to construct or pay for the construction of a Road required to give access to the Development;
 - ii) to construct or pay for the construction of:
 - i. a pedestrian Walkway system to serve the Development; and/or
 - ii. pedestrian Walkways to connect the pedestrian Walkway system serving the Development with a pedestrian Walkway system that serves or is proposed to serve an adjacent Development
 - to install or pay for the installation of Utilities, on or off the Parcel of Land, that are necessary to serve the Development;
 - iv) to construct or pay for the construction of:
 - i. off-Street or other Parking Facilities;
 - ii. loading and unloading facilities;
 - v) to pay an off-site levy or redevelopment levy imposed by Bylaw;
 - vi) to give security to ensure that the terms of the agreement under this section are carried out
- h) The Development Authority may impose a condition of Development Permit approval that requires an applicant to provide an irrevocable letter of credit, up to the value equal to the estimated costs of the proposed Landscaping and/or proposed paving, to ensure that the

required Landscaping and/or paving is carried out with reasonable diligence. Landscaping and/or paving securities shall be collected in accordance with sections 2.7, 3.15(b), and 3.20.1

- i) To ensure compliance with a Development agreement; the Town may register a caveat pursuant to the provisions of the Land Titles Act and the RLF against the Certificate of Title for the property being developed. This caveat shall be discharged once the agreement has been complied with.
- j) The developer shall be responsible for all costs associated with the preparation of a Development agreement, as well as the costs associated with registering the caveat at Land Titles and discharging the caveat when all conditions have been met.

2.7 Development Securities

- a) The Development Authority may require, at the time of subdivision or as a condition of a Development Permit that the Owner provide a letter of credit or other form of security equal to 100% of the estimated Landscaping and/or paving costs to ensure that Landscaping and/or paving is provided in accordance with this Bylaw and approved plans.
- b) Landscaping securities collected under this section and section 3.15 shall have the following conditions:
 - if the Landscaping is not completed in accordance with the provisions of this Bylaw and the approved Landscape plan within 1 growing season after the completion of the Development, then the amount specified in the irrevocable letter of credit shall be paid to the Town on demand for its use.
 - ii) the Town shall not release the irrevocable letter of credit until an inspection of the Parcel of Land has demonstrated that the Landscaping has been well maintained, is in a healthy condition 2 growing seasons after completion of the Landscaping, and no deficiencies exist. This inspection will be performed at the discretion of the Development Authority within 4 weeks from the date of receiving a written request from the applicant to perform said inspection.
- c) Landscaping securities collected under this section and 3.15(b) will be refunded to a maximum of 50% upon implementation of the Landscaping plan as approved. The balance will be retained by the Town for maintenance period of 1 year or 1 full growing season and will be returned where no deficiencies exist.
- d) Paving securities collected under this section and 3.2(d) and (e), and/or 3.20.1 shall have the following conditions:
 - i) if the paving is not completed in accordance with the provisions of this Bylaw and the approved plans once Development is completed, then the amount specified in the irrevocable letter of credit shall be paid to the Town on demand for its use.
 - i) the Town shall not release the irrevocable letter of credit until an inspection of the Parcel of Land has demonstrated that the access paving has been done to the Town's satisfaction and no deficiencies exist. This inspection will be performed at the

discretion of the Development Authority within 4 weeks from the date of receiving a written request from the applicant to perform said inspection.

- e) In circumstances where the Development Authority has identified that a Development or characteristics have not been completed to the satisfaction of the Development Authority and the Owner/applicant refuses to address any deficiencies identified to the satisfaction of the Development Authority, the Development Authority may:%
 - draw on the securities collected, and the amount shall be paid to the Town for its use in completing the deficiencies as determined by the Development Authority;
 - notwithstanding the lists identified in sections 3.2(d) and (e), 3.15(b) and 3.20.1, the Development Authority may use securities to complete any identified deficiencies of the Development relating to site functionality and safety issues and over all completion of the Development;
 - iii) in the event the Owner/applicant does not complete the required conditions of the Development Permit and the proceeds from the securities collected are insufficient for the Town to complete the required work, the Town may take any enforcement action deemed appropriate in accordance with the RLF3
- f) In accordance with sections 3.2(d) and (e), 3.15(b) and 3.20.1, and at the request of the Owner/applicant, securities collected shall be released by the Development Authority when the Development Authority is satisfied that the required Landscaping has been implemented and maintained and/or the paving is completed to the Town's satisfaction.

2.8 Development Control

- a) all Developments within the Town shall require a Development Permit, unless otherwise exempt under section 2.9
- b) Land, Buildings, Structures or Signs in the Town may only be developed or used in conformity with the uses in its Land Use District and all the regulations in this Bylaw except for legal non-conforming buildings or uses (as per R LF), or as approved by the Development Authority, or the Appeal Body.
- c) No person shall commence, cause, or allow to be commenced, or carry on, or cause to allow to be carried on, any Development unless a Development Permit has been issued under the provisions of this Bylaw, unless the Development is exempt from the regulations of this section, pursuant to section 2.8 (a) of this Bylaw.
- d) No Development or portion thereof shall be located on or over municipal lands, Road rights-of-way or municipal Easements without the prior written consent of the Town, which consent the Town is not obligated to provide.

Page | 33

 e) A person is responsible for complying with the requirements of other Town Bylaws, policies, Easements, covenants, Conservation agreements, Development agreements, or provincial or federal statutes or regulations.

2.9 Development Not Requiring a Development Permit

- a) The following Developments are exempt from the requirement of obtaining a Development Permit provided that the proposed Development complies with all other regulations of this Bylaw:
 - i) those uses or Development exempted by provincial or federal legislation
 - ii) any Development carried out by or on behalf of the Crown
 - iii) any Development carried out by or on behalf of the Town provided that such Development complies with all applicable provisions of this Land Use Bylaw
 - iv) the completion of a Building which was lawfully under construction at the date of the adoption of this Bylaw, provided the Building is completed in accordance with the terms and conditions of any permit granted
 - v) the carrying out of works of improvement, maintenance, or renovation to any Building, provided that such works do not include Structural Alterations or additions, a Deck that is unenclosed and not higher than 0.6 m (1.97 ft.) from the approved Grade level
 - vi) a retaining wall not higher than 0.6 m (1.97 ft) from the approved Grade level
 - vii) the use of any such Development as is referred to in section 2.9(a)(iv) for the purpose of which Development was commenced
 - viii) the erection or construction of gates, fences or other means of enclosure less than 1.0 m (3.28 ft) in Height in Front Yards and less than 2.0 m (6.56 ft) in Side and/or Rear Yards, and the maintenance, improvement and other alterations of any gates, fences or other means of enclosure
 - ix) the carrying out of any Landscaping provided that the approved Grade of the site is not altered
 - x) Tree Clearing in residential, commercial, industrial, PF and PR Districts
 - the maintenance and repair of existing utilities and the installation of utility system extensions which are necessary to serve Developments that have been approved by the Development Authority
 - xii) in a residential Land Use District, the construction of 1 Accessory Building used as a garden or tool shed, and may include play Structures and pergolas provided such Building does not to exceed 10.0 m² (107.64 sq²) in Floor Area and 2.5 m (8.20 ft) in Height:
 - xiii) the temporary placement of Moving Storage Pods
 - xiv) the temporary placement of campaign Signs in connection with federal, provincial, or municipal election or referendum, subject to their removal no later than 48 hours after the election
 - xv) the routine Maintenance and repair, changing the copy or reduction of the Copy Area of a legal existing Sign
 - xvi) the use of a Building as a temporary polling station, an election candidate's campaign Office or any other official temporary use in connection with a federal, provincial, or municipal election or referendum

- xvii) 1 satellite dish antennae less than $0.75\,\mathrm{m}$ ($2.46\,\mathrm{ft}$) in diameter subject to the provisions of section $4.10\,\mathrm{m}$
- xviii) solar energy and geothermal energy infrastructure, provided it meets all requirements in section 4.3
- xix) demolition of a Building less than 10.0 m² (107.64 ft²)

2.10 Development Permit Application Requirements

- a) The Development Authority shall determine the number of paper or electronic copies or both for a complete submission for an application for Development Permit.
- b) An application for a Development Permit shall be made on the prescribed application form and be accompanied by the following information in writing and/or by electronic format when requested, to the satisfaction of the Development Officer:
 - Owner consent or, where applicable, the Agent authorized by the Owner. Should Owner consent be withdrawn, the application terminates.
 - ii) a copy of the Certificate of Title for the subject lands dated from within 30 days of the application date, copies of any caveats or restrictive covenants registered by the Town, and any other documents satisfaction to the Development Officer verifying that the applicant has legal interest in the lands.
 - iii) applicable fee in accordance with the Ij{jqurjsykjjxsiksjxsiksjxsiksjxsi
 - iv) for a Principal Building, a detailed site plan prepared by an Alberta Land Surveyor, for an Accessory Building, a detailed site plan to an appropriate scale. A site plan shall include:
 - i. legal description of the subject property;
 - ii. identification of all abutting Roads, Highways and Road rights-of- way, and any existing or future access to the proposed Development;
 - iii. identification of all Body of Water, water courses, drainage courses and flood hazard areas on or abutting the Lot or site including arrows indicating the direction of water flow;
 - iv. identification and location of all Easements and rights-of-way on-site or abutting the Lot or site;
 - v. location and dimensions of existing and proposed Development including front, rear, and side Setbacks;
 - vi. location of existing and proposed utilities;
 - vii. proposed on-site parking and loading facilities including location and dimensions of all aisles, the dimensions and number of all parking spaces, curbing, and location of any lighting;
 - viii. a Landscaping plan which shall include the following:
 - the location of all existing and proposed Landscaping including trees, shrubs, and grass;
 - 2. any existing trees that are proposed to be removed; and
 - 3. the quantity, size, and species along with common names of all proposed trees and shrubs.
 - ix. location and access to garbage enclosures;

- x. location and material of sidewalks, Patios, steps, porches, Decks, playgrounds, Amenity and Open Space areas, and other similar features;
- xi. location of any abandoned, suspended, or active oil or gas wells;
- xii. north arrow, scale, and date of drawing; and
- xiii. schedule showing the area of the Lot or site, Building area, Density, number of units, parking and Loading Spaces, existing and proposed site Grades, and a calculation of site coverage, Height and number of storeys and Floor Area Ratio.
- v) in the case of a Manufactured Home Park or multiple unit residential project, a detailed plan showing the proposed unit locations and Amenity Spaces within the overall Development area.
- vi) in the case of a Development of a Lot or site with multiple uses, a master site plan and preliminary engineering plan for the entire site to the satisfaction of the Development Officer.
- vii) scaled floor plans showing all occupancies and uses, cross section, foundation plan, elevations, perspective of the proposed Development including a description of the exterior finishing materials.
- viii) in the case of the Development of an Apartment, a report, or plan or both demonstrating how the Building design incorporates the Towns waste management practices.
- ix) information from the Fogjwf&sjwl~Wjlzcfytwindicating that an abandoned oil and gas well site search was conducted for any proposed Dwelling or Building greater than 47.0 m² (505.90 ft.²).
- any additional information as may be required by the Development Authority to assess
 or evaluate the proposed Development. The Development Authority may require any or
 all the following to be prepared by a qualified professional:
 - i. geotechnical report;
 - ii. parking assessment;
 - iii. groundwater report;
 - iv. flood hazard mapping study;
 - v. noise attenuation study;
 - vi. reclamation plan;
 - vii. wetland conservation plan;
 - viii. tree preservation plan;
 - ix. landscape plan;
 - x. topographical survey;
 - xi. Site Grading or drainage plan;
 - xii. site servicing plan;
 - xiii. risk assessment report;
 - xiv. erosion or sediment control plan;
 - xv. a traffic impact analysis stamped by a professional engineer or a registered professional; and
 - xvi. any other report, study plan or information
- xi) the Development Authority may require the submission of an impact statement as part of the Development Permit application for any proposed non-residential use that is in proximity, as determined by the Development Authority, to 1 or more residential Land Use Districts. The impact statement shall outline the measures proposed to be taken to

- mitigate all confirmed or potential impacts (which may include noise, visual impacts, or other) so that the proposed use will not negatively affect the said residential Land Use District(s).
- xii) to ensure that confirmed or potential impacts on adjacent Parcels are mitigated, the Development Authority may require additional measures be taken including additional requirements for Landscaping, buffer zones, berming, fencing, Building orientation and appearance, or any combination thereof.
- xiii) the Development Authority shall require the following outdoor lighting information be included with a Development Permit application for a new commercial, multiple unit residential, industrial, or institutional use:
 - i. parking lot and Walkway light poles;
 - ii. the location of all other outdoor lighting not mounted on a pole, both proposed and existing, including Walkway and Building lighting;
 - iii. descriptions of each style of lighting fixture that show that such fixture is either a full cut-off or directionally shielded lighting fixture. This may include, but not be limited to, catalogue cuts and illustrations by manufacturers (including sections where required), lamp types, photometric data showing angle of cut off of light emissions, wattages, and initial lumen outputs; and
 - iv. the Development Authority may require an applicant to submit a site lighting plan, which details site lighting conditions at the Property Lines, measured in LUX.
- c) An application for a Development Permit is not received until the Town has accepted an application for Development Permit and the applicant has paid the appropriate fee(s) in accordance with the Ij{jqur jsy&jx* *isjx*-cf| *is amended.

An application for a Development Permit is complete if the application is received and contains the documents and information required by this section to the satisfaction of the Development Authority. Despite the forgoing, if an application does not contain all of the documents and information required by this section, the Development Authority may determine such application to be complete if in the opinion of the Development Authority that missing document or information is not necessary to review the application.

2.11 Notification of Complete or Incomplete Development Permit Applications

- a) The Development Officer, upon receipt of a Development Permit application, shall within 20 days, unless a longer time period has been agreed to in writing with the applicant:
 - i) Issue a notice to the applicant advising the Development Permit application is complete; or
 - ii) Issue a notice to the applicant advising that the Development Permit application is incomplete. This notice shall outline the information required for the Development Permit application to be considered complete by the Development Officer and a date the information referred to must be submitted by. A later date may be agreed upon between the Development Officer and the applicant, should the applicant request

Commented [JT6]: Amendment #2.5

Commented [JT7]: Amendment #2.6

additional time in order to provide the information necessary for an application to be considered complete.

- b) Notwithstanding section 2.11(a), if no notice is given by the Development Officer within the 20 days or an agreed upon time period, the application shall be considered complete.
- c) If the requested information in section 2.11(a)(ii) is not provided by the date indicated in the notice, or the later agreed upon date, the Development Officer shall issue a notice to the applicant deeming the Development Permit application refused and the reasons for the refusal.
- d) The Development Officer shall base a completed application decision on the information required to be submitted for Development Permits as outlined in section 2.10.
- e) In the opinion of the Development Officer, the quality of the information or materials submitted is inadequate to properly evaluate the proposed Development, the application shall be deemed incomplete until all required details have been submitted.
- f) the Development Officer may deal with an application and make a decision without all of the required information listed in section 2.10 if, in the opinion of the Development Officer, that a decision on the application can be properly made without such information.
- g) Despite that the Development Officer has issued a written acknowledgement of a completed application pursuant to this section, the Development Authority may request additional information or documentation from the applicant that the Development Authority considers necessary to review the application.
- h) Any written acknowledgment or notice issued pursuant to this section may be sent by electronic mail or regular mail to the applicant or hand delivered to the applicant.

2.12 Deemed Refusal of a Development Permit

a) If the Development Authority does not make a decision on an application for a Development Permit within 40 days after the receipt of a completed application, pursuant to section 2.11, or within such extended time period as agreed to in writing between the applicant and the Development Authority, the application is deemed to be refused.

2.13 Notification of Decision

- a) A decision of the Development Authority on an application for a Development Permit must be in writing and shall be:
 - i) sent by regular mail, hand delivered, or emailed to the applicant, whichever the applicant advises is their preferred method of communication on the Development Permit application form, a written notice stating the Development Authority's decision.

- ii) if the Development Authority has refused an application for a Development Permit, the notice shall state the reasons for the refusal and rights of appeal.
- iii) if the Owner is not the applicant, sent to the Owner by regular mail a copy of the written notice given to the applicant.
- iv) post a notice for public viewing in Town Civic Administration Building and on the Town's website, stating the Development Authority's decision and the date of the decision.
- b) In addition to the requirements in section 2.13(a), if the Development Authority issued a Development Permit for a Discretionary Use or a Permitted Use with a variance, the Development Authority shall:
 - i) post a notice for public viewing in the Town Civic Administration Building.
 - ii) post a notice for public viewing on the Town's website.
 - iii) send by regular mail to Owners of Adjacent Land, as identified on the Town's assessment roll, a written notice stating the Development Authority's decision, the right of appeal therefrom, the date of the decision, and the nature and location of the Development.
- c) Where, in the opinion of the Development Authority, additional Lots may be affected by a Discretionary Use or by granting a variance, additional landowners, individual or groups may be notified.
- d) No notice is required to be given for a decision to approve an application for a Permitted Use for which no variance was granted.
- e) No Development Permit shall be issued while a decision of the Development Authority or any appeal from it is pending or until the time for filing an appeal of the decision of Development Authority has expired.

2.14 Validity, Expiry, Cancellation, and Resubmission of Development Permits

2.14.1 Validity of a Development Permit

- a) When a Development Permit has been approved by the Development Authority it shall not be issued unless and until:
 - i) any conditions of approval, except those of a continuing nature, have been fulfilled; and
 - ii) the time for filing a notice of appeal has passed.
- b) When a Development Permit has been upheld or approved by the Appeal Body, it shall not be valid until any conditions of approval, except those of a continuing nature, have been fulfilled.
- c) Upon receipt of a filed notice of appeal to the Town from the Appeal Body shall result in the immediate suspension of the Development Permit and will remain suspended until the Appeal Body renders a decision, or the appeal is otherwise resolved.

Page | 39

- d) The date of approval of a Development Permit shall be:
 - i) the date upon which the Development Officer issues the Development Permit
 - ii) in the case of an appeal, the date upon which the Appeal Body renders a written decision approving the Development Permit

2.14.2 Expiry of a Development Permit

- a) Once a Development Permit has been issued, it remains in effect until:
 - i) it expires, in cases where the Development Permit was issued for a limited period of time
 - ii) it expires, because of failure to commence Development in accordance with sections 2.14.2(b) and (c); or
 - iii) it is cancelled or suspended in accordance with section 2.14.3
- b) Where a Development Permit is for a change of use, or a change of intensity of use, and no significant construction or reconstruction is necessary:
 - Development must commence within 1 calendar year of the date of approval of the Development Permit
 - ii) Development commences when the use that was approved by the Development Permit is established or begins operation
- c) Where a Development Permit is for construction, construction combined with a change of use, or construction combined with a change of intensity of use, Development must commence within 1 calendar year of the date of approval.

2.14.3 Cancellation, Revocation, or Suspension of a Development Permit

- a) The Development Officer may cancel a Development Permit following its approval if:
 - any person undertakes Development, or causes or allows any Development to take place on a property contrary to the Development Permit
 - ii) the application for the Development Permit contained a material misrepresentation
 - iii) material facts were not disclosed during the application for the Development Permit
 - iv) the Development Permit was issued as a result of a material error; or
 - v) the landowner requests, by way of written notice to the Development Officer, the cancellation of the Development Permit
- b) Notwithstanding sections 2.14.3 (a)(i)–(v), the Development Officer shall not cancel a Development Permit that has been appealed to the in accordance with section 2.17, or until a decision is rendered or the appeal is otherwise resolved.
- c) Notice of the Development Officer's decision to cancel the Development Permit shall be provided in writing by ordinary mail to the property Owner, and to the applicant of the Development Permit. Such notice shall state the reasons for the cancellation of the Development Permit.

- d) Any person who undertakes Development or causes or allows any Development after a Development Permit has been cancelled, shall discontinue such Development forthwith and shall not resume such Development until a new Development Permit has been approved by the Development Officer and is valid pursuant to section 2.14 of this Bylaw.
- e) All Development continuing after the Development Permit has been cancelled shall be deemed to be Development without a Development Permit.

2.14.4 Failure to Complete Development

- a) Upon initiation in relation to an approved Development Permit, the permit remains valid until the work is completed.
- b) Should a Development not be completed to a standard acceptable to the Development Officer within 2 years from the date of issuance of the permit, or any extension thereof, the Development Officer may direct that the site be returned to its original condition or state acceptable to the Development Officer and/or issue a stop order in accordance with section 645 of the R LF.

2.14.5 Resubmission Interval

- a) A Development Permit application for the same or similar use shall not be accepted by the Development Officer from the same or any other applicant for the same Parcel:
 - i) within 6 months of the date of a refusal by the Development Officer;
 - this 6 month resubmission interval may be waved at the discretion of the Development Officer, if it is the opinion of the Development Officer the reasons for refusal have been adequately addressed or the circumstances of the application have changed significantly.
 - within 6 months of the date of a written decision of the Appeal Body on a previous application, if the previous application was appealed to, and subsequently refused by, the Appeal Body;
 - iii) within 6 months of the date of a written decision of the Alberta Court of Appeal or the Supreme Court of Canada on the previous application, if the application has been appealed to the Alberta Court of Appeal or the Supreme Court of Canada; or
 - iv) prior to the written decision of the Appeal Board, the Alberta Court of Appeal, or the Supreme Court of Canada, if the application has been appealed to the Subdivision and Development Appeal Board, the Alberta Court of Appeal, or the Supreme Court of Canada.
- b) Section 2.14.5 shall not apply in the case of an application for a Development Permit for a Permitted Use, or a use listed in a Direct Control Provision if the application complies with all the regulations of this Bylaw.

c) If upon review of any application for a Development Permit, the Development Officer determines that section 2.9 applies, then the application shall be returned to the applicant, along with any fees that have been submitted. The application shall not be considered as having been refused but shall be deemed to have not been submitted.

2.15 Temporary Approvals

- The Development Authority may consider any Discretionary Use, within a Land Use District on a temporary basis.
- b) Where the Development Authority has approved a Development for a limited period, the use shall terminate, and removal of a Temporary Development shall occur at the expiration of the time period.
- c) When a Development Permit for a temporary use expires, a new application shall be required. There shall be no obligation to approve a new application on the basis that a previous permit had been issued.

2.16 Variances

- a) A variance shall be considered only in cases of unnecessary hardship or practical difficulties peculiar to the use, character or situation of land or a Building which are not generally common to other land in the same Land Use District, if, in the opinion of the Development Authority:
 - i) the proposed Development will not:
 - i. unduly interfere with the amenities of the neighbourhood; or
 - ii. materially interfere with or affect the use, enjoyment, or value of neighbouring Parcels Of Land.
 - the proposed Development conforms with the Use prescribed for that Parcel or Building in this Bylaw.
- b) The Development Authority, upon the review of a variance request, shall:
 -) take into consideration the purpose and intent of the Land Use District and the proposed Development to other land and uses in the Land Use District;
 - not grant a relaxation if in doing so would result in a Development that does not comply with the requirements of the RLF, RfwjwWjdyji%t%Zgirfxxts%fsi%Ij{jdurjs%Wjlzdyts%Zgirfxxts%fsi%Ij{jdurjs%Wjlzdyts}or any applicable Statutory Plan or Outline Plan.

Where the test set out in section 2.16 (a) and (b) is met, the Development Officer may approve, with or without conditions, a variance of up to a total of 17% related to any development standard, unless the variance request is for a Sign, where section 5.4.3 shall apply.

c) Where the considerations set out in section 2.16 (a) and (b) are satisfactorily met, the Development Officer may approve, with or without conditions, a variance to residential Kennel

Commented [JT8]: Amendment #2.7

Commented [JT9]: Amendment #2.8

regulations in the R1-L, R-1M, R-1S, R-MHC, and R-2 Districts, not exceeding a total of any combination of dogs or cats.

- d) The Development Officer shall refer to the Municipal Planning Commission, variance requests in excess of the total combined variance request of 17% of the regulations listed in section 2.16 (b) and residential Kennel variances in excess of section 2.16 (c).
- e) the Municipal Planning Commission may approve, with or without conditions, a variance of any regulation prescribed in this Bylaw

2.17 Appeals

- a) An appeal may be made if the Development Authority:
 - i) fails to make a decision within 40 days of a complete application or within any extension
 - ii) refuses to issue a Development Permit
 - iii) issues a Development Permit subject to conditions
 - iv) issues a stop order

in accordance with the RLF, the person applying for the permit or affected by the stop order may appeal to the decision or order, to the Appeal Body, within 21 days after the date on which the stop order or decision on a permit is made.

- b) With the exception of (c) below, any person claiming to be affected by a decision of the Development Authority may appeal to the Appeal Body identified in the notice of decision, pursuant to section 2.13.
- c) No appeal lies in respect of the issuance of a Development Permit for a Permitted Use unless the provision of this Bylaw were relaxed, varied, or misinterpreted.
- d) An appeal by any person affected by a stop order, decision, or Development Permit made or issued by the Development Authority is commenced by filing a notice of appeal, containing reasons, with the Appeal Body, within 21 days after the date on which the notice of the issuance of the Development Permit was given in accordance with this Bylaw.
- e) Where a decision on a Development application within a Direct Control District is rendered by Council, there is no appeal to the Subdivision and Development Appeal Board except where the Development Authority fails to follow the direction of Council.
 - i) If the Subdivision and Development Appeal Board finds that the Development Authority fails to follow the direction of Council, it may, in accordance with Council's direction, substitute its decision for the Development Authority's decision.
- f) An appeal to the Subdivision and Development Appeal Board is considered completed when the appeal is filed pursuant to this Part and accompanied by the appeal fee, as established by resolution of Council, as amended.

2.18 Contravention and Enforcement

- a) Pursuant to the RLF and the provisions of this Bylaw, enforcement may be conducted by a Designated Officer through the issuance of a stop order, injunction or other such means authorized.
- b) A Peace Officer is hereby authorized and empowered to issue a Municipal Tag to any person whom the Peace Officer has reasonable grounds to believe has contravened any provision of this Bylaw.
- A person commits an offence if they contravene or cause, allow or permit a contravention of this Bylaw.
- d) The Development Authority may, by written notice, order the Owner, the person in possession of the land, Building or Structure, or the person responsible for the contravention, or any or all of them, to:
 - i) stop the Development or use of the land, Building, or Structure in whole or in part as directed by the notice
 - ii) demolish, remove, or replace the Development or Structure, or
 - iii) carry out other actions required by the notice so that the Development or use of the land, Building, or Structure complies with this Bylaw, Part 17 of the RLF, the Regulations, a Development Permit, or subdivision approval

within the time set out in the notice.

- e) If a person fails to comply with the notice issued in accordance with section 2.18 (d), the Town may take steps to enforce the notice in accordance with R LF3%
- f) A person who violates the provision of this Bylaw or permits a contravention of this Bylaw, is guilty of an offence and is liable to a fine for a first offence and for each subsequent offense as specified in the Ij{jotur jsyKjjx光si*Kusjx%-cf|, as amended. %
- g) Where a Municipal Tag has been issued, the person to whom the Municipal Tag has been issued may, in lieu of being prosecuted for the offence, pay to the Town the penalty specified on the Municipal Tag. §
- h) A Peace Officer is hereby authorized and empowered to issue a Violation Ticket pursuant to Part 2 of the Uwt {rshrf@rkjshjx@wthjizwj@rhyto any person who the Peace Officer has reasonable and probable grounds to believe has contravened any provision of this Bylaw.%
- i) If a Municipal Tag has been issued and the penalty specified on the Municipal Tag has not been paid within the prescribed time, a Peace Officer may issue a Violation Ticket to the person to whom the Municipal Tag was issued.%

- j) Notwithstanding the above, a Peace Officer may immediately issue a Violation Ticket to any person whom the Peace Officer has reasonable grounds to believe has contravened any provision of this Bylaw.%
- k) If a Violation Ticket is issued in respect of an offence, the Violation Ticket may:%
 - i) specify the fine amount established by this Bylaw for the offence; or%
 - ii) require the person to appear in court without the alternative of making a voluntary payment.%
- A person who commits an offence may, make a voluntary payment by submitting to a Clerk of the Provincial Court, on or before the initial appearance date indicated on the Violation Tickets, the specified penalty set out on the Violation Ticket:
 - i) if a Violation Ticket is issued in respect of the offence; and
 - ii) if the Violation Ticket specifies the fine amount established by this Bylaw for the

2.18.1 Right of Entry

a) A Designated Officer is authorized, for the purposes of entering and inspecting of land, Buildings or Structures, pursuant to the $\tt R$ LF3

2.19 Subdivision Applications

- a) Unless extended by an agreement in writing between the applicant and the Subdivision Authority, within 20 days after the receipt of an application for subdivision approval the Subdivision Authority shall:
 - i) issue a written acknowledgement to the applicant advising that the application is complete; or
 - ii) issue a written notice to the applicant advising that the application is incomplete, listing the outstanding documents and information, and setting a date by which the outstanding documents and information must be submitted for the application to be complete.
- b) If the outstanding documents and information are provided by the date set in the notice issued pursuant to section 2.19 (a)(i), the Subdivision Authority shall issue a written acknowledgement to the applicant advising that the application is complete.
- c) If the outstanding documents and information are not provided by the date set in the notice issued pursuant to section 2.19 (a)(i), the Subdivision Authority shall issue a written notice to the applicant that the application has been refused and the reason for the refusal.

- d) Despite that the Subdivision Authority has issued a written acknowledgement pursuant to this section, the Subdivision Authority may request additional information or documentation from the applicant that the Subdivision Authority considers necessary to review the application.
- e) Any written acknowledgement or notice issued pursuant to this section shall include:
 -) the date of issuance of the notice of acknowledgement
 - ii) contact information for the Subdivision Authority
 - iii) the Subdivision Authority file number for the application, and
 - iv) any other information at the discretion of the Subdivision Authority, and
 - v) be sent by electronic mail or regular mail to the applicant, or hand delivered to the applicant.

PART 3.0 GENERAL REGULATIONS

3.1 Applicability

a) The general regulations shall apply to all Development within the Town. Where there appears to be a conflict between this Part and regulations of a specific Land Use District or Development of this Bylaw, the regulations in the specific Land Use District will prevail.

3.2 Access Requirements

- a) The Development Authority shall not approve a Development Permit unless provision for access is included with the application for Development Permit.
- All access shall be to the approval of the Development Authority with respect to location, design, and construction standards.
- c) Where a site abuts 2 Roads, either existing or proposed, access to the site shall be to the Road of lesser traffic volume, unless otherwise approved by the Development Authority.
- d) The applicant may be required, as a condition of Development Permit approval, to provide an irrevocable letter of credit to the Town equal to 100% of the estimated paving costs of the access requirements, in accordance with section 2.7.
- e) Where security is required under section 2.7 and subsection d) above, site plans shall be accompanied by a quote from a certified professional indicating the estimated cost of the access paving.

3.3 Amenity Space

- a) Amenity Space shall be a minimum of 3.5 m² (37.67 ft²) per Dwellings for Apartments.
- b) Amenity Space shall consist of both common Amenity Space and private Amenity Space.
 - i) common Amenity Space shall:
 - i. consist of a minimum of 1 contiguous area;
 - ii. contain seating and may contain other amenities such as play Structures, gazebos, barbeques, swimming pools, or basketball or tennis courts; and
 - iii. if located outside, shall be provided in a general landscape area in accordance with section 3.15
 - iv. in a location accessible and highly visible from the Principal Building.
 - ii) private Amenity Space shall be a minimum of $1.5\,\mathrm{m}^2$ ($16.15\,\mathrm{ft}^2$) per Dwellings for Apartments.

Page | 47

c) Amenity Space provided at ground level within 4.0 m (13.12 ft) of a Road, Lane, on-site parking area or adjacent Parcel shall be screened to the satisfaction of the Development Authority. When considering the amount and type of screening required, the Development Authority shall consider the type of amenity provided (e.g., play area), and any safety issues and adverse effects arising from the amenity and its location.

3.4 Buildings Per Parcel

a) A Development Permit shall not be issued for more than 1 main Building on an un-subdivided residential Parcel, except where it is proposed to develop more than 1 Principal Building to form a single, unified group of Buildings.

3.5 Building Orientation and Design

- a) The design, character and appearance of any Building, or series of Buildings, Structure or Sign proposed to be erected or located in any Land Use District must be acceptable to the Development Authority having due regard to:
 - i) amenities such as daylight, sunlight, and privacy
 - ii) the character of existing Development in the Land Use District
 - iii) its affect on adjacent Parcels.

3.6 Compliance Certificates and Fees

Commented [JT10]: Amendment #2.9

- a)—An applicant for a Compliance Certificate shall include a Real Property Report for the site prepared by a registered Alberta Land Surveyor
- b)—The applicant shall pay all costs associated with the preparation of the Real Property Report.
- c)—In determining whether a Compliance Certificate can be issued for a property, the Development Officer shall rely on the Real Property Report provided by the applicant. The Development Officer shall not undertake independent property inspections.
- d)—The Development Officer may issue a Compliance Certificate when, in their opinion, the Building(s) and Structure(s) located on a property, and shown on the Real Property Report, are located on the property in accordance with the Setback regulations of this Bylaw, and the Setbacks specified in any Development Permit which may have been issued for the property. The Compliance Certificate shall only cover those Buildings and Structures, or parts thereof, subject to a Development Permit and as shown on the Real Property Report submitted by the applicant.
- e) The Development Officer may refuse to issue a Compliance Certificate when, in their opinion, they do not have sufficient information from the applicant to determine if Building(s) and Structure(s) located on a site are located in accordance with the Setback regulations of this Bylaw, or the Setbacks specified in any Development Permit which has been issued for the site.

- f) The Development Officer shall not be liable for any damages arising from the use of a Complianc Certificate containing errors where the errors are the result of incorrect or incomplete information on the Real Property Report.
- g) The fee for the provision of a Compliance Certificate shall be as determined by the Ij(jţur je) Kjjx雀si淞ɪjx℃-∉|, as amended.

3.7 Dangerous Goods and Assessment of Risk

- a) Prior to making any decision on a Development application which involves Dangerous Goods or Development on Adjacent Land or in close proximity to any Dangerous Goods, the Development Officer shall refer the Development proposal to the appropriate regulatory authority for comments.
- b) When a Development Permit application is for an activity involving the use, manufacturing, or storage of Dangerous Goods, the Development Officer may require the applicant to submit a risk assessment prepared by a qualified environmental professional such as an engineer, biologist, planner, geologist, or hydrogeologist. The Development Officer may impose any conditions necessary to mitigate the risks associated with the use, manufacturing or storage of hazardous substances identified in the assessment.
- c) The risk assessment shall:
 - i) identify hazardous substances and their quantities
 - ii) estimate the expected frequency of the occurrence of a hazardous event
 - iii) assess the possible consequences of such an event
 - iv) determine annual individual risk
 - v) identify and recommend risk-based separation distances and other measures to reduce risk
 - vi) demonstrate how the proposed facility and operations shall contribute to the following risk management objectives:
 - risk reduction at source (siting of facilities, modifications to processes, conformity to legislation e.g. The Safety Codes Act, the Dangerous Goods Act, monitoring, technical changes, training, etc.);
 - ii. risk reduction through land use planning around industrial sites, pipelines, and Dangerous Goods corridors;
 - iii. emergency preparedness;
 - iv. emergency response; and
 - v. risk communication and public participation.

3.8 Decks

 a) All Decks and covered Decks that are more than 0.6 m (1.97 ft) or greater in Height from the approved Grade require a Development Permit, unless they are indicated on the original site plan of the Development

Page | 49

- b) All Decks and covered Decks must comply with section 3.23
- c) When a Deck becomes covered or enclosed, it shall be considered an addition to and part of, the Principal Building and is required to meet all Land Use District requirements.

3.9 Design Standards

3.9.1 General Standards

- a) For all Developments, the design and use of exterior finish materials shall be to the satisfaction of the Development Authority who shall ensure, as practical, that the materials be durable and the same as, better than Development on the subject and Adjacent Land.
- b) Any side of a Building visible from a Road or other public space shall be architecturally designed and finished as a principal Facade.
- c) Development is encouraged to be designated to consider the Hwarj%Uwj{jsynts%Ymwtzlm% Js{nwtsrjsyfc%Ijxxlsprinciples, where appropriate.

3.9.2 Residential Standards, Commercial or Institutional Development

- A residential site shall be designed having regard for sensitivity to all adjacent Development to ensure new Development is complementary
- b) A site shall be designed and consider the privacy of adjacent residential Development
- Residential Development shall have Building Facades and rooflines articulated and varied to minimize Buildings mass and elongated or one-dimensional large Buildings, avoiding blank walls.
- d) All residential Buildings, where possible shall be oriented and designed to:
 - i) take advantage of solar opportunities
 - ii) minimum noise affects from arterial and/or collector Roads
 - iii) have regard to and minimize the impact on other Buildings, such things as daylight, sunlight, visual privacy, views, and ventilation
 - iv) to reduce massing in relation to Development, all Buildings should provide a transition in Building Height
- e) Building entrances shall be designed to connect to direct and clearly marked Walkways, aligned at a Grade that meets safety and accessibility requirements.
- All utility enclosures are to be located away from Street facing Facades and screened from public view.

- g) Where covered parking is utilized, the character shall be consistent with the overall Building design.
- h) Where lighting is required to provide security and visual interest, it shall be complementary to the design, character of the Building, and satisfy section 3.19.
- The Development Authority may require additional decorative light fixtures, foundation, sculptures, benches planters, retaining walls, Walkways and bicycle paths, bicycle parking Structures, trash receptables or enclosures, and fences.

3.9.3 Industrial Standards Development

- a) Any use or activity in an industrial Land Use District or a Land Use District of similar intent should have regard for the following appearance standards:
 - all loading, service, garbage facilities and accessory storage areas, and parking areas, where possible, shall be located to the rear or sides of the Principal Building, and be screened from view from any Road other than a Lane, and from adjacent sites, by Building walls, landscape materials, berms, fences, or a combination of these, to the satisfaction of the Development Officer
 - ii) the Development Authority may require that exposed Projections outside the Building such as mechanical and electrical equipment, transformer ducts, cooling towers and materials handling equipment be screened from view from any Road other than a Lane, and from adjacent sites if such Projections are inconsistent with the character and appearance of surrounding Development or the intended visual qualities of the Land Use District
 - iii) Building construction and finish is to be with durable materials designed to maintain the initial appearance of the Development throughout the life of the project. The Development Authority may require that the appearance of metal, or concrete block walls exposed to public view from beyond the site be improved where such walls are inconsistent with the finishing materials or appearance characteristic of adjacent Development
 - iv) where allowed, Outdoor Display Areas may be located to the side or front of the Principal Building, provided that such displays are limited to equipment or material related to the industry or business located on the site.

3.10 Demolition

- a) An application to demolish a Building shall not be approved without submitting a statement or plan to the satisfaction of the Development Authority, indicating:
 - i) how the operation will be carried out to create a minimum of dust and other Nuisances
 - ii) a traffic control plan approved by the Director of Infrastructure and Property Services
 - iii) proof of disconnection of all utilities
 - iv) an environmental assessment of the Building performed by a qualified consultant
 - v) the destination of debris materials
 - vi) a work schedule of the demolition and site cleanup

- vii) the final reclamation of the Parcel
- viii) A Letter of Credit may be required for the work being carried out

3.11 Development Setbacks

3.11.1 Development in Proximity to Oil and Gas Wells

- a) A subdivision application or a Development Permit application shall not be approved if it would result in a Dwelling, Public Facility, or unrestricted county residential Development, as defined by the Alberta Energy Regulator, being located within 100.0 m (328.08 ft) of a gas or oil well or within a lesser distance approved in writing by the Alberta Energy Regulator.
- b) For the purposes of this section, distances are measured from the well head to the Building or proposed Building site.
- c) In this section, "gas or oil well" does not include an abandoned well.
- d) An approval of the Alberta Energy Regulator under section 3.11.1 (a) may refer to applications for subdivision or Development generally or to a specific application.

3.11.2 Development Setbacks from Wastewater Treatment Plants

- a) In this section, "working area" means those areas of a Parcel of Land that are currently being used or will be used for the processing of wastewater.
- b) Subject to section 3.11.3, the Subdivision Authority shall not approve a subdivision application for a School, hospital, food establishment or residential use unless each proposed Lot includes a suitable Building site for a School, hospital, food establishment or residential use that is 300.0 m (984.25 ft) or more from the working area of an operating wastewater treatment plant.
- c) Subject to section 3.11.3, the Development Authority shall not issue a Development Permit for a School, hospital, food establishment or residence within 300.0 m (984.25 ft) of the working area of an operating wastewater treatment plant nor may a School, hospital, food establishment or residence be constructed if the Building site is within 300.0 m (984.25 ft) of the working area of an operating wastewater treatment plant.
- d) Subject to section 3.11.3, the Subdivision Authority shall not approve an application for subdivision for the purposes of developing a wastewater treatment plant and a Development Authority may not issue a permit for the purposes of developing a wastewater treatment plant unless the working area of the wastewater treatment plant is situated at least 300.0 m (984.25 ft) from any School, hospital, food establishment or residence or Building site for a proposed School, hospital, food establishment or residence.
- e) The requirements contained in sections 3.11.2 (a)-(d) above may be varied by the Subdivision Authority or the Development Authority if the applicant submits a report from a professional

Commented [JT11]: Amendment #2.10

engineer, as defined in the Jslsjjwsl%sj&sj&sj&sjxxtsx%hyshat addresses the criteri for a variance stipulated in the Guide for Setback Reviews published by the Department of Environment and Parks in May, 2022, as amended from time to timewith the written consent of the Deputy Minister of Alberta Environment and Parks.

Commented [JT12]: Amendment #2.11

 f) A consent under section 3.11.3 may refer to applications for subdivision or Development Permits generally or to a specific application.

3.11.3 Development Setbacks from Landfills and Solid Waste Sites

a) In accordance with the <u>R fwjwwwjcfyiikt%zgir{mts\fisi\fijfqur jsy\fijlzcfytsXzgir{mto\fis}}</u>%

Lj(jqur jsy\fijlzcfytox|

- i) a School, hospital, food establishment or residence must not be approved, and a residence must not be constructed if the Building site is within the distances from a sanitary landfill, modified landfill, hazardous waste management facility, dry waste site, solid waste processing site, waste storage site, waste sorting station or waste transfer station specified in the Rfyjwk Wjfyjik yt Xzgir[nats% fsik Ij{jdur js}k Wjlzfytex; and
- ii) a sanitary landfill, modified landfill, hazardous waste management facility, dry waste site, solid waste processing site, waste storage site, waste sorting station or waste transfer station must not be approved within the distances from the property boundary of a School, hospital, or residence, or food establishment specified in the R fyzives WjdyjisytsXzgir(mts%fsi%Ij{jdur jsykWjlzdyts%Xzgir(mts%fsi%Ij{jdur jsykWjlzdytsx}

unless the applicant submits a report from a professional engineer, as defined in the Jslsjjwsfsi%Ljtxhrishj%Uwkjxxtsx%Fhy&that addresses the criteria for a variance stipulated in the Guideline for Setback Reviews published by the Department of Environment and Parks in May 2022, as amended from time to timeDevelopment is approved in writing by the Deputy Minister of Alberta Environment and Parks.

Commented [JT15]: Amendment #2.14

Commented [JT13]: Amendment #2.12

Commented [JT14]: Amendment #2.13

Commented [JT16]: Amendment #2.15

Commented [JT17]: Amendment #2.16

Commented [JT18]: Amendment #2.17

3.11.4 Development Setback from Water Bodies and Slopes

- a) No Development shall be allowed in the 1:100 year flood plain of a water body or area otherwise prone to flooding or subsidence.
- b) A minimum Building Setback of 30.0 m (98.43 ft) is required from the high-water mark of a water body or as determined by the Development Authority.
- c) No trees or vegetations shall be cleared within 30.0 m (98.43 ft) of any water body, water course or the crest of a slope greater than 15% where the removal could have a negative impact on the water body, water course or slope stability.
- d) Environmental reserve of not less than 30.0 m (98.43 ft) in width from the high water mark or waterbodies and/or the top of bank of watercourses to the lot line shall be required. A trail system link may be required in this Setback.

3.11.5 Development Setbacks from Easements or Rights-of-Ways

- a) Notwithstanding section 3.23.2, no Building or part thereof shall encroach into a registered Easement, Right-of-Way or any existing or proposed servicing infrastructure, on any property.
- b) No Building or Structure shall be closer than 0.5 m (1.64 ft) to a registered Easement or Right of Way on any property except:
 - i) where ATCO Gas requires an Easement to the Building foundation for multi-family units where a bank of meters is required to be placed adjacent to or near the Building wall.
 A 0.5 m (1.64 ft) Setback does not apply in this case.
- c) To minimize risk for Development adjacent to the railway rights-of-way all Development shall follow the Lznijqsjx*址號j|智j{jdur jsy*us*wik}nny-%比級find f~翟ujwfyttsx第568.

3.12 Environmental Features

- a) A minimum Setback of 30.0 m (98.43 ft) is required from the top of high-water mark of any Body of Water unless the Development Authority is provided with an environmental and geotechnical assessment prepared by a qualified professional that verifies that a lessor Setback is warranted. The Development Authority shall require an increased Setback where determined by the assessment.
- b) The minimum geotechnical assessment referenced in section 3.12 (a) may be reduced or excluded where the Development Authority determines the proposed Structure or Building is required for the operation of a utility service and the Development Authority is satisfied that there will be no risk or adverse effect on Development or the riparian area.
- c) No trees shall be cleared or removed from lands which lies near a watercourse or water body unless the Development Authority receives written confirmation from a qualified professional stating that removal is necessary in order to provide access to the watercourse or water body.
- d) Despite any other regulation in this Bylaw, the Development Authority may increase Setbacks in any Land Use District where written confirmation from a qualified professional is received that a Development may be detrimental to the Conservation of sensitive lands or affect by being in a flood hazard area.
- e) No permit shall be issued for the construction of any Building within a flood hazard area.

3.13 Fences, Walls, Gates, and Privacy Screening in Residential Districts

3.13.1 Fences, Walls, and Gates

a) The regulations contained within this section apply to the Height of a material utilized in fence construction of a wall or gate such as boards, panels, masonry, ornamental, metal, and chain link, plus any additional elements used for screening such as lattice.

- b) The regulations for fences, walls and gates contained within this section do not apply to the Height of the posts or other supporting material used to anchor the fence, wall, or gate.
- c) The fence Height, in all Land Use Districts, is measured from approved Grade level of the Parcel to the top of the fence.
- d) Any fence constructed on top of a retaining wall or berm shall be subject to approval by the Development Authority. As part of the approval of a Development Permit for a fence atop a retaining wall or berm, the Development Authority shall specify the Height for the fence.
- e) Gates, fences, walls, and other means of enclosing a yard shall:
 - i) in all residential Districts, be less than 1.0 m (3.28 ft) in Height in Front Yards and less than 2.0 m (6.56 ft) in Side or Rear Yards
 - ii) be compatible with and complementary to the surrounding area in terms of design, character, and appearance
 - iii) in other Land Use Districts, be in accordance with the requirements of the Development Authority.
- f) Where construction of a vinyl fence is required, the fence shall be solid in nature to the satisfaction of the Development Authority.
- g) Where the construction of chain link fence is allowed, the use of decorative corrugated plastic inserts shall not be added for screening or privacy showing landscape or any other decorative feature or visual aide unless approved by the Development Authority.
- h) Notwithstanding section 3.13.1 (g), decorative corrugated plastic inserts may be utilized for added screening or privacy, in the Industrial Light (I-1) and Industrial Heavy (I-2) Land Use Districts except those properties abutting Queen Elizabeth II and Highway 597 and Roads.
- i) Except for Parcels located in the AG Agricultural District, the use of barbed or razor wire on any fence in all other Land Use Districts shall require a Development Permit application.

3.13.2 Privacy Screening in Residential Districts

- a) The regulations contained within this section apply to the Height of the material used in the construction of privacy screening including lattice, wooden or masonry walks, parapet walls or translucent glass.
- b) The regulations for fences, walls and gates contained within this section do not apply to the Height of the posts or other supporting material used to anchor the fence, wall, or gate.
- c) Privacy screening, excluding vegetative screening, within a Front Yard at Grade shall not exceed 1.0 m (3.28 ft) in Height.

- d) Privacy screening, excluding vegetative screening within a Rear Yard, at Grade, shall not exceed 2.0 m (6.56 ft) in Height.
- e) The Development Officer may vary the Height of a privacy screening to a maximum of 15% of the maximum Height allowed, to prevent visual intrusion and provide additional screening from Adjacent Land.

3.14 Height

a) To the extent practical, the proposed Building Grade shall retain the natural contour of the land and minimize the necessity to use retaining walls and ensure positive drainage to appropriate receiving drainage courses or watercourses.

3.15 Landscaping General Requirements

- a) The general purpose of the Landscaping regulations is to have Development contribute to a reasonable standard of livability and appearance, having regard for low impact design features and the use of drought tolerant species, to provide a positive overall image for the Town through good environmental stewardship.
- b) The applicant may be required, as a condition of Development Permit approval, to provide an irrevocable letter of credit to the Town equal to 100% of the estimated Landscape costs, in accordance with section 2.7.
- c) Where security is required under section 2.7 and section 3.15 (b) above, Landscaping plans shall be accompanied by a quote from a certified landscape professional indicating the estimated cost of the Landscaping.

| Land Use District | Landscaping Required | Areas to be Landscaped | Minimum Tree Ratio |
|---|--|--|---|
| Residential R-1S R-1M R-1L | 25% of the site Landscaping for all Front Yards visible from a Road. | See "All Districts" for REQUIREMENTS. | 1 tree planted in Front Yards. |
| Residential R-2 R-3 R-4 R-5 | | See "All Districts" for REQUIREMENTS. | a) 1 tree and 2 shrubs are required for each 25.0 m² (269.10 ft²) of gross landscape area. b) The proportion of deciduous trees and coniferous trees shall be approximately 2:3. c) 1 tree for each 20.0 m² (215.28 ft²) and 1 shrub for each 10.0 m² (107.64 ft²) of parking area islands, with a minimum of 1 tree per parking area island. |

| Land Use | Landscaping Required | Areas to be | Minimum Tree Ratio |
|--------------------------|--|---|---|
| District | Landscaping Required | Landscaped | Millimani Free Ratio |
| Residential R-MHP | | See "All Land Use Districts" for REQUIREMENTS. | a) 1 tree and 2 shrubs are required for each 25.0 m² (269.10 ft²) of gross landscape area. b) The proportion of deciduous trees and coniferous trees shall be approximately 2:3. |
| Commercial C-1 | At the discretion of the Development Authority. | See "All Land Use Districts" or REQUIREMENTS. | |
| Commercial C-2 C-3 | Minimum 15% of gross site area with a minimum of 40% of the total Landscaping required being placed within the Front Yard of the property. | a) Shall include a 3.0 m (9.84 ft) strip of landscaped area adjacent to a Property Line that abuts a Road. b) See "All Land Use Districts" for REQUIREMENTS | a) 1 tree and 2 shrubs per 30.0 m² (322.92 ft²) of gross landscaped area. b) 1 tree and 2 shrubs for each 20.0 m² (215.28 ft²) of parking area islands, with a minimum of 1 tree per parking area island. c) Shall ensure that Off-Street Loading Spaces in any commercial Land Use District adjoining or fronting onto any residential property in a residential Land Use District area screened on each side by a wall, fence, berm, or hedge not less than 1.8 m (5.91 ft) in Height to the satisfaction of the Development Authority. d) Shall screen all outdoor storage areas from view of any adjacent arterial Road through the use of fencing, Landscaping masonry wall berm or combinations thereof, in addition to any other applicable regulations in this Part, to the satisfaction of the Development Authority. |

| Landscaped District Commercial C-4 Minimum 15% of gross site area with a minimum of 40% of the total Landscaped area adjacent to a Property line that abuts a Road. by a wall, fence, berm or hedge not less than 1.3 m (5.9 ft) in He Front Yard of the property. Minimum 15% of gross site area with a minimum 40% of the total Landscaping required being placed within the Front Yard of the property. Minimum 15% of gross site area with a minimum 40% of the total Landscaping required being placed within the Front Yard of the property. Minimum 15% of gross site area with a minimum 40% of the total Landscaping required being placed within the Front Yard of the property. Minimum 15% of gross site area with a minimum 40% of the total Landscaping required being placed within the Front Yard of the property. Minimum 15% of gross site area with a minimum 40% of the total Landscaping required being placed within the Front Yard of the property. Minimum 15% of gross site area with a minimum 40% of the total Landscaping required being placed within the Front Yard of the property. Minimum 15% of gross site area with a minimum 40% of the total Landscaping required being placed within the Front Yard of the property. Minimum 15% of gross site area with a minimum 40% of the total Landscaping area is form view of any adjacent to a Property. Development Authority. 31 Tree and 2 shrubs per 30.0 m² 332.92 ft?) of gross landscaped area. 32 Shall include a 3.0 m (9.84 ft) strip of landscaped area area with a minimum 40% of the total Landscaped area. 33 Shall include a 3.0 m (9.84 ft) strip of landscaped area area with a minimum 40% of the total Landscaped area area with a minimum 40% of the total Landscaped area. 34 Shall include a 3.0 m (9.84 ft) strip of landscaped area area with a minimum 40% of the total Landscaped area area with a minimum 40% of the total Landscaped area. 35 Shall include a 3.0 m (9.84 ft) strip of landscaped area area from view of area to a the total Landscaped area. 36 Shall include a 3.0 m (9.84 ft) st | | | | |
|--|------------|---|--|---|
| Minimum 15% of gross site area with a minimum of 40% of the total Landscaping required being placed within the Front Yard of the property. **Note: The Commercial Co | | Landscaping Required | | Minimum Tree Ratio |
| CMU area with a minimum 40% of the total Landscaping required being placed within the Front Yard of the property. (9.84 ft) strip of landscaped area adjacent to a Property Line that abuts a Road. b) See "All Land Use Districts" for REQUIREMENTS (20.0 m² (215.28 ft²) of parking area island. (5) Shall ensure that Off-Street Loading Spaces in any commercial Land Use District area screened on each side by a wall, fence, berm, or hedge not less than 1.8 m (5.91 ft) in Height to the satisfaction of the Development Authority. (4) Shall screen all outdoor storage areas from view of any adjacent arterial Road through the use of fencing, Landscaping masonry wall berm or combinations thereof, in addition to any other applicable regulations in this Part, to the satisfaction of the Development | Commercial | area with a minimum of 40% of the total Landscaping required being placed within the Front Yard of the | a) Shall include a 3.0 m (9.84 ft) strip of landscaped area adjacent to a Property Line that abuts a Road. b) See "All Land Use Districts" for | (322.92 ft²) of gross landscaped area. b) 1 tree and 2 shrubs for each 20.0 m² (215.28 ft²) of parking area islands, with a minimum of 1 tree per parking area island. c) Shall ensure that Off-Street Loading Spaces in any commercial Land Use District adjoining or fronting onto any residential property in a residential Land Use District area screened on each side by a wall, fence, berm or hedge not less than 1.8 m (5.91 ft) in Height to the satisfaction of the Development Authority. d) Shall screen all outdoor storage areas from view of any adjacent arterial Road through the use of fencing, Landscaping masonry wall berm or combinations thereof, in addition to any other applicable regulations in this Part, to the satisfaction of the Development |
| | | area with a minimum 40% of the total Landscaping required being placed within the Front Yard of the | (9.84 ft) strip of landscaped area adjacent to a Property Line that abuts a Road. b) See "All Land Use Districts" for | 322.92 ft²) of gross landscaped area. b) 1 tree and 2 shrubs for each 20.0 m² (215.28 ft²) of parking area islands, with a minimum of 1 tree per parking area island. c) Shall ensure that Off-Street Loading Spaces in any commercial Land Use District adjoining or fronting onto any residential property in a residential Land Use District area screened on each side by a wall, fence, berm, or hedge not less than 1.8 m (5.91 ft) in Height to the satisfaction of the Development Authority. d) Shall screen all outdoor storage areas from view of any adjacent arterial Road through the use of fencing, Landscaping masonry wall berm or combinations thereof, in addition to any other applicable regulations in this Part, to the satisfaction of the Development |

| Land Use | Landscaping Required | Areas to be Minimum Tree F | Ratio |
|--|---|---|--|
| District | | Landscaped | |
| Industrial I-1 I-2 | Minimum 15% of gross site area. | a) Minimum 5.0 m (16.40 ft) landscape buffer adjacent to the Property Line that abuts or is adjacent to a residential Land Use District or otherwise determined by the Development Authority. b) A minimum 5.0 m (16.40 ft) landscape buffer adjacent to the Property Line that abuts Broadway Avenue, South Street, Vista Trail, Queen Elizabeth II Highway, Highway 2A and Highway 597. c) A minimum 3.0 m (9.84 ft) landscape buffer adjacent to the Property Line that abuts any other Collector or Arterial Road. d) See "All Land Use Districts" for REQUIREMENTS. | r storage adjacent he use of hasonry wall thereof, in hplicable to the |
| Lands included in the Downtown Revitalization Plan and all Other Land Use Districts Urban Reserve, Public Facility, Municipal Reserve, Agricultural | At the discretion of the Development Authority. | See "All Land Use Districts" or REQUIREMENTS. | |

3.15.1 Landscaping for all Land Use Districts

- a) A minimum of 300.0 mm (11.81 in) of topsoil to facilitate growth in the Landscaped areas shall be required.
- b) The following features shall apply:
 - deciduous trees must be at least 50% of trees provided with a minimum 60.0 mm (2.36 in) caliper:
 - ii) deciduous shrubs shall be a minimum 2.0 gallon;
 - iii) coniferous trees shall be a minimum 2.5 m (8.20 ft) in Height; and
 - iv) coniferous shrubs shall be a minimum 5.0 gallon.
 - v) ratio of deciduous/coniferous tree count shall represent between 25-75% of the required tree count as determined to be appropriate by the Development Authority.
 - vi) shrubs may be substituted for any 1 tree at the discretion of the Development Authority.

- All landscaped areas shall be designed to facilitate effective surface drainage consistent with a Lot grading plan.
- d) The developer is responsible for Landscaping boulevards and Road berms adjacent to the Lot of a Development site.
- e) Landscaping shall be completed by the end of the first full growing season following completion of construction or commencement of the use.
- f) Higher standard of Landscaping is required where properties are adjacent to Roads or Provincial Highways.
- g) Landscaping along the fence line should be positioned to the outside (Roadside) when the fence line is adjacent to a Road or Provincial Highway.
- h) Where practical, existing Landscaping or natural vegetation should be conserved which shall include water conversation methods and/or strategies, in accordance with the landscape plan and used to meet the requirements of this Bylaw unless, in the opinion of the Development Officer, it is necessary to effectively accommodate the Development. The retention of existing Landscaping, or natural vegetation where approved, shall count toward the total requirement of Landscaping required under this section.
- Landscaping shall be provided on all Lots in all Land Use Districts unless otherwise stated and
 may be required, if the opinion of the Development Authority, a property has been substantially
 enlarged to, an intensity of or change in use of the property has occurred.
- j) Where planned phased Development is proposed, an overall concept plan for Landscaping shall be approved prior to the first phase approval. Landscaping of the undeveloped areas of the Development may be required, if in the opinion of the Development Authority Landscaping is required and shall be landscaped with an approved ground cover.
- k) All Landscaping shall be maintained to the minimum standards of the Bylaw on an ongoing basis. Any tree or shrub required to meet the minimum standards of this Bylaw that does not survive shall be replaced within 1 year.
- Tree planting shall be in groupings or mulched beds to encourage improved growth, survivability, and aesthetics.
- m) Parking or storing of vehicles is not allowed on landscaped areas unless approved as a display area on approved Development Permit drawings.
- n) Lot coverage shall not be so extensive in any Land Use District as to prohibit the minimum Landscaping requirements of this Bylaw. Where existing site conditions may make it difficult to

- achieve full compliance as otherwise required by the Bylaw, the Development Authority may allow a variance
- o) Despite section 3.15.1 (k), if the Development Authority allows a variance from the requirements set out in this Part, the Development Authority may impose, as a condition of Development approval where feasible and practical, a Landscaping alternative that focus on the enhancement of streetscape and environmental performance by the addition of Landscaping between the Building and the adjacent Road, and in the parking areas adjacent to the Road.
- p) The Development Authority may require other types of screening at the discretion of the Development Authority to reduce visual impact between residential and non-residential Land Use Districts.
- q) Notwithstanding the Landscaping requirements set forth in this section, those lands in the C-1 and C-2 Land Use Districts included within the Downtown Revitalization Plan, Landscaping shall be determined by the Development Authority.
- r) When calculating the number of plantings required, the requirements shall be based on the amount of landscaped area required for the site. Where the calculation required results in a fractional number, the requirements shall be rounded up to the nearest whole number.
- s) Unless otherwise accepted by the Development Authority, trees or shrubs which are found at the time of an inspection that are identified as diseased or in a state of decline must be replaced within the next growing season.
- t) A xeriscaping plan, including drought tolerant and local plant species, prepared to the satisfaction of the Development Authority.
- u) To mitigate the impact of Development on stormwater run-off the developer, where practical, shall implement a plan for the incorporation of bioretention and bioswales prepared by a qualified professional and to the satisfaction of the Development Authority.

3.15.2 Parking and Screening Landscape Requirements

- a) All outdoor storage areas, Parking Facilities and loading areas must be appropriately screened from adjacent Buildings and Roads to the satisfaction of the Development Authority. All outdoor storage located along Queen Elizabeth II Highway, Highway 2A or Highway 597 must be screened by a 2.0 m (6.56 ft) solid white vinyl fence. Other forms of screening may include the use of a fence, berming, Landscaping or a combination of all 3.
- b) Where Off-Street Parking for 20 or more vehicles is required and is being provided at Grade, dispersed landscaped areas may be required within the interior of the parking area(s) for the purpose of providing visual relief and to break up large areas of parking into smaller cells, to the satisfaction of the Development Authority.

- c) Landscape islands and landscape peninsulas shall:
 - be dispersed evenly throughout the parking area after 10 consecutive parking stalls in a row. This does not apply where a landscape strip has been provided between a row of parking stalls;
 - ii) be provided at the ends of each row to separate drive aisles from the end parking stall;
 - iii) contain any combination of trees provided the location of the trees in the landscape island or peninsula do not interfere with sight lines for pedestrian or vehicular traffic;
 - iv) be a minimum of 2.0 m (6.56 ft) on at least 1 side with a minimum 2.0 m (6.56 ft) island or peninsula Width;
 - v) include a concrete curb utilizing low impact design techniques; and
 - vi) allow for water infiltration.
- d) Where deemed appropriate and in any Land Use District, the Development Authority may require the planting of trees and shrubs, may require the construction of berms, the planting of a solid hedge, other vegetative screening, fencing or any combination of to adequately buffer an adjacent site from a Nuisance or any adverse effect.
- e) Any garbage collection area, open storage area, outdoor service area including any loading and vehicular service area, visible from an adjacent site in a residential Land Use District or from a Road other than a Lane, shall be fenced or have a screen planting or both as approved by the Development Authority to a maximum ground Height not exceeding 2.0 m (6.56 ft).
- f) For uses including auto wrecking, lumber yards, outdoor storage areas and such similar uses, where because of height of materials stored, a screen planting that would not be sufficient, a fence, earth berm or combination of both creating a height to substantially block the view, shall be substituted for the requirements outlined in this Part.
- g) Where conditions are not beneficial to horticultural practices, and a screen planting cannot survive, the Development Authority may require a wood fence, earth berm, masonry wall or combinations thereof, to be substituted to meet the requirements of this Part.

3.15.3 Review and Approval of Landscape Plans

- a) The Development Officer shall review the landscape plan to verify its compliance with the provisions of this Part. Provided that the purposes of this Part are achieved, written requests for alternative Landscaping schemes may be submitted to the Development Officer and may be considered when the following conditions apply:
 - site conditions, topography or soil are such that full compliance is impossible or impractical
 - ii) safety considerations are involved, and no other alternative exists alternative exist to reduced potential hazards
- b) A landscape plan shall, to the satisfaction of the Development Officer, include the following:

- i) name of the project and/or applicant;
- ii) name and/or endorsement stamp of the landscape professional;
- iii) north arrow, plan scale and legal and civic address;
- iv) implement a temporary erosion and sediment control plan that incudes how erosion and sediment control measures will be utilized until Landscaping is successfully vegetated;
- v) a color rendering, as viewed from adjacent Street at full maturity of plant life;
- vi) location of existing plant materials and indication as to whether they are to be removed or retained;
- vii) new plant materials shall be accurately scaled to mature size;
- viii) location of planting beds and identification of bedding material;
- ix) minimum number of trees and shrubs, in the required coniferous/deciduous ratio, required to be provided pursuant to the requirements of this section;
- x) total number of trees and shrubs proposed to be provided, and the proposed coniferous/deciduous ratio;
- xi) a list of any proposed variances;
- xii) identification of proposed surfacing of parking and storage areas;
- xiii) plant material list identifying the species/type of trees and shrubs and their planted size, as well as their typical mature size;
- xiv) a table indicating the required quantities of plan material as required by this Bylaw;
- xv) if Landscaping is being proposed within a utility right-of-way the plan must be endorsed by all utility companies that have access to the right-of-way, indicating their approval of the proposed Landscaping;
- xvi) all other physical features, existing or proposed; including berms, walls, fences, outdoor furniture, and decorative paving; and
- xvii) a site plan indicating Lot boundaries and Lot dimensions and the location of proposed Landscaping and features in relation to all existing and proposed Buildings, Signs, outdoor storage areas, parking areas, display areas, approaches, Driveways, fences, and utility rights-of-way.
- c) The Development Officer may authorize minor changes to an approved landscape plan without requiring a separate Development Permit application.

3.16 Drainage

- a) All roof drainage from a Building shall be directed onto the Parcel upon which the Building is located satisfactory to the Development Officer.
- b) Any Landscaping and/or recontouring shall be done so that the finished Grade does not direct surface drainage or cause an accumulation of drainage onto the adjoining site unless otherwise approved by the Development Authority.
- c) Maintenance and/or drainage and utility Easement(s) may be required between abutting Buildings and/or through private yards of 1 or more Dwellings to ensure adequate access for property, drainage, and utility maintenance.

d) To improve urban environmental quality through the reduction of storm water, the Development Authority may consider the implementation of a low impact design measure for eco roof design prepared by a qualified professional and to the satisfaction of the Development Authority.

3.17 Manufactured Homes, Ready to Move and Modular Homes

- a) For Manufactured Homes placed in a residential Land Use District other than in Residential Manufactured Home Park District (R-MHP), in addition to any other requirements in this Bylaw, the size, form and external appearance of a Manufactured Home shall be acceptable to the Development Authority having regard to compatibility with other Buildings in the vicinity; and a Manufactured Home shall:
 - be of new construction, such that it is being transported directly from the factory or sales dealership to the residential site
 - ii) maintain a minimum roof pitch of 4:12
 - iii) possess a roof surface of asphalt shingles, clay or concrete tiles, slate, or wood shakes
 - iv) have a minimum roof overhang or eaves of 0.4 m (1.31 ft) from each external wall
 - v) maintain a minimum Width of 6.1 m (20.01 ft)
 - vi) maintain a maximum length to Width ratio of 3:1
 - vii) be placed on a Permanent Foundation consisting of a Basement, slab on Grade
 - viii) ensure that all 4-sides of the Building be skirted or have the undercarriage fully concealed with false walls
 - ix) a minimum Floor Area as required in the applicable Land Use District
 - x) the Manufactured Home cannot be removed from the residential site unless approval and a Development Permit is granted by the Development Authority

3.18 Objects Prohibited or Restricted in Yards

- a) No Owner, or person in lawful possession and control, of a Parcel in a residential Land Use District, shall allow:
 - any vehicles or equipment of any kind that is in a state of disrepair, partially dismantled, inoperable, or dilapidated to remain on the Parcel;
 - ii) any temporary Structure or Canvas Covered Structure used for storage purposes are prohibited in all Land Use Districts, except those listed below:
 - i. temporary Structures or Canvas Covered Structures may be considered in the I-1 Industrial Light District, I-2 Heavy Industrial District and PF – Public Facility District subject to the provisions of section 4.1, Accessory Development.
 - iii) any excavation, storage or piling up of materials required during construction unless all necessary safety measures are taken, and they ensure that construction is completed as soon as practicable;
 - iv) a motor vehicle, boat, utility trailer/cargo trailer, Off Highway Vehicle or Recreational Vehicle to be parked or to remain on any part of any Landscaped area of any Front Yard or Side Yard of the Parcel in a residential Land Use District;

- a commercial vehicle, loaded or unloaded with the following characteristics, to be parked or to remain on any part of the Parcel in a residential Land Use District, except when it is parked for the purpose of, and is in the process or, loading or unloading:
 - i. having a gross vehicle weight exceeding 7,500 kg; or
 - ii. having more than 1 rear axle; or
 - iii. being more that 6.65 m (21.82 ft) in length
- vi) A Recreational Vehicle (including a holiday trailer, camper, motor home,) to be parked or to remain on the:
 - i. Front Yard of any Parcel, unless it is on a Parking Pad (Part 8, Schedule A4) and perpendicular to the Road in front and does not, within 0.25 m (0.82 ft), overhang the sidewalk or curb, Lane, or Road, or in any manner that protrudes, poses a traffic or safety hazard, or is otherwise not entirely within the property boundaries of the Parcel; or,
 - ii. Side Yard of any Parcel when that Side Yard is adjacent to a paved Road unless it is on an approved Parking Pad.
- vii) Notwithstanding section 3.18 (vi) above, a Recreational Vehicle, boat or utility trailer in any manner that reduces the number of available Off-Street Parking stalls that are required for the uses of the Parcel listed in Part 6 and in accordance with section 3.20.
- viii) In a residential Land Use District, no person shall allow a Recreational Vehicle to be used for living or sleeping accommodations.
- ix) In all other non-residential Land Use Districts, a Recreational Vehicle may only be used for living and sleeping accommodation when parking in an approved Campground.

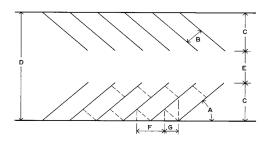
3.19 Outdoor Lighting

- a) With the exception of Street lighting, outdoor lighting provided for security, display or attraction purposed for any Development shall be arranged so that no direct rays of light are directed at any adjoining site or interfere with the effectiveness of adjacent traffic signals.
- b) All Development, including the repair and replacement of fixtures, shall incorporate 'dark sky friendly' lighting practices that minimize light pollution, glare, and adverse illumination on adjacent Parcels, while maintaining nighttime, on-site safety and security while allowing for illumination of Buildings, Landscaping, and outdoor displays.
- c) All outdoor lighting fixtures shall be located, aimed, and shielded in a manner that does not directly illuminate a Road or an adjacent residential area.
- d) As a condition of the Development Permit approval, the Development Authority may require a site lighting plan, prepared by a qualified professional.

3.20 Parking and Loading Standards

3.20.1 General Parking and Loading Provisions

- a) The applicant may be required, as a condition of Development Permit, to provide an irrevocable letter of credit to the Town equal to 100% of the estimated paving costs associated with parking and loading, in accordance with section 2.7.
- b) Where security is required under section 2.7 and subsection a) above, site plans shall be accompanied by a quote from a certified professional indicating the estimated cost of the parking and loading paving.
- c) Any calculation of the number of parking stalls which produces a requirement for part of a stall shall be rounded up to the next highest whole number.
- d) Where an Electric Vehicle Charging Station is provided, the Development Authority shall determine what proportion of the Electric Vehicle Charging Station may contribute towards the minimum parking requirement.
- e) For uses not listed in this section, the number of stalls shall be determined by the Development Authority having regard to similar uses listed and the estimated traffic generation and attraction of the proposed use.
- f) The Development Authority may refuse a Development Permit if the application does not meet the parking and/or loading requirements.
- g) All Off-Street Parking areas, where entered onto by a paved Road, shall be Hard Surfaced as defined in this Bylaw.
- h) When a Building is enlarged or the use of a Parcel or Building is changed or increased in intensity, the additional parking stalls to be provided shall be limited to the difference between the requirement of the original Building or use and that of the enlarged Building or changed to intensified use.
- i) The parking stall requirement on a Parcel which has or is proposed to have more than 1 use shall be the sum of the requirements for each of those uses.
- j) Each parking stall shall have dimensions of not less than 2.75 m (9.02 ft) by 6.0 m (19.69 ft).
- k) The dimensions of parking areas shall be as set out in the following diagram and table below:



| A | B | C | D | E | F | G |
|---------|---------------------|---------------------|----------------------|---------------------|---------------------|-----------|
| Parking | Stall Width | Stall | Overall | Manoeuvring | Curb | Row End |
| Angle | | Depth | Depth | Space | Length | Length |
| 0 | 2.75 m (9.02 ft) | 2.75 m (9.02 ft) | 9.0 m (29.53 ft) | 3.5 m (11.48 ft) | 6.7 m (21.98 ft) | 0 m |
| 30 | 2.75 m | 5.0 m | 13.5 m | 3.5 m | 5.45 m | 0.85 m |
| | (9.02 ft) | (16.4 ft) | (44.29 ft) | (11.48 ft) | (17.89 ft) | (2.79 ft) |
| 45 | 2.75 m | 5.7 m | 15.4 m | 4.0 m | 3.85 m | 2.05 m |
| | (9.02 ft) | (18.7 ft) | (50.52 ft) | (13.12 ft) | (12.63 ft) | (6.75 ft) |
| 60 | 2.75 m | 6.0 m | 17.5 m | 5.5 m | 3.2 m | 2.0 m |
| | (9.02 ft) | (19.69 ft) | (57.41 ft) | (18.04 ft) | (10.49 ft) | (6.56 ft) |
| 90 | 2.75 m (9.02 ft) | 6.0 m (19.69 ft) | 18.0 m (59.06 ft) | 7.0 m (22.97 ft) | 2.75 m (9.02 ft) | 0 m |

I) The following minimum number of parking stalls shall be provided and maintained upon the use of a Parcel or a Building in any Land Use District as Part 6 of this Bylaw. Any calculation of the number of parking stalls which produces a requirement for part of a stall shall be rounded up to the next highest integer.

| COMMERCIAL | MINIMUM PARKING REQUIREMENT |
|---|--|
| Any use not listed separately within this table with a gross Floor Area (GFA) of: | |
| 1. Less than 4,500 m ² | 2.5 / 100 m ² of GFA |
| 2. 4,500 m ² to 9,000 m ² | 3 / 100 m ² of GFA |
| 3. 9,000 m ² to 28,000 m ² | 3.5 / 100 m ² or GFA |
| 4. Greater than 28,000 m ² | 4 / 100 m ² of GFA |
| Animal Boarding/ Breeding Facility | 2 / 100 m ² of GFA |
| Veterinary Clinic, Hospital | |
| Commercial School | 1 / 8 students or 22 / 100 m ² of GFA, whichever is greater |
| Commercial Service Facility | 1 / 100 m ² |
| Daycare | 1 / 50 m ² of GFA + 1 stall / employee |
| Drinking Establishment | 1 / 4 seats or 1 / 3 m ² of GFA whichever is greater |
| Drive-Through Business | 2.5 / 100.0 m ² , minimum 5 |

| Food Service, Restaurant | 1 / 4 seats or 2.2 stalls / 100.0 m ² of GFA, whichever is greater. (The Development Authority may vary to accommodate more intensive uses) |
|---|--|
| Funeral Homes | 1 / 5 seats (Based on Occupancy) |
| Gas Bar | 2.5 stalls / 100.0 m ² GFA +1 per pump island |
| Greenhouse, Major | 2 / 100.0 m ² GFA of Retail Sales + 1 / 100.0 m ² GFA of yard and/or warehouse |
| Health Services Office/Medical, Dental | 5 / 100.0 m ² |
| Live Work Unit | 1 additional parking stall / unit |
| Motels/Hotels | 1 / guest room and 2 / 100.0 m ² Office space |
| Office/Business Support Service | $3.5 / 100.0 \mathrm{m}^2$ |
| Personal Services | 2.5 / 100.0 m ² |
| Recreation and Entertainment Facilities | 1 / 4 seats |
| Automotive Services | $2.5 / 100.0 \mathrm{m}^2$ |
| Retail, Adult, Alcohol, Cannabis, | 2 stalls / 100.0 m ² GFA |
| Retail, General | 4 stalls / 100.0 m ² GFA |
| Retail, Shopping Centre | 5 stalls / 100.0 m ² GFA |
| Truck/Manufactured Home Sales/Rental | 2.5 / 100.0 m ² |
| Vehicle Repair | 2 / service bay |
| Vehicle Sales/Rental | 2.5 / 100.0 m ² GFA |
| Warehouse Sales | 5 / 100.0 m ² GFA |
| | |

| INDUSTRIAL | MINIMUM PARKING REQUIREMENT |
|---|--|
| Any industrial use not listed separately in this schedule | 3 / establishment or 1 / 100.0 m ² GFA or as determined by the Development Authority, minimum 6 / tenant + 2.0 / 100.0 m ² GFA Office |
| Autobody Repair, Paint | 2 / service bay |
| Contractor, Minor Contractor, Major | 3 / establishment or 1 per 100.0 m ² GFA, whichever is greater |
| Greenhouse, Major | 2 / 100.0 m ² GFA of retail sales Structure plus 1 per 100.0 m ² GFA of yard and/or warehouse |
| Office for Industrial Uses Listed | 2 / 100.0 m ² |
| Industrial, General Industrial, Heavy Industrial, Manufacturing | 3 / establishment or 1 / 100.0 m ² GFA, whichever is greater (The Development Authority may vary this regulation to accommodate more labour-intensive uses) |
| Warehousing, Storage Buildings and Yards | 1 / 100.0 m ² . Minimum 4 / tenant or business |

| PUBLIC FACILITY | MINIMUM PARKING REQUIREMENT |
|--|---|
| Cemetery | 10 / hectare |
| Community Facility | $3.5 / 100.0 \mathrm{m}^2 \mathrm{GFA}$ |
| Emergency Services | 2 /100.0 m ² GFA, excluding parking Garages |
| Municipal Uses | 2 / 100.0 m ² GFA |
| Religious Assembly | 1 / 3 fixed seating spaces; or 20 / 100.0 m ² of Floor Area used for assembly, recreation, or other Accessory Uses |
| School | |
| Elementary or Junior High School | 1 /classroom or 1 / 10 students, whichever is greater |
| | 5 / classroom or 1 / 5 students, whichever is greater |
| 2. Senior High School | |

| PUBLIC/RECREATIONAL | MINIMUM PARKING REQUIREMENT |
|---------------------|--------------------------------|
| Campground | 1 / camping space |
| Hospitals | 1 / 4 beds and 1 / 2 employees |

| PUBLIC FACILITY | MINIMUM PARKING REQUIREMENT |
|---|---|
| Public Assembly Buildings | 1 / 4 seats |
| Recreation, Community | 11 / 100.0 m ² GFA plus an additional 10 / 100.0 m ² for area used for assembly to a maximum of 50% of which may be provided on an immediately abutting School site |
| Recreation, Indoor parking is as follows for: | 1 / 3.5 seats or 31 / 100.0 m ² GFA used by patrons |
| | 3 / Lane |
| Bowling Alley | 3 / sheet |
| Curling Rink | 1 / 100.0 m ² GFA |
| Health & Fitness centres | 1 / 3.5 seats or 1 / 5 m ² of playing/water surface |
| Hockey rink and pools | 2 / court |
| Racquet and other sport facilities | |
| Recreation, Outdoor | 1/3.5 seats or $31/100.0$ m ² GFA used by patrons. |

| RESIDENTIAL | MINIMUM PARKING REQUIREMENT |
|---|--|
| Accessory Suite | 2 / Suite |
| Apartment | 1 / 1 Bedroom Unit; 2 / 2 Bedroom Unit; 2 / 3 Bedroom Unit; Plus 1.5 / every 5 units as designated guest parking |
| Detached Dwelling, Manufactured, Modular or Moved-in | 2 / Dwelling |
| Duplex Row Housing Stacked Row Housing Multiple Housing Development | 2 / Unit plus 1 / stall for every 5 units for designated guest parking |
| Assisted Living Facility | 0.5 / unit to provide for residents; 1 / 7 units for visitor & day staff with a minimum of 3 stalls |
| Bed & Breakfast | 1 / guest room |
| Boarding & Lodging House | 1 stall / 2 persons being accommodated |
| Manufactured Home Park | 2 / Dwelling plus 1 / 4 Dwellings as designated guest parking |
| Residential Sales Centre | 2 / sales centre |
| Residential Security/Operator Unit | 1 / unit |
| Temporary Care Facility | 0.4 / unit to provide for residents; visitor & day staff, minimum of 3 stalls |

- m) A minimum standard of $24.7 \, \text{m}^2$ (265. 87 ft²) per parking stall shall be used for general calculations for the areas of Parking Facilities or the number of parking spaces in a Parking Facility.
- n) For Development in Commercial Central District (C-1), where in the opinion of the Development Authority, it is impractical because of Lot shape, proposed Building configuration, orientation of adjacent Buildings, or economic viability to provide any or all of the required parking stalls, the Development Authority may:
 - i) reduce the number of parking stalls required; or
 - ii) waive the provisions of any parking stalls.
- o) Parking stalls shall be located on the same Parcel as the use for which they are being provided.

3.20.2 Alternate, Shared and Tandem Parking

- a) For non-residential uses, a minimum of 75% of the parking required by this Part shall be located on the same Parcel as the use for which they are being provided unless otherwise determined by the Development Authority
- b) Notwithstanding section 3.20.2 (a) above, the alternate parking spaces shall be located within 200.0 m (656.17 ft) of the proposed Development
- c) A caveat, ensuring the use of the Parcel for the required number of parking spaces is registered onto the Certificate of Title for that Parcel.

3.20.3 Shared Parking

- a) Shared use of the same on-site parking spaces to meet the requirements of 2 or more Developments may be allowed at the discretion of the Development Authority, provided:
 - i) The normal business hours of each Development do not overlap.
 - ii) The total quantity of spaces is at least equal to the required spaces for the Development in operation at any given time.

3.20.4 Tandem Parking

- a) Detached Dwelling, Duplex, Manufactured Home, 2 parking stalls per Dwelling may be in tandem and may include 1 in a Garage space. Where possible, Tandem Parking accessed by way of the rear Lane shall be avoided.
- b) Stacked Row Housing and Row Housing may provide for Tandem Parking for Developments where individual Driveways are provided.
- Tandem Parking, at the discretion of the Development Authority, may be considered for a Home Based Business 3.

3.20.5 Bicycle Parking Requirements

- a) To encourage alternate forms of transportation, in addition to the required vehicular parking, bicycle parking shall be provided as follows:
 - i) a residential site of 20 or more Dwellings and all non-residential uses the Development Authority deems necessary shall provide bicycle parking equal to a minimum of 5% of the number of vehicular parking spaces required for the use
 - ii) educational and recreational facilities shall provide a minimum of 10% of the required number of vehicular parking spaces
- b) Required bicycle parking spaces shall be wholly provided on the same site as the Development.

c) Required bicycle parking spaces shall be located on designated Hard Surfaced areas, not interfering with pedestrian traffic, and shall be illuminated.

3.20.6 Driveways

- a) Any Building into which a vehicle may enter shall have a Driveway on the Parcel at least 6.0 m (19.69 ft) in length
 - a. rexcept where a Driveway enters from a Lane where access shall be either at least 6.0 m (19.69 ft) from the Property Line or maintain a minimum of 1.0 m (3.28 ft) from the Property Line, or
 - a.b. except in those cases where an Easement has been placed along the Rear Property Line in which case the Building Setback shall be either 6.0 (19.69 ft) or the width of the Easement plus 0.5 m (1.64 ft) from the Lane.
- b) Where no access by way of the Lane is provided to a Building, the Driveway shall meet the minimum requirements for a parking stall as listed in this section
- c) Where the Driveway services not more than 4 Dwellings, all at Street intersection Driveways shall be Setback a minimum of 6.0 m (19.69 ft) except where existing or planned traffic volumes indicate that a greater distance is required to improve or maintain traffic safety and efficiency.
- d) The minimum width of a Driveway shall be 3.0 m (9.84 ft) and where possible shall be grouped together in pairs to maximize the space available for on Street parking.
- e) To ensure that the movement of traffic is both safe and efficient, the Development Authority will prohibit Driveways onto Highways/Expressways and arterial Roads as defined in the Town of Blackfalds Transportation Master Plan and amendments thereto, and where, in the opinion of the Development Authority, the Driveway would be liable to create a hazardous traffic situation.
- f) Where access is gained directly from a paved Road, Driveways and parking areas shall be Hard Surfaced.

3.20.7 Loading Space Requirement

- a) For new Development, change in use of existing Development, or enlargement of existing Development, on site Loading Space shall be provided and maintained in accordance with the requirements of this Bylaw.
- b) Loading Spaces shall be provided within the property boundaries of the Development and is subject to all Setbacks and yard requirements specified in this Bylaw.
- c) Access to any Loading Space shall be provided, where possible, internally to the Development or from a Lane adjacent to the Development.

Commented [JT19]: Amendment #2.18 - the additional changes identified are formatting

- d) Access arranged such that no backing or turning movement of vehicles to and from causes undue interference with traffic on adjoining or abutting Roads or Lanes.
- e) Loading Spaces shall be required for all non-residential Development and Apartments.
- f) Loading Spaces shall be designed and located so that all vehicles using those spaces can be parked and manoeuvred entirely within the bounds of the Parcel before moving onto a Road.
- g) Loading Spaces shall be located in Rear and Side Yards only.
- h) A Loading Space shall be at least $3.5 \, \text{m} \times 8.0 \, \text{m}$ (11.48 ft X 26.25 ft), with an overhead clearance of at least $4.6 \, \text{m}$ (15.09 ft).
- i) Hard surfacing of the Loading Space shall be required where a Loading Space enters a paved Road; otherwise, the Development Authority may allow all weather surfacing.

| DEVELOPMENT TYPE | MINIMUM LOADING SPACE REQUIREMENT |
|---|---|
| Residential and residential related uses | n/a |
| Commercial and industrial uses, except those uses listed specifically | 1 / 1,900.0 m ² (20,451 ft ²) |
| Hotel Motel Food Service, Restaurant Drinking Establishment | 1 / 2,800.0 m ² (30,139 ft ²) |
| Institutional and service uses Community, recreational and cultural uses | 1 / 2,800.0 m ² (30,139 ft ²) |
| School, senior high | 1.5 / 100 students, minimum 5 plus minimum 5 bus Loading Spaces |

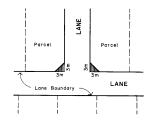
3.20.8 Residential Parking Requirements

- a) All parking areas required for a 4-plex, Multiple Housing Development, Row Housing, Stacked Row Housing, and Apartments, shall be Hard Surfaced.
- b) All parking areas required for Detached Dwellings and a Duplex shall contain all weather surfaces (gravel) where access is via a Lane.

3.20.9 Sight Lines

a) No person shall erect, place, or allow any Building, fence, vehicle or trailer, screening material or object, and no person shall plan or be allowed to grow any hedges, trees or vegetation which exceeded 1.0 m (3.28 ft) in Height on a portion of a corner site.

- b) In the Front Yard of a site in a residential Land Use District, no fence or hedge more than 1.0 m (3.28 ft) in Height shall be allowed within 6.0 m (19.69 ft) of the intersection of a Driveway or land and a Road.
- c) In the case of a site which is at the intersection of a Lane, within a triangular area 2 sides of which shall be a minimum of 3.0 m (9.84 ft) long, measured from the corner of the corner site along the boundaries of the Lot which meet at the said intersection, and the third side by drawing a line to connect points so determined on each such boundary (for illustrative purposes).



3.20.10 Vehicle Access Parking Space Standards

- a) In locating a Building for which vehicle access is intended:
 - i) any private Garage shall not be erected or placed on the Rear Yard of a site closer to the side where the vehicle entrance to the Garage or Carport faces a Lane, the Building Setback shall be either 6.0 m (19.69 ft) or 1.0 m (3.28 ft) from the Lane, except in those cases where an Easement has been placed along the Rear Property Line, in which case the Building Setback shall be either 6.0 m (19.69 ft) or the width of the Easement plus 0.5 m (1.64 ft) from the Lane.
 - ii) where the vehicle entrance door to a Garage faces a side boundary of the site which abuts an adjacent Lot, the Building shall not be less than 6.0 m (19.69 ft) from that side boundary.
 - iii) any other Building into which a vehicle may enter shall be placed so that a 6.0 m (19.69 ft) minimum Driveway exists between the Property Line, Road or Lane and the vehicle entrance door.
 - iv) All accesses to any Garage, Carport or Parking Pad must be Hard Surfaced if entering from a hard-surfaced Road or Street.

3.20.11 Barrier Free Parking Stalls

- Barrier free parking stalls shall be located as close as possible to ramps, Walkways and Building entrances.
- b) Parking shall be arranged in such a way that creates a barrier free path of travel.
- c) For conditions requiring more than 2 barrier free parking stalls, no more than 2 stalls shall be placed adjacent to each other. If there are several accessible Building entrances, a stall shall be located near each entrance.
- d) Each parking stall shall be clearly identified by painting the international symbol of accessibility.

 The symbol shall be in white on a blue background and have a minimum size of 0.9 m X 0.9 m

(2.95 ft X 2.95 ft)The symbol and minimum size of each barrier free parking stall shall be in accordance with the Fogiwf&zminsl\Htij.

Commented [JT20]: Amendment #2.19

- e) The international symbol of access shall be painted on the pavement of all Off-Street barrier free parking stalls with a nonslip paint and displayed with a vertically mounted Sign conforming to the Height requirement set forth in accordance with the Fogjwf&zoqiss1\text{\frac{1}}\text{\f
- f) The access aisle shall lead to a curb cut to the adjacent sidewalk connecting to a Building entrance.
- g) The number of barrier free parking stalls shall be as follows: The number of barrier free parking stalls provided shall be in accordance with the Fortiwe Statis 1 # tij3

Commented [JT21]: Amendment #2.20

NUMBER OF STANDARD VEHICLE PARKING

STALLS
1 to 25
26 to 50
51 to 100
>100

NUMBER OF BARRIER FREE VEHICLE PARKING

3.21 Relocation of Buildings

- a) No person shall, unless a Development Permit has been issued by the Development Authority:
 - i) place on a Parcel, a Building which has been previously erected or placed on a different Parcel, or
 - ii) alter on a Parcel, the location of a Building which has already been constructed on that Parcel;
- b) A Development Permit is required when a Building is moved to a new location, either within a site, or from 1 site to another. The relocated Building must comply with the regulations of the Land Use District into which it is being relocated.
- c) A Development Permit for the removal of a Building from a site requires proof of service disconnection for all applicable utilities.
- d) Any Building receiving approval to be relocated shall be brought up to all existing Federal, Provincial and Municipal standards, codes, regulations, and Bylaws.
- e) In addition to the requirements of section 2.10, the applicant must submit the following information:
 - i) recent colour photographs showing all sides of the Building;
 - ii) a statement on the age, size, and condition of the Building;
 - iii) a statement prepared and signed by a qualified person on the structural condition of a Building; and
 - iv) a statement of proposed improvements to the Building.

- f) The Development Authority may inspect the Building, which is proposed to be relocated or, at the applicant's expense, may request an inspection by a professional who will provide a written certification of the Buildings structural condition as well as any deficiencies relating to Building codes or regulations.
- g) Where a Development Permit has been granted for the relocation of a Building either on the same Parcel or from another Parcel, the Development Authority shall require a letter of credit or form of securities satisfactory to the Development Authority, of not less than \$20,000, to ensure completion of any renovations set out as a condition of approval of a permit.
 - The Development Authority may, at their sole discretion, allow for a letter of credit or form
 of security less than \$20,000 if the Development Permit granted for the relocation of a
 Building is an Accessory Building
- h) The Development Authority may issue a Development Permit for the proposed Building with or without conditions or subject to such additional condition(s) as deemed necessary to ensure that the Building is renovated to a satisfactory standard.
- All structural and exterior renovations shall be completed within 1 year of the issuance of a Development Permit, unless otherwise approved by the Development Authority.

3.22 Site Grading and Tree Clearing

3.22.1 Site Grading

- a) A Development Permit shall be required for any Site Grading, excavations, stripping and/or grading of land with appropriate plans, including placement of any material, as required by the Development Authority prior to commencement.
- b) A temporary fence shall be erected around all excavations which in the opinion of the Development Authority may be hazardous to the public.
- c) Where finished ground elevations are established, all grading shall comply with approved plans.
- d) All topsoil shall be retained on the Parcel, except where it must be removed for Building purposes.
- e) A Letter of Credit and Development Agreement may be required if the Site Grading area is in excess of 1,000.0 m² (10,763.91 ft²) or as determined by the Development Authority.
- f) Notwithstanding sections 3.22.1 (a)-(e), a Development Permit is not required for manual ground disturbances subject to the preliminary identification of buried infrastructure affecting the Parcel.

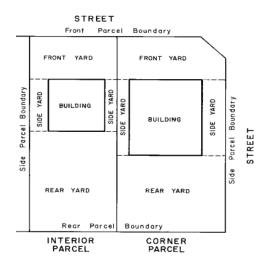
3.22.2 Tree Clearing

- a) Unless otherwise exempt from requiring a Development Permit pursuant to section 2.9 of this Bylaw, a Development Permit application shall be required for Tree Clearing.
- b) The Development Permit application for Tree Clearing shall require the following information:
 - i) purpose of proposed Tree Clearing;
 - ii) detailed description of vegetation to be cleared;
 - iii) proposed schedule for Tree Clearing;
 - iv) proposed access and haul route(s); and
 - v) reclamation plan.
- c) When considering a proposal for Tree Clearing, the Development Authority shall review:
 - any potential for the trees to be incorporated into future Development to meet the Landscaping provisions of section 3.15;
 - ii) the Municipal Development Plan and any other relevant Statutory Plans;
 - iii) the protection of Environmentally Sensitive Lands and watercourses;
 - iv) possibility of any environmental reserve designation;
 - v) potential Nuisance and safety effect on any Adjacent Lands;
 - vi) habitat maintenance during wildlife nesting; and
 - vii) the health and size of the native trees.

3.23 Yards and Projections

3.23.1 Front Yard

- a) Where lands affected by a Corner Lot, the Front Yard shall be the narrower of the 2 Frontages. If equal, the Front Yard shall be at the discretion of the Development Officer.
- b) The Development Officer may require a corner site to provide a greater Setback from the front Lot Line than is required within the Land Use District having regard for the orientation and access of the Development and the adjacent properties.



3.23.2 Projections

- a) The following features may project into a required Setback as provided for below, provided there is no encroachment onto an Easement or utility right-of-way:
 - i) in residential Districts, Structures such as fire pits and/or outdoor fireplaces, eaves, bay
 or bow windows, unenclosed decks and steps, canopies and balconies may project
 into a minimum Yard provided that the projection does not exceed:
 - i. 1.5 m (4.92 ft) into the minimum Front Yard;
 - ii. one half of the minimum Side Yard required for the Building;
 - iii. 3 m (9.84 ft) into the minimum Rear Yard; and
 - iv. no part of or attachment to a Principal Building, including unenclosed decks more than 1.6 m (5.25 ft) above grade, shall project into a Front Yard or Rear Yard any closer to the side property boundary than the distance in section 3.23.2 (ii) above
 - ii) in all other Districts, the parts of and attachments to a Principal Building or an Accessory Building which may project over or on a minimum Yard are:
 - i. any projection not exceeding 1.5 m (4.92 ft) into a Front Yard or Rear Yard;
 - ii. any projection not exceeding 0.6 m (1.97 ft) into a Side Yard; and
 - iii. exterior fire escapes not exceeding 1.2 m (3.94 ft) in width.
- b) Except as otherwise provided in this Part, Projections to foundation walls and footings, or on piles, are deemed to be part of the Building and shall not be considered a Projection over a yard.
- c) No portion of a Building other than eaves, Signs or canopies shall project into a public or private right-of-way.

- d) Notwithstanding this section, accessibility ramps may project without limits into a required Setback provided:
 - i) the ramp provides access to the main floor or lower level of the Building
 - ii) in a residential Land Use District:
 - i. the area of any landing is less than $3.6 \text{ m}^2 (38.75 \text{ ft}^2)$
 - ii. the maximum ramp width is 1.2 m (3.94 ft)

3.24 Other Uses

- a) All uses which are not covered by specific regulations in this Bylaw shall, in accordance with the following quidelines, be:
 - i) separated from adjacent uses by such a distance as to ensure that there will be no adverse impact upon or by those adjacent uses
 - ii) at a Density which is consistent with that prevailing in the area, unless otherwise provided for in a Statutory Plan
 - iii) set back from any Parcel boundary abutting a Road a sufficient distance to ensure that the Development will not be visually intrusive, having regard to any possible changes in surrounding uses
 - iv) of a Height which will be consistent with that prevailing in the area
 - v) developed in such a manner that there will be no adverse impact upon or by traffic on adjacent Roads
 - vi) developed in conformance with any applicable Statutory Plan designed, constructed and the exterior finished to the satisfaction of the Development Authority, who shall ensure, as far as practical, that materials will be used which are appropriate and compatible with the standard of surrounding Developments.

PART 4.0 SPECIFIC USE REGULATIONS

4.1 Accessory Development and Accessory Buildings

4.1.1 Accessory Development

- a) Any Accessory Building that exceeds 10.0 m² (107.64 ft²) shall require a Development Permit.
- b) An Accessory Building, Structure or Accessory Use shall be considered a Permitted Use when accessory to a Permitted Principal Use and a Discretionary Use when accessory to a Discretionary Principal Use.
- c) No Accessory Building may be constructed, erected, or moved on to any site in any Land Use District prior to the time of construction of the Principal Building to which it is accessory to.
- d) Unless otherwise provided in this Bylaw, all Accessory Buildings shall conform to the site regulations for the Land Use District in which they are located.
- e) Where a Building is attached to the Principal Building on a site by a roof, an open or enclosed Structure, a floor, or a foundation, it is to be considered a part of the Principal Building and not as an Accessory Building.
- f) An Accessory Building or Structure shall not be constructed over an Easement or right of way.
- g) An Accessory Building, or any portion thereof, shall not be used as a Dwelling.
- h) No Accessory Building or any portion thereof shall be erected or placed within the Front Yard of a Parcel.
- i) The size of an Accessory Building may not exceed the size of the Principal Building.
- An Accessory Building shall consider the Principal Building appearance to ensure compatibility and incorporate similar exterior colours and materials.

4.1.2 Accessory Buildings in Residential Land Use Districts

- For the purposes of this section, sheds and detached Garages are classified as Accessory Buildings.
- b) There shall be no more than 2 Accessory Buildings per residential Lot.
- c) An Accessory Building shall:
 - be situated so that the exterior wall is a minimum of 1.0 m (3.28 ft) from the side and rear boundaries of the Parcel, except Buildings having vehicle access, which are regulated by section 3.20

- ii) not be situated closer to the other side Parcel boundary or the rear Parcel boundary, and where Sight Triangles are required at the intersection of Roads, it shall comply with subsection 3.20.9
- d) An Accessory Building shall not be more than 5.0 m (16.40 ft) in Height and shall not exceed the Height of the Principal Building
- e) An Accessory Building that is a shared Garage may be developed on the common Lot Line. The
 minimum Side Yard for the opposite side Lot Line shall be as required within the Land Use District
 provisions and,
 - a caveat, for any shared wall shall be registered onto the Certificate of Title for the affected Parcels.
- f) An Accessory Building or Structure on a double fronting Lot shall be sited as if a Front Yard is required on both Lot Lines abutting Roads unless it is a residential Lot with its access from 1 Street consistent with Lots on the same block
- g) The Setback for an Accessory Building or Structure shall not be less than the Side Yard required for the Principal Building on the side Lot Line abutting a flanking Road
- h) An Accessory Building to which a vehicle may enter shall conform to section 3.20

4.1.3 Other Land Use Districts

- a) For an Accessory Building or Use visible from a Highway and/or major Road, the Development Authority shall also take into consideration the Building appearance, orientation and design and may add any conditions necessary to ensure such Building is suitable to the character of the existing Development in the Land Use District as well as its effect on adjacent Land Use Districts.
- b) The Development Authority may require a higher level of Landscaping and buffering to ensure that the Building is appropriately screened.

4.2 Accessory Suites

- a) An Accessory Suite shall be a Discretionary Use within a Dwelling located in the R-1M Residential Single Dwelling Medium Lot District and the R-1L Residential Single Dwelling Large Lot District
- b) An Accessory Suite includes the Development or conversion of Basement space or above Grade space to a separate Dwelling or the addition of new floor space for an Accessory Suite to an existing Detached Dwelling, and
 - i) is a self-contained unit with a separate Kitchen, sleeping and sanitary facilities which are physically separate from those of the Principal Dwelling within the Structure
 - ii) has an entrance separate from the entrance to the Principal Dwelling either from a common indoor landing or directly from the side or rear of the Structure
 - iii) shall contain a maximum of 2 bedrooms

- c) The maximum number of Accessory Suites per Detached Dwelling is limited to 1.
- d) An Accessory Suite shall provide 2 additional Off-Street Parking stall in addition to the minimum requirements of section 3.20. Tandem Parking shall not be allowed as a method for meeting the parking requirements for an Accessory Suite.
- e) The number of Dwellings allowed to have Accessory Suites within a neighbourhood area shall not exceed 10% of the total units in that subdivision, neighbourhood and the Accessory Suites are to have a distance of 10 Dwellings and/or Lots between Accessory Suites as per final approval by the Municipal Planning Commission.
- f) A Home Based Business 2 and Home Based Business 3 shall not be allowed within an approved Accessory Suite.

4.3 Alternative Energy Collecting and Storing Devices

4.3.1 Solar Energy Devices

- Solar energy devices and all components associated with the devices shall meet the Setback and Height coverage requirements of the Land Use District in which they are placed.
- b) Solar energy devices attached to a Principal or Accessory Building should be integrated with the roof or wall/Structure. The mounted panel:
 - i) should not project more than 0.15 m (0.49 ft) from the surface of the Building
 - ii) should not project vertically more than 1.0 m (3.28 ft) above the roof line in residential Land Use Districts, and not more than 1.8 m (5.91 ft) above the roof line in all other Land Use Districts, where located on Buildings with flat roofs
 - iii) should not extend beyond the outermost edge of the roof or wall to which it is mounted.
- c) Solar energy devices not attached to a Building shall:
 - i) be located in a Side or Rear Yard only
 - ii) not exceed 2.5 m (8.20 ft) in Height above the ground
 - iii) be screened from adjacent properties with a fence, Landscaping, or other means of screening, to the satisfaction of the Development Authority.

4.3.2 Geothermal Energy Devices

- a) Geothermal energy devices shall ensure the underground components meet the required Setbacks for accessory and accessory residential Buildings in the Land Use District
- b) In the case of above ground components, the geothermal energy devices shall:
 - i) in a residential Land Use District, be subject to the Land Use District requirements for an Accessory residential Building on the Parcel where the device is located

Page | 81 Town of Blackfalds | Land Use Bylaw 1268.22 Schedule 'A'

- ii) in all other Land Use Districts, be subject to the Land Use District requirements for a Principal Building on the Parcel where the device is located.
- c) Geothermal energy devices do not require a Development Permit, subject to meeting the requirements of the Land Use District in which they are located.

4.4 Bed & Breakfast Establishments

- a) Bed & Breakfast establishments are allowed in the Town if they are secondary to the residential use of the Dwelling. Such accommodation shall be compatible with and not interfere with the use and enjoyment of the neighbourhood in residential areas. The planning, operation, and appearance of a Bed & Breakfast shall be compatible with and sensitive to the general residential character of its immediate surroundings, in terms of atmosphere, privacy, enjoyment, Landscaping, architecture, scale, activity and retaining the appearance of a Detached Dwelling. In this regard, Bed & Breakfast establishments shall comply with the following standards:
 - alterations to the residence shall be limited so that a home can be easily converted back to a residence. Any alterations are to be approved by the Municipal Planning Commission
 - ii) there shall be a maximum of 2 rooms available for guests at a Bed & Breakfast establishment
 - iii) the property Owner host of the Bed & Breakfast shall occupy the subject Detached Dwelling as the primary residence
 - iv) the maximum length of stay for a guest at a Bed & Breakfast shall be 14 nights in any 30-day period
 - v) guest rooms shall not be self-contained Dwellings, and not contain a Kitchen for the guest rooms for the use of guests to prepare meals
 - vi) 1 Sign only shall be allowed to identify, rather than advertise the establishment. The Sign must not exceed 0.33 m x 0.45 m (1.08 ft X 1.48 ft) in size
 - vii) Off-Street Parking shall be provided as follows:
 - i. 2 parking spaces for the Principal Dwelling plus 1 space per guest room
 - ii. no other services or retail sales may be offered at or from the same premises other than the of a Bed & Breakfast
 - iii. no home occupation is allowed on the premises of a Bed & Breakfast
 - viii) where a Bed & Breakfast is approved, there shall be no Accessory Suite on the premises of a Detached Dwelling.
- A Home Based Business 2 and Home Based Business 3 shall not be allowed within an approved Bed & Breakfast.

4.5 Cannabis Retail Sales

a) Retail, Cannabis sales use shall not be located within 100.0 m (328.08 ft) from any other Retail, Cannabis sales or a School, excluding those classified as a Home Education Program. For the purposes of this section only:

- i) the minimum separation distance between a proposed Retail, Cannabis sales use and a School site shall be determined by measuring a straight line between the 2 closest Lot Lines of each Lot. The separation distance shall not be measured from the Land Use District boundaries or walls of the Buildings
- ii) Notwithstanding section 2.16, the Municipal Planning Commission may only reduce the 100.0 m (328.08 ft) separation distance by granting a maximum of 15% variance.
- b) The Development Authority may require lighting, Signs or screening measures that ensure the proposed Development is compatible with adjacent or nearby residential, commercial, or industrial uses.

4.6 Communication Facilities

- a) Notwithstanding any of the municipal requirements or obligations outlined within the Land Use Bylaw, all proponents for Communication Towers must comply with the following Federal legislation and/or regulations, where applicable
- b) Communication Facilities and in accordance with section 2.10 and the Town's Communication Facility Protocol, shall require a Development Permit
- c) Communication Facilities are encouraged to be located in specific areas of the Town such as:
 - i) agricultural
 - ii) industrial
 - iii) non-residential areas where tower height is unlikely to be an issue.
- d) Where possible, visually unobtrusive antennas are encouraged to be located on existing infrastructure such as Signs located on private property, light standards, water towers or other utility infrastructure
- e) Where appropriate, new facilities should be built to a standard to accommodate multiple devices. Any exclusivity agreement which limits access to other applications is strongly discouraged
- f) If co-location is determined to be unfeasible, the clustering of communication facilities is preferred
- g) The design or appearance of all communications facilities including antennas, antenna mounts, equipment shelters, and cable runs, should minimize the visibility of facilities through the use of colour, consistent architectural styles, and aesthetic design
- h) The Town recommends that Signs only be placed on a Communication Facility to:
 - i) identify the facility
 - ii) identify the Owner
 - iii) warn of any safety issues
- Communication Facility sites should be established with Setbacks to both Alberta Infrastructure and Transportation and Town Road network standards.

4.7 Home Based Business

4.7.1 General Provisions

- a) In determining if a particular business can be carried on as a Home Based Business the Development Authority may refuse to consider a particular business as a Home Based Business or refuse to approve a proposed Home Based Business if, in the opinion of the Development Authority, the proposed business use would be more appropriately located in a commercial or industrial Land Use District having regard for the overall compatibility of the business use with the residential character of the area.
- b) No person shall operate or permit or allow the operation of a Home Based Business without a Development Permit and a current business license.
- A Development Permit for a Home Based Business shall only be valid for the address identified in the Permit.
- d) A maximum of 1 Home Based Business may be operated per Dwelling unless otherwise approved by the Development Authority.
- e) Notwithstanding section 4.7.1 (d) above, 1 additional Home Based Business 1, may be approved at the discretion of the Development Officer in recognition that there are no on-site visitors or additional parking stalls required for the proposed use.
- f) A Home Based Business 2 and Home Based Business 3 shall not be operated within a Detached Dwelling with an approved Accessory Suite or Bed & Breakfast establishment.

4.7.2 Application for Home Based Business

- a) An application for a Development Permit for a Home Based Business shall be made to the Development Officer in writing on the form prescribed in accordance with section 2.10 and shall describe:
 - i) the nature of the business
 - ii) the hours of operation
 - iii) the materials, equipment and/or vehicles that will be used and where they will be stored
 - iv) the number of resident and non-resident employees
 - v) the number of business visits per day expected to the property
 - vi) the number of parking spaces on the property
- b) If the applicant is not the registered Owner of the property, a letter from the Owner is required granting the applicant permission to use the property for the proposed business.

4.7.3 Regulations for a Home Based Business 1

- a) The Home Based Business 1 shall:
 - be operated from within the Dwelling and not use any Accessory Building or any outdoor part of the Parcel
 - ii) be no outside business activity, or storage of materials or equipment associated with the business allowed on the site
 - ii) no mechanical or electrical equipment shall be used which creates unreasonable noise, or visible and audible interference with home electronics equipment in adjacent Dwellings. The operation of such business shall not create any Nuisance by way of noise, dust, odour or smoke or anything of an offensive or objectionable nature
 - iv) not use any Dangerous Goods which would not be used in association with the residential use of the Dwelling
 - not employ any person on site other than a resident of the Dwelling. Not more than 2 adult residents of the home are authorized to work in the business. No off-site employees shall be authorized
 - vi) no additional parking stalls are required
 - vii) not use any vehicle in the operation of the Home Based Business which would not reasonably be used in conjunction with the residential use of the Dwelling
 - viii) not create any site visits to the property
 - ix) have no exterior Signs, display or Advertisement required for the Home Based Business
 - x) not operate without a valid Development Permit and Business Licence issued by the Town.

4.7.4 Regulations for Home Based Business 2

- a) The Home Based Business 2 shall:
 - be operated from within the Dwelling and not use any Accessory Building or any outdoor part of the Parcel
 - ii) be no outside business activity, or storage of materials or equipment associated with the business allowed on the site.
 - ii) no mechanical or electrical equipment shall be used which creates unreasonable noise, or visible and audible interference with home electronics equipment in adjacent Dwellings. The operation of such business shall not create any Nuisance by way of noise, dust, odour or smoke or anything of an offensive or objectionable nature
 - iv) not use any Dangerous Goods which would not be used in association with the residential use of the Dwelling
 - v) not employ any person on site other than a resident of the Dwelling. Not more than 2 adult residents of the home are authorized to work in the business. No off-site employees shall be authorized
 - in addition to the parking spaces required pursuant to section 3.20, 1 additional Off-Street Parking stall shall be provided
 - vii) tandem Parking may be considered for a Home Based Business 2 where appropriate
 - viii) not use any vehicle or trailer in the operation of the Home Based Business which would not reasonably be used in conjunction with the residential use of the Dwelling

- ix) there shall be no exterior display or Advertisement other than a business identification plaque or Sign 0.33 m x 0.45 m (1.08 ft X 1.48 ft) in size located on or in the Dwelling
- the business shall not, in the opinion of the Development Authority, generate pedestrian or vehicular traffic or parking in excess that would be detrimental to the amenities and safety of the residents in the vicinity of the Parcel
- xi) there shall be no outside business activity, or outdoor storage of materials or equipment associated with the business on the site. Indoor storage related to the business activity will be allowed within the Dwelling or an Accessory Building provided that such materials or equipment are not, in the opinion of the Municipal Planning Commission, likely to result in a hazard
- xii) no physical changes to the external appearance of the Dwelling or any Accessory Building shall be allowed as a result of the establishment of the Home Based Business
- xiii) not operate without a valid Development Permit or Business Licence issued by the Town
- xiv) shall not be operated within an approved Accessory Suite or Bed & Breakfast establishment.

4.7.5 Regulations for a Home Based Business 3

- a) The Home Based Business 3 shall:
 - be operated from within the Dwelling or an Accessory Building
 - ii) not employ more than 1 non-resident of the Dwelling and be authorized to work in the business
 - iii) there shall be no exterior display or Advertisement other than a business identification plaque or Sign 0.33 m x 0.45 m (1.08 ft X 1.48 ft) in size located on or in the Dwelling
 - be no outside business activity, or storage of materials or equipment associated with the business allowed on the site. Indoor storage shall only be allowed inside the Dwelling or Accessory Building
 - v) no mechanical or electrical equipment shall be used which creates unreasonable noise, or visible and audible interference with home electronics equipment in adjacent Dwellings. The operation of such business shall not create any Nuisance by way of noise, dust, odour or smoke or anything of an offensive or objectionable nature
 - vi) not use any Dangerous Goods which would not be used in association with the residential use of the Dwelling
 - vii) no physical changes to the external appearance of the Dwelling or any Accessory Building shall be allowed as a result of the establishment of the Home Based Business
 - viii) the business shall not, in the opinion of the Municipal Planning Commission, generate pedestrian or vehicular traffic or parking in excess that would be detrimental to the amenities and safety of the residents in the vicinity of the Parcel
 - ix) not operate without a valid Development Permit or Business Licence issued by the Town.
- b) In addition to the parking spaces required pursuant to section 3.20:
 - i) 1 Off-Street Parking stall for visitors

- ii) 1 Off-Street Parking stall for the non-resident employee
- c) Pursuant to section 3.20.4, Tandem Parking may be considered for a Home Based Business 3 where appropriate.
- d) Vehicles associated with the Major Home Based Business 3 including a trailer or truck shall be parked in the Rear Yard where permissible.
 - i) notwithstanding section 4.7.5 (d) above, the maximum vehicle allowed in a residential Land Use District, the commercial vehicle shall be restricted to a maximum gross vehicle weight of 7,500.0 kg
- e) A Home Based Business 3 shall have a time limit of 3 years. Upon expiration of the original permit, the Development Authority may consider granting an approval with no time limit if the Home Based Business meets the regulations of this Bylaw
- f) Shall not be operated within an approved Accessory Suite or Bed & Breakfast establishment.

4.8 Recreational Vehicle Storage

- a) No more than 1 Recreational Vehicle may be stored in a residential Land Use District
- b) Recreational Vehicle Storage in the Front Yard is allowed on an approved Parking Pad
- Recreational Vehicle parking which enters onto a paved Road shall be Hard Surfaced and be located and constructed in accordance with the Town's standards and to the satisfaction of the Development Authority

4.9 Residential Sales Service

- a) The Development Authority may issue a Temporary Development Permit for a Residential Sales Centre provided:
 - there are minimal effects, such as noise, lighting, traffic congestion on Roads and adjacent residents
 - ii) there is sufficient on-site and off-site parking
 - iii) it complements the scale and character of the neighbourhood in which it is located, with regard to:
 - i. the size of the Building; and
 - ii. the colour, material, and design of the exterior finish.
 - iv) lighting shall be designed so it is not directed onto adjacent Lots. All lighting (except motion activated security lights) shall be off when the Residential Sales Centre is closed
 - v) the number of other Residential Sales Centres in the area, the proximity to arterial or collector Roads, the effect on other Dwellings, the length of time the centre will be

operating, and the location and proximity of properties being marketed is to the satisfaction of the Development Officer.

4.10 Satellite Dish and Amateur Radio Antennae

- a) A satellite dish and amateur radio antenna are Accessory Uses which require a Development Permit. An exception to this is if a satellite antenna has a dish diameter of less than 1.0 m (3.28 ft) and conforms to the requirements outlined in section 2.9 (a)(xvii)
- b) In a residential Land Use District, a satellite dish and amateur radio antenna shall only be located in a Rear Yard, or a Side Yard which does not abut a Street
- c) On an interior Parcel, a satellite dish and amateur radio antenna shall be situated so that no part of it is closer than 1.0 m (3.28 ft) from the side or rear boundaries of the Parcel
- d) On a corner Parcel, a satellite dish and amateur radio antenna shall be situated so that no part of it is closer to the Street than the Principal Building, or closer 1.0 m (3.28 ft) from the other side Parcel boundary or the rear Parcel boundary
- e) The location of satellite dish and amateur radio antennae in all other Land Use Districts other than the residential Land Use District shall be determined by the Municipal Planning Commission
- f) Where any part of a satellite dish antenna is more than 4.0 m (13.12 ft) above Grade level, or when it is located other than described above, it shall be both screened and located to the satisfaction of the Development Authority
- g) The maximum Height of an amateur radio antenna in a residential area shall be 12.5 m (41.01 ft) unless a greater Height is required by the amateur radio license
- h) An application for a Development Permit for an amateur radio antenna must be accompanied by a valid amateur radio operator's license
- No advertising other than that manufacturer's name/logo shall be allowed on a satellite dish antenna and amateur radio antenna
- j) The illumination of satellite dish antenna and amateur radio antenna is prohibited unless required by Transport Canada regulations

4.11 Shipping Containers

- a) A Shipping Container, allowed under this section, shall:
 - i) be used for storage purposes and are accessory to the Principal Use of the site
 - ii) are temporary to a maximum of 2 years, unless it is a Permitted Use
 - iii) require a Development Permit

- b) A Shipping Container shall:
 - i) not exceed the following dimensions: 13.8 m (L) x 2.5 m (W) x 2.9 m (H) [45.28 ft (L) X 8.20 ft (W) X 9.52 ft (H)]
 - ii) be placed on the ground or on skids, and shall not be stacked upon one another or on any other Structure
 - be standalone so that they are not connected to one another or to any Structures on the property (e.g. through the Development of a roof Structure, or other means)
 - iv) be unmarked (e.g. no brand names of the Shipping Container, business or Third Party Advertising shall be on the Shipping Container)
 - be screened when visible from a Road, using either solid fencing measuring 1.8 m (5.91 ft) in Building Height on site or coniferous trees, planted at a minimum Height of 2.5 m (8.20 ft) and spaced to provide a wall of fencing.
- c) Where the Rear or Side Yard is adjacent to a residential Land Use District, or a public Street or Highway, additional Landscaping, and screening exceeding that of the minimum requirements found in section 3.15 shall be provided to screen the Shipping Containers, to the satisfaction of the Development Authority
- d) Notwithstanding section 4.11 (a)(iv) above, Shipping Containers may be temporarily placed on a site in any Land Use District in accordance with the following:
 - during active construction on a site when the Shipping Container is solely for the storage of supplies and equipment that are used for the site, provided that a valid Building permit has been issued for the construction. The Shipping Container must be removed from the site upon completion of construction
 - ii) the purposes of loading and unloading of items associated with the Principal Use for a period of not more than 14 days in any 6-month period
 - iii) a Shipping Container for the purposes of a Moving Storage Pod shall have a maximum Height of 3.0 m (9.84 ft) and a maximum length of 6.0 m (19.69 ft) and be placed on a Driveway, for a period not exceeding 14 days and only for the purpose of loading and unloading during the process of moving or renovating
 - iv) A container shall:
 - i. be located so as to not create a safety hazard
 - ii. not be located within 1.2 m (3.94 ft) of a Side Yard property boundary
 - iii. be located in the Rear Yard where possible

4.12 Swimming Pools and Outdoor Hot Tubs

- a) All permanent in ground pools and in ground hot tubs shall require a Development Permit
- b) Every private swimming pool and/or hot tub shall be secured against entry according to the current Fggjwf铅zwisl钒tij3

4.13 Temporary Buildings

- a) The construction of a temporary Building is to allow them in circumstances where a permanent Building is planned but not yet constructed or for Special Events requiring a short term or seasonal use
- b) No temporary Building may be erected without the permission of the Development Authority and may be restricted by the following non-exhaustive list of items:
 - in any Land Use District other than a residential Land Use District, subject to the Owner agreeing to remove the Building in accordance with Development Permit conditions and shall include:
 - i. the size, Height, and location of the Building
 - ii. appearance of the Building
 - iii. duration of time required for the Building to a maximum of 12 months
 - ii) payment of a security deposit may be required and provided to the Town as a Letter of Credit or other form acceptable by the Town, in an amount equivalent to the cost of removing the Building to ensure its removal within 14 days upon expiration of the Development Permit
 - iii) the maximum number of temporary Buildings per site shall not exceed 1
 - iv) a temporary Buildings' footprint shall be included in the site coverage calculation

PART 5.0 SIGNS

5.1 General Purpose

- a) The general purpose of this Part is to regulate the number, size, type, form, appearance, and location of Signs in order to:
 - i) balance the need for Signs with safety and aesthetics
 - ii) provide adequate and flexible means of identification for commercial and industrial uses
 - iii) minimize the potential adverse effect of signs on private and public property

5.2 Sign Definitions

For the purposes of interpretation of Part 5, the following definitions are applied:

ABANDONMENT as it pertains to Signs means a Sign located on a property which becomes vacant and unoccupied or, any Sign which pertains to a time, event, or purpose for which it no longer applies.

ADVERTISEMENT means any device or representation visible to the public that is for the purpose of directly or indirectly promoting sales or drawing attention to the event.

A-FRAME means a Sign with 2 angled sides, to which copy can be applied, that meet at the top to form the shape of a triangle, or an inverted "V", when resting directly on the ground.

AWNING means a light detachable system of fabric, sheet metal, or other similar material, which is entirely supported from a Building by a fixed or retractable frame.

AWNING SIGN means a non-Illuminated Sign that is painted on or affixed flat to the exterior surface of an Awning.

BANNER means a Temporary Sign made of lightweight, flexible fabric or material that is affixed to the exterior Facade of a Building to which copy is painted, stamped, stenciled, perforated, stitched, or otherwise applied directly onto its surface.

BILLBOARD means a Permanent Sign, not attached to a Building or Structure, where content is allowed for periodic replacement. Billboard Signs may include Third Party Advertising.

BUILDING SIGN means a device, notice or medium including its support system and its components comprised of any material, composed of lettered, pictorial material which is located on the exterior of a Building or window and may include illumination. A Building Sign does not include any component of an Electronic Message Feature or Video Display.

BUILDING FACE means a portion of any exterior elevation of a Building exposed to public view, extending from the Grade to the eaves or the top of the parapet wall and the entire length of the Building elevation, including all areas divided by firewalls.

CANOPY means an architectural feature or structural protective element affixed to the exterior wall of a Building over a door, entrance, outdoor service area or similar type of entrance way.

CANOPY SIGN means a Sign that is painted on or affixed to the exterior surface of a Canopy.

CHANGEABLE COPY, MANUAL means copy on a Sign that changes manually using attachable letters, numbers, or pictorial panels. A Changeable Copy, Manual Sign does not include any Electronic Message Features or Third Party Advertising.

CHANNEL LETTER SIGN means a Fascia Sign that is a single solid Structure resembling a letter, number, or other symbols that, when affixed horizontally parallel to the exterior Façade of a Building, displays a message.

CLEARANCE means the unobstructed vertical distance between the ground or finished floor and the underside of a Sign or Structure.

CONSTRUCTION SIGN means a Sign used to identify a construction project, and may include the Owner, general Contractor, sub-trades, architect, engineers, and others associated with the design, planning and/or Development of the project under construction.

CONTRACTOR as it pertains to Signs, means a company or business that is contracted to complete a project related to the construction, renovation, or alteration of a Structure, Building or any other Development.

COPY AREA means a percentage of the maximum Sign Area, or a specified numerical figure as noted within this Bylaw.

CUSTOM PRINTED INSERTS means personalized corrugated plastic inserts added to chain link fencing, utilized for screening or privacy, showing landscape, or as a visual aide in advertising or displaying the business logo, name, or general information about the business.

DIRECTIONAL SIGN means a Sign that is located on-site and provides information and directions necessary for persons entering, traveling through, or exiting a site.

ELECTRONIC MESSAGE FEATURE means that portion of a Sign that is comprised of a device which displays text, or characters, through electronically controlled single colour changing lights or digital programming.

ELECTRONIC MESSAGE, CHANGEABLE COPY means an area on a Sign that displays a programmable electronic, non-motion pictorial, text information within the display area. An Electronic Message, Changeable Copy Sign, or portion thereof, does not include Third Party Advertising.

FASCIA SIGN means a Sign that runs parallel to the face of a Building on which it is displayed or attached but does not include a Painted Wall Sign or Window Sign.

FLAG SIGN means a Temporary Sign that is made of lightweight flexible fabric or material with 1 or 2 sides to which copy can be applied and, which is attached to a freestanding pole, placed in or on the ground.

FREESTANDING MONUMENT SIGN means a Freestanding Sign that is a single solid Structure placed in or on the ground which is wholly independent of any other object for support and includes a Copy Area with 1 or 2 sides to which copy can be applied. This may include an Electronic Message, Changeable Copy. A Freestanding Monument Sign does not include Third Party Advertising.

FREESTANDING PYLON SIGN means a Freestanding Sign that has independent supports and consists of a base, is placed on the ground, and has a flat Copy Area with 1 or 2 sides to which copy can be applied. A Freestanding Pylon Sign does not include Third Party Advertising.

FREESTANDING SIGN means a Sign that has independent supports placed in the ground and that is not part of a Building, Structure, or Development.

FUTURE DEVELOPMENT SIGN means a Temporary Sign used to identify a future Development area and the developers(s) or Builder(s) associated with the project.

HEIGHT as it pertains to Signs, means the maximum vertical distance between the average Grade at the base of the Sign and the highest point on the Sign. Any earth berms and elevated foundations supporting the Sign shall be included in the Height of the Sign.

HOME BASED BUSINESS SIGN means a Sign installed, erected, or displayed to identify a business located on a Lot within a residential Land Use District and contains only the name of the business on site.

ILLUMINATED SIGN means a Sign that is characterized by the use of artificial light reflecting off the surface of a Sign by the following means:

- a) externally illuminated meaning projecting through the surface of a Sign;
- b) internally illuminated; or
- c) projecting from behind the surface of a Sign (e.g. backlit).

INFLATABLE SIGN means the temporary use of a three-dimensional Sign, inflated with air or other gases or fluids, to which copy can be applied, and which is anchored or affixed to the ground or to the roof of a Building.

INTEGRATED ROOF SIGN means a Sign erected or constructed as an integral or essential part of a normal roof Structure.

MAINTENANCE means the cleaning, painting, repair, or replacement of any defective parts of a Sign in a manner that does not alter the basic design or Structure of the Sign and does not change the Sign Area.

MENU BOARD SIGN means a Sign associated with a Drive-Through Business and that is used to display a menu and associated prices.

MURAL means an artistic rendering or drawing that is painted or otherwise applied to the exterior wall or other integral parts of a Building which is intended for public display but does not include any advertising. A Mural is not considered a Sign.

NEIGHBOURHOOD IDENTIFICATION SIGN means a Permanent Sign erected by a developer at the entrances to a subdivision indicating the name of a subdivision or community.

OPEN HOUSE SIGN means an A-Frame Sign advertising a public viewing of a Dwelling or Dwellings that is for sale or rent.

PAINTED WALL SIGN means a Sign that is painted, inscribed, or marked directly on any exterior wall or other integral part of a Building but does not include a Fascia Sign or Mural.

PERMANENT SIGN means a Sign that cannot be readily relocated because of its attachment to the site. It does not include a Banner Sign, Inflatable Sign, or a Flag Sign, but includes Signs painted on or attached to a motor vehicle if the vehicle is parked on a regular basis to act as a Sign.

PORTABLE SIGN means a Sign that has independent supports and is easily moveable, with a flat Copy Area of 1 or 2 sides to which copy can be applied and is designed to allow for a message or advertising to be changed frequently and easily.

POST SIGN means a Sign consisting of a base of 1 or more upright supports placed in or on the ground and which has a flat Copy Area with 1 or 2 sides to which copy can be applied.

PRIMARY BUILDING FACE means 1 side of a Building that fronts onto a public Road, internal Road, or an internal Parking Facility and that is the main focus of external advertising. This side of the Building generally includes the main public access into the Building or business as well as the address of the Building.

PROJECTING SIGN means a single solid Structure affixed upright and perpendicular against the exterior Facade of a Building that supports a Copy Area with 1 or 2 sides to which copy can be applied. A Projecting Sign does not contain illumination.

PUBLIC NOTICE means a message of interest or waring to the public and is required by or erected pursuant to the provisions of federal, provincial, or municipal government legislation, regulation, Bylaw, or policy.

REAL ESTATE SIGN means an A-Frame or Post Sign that advertises property for sale, lease or rent.

SECONDARY BUILDING FACE means any side of a Building that is not intended to be the main focus of external advertising. This side of a Building generally does not include public access.

SHOW HOME SIGN means a Sign, either 1 sided or 2 sided, that advertises or directs attention to a Residential Sales Centre located on the property for which is being advertised. A Show Home Sign may be an A-Frame, Banner, or Window Sign.

SIGN means a device, notice or medium, including its support system and other components, that is used or is intended or capable of being used, to attract attention for advertising, identification or for information purposes.

SIGN AREA means the areas of a Sign that are available for copy (excluding the main support Structure).

SPECIAL EVENT SIGN means a Temporary Sign erected for a specified period of time advertising a Special Event.

TEMPORARY SIGN means a Sign that is not intended to be Permanent Sign and is allowed for a limited time period by the applicable development standards.

THIRD PARTY ADVERTISING means a Sign that refers to goods, activities, or services offered for sale or for free but are not obtained at the premises nor on the Parcel on which the Sign is located or displayed.

UNDER CANOPY SIGN means a Sign that is affixed to the exterior surface of a Canopy and may contain 1 or 2 sides.

VIDEO DISPLAY or VIDEO DISPLAY SIGNS means Signs or portions thereof which change its message or background in a manner or method of full color display characterized by motion or pictorial imagery, which may or may not include text and depicts action or a special effect to imitate movement or give the illusion of motion.

WINDOW SIGN means a Sign, picture, symbol, or combination thereof that is painted, pasted, inscribed, or otherwise placed on a window for viewing from the outside of the Building and does not include merchandise located in a window for display purposes.

5.3 Applicability

- The requirements contained in this Part shall apply to all Signs on lands within the Town except for:
 - any Sign located within a Building or Structure not intended to be displayed to the outside public
 - ii) any Sign required to be displayed under the provisions of federal, provincial, and municipal legislation
- b) Notwithstanding the regulations of this Part, the land and Buildings included within the Plan Area of the Downtown Revitalization Plan are subject to the Downtown Architectural Guidelines.

5.4 Administration

5.4.1 Development Permit Requirements for Signs

- a) Unless specifically exempted from the requirements to obtain a Development Permit, all Signs, including relocation, enlargement, or modification to a Sign, requires a Development Permit.
- - i) the signature of the registered Owner(s) of the land (or their representatives or Agent)
 - ii) the civic address of the Building, Structure or Lot on which the Sign is to be erected, altered, or replaced
 - iii) drawings to scale, giving dimensions, materials, finishes, colour schemes, letter fonts and sizes, graphics, logos, and type of illumination
 - iv) drawings illustrating the position of the Sign and method of attachment
 - v) a site plan showing the location of any existing or proposed Signs, whether on a Building or on a Parcel of Land
 - vi) proposed purpose or message on the Sign
 - vii) Sign value
 - viii) a drawing signed and sealed by a professional engineer illustrating the details of attachment and assembly, at the discretion of the Development Authority
 - ix) any additional information as the Development Authority deems necessary
- c) An application for a Sign permit shall not be considered complete and final and received for processing by the Town until the Development Authority determines that all requirements of section 5.4.1 (b) have been completed and notification of a complete application has been provided to the applicant, in accordance with section 2.11
- d) The Development Authority may consider the following when it reviews an application for a Sign permit:
 - i) the scale and design of the area
 - ii) Statutory Plan requirements
 - iii) streetscape improvements
 - iv) Downtown Revitalization Plan
 - v) Downtown Architectural Guidelines
 - vi) scale, form, and massing
 - vii) infrastructure and safety
 - viii) proximity to a residential area
- e) The Development Officer shall issuemay issue a decision on a Sign permit if the application complies with the provisions of this Bylaw; and may:
 - i) refer any application for a Permitted or Discretionary Use to the Municipal Planning Commission for its consideration; or

Commented [JT22]: Amendment #2.21

ii) refer, with recommendations, to the Municipal Planning Commission any application for a Development Permit that, in the opinion of the Development Officer, should be decided by the Municipal Planning Commission.

5.4.2 Conditions of Development Approvals for Signs

- a) In addition to section 2.6, and in deciding on the issuing of a Development Permit for a Sign, the Development Authority may impose conditions it considers appropriate, either on a permanent basis or for a limited time period on a Development Permit application and may:
 - i) require the removal of existing Sign(s) on a site
 - ii) restrict the location, number, and type of new and existing Signs on a site
 - iii) reduce light levels or hours of operation of Illuminated Signs
 - iv) require other upgrades or changes to existing Signs on site
 - v) consider all safety and construction matters

5.4.3 Variances

- a) The Development Authority may vary the following:
 - i) Sign Height
 - ii) Sign width
 - iii) allowed number of Signs on a site, except for Electronic Message Signs which shall not be varied
 - iv) the minimum separation distance between a Freestanding Sign
 - v) total Sign Area
 - vi) minimum Clearance above Grade for Freestanding Signs
 - vii) Setbacks
- b) The Development Authority, in determining if a variance is justified, may consider:
 - i) any approval to be temporary
 - ii) the size and location of the site
 - iii) the design or construction of a Building or a Sign
 - iv) Street context
 - v) topography and configuration of the site
 - vi) all applicable policies, guidelines, and applicable Statutory Plans
 - vii) whether the proposed variance would unduly interfere with the amenities of the neighbourhood or materially interfere with or affect the use, enjoyment, or value of neighbouring sites
- c) Any variance approved by the Development Authority may be temporarily approved and may be subject to conditions deemed appropriate.
- d) Despite any other provision in this Bylaw, if necessary or for safety reasons, the Development Authority may require greater distance separations between Signs or increased Clearances of any Sign

- e) Despite section 5.4.3 (a), where an application for a Sign permit does not comply with the standards established in this Bylaw, the following tolerances shall not exceed:
 - i) 10% as approved by the Development Officer
 - ii) 10.1% and not exceeding 15% as approved by the Municipal Planning Commission
 - iii) 15.01% and over are prohibited

5.5 General Regulations

- a) Despite any other provision in this Bylaw, a Permanent Sign shall be considered Accessory to an approved Use within a Land Use District
- b) Where a Development Permit has been issued for a residential, commercial, or industrial Development that includes more than 1 Parcel, Signs may be erected or installed on the land as if the Development were located on a single Parcel
- c) Where allowed under this Bylaw, any Sign adjacent to a Provincial Highway in undeveloped areas shall maintain a minimum of 300.0 m (984.25 ft) from the centreline of the Highway, except under the following circumstances:
 - i) 1 Sign advertising the sale of the subject property
 - ii) Signs for municipal purposes
 - iii) any Sign containing any part thereof with an Electronic Message Feature or Video Display feature shall not be allowed
- d) Unless provided elsewhere within this Part, Signs and their Structures shall be located a minimum of:
 - i) 1.0 m (3.28 ft) back from an existing or future curb line
 - ii) 0.03 m (0.09 ft) from the inside edge of any sidewalk
 - iii) 3.0 m (9.84 ft) from any Road access
 - iv) 1.0 m (3.28 ft) from a Property Line, when located on private property
- e) Signs shall not be located within an intersection corner visibility triangle
- f) Signs shall not be placed in or on a required parking space or Loading Space and shall not be placed to reduce the number of required parking stalls or Loading Spaces, pursuant to this Bylaw or an approved Development Permit
- g) Trees and shrubs shall not be removed or damaged to construct a Sign, to make a Sign more visible, to maintain a Sign, or to change copy on a Sign
- h) A Permanent Sign shall not be constructed within, or encroach onto, a registered right of way within a Parcel of Land.

5.5.1 Copy Area Sign Calculation

- a) For a double-faced Sign, the Development Officer shall only use 1 face for the purposes of determining Sign Area and Copy Area
- b) Where this Bylaw has a provision for maximum allowable Sign Area that is a percentage of the area of Building Face within a multiple tenant Development, the Development Authority shall determine the maximum Sign Area allowed by considering the Height of the Building and the width of the tenant's leased premises
- c) The Development Officer shall determine the maximum Copy Area of a Sign:
 - i) as a percentage of the maximum Sign Area, as noted within this Bylaw; or
 - ii) a specified numerical figure, as noted within this Bylaw.

5.5.2 Enforcement

- a) in addition to section 2.18, the following regulations also apply to Sign enforcement:
 - i) where any portion of a Sign is placed on public property and contravenes any provisions of this Bylaw, a Designated Officer may remove the Sign or request the Sign be removed at the expense of the Sign Owner
 - a Sign that is removed pursuant to this Bylaw shall be stored by the Town for a maximum 30 days, during which time the Sign Owner may claim and retrieve the Sign upon payment to the Town of the impoundment and storage fee, in accordance with the Ii{j¢ur jsjx{jix{sixsjx{cf}}, as amended}
 - iii) if a Sign is not claimed or retrieved by the Sign Owner after 30 days of its removal, a Designated Officer is authorized to destroy or otherwise dispose of the any Sign without any further notice or compensation to the Sign Owner
 - iv) despite sections 5.5.2 (a)(ii) and 5.5.2 (a)(iii), where a Sign constructed of poster board, foam core board, corrugated plastic or coroplast, illustration board or any other similar material is removed pursuant to this Bylaw, it may be disposed of within 24 hours without any notice or consideration to the Sign Owner
 - the costs incurred by the Town in removing the Sign, restoring a site, or destroying stored Sign, include the cost of any immediate measures taken to terminate an immediate danger are debts due to the Town that may be recovered in court action
 - vi) the Owner of a Sign or any person responsible for the placement of any Sign or Sign Structure or both shall be liable and responsible for such Sign or Sign Structure
 - vii) the Town shall not be liable for any damage to or loss of a Sign that was erected in contravention of the provisions of this Bylaw and removed by a Designated Officer.
 - viii) the Town shall not be liable for any loss of revenue resulting from the removal of a Sign pursuant to the provisions of this Bylaw

5.5.3 Illumination

- a) Electrical power supply to a Sign shall be located underground except when a Sign is powered by solar energy. The solar power device may be located above ground provided it is attached to the Sign and no wires, cords, or other components of the power supply device are located on the ground further than 0.3 m from the Sign Structure. All wiring and conduits shall be concealed from view
- A Sign with illumination or an electronic message Sign shall not be allowed in residential Land Use Districts
- c) All Signs that are illuminated shall have the capacity to be dimmed to the satisfaction of the Development Authority. Signs that are illuminated shall not:
 - shine or reflect light directly onto neighbouring properties, or, in the direction of oncoming traffic
 - ii) create a hazard for pedestrians or motorists
 - iii) be on an intensity or brightness that would interfere with the general welfare of residential or occupants of adjacent property, or with vehicular traffic
- d) Externally Illuminated Signs shall:
 - i) use full cut-off or shielded and screened external light sources
 - ii) be positioned in a manner that directs the light directly onto the Sign and minimizes glare
- e) Where allowed, internally Illuminated Signs shall have the light source completely shielded from direct view

5.5.4 Maintenance

- a) Every Owner shall maintain all Signs in good repair, in safe condition and free of visible deterioration by:
 - ensuring all exposed Signs and Sign Structure surfaces are covered with an all-weather protective finish
 - repainting or refinishing as often as necessary to prevent peeling, flaking of paint, corrosion or fading from light exposure
 - iii) keeping Signs intact and operative and preventing them from deteriorating, peeling, breaking, or cracking
- b) All Sign copy shall be fastened securely to the Sign Structure. Where a portion of copy has been removed, it shall be replaced within a reasonable timeframe, either with a new copy or filled in with material consistent with the Sign, as determined by the Development Authority.

5.5.5 Signs Exempt from a Development Permit

- a) In addition to section 2.9, the following Signs shall not require a Development Permit provided they comply with the regulations of this Bylaw and any other applicable policy or legislation:
 - Sign, notice, placard, or bullet required to be displayed by or on behalf of the federal, provincial, or municipal government
 - ii) Sign related to the function or work of the Town or other public authority
 - iii) Sign displaying community event information
 - iv) an Advertisement that is an integral part of a transit system, bus shelter or bench or on garbage or recycling bins located on Streets under an Agreement with the Town
 - v) Signs located in or on taxi cabs and as authorized under Taxi Bylaw, as amended
 - vi) flag, emblem, or insignia that does not exceed 10.0 m (32.8 ft) in Height or the maximum Height of a Principal Building, which ever is less
 - vii) an A-Frame Sign within all non-residential Land Use Districts, provided the Sign is located adjacent to the business that is being advertised
 - viii) Open House Sign
 - ix) Garage sale Sign
 - x) Real Estate Sign
 - xi) Construction Sign
 - xii) election Signs provided they are placed in accordance with the Elections BylawElection Sign Bylaw as amended
 - xiii) Changeable Copy, Manual Sign in a which complies with the requirement and approval of a Special Event permit
 - xiv) Directional Sign as part of a commercial or industrial Development that is noted within an approved Development Permit
 - xv) Fascia Sign within a Sign Area not greater than $0.2~\text{m}^2$ ($2.15~\text{ft}^2$) in a residential Land Use District or $0.5~\text{m}^2$ ($5.38~\text{ft}^2$) in a non-residential Land Use District
 - xvi) Show Home Sign and a Flag Sign on a site with an Approved Residential Sales Centre
 - xvii) copy inserts being changed in existing Signs. This applies to existing Freestanding or Fascia Signs where no structural components are being modified or added, including illumination and the size and location of the Sign remains the same.

5.5.6 Sign Prohibitions

- a) Unless otherwise listed in this Bylaw, Third Party Advertising is not authorized
- b) The Development Authority shall not permit a Sign or portion thereof that:
 - i) includes Video Display, laser light projection, motion picture or an audible component
 - ii) a Billboard Sign
 - iii) is attached to, or makes up any portion of a fence, retaining wall, or other similar Structure unless the Sign is authorized under this Bylaw to identify a community or neighbourhood or is integrated into a Structure or fence to identify a commercial site

Commented [JT23]: Amendment #2.22

- iv) is attached to or constructed on or over a roof of a Building extending above the parapet portion of the Building, except for:
 - i. an Integrated Roof Sign
 - ii. a Sign on a mansard roof
 - iii. an Inflatable Sign located on a roof
- v) is attached, affixed, or displayed on any parked vehicle or trailer not normally used in the daily activity of the Sign subject
- vi) is attached, affixed, or displayed on a Shipping Container
- vii) any Sign that moves or assumes any motion constituting a non-stationary or non-fixed condition, unless expressly allowed within this Bylaw
- viii) has 1 of the following objects attached to it:
 - i. balloons
 - ii. flags
 - iii. Banners or streamers
 - iv. ribbons
 - v. spinners
 - vi. other similar devices
- ix) Obstructs the view of, or may be confused with, an official traffic control device
- displays lights resembling flashing, intermittent, or scintillating motion usually associated with danger or those used by police, fire, ambulance, and other emergency vehicles
- xi) uses chasing borders or movement of any kind
- xii) is unsafe or persons or property in the opinion of the Development Authority
- xiii) is an overall state of dilapidation, disrepair, or Abandonment
- xiv) identifies a business, Development or service not authorized through the provisions of this Bylaw to operate within the Town

5.5.7 Signs on Public Property

- Unless specifically allowed by this Bylaw or by agreement with the Town, a Sign shall not be placed:
 - i) on or over any curb, sidewalk, post, traffic control device, Public Utility pole, hydrant, boulevard, median, bridge, fence, tree, or other surface
 - ii) across any Road or public thoroughfare
 - iii) within any municipal owned or occupied facility, or on or within any site upon which a municipal owned facility is located
 - iv) project across a property boundary into a Road or public property.
- b) The Development Authority may require as a condition of approval from the Sign Owner:
 - execution of an agreement provided by the Town to indemnify against, and to save harmless from any and all liability resulting from injury to a person or damage to a property, which may result from the presence, collapse, or failure, of the Sign
 - ii) a certified copy of a liability insurance policy (and subsequent renewals thereof), naming the Town as a co-insured, covering bodily injury and property damage for claims arising out of the ownership of such Sign in an amount specified by the Town.

An endorsement in a form satisfactory to the Town may form part of the insurance policy.

- c) In the event there is the failure to maintain the required insurance policies specified within section 5.5.7 (b) above, the approval shall be revoked, and the Sign Owner shall be required to immediately remove the Sign.
- d) Temporary Signs, where authorized under this Bylaw and placed within a municipal Road right-of-way shall:
 - not be placed on a sidewalk, a centre median of a Road, any Lane or, within a roundabout/traffic circle area
 - ii) not be located to obstruct or interfere with Road maintenance, impede the use of utilities or bus stops, vehicular and pedestrian traffic, or otherwise create a hazard
 - iii) maintain the following minimum Setbacks:
 - i. 1.0 m (3.28 ft) back from an existing or future curb line
 - ii. 0.3 m (0.98 ft) from the inside edge of any sidewalk, path, or private property
 - iii. 10.0 m (32.81 ft) from the centreline of an intersection
 - iv. 10.0 m (32.81 ft) from any crosswalk
 - v. 5.0 m (16.40 ft) from a fire hydrant
 - iv) not be located within a corner visibility triangle
 - v) not be illuminated

5.6 Building Sign Development Standards

- a) The following Permanent Signs may be allowed on any Building in commercial and industrial Land Use Districts:
 - i) Awning Sign
 - ii) Canopy Sign
 - iii) Channel Letter Sign
 - iv) Fascia Sign
 - v) Integrated Roof Sign
 - vi) Painted Wall Sign
 - vii) Projecting Sign
 - viii) Under Canopy Sign
 - ix) Window Sign

5.6.1 Awning, Canopy or Under Canopy Sign

- a) Subject to section 5.5.7 (b), an Awning or Canopy, that includes Signs integrated into the design and construction of a Canopy or Awning Structure, shall not extend:
 - i) more than 1.0 m (3.28 ft) from the Building if it is attached to an Awning Structure
 - ii) more than 2.4 m (7.87 ft) from the Building if it is attached to a Canopy Structure
- b) A Canopy Sign or Awning Sign shall:

- i) be considered part of the Building Face, and any copy attached to it shall contribute to the maximum cumulative Copy Area of the Building Face
- ii) be a maximum of 1.5 m (4.92 ft) in Height measured from the lowest point of the Canopy or Awning to the highest point of the Canopy or Awning
- iii) have a maximum total Copy Area of 50% of the front face of the Canopy or Awning Structure including under and above Canopy Sign or Awning Sign
- iv) have a minimum separation distance of 2.0 m (6.56 ft) from another Canopy Sign or Awning Sign
- v) be compatible with the Building on which it is located in terms of materials, colors, size, and location on the Building
- c) An Under Canopy Sign or Awning Sign is attached to the top side of a Canopy or Awning Structure and is fastened to the bottom of a Canopy or Awning Structure and shall:
 - not extend horizontally beyond the Canopy or Awning Structure on which it is located
 - ii) have a maximum Height of 0.3 m (0.98 ft), measured from the lowest point of the Canopy Sign to the highest point of the Canopy Sign
 - iii) have a maximum Sign Area of 1.5 m² (16.15 ft²)
 - iv) be limited to 1 Sign per business or Building
 - v) be spaced a minimum 4.5 m (14.76 ft) from another Under Canopy Sign
 - vi) count towards the maximum allowable Copy Area for the Canopy or Awning on which it is attached
 - vii) have a minimum Clearance of 2.4 m (7.87 ft).

5.6.2 Fascia Sign

- a) A Fascia Sign shall be used to identify the name of the use, business, or occupant of a Building on which it is located.
- A Fascia Sign may consist of individual letters, symbols or logos that are attached directly to the Building.
- c) The materials and colour schemes of Fascia Signs shall be chosen to compliment with the architecture and colour scheme of the Building Facade.
- d) Fascia Signs shall not obscure architectural elements of a Building including windows, doorways, sills, moldings, and cornices.
- e) For the purposes of this part, Fascia Signs may be allowed in any commercial, industrial, and Direct Control Land Use Districts and shall:
 - not exceed a maximum 25% of the total area of the Primary Building Face; and 15% of a Secondary Building Face, and at the rear entrance of a business be a maximum of 0.3 m²
 - have a minimum Clearance of 2.4 m (7.87 ft) when measured from Grade to the bottom of the Sign Structure

- iii) be separated a minimum of 1.0 m (3.28 ft) from adjacent Fascia Signs
- iv) where located above any portion of a Street or project over public property, not extend or project more than 0.3 m (0.98 ft) beyond the Building Face to which it is attached
- v) not extend above the roof line of a flat roofed Building or, if there is a parapet or mansard roof, 0.5 m (1.64 ft) above the eave line but not higher than the upper edge of the parapet or mansard roof and the eave line in all other cases
- vi) not contain any Advertisement except to identify the name of a business or occupant of a tenant space, where such Sign is located above the first floor of a Building to which it is attached
- vii) not be illuminated when directly abutting a residential Parcel or, where it could have an adverse impact on a residential Parcel
- viii) shall not include Third Party Advertising
- ix) does not include any Changeable Copy, Manual, Electronic Message Feature or Electronic Message, Changeable Copy or Video Display.
- f) A Fascia Sign may contain Changeable Copy, Manual feature, or Electronic Message feature provided that they comply with section 5.7 and the following:
 - i) a maximum of 20% of the Sign is used for Changeable Copy, Manual or Electronic Message Feature
 - ii) not more than 1 Sign per Lot, site or Parcel that contains Changeable Copy, Manual or Electronic Message Feature shall be allowed
 - iii) the messages on the Changeable Copy, Manual or Electronic Message Feature shall relate to:
 - i. the use, business, or occupant of the site where the Fascia Sign is located
 - ii. the services of a use, business, or occupant of the site where the Fascia Sign is located
 - iii. information that may otherwise be included on a Sign relating to the lease or sale of the property
 - iv. a Special Event for a non-profit organization
 - v. not contain Third Party Advertising
- g) A tenant occupying a premises within a Building may place a Fascia Sign on a Secondary Building Face, regardless of its physical location within the Building itself.

5.6.3 Integrated Roof Sign

- a) No part of an Integrated Roof Sign shall extend above the highest portion of the roof
- b) No part of an Integrated Roof Sign shall be separated from the rest of the roof by a space of more than 15.24 cm (6.00 in)

5.6.4 Painted Wall Sign and Murals

a) Subject to the provisions of this Part, Painted Wall Signs are Discretionary on all properties containing approved commercial and industrial Land Use Districts.

Page | 105

Town of Blackfalds | Land Use Bylaw 1268.22 Schedule 'A'

Date Adopted: April 26, 2022

- b) The size and location of a Mural is subject to the approval of Council.
- c) A Painted Wall Sign shall conform to the following guidelines:
 - any text, picture, illustration, or similar graphic that advertises the name of a business or, is a logo or symbol of a business that occupies the Building or Structure on which the Painted Wall Sign is located may:
 - i. cover up to 30% of the front of the Building
 - ii. cover up to 60% of a secondary Building Façade
 - iii. not include more than 70%, for any text that advertises the name of the business or, a logo associated with the business.
- d) The Development Authority shall have regard to the content and imagery of the Sign ensuring it enhances the area and is suitable for the location proposed.
- e) The Development Authority may require that the Painted Wall Sign be periodically repainted.
- f) The Development Authority may ensure the Painted Wall Sign be removed and the wall refinished, to be consistent with the rest of the Building, if the business to which the Sign relates ceases to be located in the Building upon which the Sign is located.
- g) A Mural that includes any copy that is considered by the Development Authority to be advertising shall be considered a Painted Wall Sign and are subject to the regulations of this section.

5.6.5 Projecting Sign

- a) Subject to section 5.5.7 (2), a Projecting Sign shall:
 - i) only be located on the Primary Building Face
 - ii) not have a separation of more than 0.6 m (1.97 ft) between the Sign and the Primary Building Face to which it is attached
 - iii) not project more than 2.0 m (6.56 ft) from the Building Face to which it is attached or, 0.3 m (0.98 ft) from the Road edge of the sidewalk, whichever is less
 - iv) have a maximum Copy Area of 2.23 m^2 (24.00 ft²) per side
 - v) have a minimum Clearance of 2.5 m (8.20 ft) when measured from Grade to the bottom of the Sign's Structure
 - vi) not project over public property unless written approval is provided by the Town
 - vii) not project more than 0.3 m (0.98 ft) above the roof line or, the maximum allowable Height of the Building, whichever is less

5.6.6 Window Sign

 a) For the purposes of this Part, 'window area' includes all contiguous panels of glass, including panes of glass that would be contiguous if not separated by mullions.

- b) Within a residential Land Use District, a Window Sign shall only be allowed in conjunction with an approved Home Based Business and shall comply with section 4.7.
- c) Within a commercial Land Use District, a Window Sign shall be limited to the first and second story of a Building, and not exceed 50% of the window area of a Primary Building Face and 25% of a Secondary Building Face.

5.7 Electronic Message Sign Regulations

- a) General Development standards for Electronic Message Signs may be allowed on a Freestanding Pylon Sign, a Freestanding Monument Sign and Fascia Sign and shall comply with sections 5.7 and 5.8.
- b) Unless otherwise provided for in this Part, an Electronic Message Feature Sign shall not exceed 40% of the Sign face, whichever is less; and
 - i) must relate to a use, business, or occupant of the site where the Sign is located
 - ii) or in the case of a Special Event being advertised, where a Special Event Permit has been issued
 - iii) not include Third Party Advertising
- c) Any Sign with an Electronic Message Feature shall:
 - maintain a minimum of 300.0 m (984.25 ft) from any other sign with an Electronic Message Feature
 - ii) display messages for a minimum time period of 20 seconds
 - iii) ensure that message transitions are instantaneous
 - iv) must not include effects like motion, dissolving, blinking, flashing or intermittent lights, video, or the illusion of such effects
- d) Must contain a default design that will freeze the Sign panel message in 1 position if a malfunction occurs.
- e) The Sign panel shall be equipped with a control system that automatically adjusts light emission level to ambient light conditions so as not to cause glare or excessive brightness.
- f) The Development Authority shall have the ongoing discretion to require the brightness, frequency, colors, or other qualities of the Sign panel be adjusted in order to address safety concerns.

5.7.1 Electronic Message, Changeable Copy Sign

 Subject to the provisions of this Part, an Electronic Message, Changeable Copy Sign shall be considered a Discretionary Use.

5.8 Freestanding Sign Regulations

- a) For the purposes of this Part, Freestanding Signs may be allowed in any commercial, industrial, DC-3 District or Public Land Use Districts.
- b) A Freestanding Sign may include the following types of Signs:
 - i) Community Event Information Sign
 - ii) Monument Sign
 - iii) Pylon Sign
 - iv) Neighbourhood Identification Sign
 - v) Post Sign
- c) Despite section 5.8 (a):
 - Freestanding Signs within C-2 and I-1 Land Use Districts, identified in the Downtown Revitalization Plan, are a Discretionary Use
 - Freestanding Signs, Monument Signs, and Pylon Signs shall not be allowed within the C-1 District.
- d) A Freestanding Sign with Changeable Copy, Manual or electronic message sign shall not be allowed within any Land Use District adjacent to the Queen Elizabeth II (QEII) Highway and Highway 597
- e) A Freestanding Monument Sign or Freestanding Pylon Sign shall be landscaped a minimum of 2.0 m (6.56 ft) extending around the centre base of the sign to the satisfaction of the Development Officer who shall consider access for Maintenance. This Part shall not exempt any Landscaping requirements within this Bylaw.

5.8.1 Monument or Pylon Sign

- Unless otherwise specified within this Bylaw, a Freestanding Monument or Freestanding Pylon Sign shall:
 - i) not have a Copy Area great than 85% of the Sign Area
 - ii) a maximum Height of 9.0 m (29.53 ft)
 - iii) have a maximum Sign Area of 25.0 m^2 (269.10 ft^2).
- b) The maximum number of Freestanding Pylon Signs or Freestanding Monument Signs located on a Parcel in a non-residential Land Use District shall be:
 - i) 1 Sign per Parcel on a site of 50.0 m (164.04 ft) Frontage or less
 - ii) 2 Signs per Parcel on a site of more than 50.0 m (164.04 ft) Frontage but not greater than 100 m (328.08 ft)
 - iii) a maximum of 2 Signs per Parcel on a site greater than 100.0 m (328.08 ft) in Frontage.

- c) Despite section 5.8.1 (b)(iii), where a Parcel has Frontage on more than 1 Road, 1 additional Sign may be allowed, not exceeding 60% of the maximum Height allowed, provided the distance between each Freestanding Pylon Sign or Freestanding Monument Sign is 50.0 m (164.04 ft).
- d) The following Setbacks shall apply for Freestanding Monument and Freestanding Pylon Signs:
 - i) be separated a minimum of 50.0 m (164.04 ft) from any other Freestanding Sign
 - ii) maintain a minimum 15 m (49.21 ft) from a Property Line shared with another site
 - iii) maintain a minimum 1.0 m (3.28 ft) from a Property Line adjacent to a Road
- e) A Freestanding Monument Sign and Freestanding Pylon Sign shall maintain a minimum Clearance of 3.0 m (9.84 ft) when measured from the ground to the bottom of the Sign Structure, except where it is a Freestanding Monument Sign; and:
 - i) does not interfere with traffic circulation or vehicle parking
 - ii) has electrical power supply supplied underground
 - iii) shall not be constructed within a parking area or such that it results in a reduction of the number of parking spaces
- f) A Freestanding Monument Sign or Freestanding Pylon Sign may:
 - i) be internally or externally illuminated
 - ii) contain Changeable Copy provided the Changeable Copy, Manual, Electronic Message Feature or Electronic Message, Changeable Copy does not exceed more than 25% of the Sign Area.
- g) A Freestanding Monument Sign or Freestanding Pylon Sign located on a Parcel within the C-1, C-2, C-3, and I-1 Land Use Districts included within the Downtown Revitalization Plan, where approved, shall:
 - i) not exceed a maximum Sign Area of 5.0 m² (53.82ft²)
 - ii) not exceed a maximum Height of 8.5 m (27.89 ft)
 - iii) not have a rotating element
 - iv) not have a changeable copy or an Electronic Message Feature; except:
 - i. where a Gas Bar has been approved, in which case the changeable copy or an Electronic Message Feature shall be limited to fuel price display
 - v) be limited to 1 Sign per Parcel
 - vi) maintain a minimum Clearance of 2.44 m (8.00 ft) when measured from the ground to the bottom of the Sign Structure, except where it is a Freestanding Monument Sign.
- h) A Freestanding Monument or Freestanding Pylon Sign located on a non-residential Parcel adjacent to QEII or Highway 597 shall:
 - i) not incorporate a rotating element
 - ii) shall be limited to 1 Freestanding Monument Sign or 1 Freestanding Pylon Sign per Parcel where the Sign Area is over 22.0 m² (236.81 ft²)
 - iii) maintain a maximum Height of 9.0 m (29.53 ft)
 - iv) not exceed a maximum Height of 9.0 m (29.53 ft)
 - v) may have a maximum Sign Area of 12.0 m² (12.179 ft²)

- vi) not incorporate Changeable Copy, Manual component or Electronic Message Feature or Video Display feature
- i) Freestanding Monument Signs within the R-3, R-4, R-5, R-MHC and R-MHP Land Use Districts, shall be used to identify the site and shall:
 - i) be limited to 1 Sign per Lot, site, or Parcel
 - ii) not contain any illumination
 - iii) have a maximum Height of 3.0 m (9.84 ft)
 - iv) have a maximum Sign Area of 5.0 m² (53.82 ft²)
 - not have a rotating element, Changeable Copy, Manual or an Electronic Message Feature
 - vi) be limited to:
 - i. 1 Sign per Parcel on a site of 30 m (98.43 ft) Frontage or less
 - ii. 2 Signs per Parcel on a site of more than 30 m (98.43 ft) Frontage but not greater than 60 m (196.85 ft)
 - iii. a maximum of 3 Signs per Parcel on a site of more than a Frontage greater than 60 m (196.85 ft)

5.8.2 Neighbourhood Identification Sign

- a) The Neighbourhood Identification Sign, pursuant to the Development Agreement entered into at the time of subdivision, shall:
 - i) be for neighbourhood identification purposes only and contain no advertising
 - ii) be constructed of Maintenance free material wherever possible
 - iii) not be internally illuminated or contain any Electronic Message Feature or Video Display
 - iv) not encroach upon any utility right of way
 - v) not affect traffic safety.

5.8.3 Post Sign

- a) A Post Sign located on private property shall:
 - i) have a maximum Height of 1.2 m (3.94 ft)
 - ii) have a maximum Sign Area of 1.1 m² (11.84 ft²)
 - iii) be separated a minimum of 5 m (16.40 ft) from all other Signs
 - iv) not block any sidewalks or interfere with pedestrian or vehicular traffic
 - v) be separated a minimum of 5 m (16.40 ft) from other Signs located on-site or off-site
- b) A Post Sign used as a Real Estate Sign shall have a maximum Height of 1.8 m (5.91 ft) and maximum Sign Area of 1.5 m² (16.15 ft²) within all residential Land Use Districts.
- c) A Post Sign used as a Real Estate Sign shall have a maximum Height of 4.0 m (13.12 ft) and a maximum Sign Area of $6.0 \, \text{m}^2$ ($64.58 \, \text{ft}^2$) within non-residential Land Use Districts.

5.9 Other Sign Regulations

- a) For the purposes of this Part, the following types of Signs may be allowed in any commercial, industrial, Direct Control or Public Land Use Districts:
 - i) A-Frame Sign
 - ii) Bed & Breakfast Sign
 - iii) Custom Printed Insert Sign
 - iv) Directional Sign
 - v) Election Sign
 - vi) Flag Sign
 - vii) Home Based Business Sign
 - viii) Menu Board Sign

5.9.1 A-Frame Sign

- a) An A-Frame Sign shall:
 -) be limited to 1 Sign per business
 - ii) have a maximum Height of 0.9 m (2.95 ft)
 - iii) have a maximum Sign Area of 0.55 m² (5.92 ft²)
 - iv) not obstruct sidewalks or interfere with pedestrian or vehicular traffic
 - v) be displayed only during the business operating hours
 - vi) be separated a minimum of 5.0 m (16.40 ft) from other Signs located on or off-site
 - vii) be located on private property in front of the Building or premises to which the Sign pertains
 - viii) be of a painted finish, be neat and clean and be maintained at all times
 - be constructed of materials that will collapse, cave in, give way upon impact (such as paper, cardboard, or other light weight material)
 - x) not use fluorescent, 'day-glow', luminous, or reflective lettering or backgrounds.
- b) For businesses with zero front Setbacks, 1 Sign may be placed on Town property adjacent to the front property boundary provided that the Sign is:
 - i) located as close as possible to the front of the Building
 - ii) the Sign is placed wholly within 1.0 m (3.28 ft) of the curb, placed as close as practical to any Street tree, garbage receptacle, or other pieces of Street furniture where available in front of the business in order to maintain a minimum 2.0 m (6.56 ft) width for pedestrian passage.
- c) An A-Frame Sign used as an Open House Sign shall:
 - only include a directional arrow, the phrase 'open house' and the name and/or the logo
 of the real estate company hosting the open house
 - ii) not be located in a median of a Road, on a sidewalk, or within a traffic circle area
 - iii) have a maximum Height of 0.9 m (2.95 ft)
 - iv) have a maximum Sign Area of 0.55 m² (5.92 ft²)
 - v) be separated a minimum of 5.0 m (16.40 ft) from other Signs located on site or off-site

- vi) be erected or placed no more than 3 hours prior to an open house and no later than 3 hours after an open house, except on weekends. Signs erected on a weekend may not be placed before 6:00 p.m. Friday or after 6:00 am on a Monday, except when a Friday or Monday is a statutory holiday, the display dates shall adjust to be displayed during the statutory holiday.
- d) An A-Frame Sign may not be located within a Road right-of-way.

5.9.2 Bed & Breakfast Sign

- a) Bed & Breakfast Signs shall:
 - i) require a permit
 - ii) be located entirely on private property
 - iii) be limited to a maximum of 2 Signs per approved Bed & Breakfast subject to the following:
 - i. authorized Sign types include, Post, Projecting and Window
 - ii. no 2 Signs on a single site may be the same type
 - iii. Signs allowed shall confirm to section 5.8.3, 5.6.5, and 5.6.6
 - iv. not be internally lit
 - v. not contain any Changeable Copy, Manual, or Electronic Message Feature.

5.9.3 Custom Printed Insert Sign

- a) Custom Printed Inserts are personalized corrugated plastic inserts which contain advertising or the display of the business logo or name and added to chain link fencing.
- b) Where chain link fencing is approved, Custom Printed Inserts may be considered in industrial Land Use Districts only; except:
 - any portion of a fence sharing a common property boundary with and adjacent to, the Queen Elizabeth II Highway and Highway 597
- c) The maximum Sign Copy Area containing advertising, the display of the business logo or name shall be limited to 25% per side of a perimeter chain link fence to a maximum of 2 sides.

5.9.4 Directional Sign

- a) A Directional Sign may contain a logo or name of business and may be illuminated
- b) A Directional Sign within R-3, R-5, and R-MHP Land Use Districts shall:
 - have a maximum Height of 0.9 m (2.46 ft)
 - ii) have a maximum Sign Area of 0.4 m² (4.31 ft²)
 - iii) be limited to 2 Directional Signs per site or Parcel
 - iv) the Development Authority may approve a greater number of Directional Signs where the need for the requested additional Signs has been demonstrated by the applicant.

5.9.5 Flag Sign

- a) Flag Signs shall:
 - i) be limited to 1 Sign per business
 - ii) be limited to a maximum of 3 Signs per Parcel
 - iii) be considered in all commercial and industrial Land Use Districts, except within the C-1 Commercial Central District and I-1 Industrial Light District as identified in the Downtown Revitalization Plan
 - iv) not exceed a maximum Height of 4.0 m (13.12 ft)
 - v) not block sidewalks or interfere with pedestrian or vehicular traffic
 - vi) be located within the property boundaries
 - vii) be separated a minimum of 5.0 m (16.40 ft) from another Flag Banner Sign and any other Signs located on or off-site
 - viii) be located in front of the Building or premises to which the Sign pertains
 - ix) be displayed for a period of up to 30 consecutive days to a maximum of 3 times per calendar year.
- b) The maximum number of Flag Signs placed on a site within a non-residential Land Use District shall be:
 - i) 1 Sign on a Lot with a Frontage of 30 m (98.43 ft) or less
 - ii) a maximum of 3 Signs on a Lot with a Frontage greater than 30 m (98.43 ft).
- c) A Flag Sign used with a Residential Sales Centre shall be decorative in its design, be Freestanding and not attached to any other Sign or Structure.

5.9.6 Home Based Business Sign

- a) A Home Based Business Sign shall:
 - not display any Signs unless a valid Development Permit and Business License have been issued by the Town
 - ii) not display any Sign other than 1 non-illuminated Window Sign, not exceeding 25% of the area of the window
 - ii) not display an A-Frame Sign no larger than 0.3 m² (3.23 ft²) advertising the Home Based Business operating from the Parcel and shall:
 - i. be located entirely within the boundaries of the property.

5.9.7 Menu Board Sign

- a) A Menu Board Sign shall be located on a Parcel within a commercial Land Use District and shall:
 -) have a maximum Height of 3.0 m (9.84 ft)
 - ii) have a maximum Sign Area of 3.0 m² (32.29 ft²)
 - iii) be limited to a maximum of 2 Menu Board Signs per business on a site
 - iv) incorporate Landscaping where required by the Development Authority

v) not create any off-site Nuisance with regards to noise or illumination to the satisfaction of the Development Authority

5.10 Special Event Sign Regulations

- a) A Special Event Sign used for the purposes of advertising a Special Event or for providing Public Notices shall not require a Development Permit provided:
 - a Sign shall not contain advertising copy other than information specific to the Special Event
 - ii) when located in a Road right-of-way shall:
 - i. be limited to an A-Frame Sign or a Post Sign
 - ii. have a maximum Sign Area of 0.55 m² (5.92 ft²)
 - iii. have a maximum Height of 0.9 m (2.95 ft)
 - iv. be located 5.0 m (16.40 ft) from all other Signs within the right of way
 - v. be placed no more than 5 days prior to the event, if it is a singular occurring event
 - vi. be placed no more than 2 days prior to the event if it is a regularly scheduled event (i.e. Farmers Market)
 - vii. be allowed to remain within the right of way throughout the duration of the event
 - viii. be removed within 24 hours following the conclusion of the event
 - iii) shall not contain any illumination or use any flashing or electronic device
 - iv) not be attached to any light standard, pole or any other Sign or Structure
 - v) be anchored and stabilized at all times
- b) A Special Event Sign shall maintain the following Setbacks:
 - 1.5 m (4.92 ft) from the Front Property Line
 - ii) 10.0 m (32.81 ft) from any intersection whether controlled or uncontrolled
 - iii) 5.0 m (16.40 ft) from a hydrant
 - iv) 10.0 m (32.81 ft) from the Lot Line that abuts another Lot other than a residential Lot
 - v) 3.0 m (9.84 ft) from any access to or from a Lot or site
 - vi) 25 m (82.02 ft) from a Freestanding Sign.

5.11 Temporary Sign Regulations

- a) A Temporary Sign may include the following types of Signs:
 - i) Banner Sign
 - ii) Changeable Copy, Manual Sign
 - iii) Construction Sign
 - iv) Flag Sign
 - v) Future Development Sign
 - vi) Inflatable Sign
 - vii) Portable Sign
 - viii) Show Home Sign
 - ix) Open House and Real Estate Signs

5.11.1 Banner Sign

- a) A Banner Sign shall:
 - i) have a maximum of 1 Sign per Building or individual commercial or industrial unit within a Building or Parcel
 - ii) only be located on a Parcel within C-2, C-3, C-4, CMU, I-1, I-2, and Direct Control Land Use Districts
 - iii) a Banner Sign shall not be allowed within the I-1 Land Use District identified in the Downtown Revitalization Plan
 - iv) have a maximum of 25% of the area of the wall of the premises to which it is attached
 - v) be displayed for a period of up to 30 consecutive days to a maximum of 90 days in a calendar year.

5.11.2 Changeable Copy Sign, Manual and Portable Signs

- a) A Changeable Copy, Manual feature is the copy on a Sign that changes manually through the use of attachable letters, numbers or pictorial panels and may be contained within, or form part of a, Freestanding Monument Sign, Freestanding Pylon Sign, a Fascia Sign, or a Portable Sign and does not include Third Party Advertising or any Electronic Message Feature.
- b) A Changeable Copy Sign feature contained within a Freestanding Monument Sign, a Freestanding Pylon Sign or a Fascia Sign shall comply with sections 5.6.2 or 5.8; and
 - i) may contain a maximum of 30% of the Sign Area.
- c) A Changeable Copy, Manual feature on a Portable Sign is intended for temporary on-site advertising relating to the activities of the landowner or its occupants.
- d) A Changeable Copy, Manual feature on a Portable Sign with manual feature as part of the overall Sign, is allowed in all commercial and industrial Land Use Districts with the exception of:
 - i) C-1 and C-3 Land Use Districts; and may:
 - i. have a maximum Height of 2.0 m (6.56 ft)
 - ii. have a maximum Sign Area of 3.0 m² (32.29 ft²)
 - iii. have a maximum width of 2.5 m (8.20 ft)
 - iv. be illuminated or non-illuminated
 - v. contain no audio feature.
- e) A Changeable Copy, Manual on a Portable Sign shall maintain the following Setbacks:
 - i) 30.0 m (98.43 ft) from any other Freestanding Sign
 - ii) 50.0 m (164.04 ft) from any other Portable Sign
 - iii) 6.0 m (19.69 ft) from any access
 - iv) 15.0 m (49.21 ft) from any Property Line shared with another Parcel or site
 - v) 5.0 m (16.40 ft) from a hydrant
 - vi) 1.5 m (4.92 ft) from the Front Property Line
 - vii) 10.0 m (32.81 ft) from any intersection whether controlled or uncontrolled

- viii) 10.0 m (32.81 ft) m from the Lot Line that abuts another Lot other than a residential
- f) A Changeable Copy, Manual, Portable Sign shall be limited to:
 - i) 1 Changeable Copy Sign per site where the total Frontage is 50.0 m (164.04 ft) or less
 - ii) a maximum of 2 Changeable Copy Signs per site where the total Frontage is greater than 100.0 m (328.08 ft).
- g) The maximum length of a permit for a Portable Sign shall:
 - be 60 days with the maximum duration of display per business for each Portable Sign being 60 days, 3 times per year
 - ii) not remain at 1 location for more than 60 consecutive days at 1 time
 - iii) not be applied for more than 30 days in advance of the date of placement
 - iv) upon expiry, the Development Authority shall require a new application for the Portable Sign. There shall be no obligation for the Development Authority to approve a permit on the basis that a previous permit had been issued
- h) a Portable Sign located within a Road right-of-way or any other public property shall be used only for Public Notice as required by municipal, provincial, or federal legislation and shall:
 - i) comply with the requirements of this Bylaw
 - ii) be placed no more than 7 days prior to an activity or event
 - iii) be allowed to remain in the right of way throughout the duration of the event
 - iv) be removed within 24 hours following the conclusion of the event or activity.
- i) A Portable Sign shall not be allowed on:
 - i) a vacant or undeveloped Parcel
 - ii) a Parcel that contains, and has been approved for, Changeable Copy, Manual or Electronic Message Features.
- j) A Portable Sign or Changeable Copy Sign shall not interfere with site lines, any traffic control device; or impede on traffic or pedestrian movements at any time.

5.11.3 Construction Sign

- a) A Constuction Sign shall not require a Sign permit, but shall comply with the following regulations.
- A Construction Sign may be placed on site no sooner than 14 days prior to commencement of construction.
- c) A Construction Sign shall:
 - i) be limited to 4 Signs per Parcel
 - be removed within 7 days following construction completion.
- d) A Construction Sign for new construction, for a site with Frontage of 30.0 m (98.43 ft) or less, shall:

- i) have a maximum Height of 3.0 m (9.84 ft)
- ii) have a maximum area of $2.8 \text{ m}^2 (30.14 \text{ ft}^2)$
- e) A Construction Sign for new construction, for a site with Frontage greater than 30.0 m (98.43 ft), shall:
 - i) have a maximum Height of 4.0 m (13.12 ft)
 - ii) have a maximum area of $6.0 \text{ m}^2 (64.58 \text{ ft}^2)$

5.11.4 Future Development Sign

- a) A Future Development Sign is a Temporary Sign and may be placed on a site where a permit has been approved for Development or where a Development Agreement has been signed by the Town.
- b) A Future Development Sign relating to new construction, for a site with a Frontage of 30.0 m (98.43 ft) or less, a maximum of 1 Sign shall be allowed and shall:
 - i) have a maximum Height of 3.0 m (9.84 ft)
 - ii) have a maximum Sign Area of 2.8 m² (30.14 ft²)
 - iii) maintain Setback distances of 6.0 m (19.69 ft) from any Property Line or intersection
- c) A Future Development Sign related to new construction, for a site with a Frontage greater than 30.0 m (98.43 ft), a maximum of 2 Signs shall be allowed and shall:
 - i) have a maximum Height of 4.0 m (13.12 ft)
 - ii) have a maximum Sign Area of 6.0 m² (64.58 ft²)
 - iii) maintain Setback distances of 6.0 m (19.69 ft) from any Property Line or intersection
- d) A Future Development Sign shall be located at the entrance to a Lot or site and shall:
 - i) have a maximum Height of 3.0 m (9.84 ft)
 - ii) have a maximum Sign Area of 5.0 m² (53.82 ft²)
 - iii) have a maximum width of 3.0 m (9.84 ft)
 - iv) have a maximum Copy Area of 75%
 - v) not include an Electronic Message Feature or changeable display feature
 - vi) be secured or anchored at all times
 - vii) not be located on a vacant or undeveloped Lot or site
 - viii) incorporate Landscaping where required by the Development Authority
 - ix) not interfere with any traffic movements or sight lines.
- e) A Future Development Sign shall not exceed a maximum of:
 - i) 2 Signs per Lot or site with a Frontage of 90.0 m (295.28 ft) or less
 - ii) 3 Signs per Lot or site with a Frontage greater than 90.0 m (295.28 ft)
- f) Any permit issued for a Future Development Sign is valid for 2 years from the date of approval.

5.11.5 Garage Sale Signs

- a) A Garage Sale Sign shall not require a Sign permit but shall comply with the following regulations.
 Garage Sale Signs shall:
 - i) not be more than 3 Signs per garage sale event
 - ii) be self-supporting
 - iii) not be placed on municipal poles, mailboxes, or any other freestanding Structure
 - iv) not exceed 0.37 m² (3.98 ft²)
 - v) contain the address of where the sale is taking place and the dates of the sale only
 - vi) be removed no later than 24 hours following the garage sale event.

5.11.6 Inflatable Sign

- a) An Inflatable Sign shall only be located on a Parcel that is within the C-2, C-3, C-4, CMU, DC-3, I-1 and I-2 Land Use Districts.
- b) Despite section 5.11.6 (a), an Inflatable Sign shall not be located on a Parcel adjacent to Queen Elizabeth II and Highway 597; and shall:
 - i) maintain a minimum Setback of 100.0 m (328.08 ft) measured from the base of the Inflatable Sign to the boundary of any Parcel within residential Land Use Districts
 - ii) maintain a minimum separation of 5.0 m (16.40 ft) from any other Sign on-site
 - iii) not be located within any required Parcel Setback
 - iv) be securely attached or anchored and must touch the surface to which it is anchored
 - v) not interfere or obstruct access or sight lines to or from a site
 - vi) not exceed the maximum Height allowed within the Land Use District, to a maximum of 14.0 m (45.93 ft)
 - vii) be limited to a maximum of 1 Inflatable Sign per site.
- c) An Inflatable Sign may be placed on a site and shall follow these additional guidelines:
 - placement shall be for 60 days with the maximum duration of display per business for each Inflatable Sign being 60 days 3 times per year
 - ii) must not remain at 1 location for more than 60 consecutive days at 1 time
 - iii) no permit may be applied for more than 30 days in advance of the date of placement
 - iv) upon expiry, the Development Authority shall require a new application for the Inflatable Sign. There shall be no obligation for the Development Authority to approve a permit on the basis that a previous permit had been issued.

5.11.7 Show Home Sign

- a) A Show Home Sign shall only be placed on a site with an approved Residential Sales Centre. For the purposes of this Part, a Residential Sales Centre, on the Parcel, may be a self contained temporary portable Building or a Dwelling in a residential Land Use District.
- b) There shall be a maximum of:

- i) 2 Show Home Signs on a Parcel less than 0.25 ha
- ii) 4 Show Home Signs on a Parcel greater than 0.25 ha.
- c) The maximum combined Sign Area for all Show Home Signs shall be:
 - i) $3.0 \text{ m}^2 (32.29 \text{ ft}^2)$ for a site less than 0.25 ha
 - ii) $12.0 \text{ m}^2 (129.17 \text{ ft}^2)$ for a site greater than 0.25 ha but less than 1.0 ha
 - iii) 24.0 m² (258.33 ft²) for a site greater than 1.0 ha, however the maximum Sign Area for 1 Sign shall not exceed 6.0 m² (64.58 ft²)
- d) The minimum Setback from a Lot Line for a Show Home Sign shall be:
 - i) 3.0 m (9.84 ft) for a site less than 0.25 ha
 - ii) 6.0 m (19.69 ft) for a site greater than 0.25 ha
 - iii) a Show Home Sign required for a Dwelling shall maintain a minimum of 1.0 m (3.28 ft) from any Property Line
- e) The maximum Height for a Show Home Sign shall be:
 - i) 3.0 m (9.84 ft) for a site less than 0.25 ha
 - ii) 6.0 m (19.69 ft) for a site greater than 0.25 ha
- f) A Show Home Sign shall be removed upon the earlier of:
 - i) the completion of the subdivision for which it is advertising
 - ii) the removal of a temporary sales Office for which it is advertising
 - iii) the residential occupancy of the show home for which it is advertising
 - iv) or within 2 years from the date of approval of the Development Permit for a Residential Sales Centre
- g) Flag Signs used for show home purposes shall not be included in the maximum number of Show Home Signs allowed for a site but are subject to the regulations of section 5.9.5.
- h) Show Home Signs on public or Road rights-of-way shall not be allowed.

PART 6.0 LAND USE DISTRICTS

| LAND USE DISTRICTS | SYMBOL | PAGE |
|---|--------|------|
| Residential Single Dwelling Large Lot District | R-1L | 118 |
| Residential Single Dwelling Medium Lot District | R-1M | 120 |
| Residential Single Dwelling Small Lot District | R-1S | 122 |
| Residential Manufactured Home Park District | R-MHP | 124 |
| Residential Multi-Dwelling District | R-2 | 127 |
| Residential Medium Density District | R-3 | 130 |
| Residential High-Density District | R-4 | 132 |
| Residential Multi Unit District | R-5 | 134 |
| Commercial Central District | C-1 | 136 |
| Commercial Highway District | C-2 | 138 |
| Commercial Local District | C-3 | 140 |
| Business Park District | C-4 | 142 |
| Commercial Mixed-Use District | CMU | 144 |
| Industrial Light District | I-1 | 146 |
| Industrial Heavy District | I-2 | 148 |
| Public Facility District | PF | 150 |
| Parks and Recreation District | PR | 152 |
| Environmental Open Space District | EOS | 154 |
| Urban Reserve District | UR | 156 |
| Agricultural District | AG | 157 |
| Alderwood Close Overlay District | | 159 |

6.1 Residential Single Dwelling Large District (R-1L)

6.1.1 Purpose

To provide an area to accommodate low Density residential Development on large Lots and uses herein listed which are compatible and are connected to municipal services 3:

6.1.2 Permitted and Discretionary Uses

| PERMITTED USES | DISCRETIONARY USES |
|---|---|
| Accessory Building | Accessory Suite |
| Detached Dwelling | Accessory Use |
| Home Based Business 1 | Assisted Living Facility |
| Home Based Business 2 | Bed & Breakfast |
| | Boarding or Lodging House |
| | Daycare, Minor |
| | Group Home |
| | Home Based Business 3 |
| | Modular Home |
| | Moved-in Dwelling |
| | Residential Kennel |
| | Residential Sales Centre |
| | • Signs |
| | Temporary Care Facility |

6.1.3 District Regulations

In addition to the Regulations contained in Part 3.0 \mid General Regulations, Part 4.0 \mid Specific Use Regulations and Part 5.0 \mid Signs, the following Land Use District regulations shall apply to all Development in this Land Use District:

| Minimum Front Yard | 6.0 m (19.69 ft) except adjacent to a collector Road, where it shall be 7.5 m |
|--------------------|---|
| Minimum Side Yard | 1.5 m (4.9 ft) except: adjacent to a collector Road, where it shall be 4.5 m (14.76 ft) adjacent to a Road, but not including a Lane, where it shall be 3.0 m (9.84 ft) or as required by Alberta Building Code, whichever is greater |

| | In a laneless subdivision, section 3.23 shall also apply, or as |
|-------------------------|--|
| | required in the Alberta Building Code, whichever is greater. |
| | 7.5 m (24.61 ft) with an attached Garage |
| Minimum Rear Yard | • 10.0 m (32.81 ft) without an attached Garage |
| | 12.5 m (41.01 ft) where it abuts a major Collector |
| Minimum Dared Area | Interior Parcels – 550.0 m² (5,920.15 ft²) |
| Minimum Parcel Area | Corner Parcels – 600.0 m² (6,458.35 ft²) |
| Minimum Parcel Width | Interior Parcels – 15.0 m (49.21 ft) |
| Willimiditi arcei Width | Corner Parcels – 16.5 m (54.13 ft) |
| Maximum Parcel Coverage | 40% (excludes Driveways and Grade level open Decks) |
| Maximum Building Height | 2 Storeys with a maximum overall Height of 10.0 m (32.81 ft) |
| | Where no Lane exists, 1 Side Yard shall not be less than: |
| | • 1.5 m (4.92 ft) in the case of a Detached Dwelling with an |
| Laneless Parcels | attached Garage |
| | 3.0 m (9.84 ft) in the case of a Detached Dwelling without |
| | an attached Garage. |
| | |

6.2 Residential Single Dwelling Medium Lot District (R-1M)

6.2.1 Purpose

To provide an area to accommodate low Density residential Development on medium Lots and other uses herein listed, which are compatible and connected to municipal services.

6.2.2 Permitted and Discretionary Uses

| 6.2.2 Permitted and Discretionary Uses | |
|---|--|
| PERMITTED USES | DISCRETIONARY USES |
| Accessory Building | Accessory Suite |
| Detached Dwelling | Accessory Use |
| Home Based Business 1 | Assisted Living Facility |
| Home Based Business 2 | Bed & Breakfast |
| | Boarding or Lodging House |
| | Daycare, Minor |
| | Group Home |
| | Home Based Business 3 |
| | Modular Home |
| | Moved-in Dwelling |
| | Residential Kennel |
| | Residential Sales Centre |
| | • Signs |
| | Temporary Care Facility |
| | . , , |

6.2.3 District Regulations

In addition to the Regulations contained in Part 3.0 \mid General Regulations, Part 4.0 \mid Specific Use Regulations and Part 5.0 \mid Signs, the following Land Use District regulations shall apply to all Development in this Land Use District:

| Minimum Front Yard | 6.0 m (19.69 ft) except adjacent to a collector Road, where it shall be 7.5 m (24.61 ft) |
|--------------------|--|
| Minimum Side Yard | 1.5 m (4.92 ft) except: adjacent to a collector Road, where it shall be 4.5 m (14.76 ft) adjacent to a Road, but not including a Lane, where it shall be 3.0 m (9.84 ft) or as required by Alberta Building Code, whichever is greater |

| | In a laneless subdivision, section 3.23 shall also apply, or as required in the Alberta Building Code, whichever is greater. |
|-------------------------|---|
| Minimum Rear Yard | 7.5 m (24.61 ft) with an attached Garage 10.0 m (32.81 ft) without an attached Garage 12.5 m (41.01 ft) where it abuts a major collector Road |
| Minimum Parcel Area | Interior Parcels – 460.0 m² (4,951.40 ft²) Corner Parcels – 510.0 m² (5489.59 ft²) |
| Minimum Parcel Width | Interior Parcels – 12.5 m (41.01 ft) Corner Parcels – 14.0 m (45.93 ft) |
| Maximum Parcel Coverage | 40% (excludes Driveways and Grade level open Decks) |
| Maximum Building Height | 2 Storeys with a maximum overall Height of 10.0 m (32.81 ft) |
| Laneless Parcels | Where no Lane exists, 1 Side Yard shall not be less than: 1.5 m (4.92 ft) in the case of a Detached Dwelling with an attached Garage 3.0 m (9.84 ft) in the case of a Detached Dwelling without an attached Garage. |

6.3 Residential Single Dwelling Small Lot District (R-1S)

6.3.1 Purpose

To provide an area to accommodate low Density residential Development on small Lots and other uses herein listed which are compatible and all of which are connected to municipal services.

6.3.2 Permitted and Discretionary Uses

| PERMITTED USES | DISCRETIONARY USES |
|---|--|
| Accessory Building Detached Dwelling Home Based Business 1 Home Based Business 2 | Accessory Suite Accessory Use Assisted Living Facility Bed & Breakfast Boarding or Lodging House Daycare, Minor Group Home Home Based Business 3 Modular Home Moved-in Dwelling Residential Kennel Residential Sales Centre Signs Temporary Care Facility |

6.3.3 District Regulations

In addition to the Regulations contained in Part 3.0 \mid General Regulations, Part 4.0 \mid Specific Use Regulations and Part 5.0 \mid Signs, the following Land Use District regulations shall apply to all Development in this Land Use District:

| Minimum Front Yard | 6.0 m (19.69 ft) except adjacent to a collector Road, where it shall be 7.5 m (24.61 ft) |
|--------------------|--|
| Minimum Side Yard | 1.5 m (4.92 ft) except: adjacent to a collector Road, where it shall be 4.5 m (14.76 ft) adjacent to a Road, but not including a Lane, where it shall be 3.0 m (9.84 ft) or as required by Alberta Building Code, whichever is greater |

| | In a laneless subdivision, section 3.23 shall also apply, or as required in the Alberta Building Code, whichever is greater. |
|-------------------------|---|
| Minimum Rear Yard | 7.5 m (24.61 ft) with an attached Garage 10.0 m (32.81 ft) without an attached Garage 12.5 m (41.01 ft) where it abuts a major collector Road |
| Minimum Parcel Area | Interior Parcels – 360.0 m² (3,875.00 ft²) Corner Parcels – 410.0 m² (4413.2 ft²) |
| Minimum Parcel Width | Interior Parcels – 10.5 m (34.45 ft) Corner Parcels – 11.5 m (37.73 ft) |
| Maximum Parcel Coverage | 50% (excludes Driveways and Grade level open Decks) |
| Maximum Building Height | 2 Storeys with a maximum overall Height of 10.0 m (32.81 ft) |
| Laneless Parcels | Where no Lane exists, 1 Side Yard shall not be less than: 1.5 m (4.92 ft) in the case of a Detached Dwelling with an attached Garage 3.0 m (9.84 ft) in the case of a Detached Dwelling without an attached Garage. |

6.4 Residential Manufactured Home Park District (R-MHP)

6.4.1 Purpose

To provide an area for Manufactured Homes and other uses herein listed in a comprehensively designed park wherein sites are rented or owned as part of a registered condominium plan, connected to municipal services.

6.4.2 Permitted and Discretionary Uses

| PERMITTED USES | DISCRETIONARY USES |
|---|---|
| Accessory Building | Accessory Use |
| Manufactured Home | Home Based Business 2 |
| Home Based Business 1 | Residential Kennel |
| | Residential Sales Centre |
| | • Signs |

6.4.3 District Regulations

- a) A Development Permit application shall be provided for each Manufactured Home or Manufactured Home addition within a Manufactured Home Park
- b) Any additions or expansions to a Manufactured Home within a Manufactured Home Park shall have a foundation, Structure, and appearance the same as, or consistent with the Manufactured Home
- c) For the purposes of this Land Use District, "Lot" means the total area of land reserved for the placement of a Manufactured Home and for the exclusive use of its occupants.

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following regulations shall apply to all Development in this Land Use District:

| Maximum Gross Density | 17 Manufactured Homes/ha (7 ac) |
|-----------------------|--|
| Maximum Park Area | 2.0 ha |
| | The following Setbacks shall be maintained: • 4.5 m (14.76 ft) from park boundary • 3.0 m (9.84 ft) from internal access Road or common parking area • 6.0 m (19.69 ft) from front Lot Line |

Page | 127

| | • 1.5 m (4.92 ft) from side Lot Line | |
|------------------------------|---|--|
| Minimum Setback Requirements | 3.0 m (9.84 ft) from rear Lot Line | |
| | • 4.88 m (16.01 ft) models shall provide 1 Side Yard of a | |
| | minimum of 4.5 m (14.76 ft) | |
| | Models larger than 4.88 m (16.01 ft) shall provide a | |
| | minimum Rear Yard of 6.0 m (19.69 ft) | |
| | All attached Structures shall maintain a minimum | |
| | 1.5 m (4.92 ft) from any Lot Line. | |
| Maximum Lot Area | As determined by the Development Authority meeting all | |
| | requirements of this Land Use District. | |
| Minimum Parcel Width | Interior Parcels – 10.5 m (34.45 ft) | |
| Willimidiff arcel Width | Corner Parcels – 11.5 m (37.73 ft) | |
| Maximum Parcel Coverage | 50% (excludes Driveways and Grade level open Decks) | |
| Waximum areer coverage | | |
| Maximum Building Height | 5.5 m (18.04 ft) | |
| Minimum Manufactured | 3.5 m (11.48 ft) | |
| Home Width | | |
| Minimum Manufactured Home | 80 m ² (861.11 ft ²) | |
| Floor Area | | |

Building Design and Character:

Skirting or any attached Structure shall be fabricated to complement the exterior finish of the Manufactured Home and be of durable all-weather construction and designed in a manner that will enhance the appearance of the Manufactured Home. Each Manufactured Home shall be levelled, blocked, and skirted, within 30 days of being placed on a Lot so that the entire undercarriage, hitch, and support Structures are concealed from view.

Amenity / Recreation Area:

For the enjoyment of all residents of the Development, an amenity/recreation space shall be provided and designed in accordance with a recreation site plan and located in a suitable area approved by the Development Authority. This plan may include outdoor, indoor or a combination of both and shall be a minimum of 10% of the total area of a Manufactured Home Park.

Landscaped Area:

Any area not developed or occupied by park Roads, Walkways, Driveways, Buildings or other developed Buildings or facilities shall be landscaped.

Perimeter Landscaping of an area not less than 3.0 m (9.84 ft) in width between any Manufactured Home Lot and park boundary line shall be required. Fencing or screening may be required at the discretion of the Development Authority within the 3.0 m (9.84 ft) perimeter. All Height, materials and location shall be at the discretion of the Development Authority.

Walkways:

Internal Walkways or paths shall be to the satisfaction of the Development Authority.

Access and Roadways:

Manufactured Home Parks greater than 50 units shall have 2 separate means of access within the Development area. All internal Roads shall meet the minimum standards of the Town.

Storage Areas:

All storage areas, separate from the Manufactured Home Lot, shall be provided for storage of seasonal recreational equipment. Such storage areas shall be adequately screened with all storage areas having an area of not less than $20.0\,\mathrm{m}^2$ ($215.28\,\mathrm{ft}^2$) per Manufactured Home Lot.

6.5 Residential Multi-Dwelling District (R-2)

6.5.1 Purpose

To provide an area to accommodate medium Density residential Development typically comprised of 2 to 4 attached Dwellings and uses herein listed which are compatible and connected to municipal services.

6.5.2 Permitted and Discretionary Uses

| PERMITTED USES | DISCRETIONARY USES |
|---|---|
| PERMITTED USES Accessory Building Duplex Home Based Business 1 Row Housing | Accessory Use Assisted Living Facility Bed & Breakfast, in Detached Dwelling only Daycare, Minor Detached Dwelling Group Home Home Based Business 2 Home Based Business 3 Mixed Use Development only on the |
| | following Parcels: o Lots 1 through 8 (inclusive), Block 6, Plan 5629HW; and o Lots 25 through 40 (inclusive), Block 6, Plan RN17A • Multiple Housing Development • Residential Sales Centre • Signs • Temporary Care Facility |

6.5.3 District Regulations

- a) Development Plans illustrating the Development of the site, the architectural treatment of all Buildings, Landscaping, lighting, parking, and access shall be prepared to the satisfaction of the Development Authority.
- b) The Development Authority may require satisfactory screening to reduce any impact a use in this Land Use District may have on adjacent properties. Screening may include fencing, Building placement, Landscaping, or a combination of these items
- c) Maximum Height shall be determined by the Development Authority having regard for the site, appearance, and massing of adjacent residential properties
- d) For Mixed Use Developments:

- Dwellings shall be located only on a second floor and shall have a separate entrance from non-residential elements of the site
- ii) all outside loading, unloading, and parking spaces shall be located at the side or rear of the Building and be visually screened from view from any adjacent Streets or adjacent residential areas to the satisfaction of the Development Authority
- iii) commercial Uses shall be considered Discretionary Uses and are restricted to Commercial Services Facility; Food Service, Restaurant; Retail, General; and Office uses

| Minimum Front Yard | 6.0 m (19.69 ft) except adjacent to a collector Road, |
|-------------------------|--|
| | where it shall be 7.5 m (24.61 ft) |
| | 1.5 m (4.9 ft) except: |
| | adjacent to a collector Road, where it shall be 4.5 m (14.76 ft) |
| Minimum Side Yard | adjacent to a Road, but not including a Lane, where it shall be 3.0 m (9.84 ft) or as required |
| | by Alberta Building Code, whichever is greater |
| | In a laneless subdivision, section 3.23 shall |
| | also apply, or as required in the Alberta |
| | Building Code, whichever is greater |
| Minimum Rear Yard | 7.5 m (24.61 ft) except when adjacent to a collector |
| | Road, where it shall be 10.0 m (32.81 ft). |
| Minimum Parcel Area | I zugi }% • Interior Parcels – 280.0 m² (3,013.89ft²) • Corner Parcels – 330.0 m² (3,552.09 ft²) |
| | Wt Mtzxms1 • Interior Parcels − 185.0 m² (1,991.32 ft²) • Corner Parcels − 220.0 m² (2,368.06 ft²) |
| | Wt %Mtzxrs1%92xgi }.% ● Interior Parcels - 200.0 m² (2,152.78 ft²) ● Corner Parcels - 275.0 m² (2,960.08ft²) |
| | <u>Yjr utwfw-¥ffwj%fhww</u> . • Interior Parcels − 280.0 m² (3,013.89 ft²) • Corner Parcels − 330.0 m² (3,352.09 ft²) |
| Maximum Parcel Coverage | 55% (excludes Driveways and Grade level open Decks) |

| Maying up Duilding Hainh | Row Housing and Multiple Housing Development |
|--------------------------|--|
| | • Flat Roof: 10.0 m (32.81 ft) |
| Maximum Building Height | Sloped Roof: 12.5 m (41.01 ft) |
| | Maximum 3 Storeys above Grade |
| | Where no Lane exists, and for Detached Dwelling, |
| | Duplex and Row Housing, both Side Yards shall not be |
| | less than: |
| Laneless Parcels | • 1.5 m (4.92 ft) in the case with an attached |
| | Garage |
| | • 3.0 m (9.84 ft) in the case of without an |
| | attached Garage. |

6.6 Residential Medium Density District (R-3)

6.6.1 Purpose

To provide an area to accommodate medium-high Density residential Development with shared Amenity Spaces and other uses herein listed which are compatible and connected to municipal services.

6.6.2 Permitted and Discretionary Uses

| DISCRETIONARY USES |
|--|
| Accessory Use |
| Assisted Living Facility |
| Group Home |
| Home Based Business 2 |
| Residential Sales Centre |
| • Signs |
| Temporary Care Facility |
| |

6.6.3 District Regulations

| Minimum Front Yard | Yjr utwfw-新fwj张fhrmy-% 6.0 m (19.69 ft) except adjacent to a collector Road, where it shall be 7.5 m (24.61 ft) |
|--|--|
| TVIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII | Fufwr jsy ■ 7.5 m (24.61 ft) |
| Minimum Side Yard | 3.0 m (9.84 ft) except: adjacent to a collector Road, where it shall be 4.5 m (14.76 ft) as required by Alberta Building Code, whichever is greater. |
| Minimum Rear Yard | 7.5 m (24.61 ft) except when adjacent to a collector Road, where it shall be 10.0 m (32.81 ft). |
| Minimum Parcel Area | 3,035.14 m ² (0.30 ha) |
| Maximum Parcel Area | 4.32 ac (1.75 ha) |
| Dwelling Density | 45 units / hectare or 18 units per acre |

| Maximum Parcel Coverage | Yjr utwwwwfwj&fhrapv-% • 55% (excludes Driveways) Fufwyr jsy • 75% (excludes Driveways) |
|-------------------------|---|
| Maximum Building Height | Yjr utwfw-\(\frac{2}{3}\)ftm\(\frac{2}{3}\)ftm\(\frac{2}{3}\) \\ \text{Fufwr jsy} \\ \tau 12.0 \text{ m (39.37 ft)} \\ \tau 4 \text{ storeys} |
| Minimum Landscaped Area | 30% (Apartment, Multiple Housing Development, Assisted Living Facility, and Temporary Care Facility. |
| Amenity Space | Amenity Spaces may consist of a single area or be divided into multiple areas. The Amenity Space shall include outdoor Open Space that provides an area for unstructured passive or active recreation to the satisfaction of the Development Officer and includes 2 or more of the following: Playground equipment Benches, picnic tables, or other form of seating Gazebo or other shelter Patio Courtyards Gardens Other recreational or amenity uses that would satisfy the needs of the residents for the Development. Each Apartment unit shall provide a private outdoor Amenity Space of |
| | not less than 4.5 m ² (48.44 ft ²) in area. |

6.7 Residential High Density District (R-4)

6.7.1 Purpose

To provide an area for high Density residential Development with shared Amenity Spaces and other uses herein listed which are compatible and connected to municipal services.

6.7.2 Permitted and Discretionary Uses

| PERMITTED USES | DISCRETIONARY USES |
|--|---|
| Accessory Building | Assisted Living Facility |
| Apartment | Boarding or Lodging House |
| Home Based Business 1 | Group Home |
| Multiple Housing Development | Home Based Business 2 |
| | Mixed Use Development |
| | Residential Sales Centre |
| | Signs |
| | Temporary Care Facility |
| | |

6.7.3 District Regulations

| Minimum Front Yard | 6.0 m (19.69 ft) except adjacent to a collector Road, where it shall be |
|---------------------|---|
| | 7.5 m (24.61 ft) |
| | Fufwr jsvx • 3.0 m (9.84 ft) except where it abuts a Road other than a Lane, it shall be 3.5 m (11.48 ft) or as required in the Alberta Building Code, whichever is greater. |
| Minimum Side Yard | Wt Mtzxxsl@Rzgnug Ntzxxslaj{jqurjsv&JsiZsnx.% |
| | • 1.5 m (4.92 ft) except where it abuts a Road other than a Lane, it shall be 2.75 m (9.02 ft). |
| Minimum Rear Yard | 7.5 m (24.61 ft) except when adjacent to a collector Road, where it |
| | shall be 10.0 m (32.81 ft). |
| Minimum Parcel Area | 5,000.00 m2 (0.50 ha) |
| Landscaping Area | A minimum of 30% of the site shall be landscaped. |
| Dwelling Density | 80 units / ha |

| Maximum Parcel Coverage | 75% |
|-------------------------|--|
| Maximum Building Height | The lessor of 4 storeys or 17 m (55.77 ft) |

Amenity / Recreation Area:

An Amenity Space for the enjoyment of residents of the Development including hard and soft landscaped areas and recreational areas in a suitable location shall be incorporated into the plans.

Building Design and Character:

Row Housing and Multiple Housing Developments may provide for front attached Garages and unique front Facades that are aesthetically appealing.

Parking Areas:

To mitigate the dominance of front parking areas, no part of a Front Yard of a site developed with a Row Housing or Multiple Housing Development shall be utilized for vehicle parking.

6.8 Residential Multi-Unit District (R-5)

6.8.1 Purpose

To provide and area for multi-unit residential Developments at a higher Density and any other uses, herein listed, all of which are connected to municipal services.

6.8.2 Permitted and Discretionary Uses

| PERMITTED USES | DISCRETIONARY USES |
|---|--|
| Apartment | Accessory Building |
| Home Based Business 1 | Accessory Use |
| | Assisted Living Facility |
| | Home Based Business 2 |
| | Mixed Use Development |
| | Residential Sales Centre |
| | • Signs |
| | Temporary Care Facility |

6.8.3 District Regulations

In addition to the Regulations contained in Part 3.0 \mid General Regulations, Part 4.0 \mid Specific Use Regulations and Part 5.0 \mid Signs, the following regulations shall apply to all Development in this Land Use District:

a) To mitigate the dominance of front parking areas, no part of a Front Yard of a site developed with an Apartments, Row Housing or Multiple Housing Development shall be utilized for vehicle parking.

| Minimum Front Yard | 6.0 m (19.69 ft) except adjacent to a collector Road, where it shall be 7.5 m (24.61 ft) |
|---------------------|--|
| Minimum Side Yard | 3.0 m (9.84 ft) except where it abuts a Road other than a Lane it shall be 3.65 m (11.98 ft), or as required in the Alberta Building Code, whichever is greater. |
| Minimum Rear Yard | 7.5 m (24.61 ft) except when adjacent to a collector Road, where it shall be 10.0 m (32.81 ft). |
| Minimum Parcel Area | 3,035.14 m ² (0.30 ha) |
| Maximum Parcel Area | 0.75 ha |

Page | 137

| Landscaping Area | Minimum 30% |
|-------------------------|--|
| Dwelling Density | 150 units/ha or 60 units/ac |
| Maximum Parcel Coverage | 75% |
| Maximum Building Height | The lessor of 4 storeys or 17.0 m (55.77 ft) |
| Amenity Space | An Amenity Space for the enjoyment of residents of the Development including hard and soft landscaped areas and recreational areas in a suitable location shall be incorporated into the plans. Amenity Spaces may consist of a single area or be divided into multiple areas. The Amenity Space shall include outdoor Open Space that provides an area for unstructured passive or active recreation to the satisfaction of the Development Authority and includes 2 or more of the following: • Playground equipment • Benches, picnic tables, or other form of seating • Gazebo or other shelter • Patio • Courtyards • Gardens Other recreational or amenity uses that would satisfy the needs of the residents for the Development. Each Apartment unit shall provide a private outdoor Amenity Space of not less than 4.5 m² (48.44 ft²) in area. |

6.9 Commercial Central District (C-1)

6.9.1 Purpose

To provide an area for a variety of smaller commercial opportunities, which will create an attractive pedestrian friendly environment while promote organized redevelopment of the area in alignment with the Downtown Revitalization Plan.

6.9.2 Permitted and Discretionary Uses

| PERMITTED USES | DISCRETIONARY USES |
|--|---|
| Accessory Building | Accessory Use |
| Business Support Service | Automotive Service |
| Commercial Service Facility | Brewpub |
| Daycare, Minor | Bus Depot |
| Drinking Establishment | Commercial School |
| Farmers Market | Daycare, Major |
| Food Service, Restaurant | Light Equipment Sales, Service and Rental |
| Funeral Home without Crematorium | Moved-in Building |
| Health Services | Parking Facility |
| Hotel | Patio |
| Mixed Use Development | Religious Assembly |
| Motel | Retail, Adult |
| • Office | Retail, Cannabis |
| Pawnshop | • Signs |
| Retail, General | Similar Use |
| Retail, Liquor | |

6.9.3 District Regulations

- a) notwithstanding the provisions of Part 5.0, all Signs in the Land Use District shall be in accordance with the Downtown Revitalization Plan
- b) Structural Alterations and additions to existing Buildings shall be developed in accordance with the Downtown Revitalization Plan where possible and this Bylaw to the satisfaction of the Development Authority
- c) Home Based Business uses shall be allowed as an interim use within Buildings used for residential purposes until redevelopment takes place; and are subject to meeting the requirements as outlined in this Land Use Bylaw

Commented [JT24]: Amendment #2.23

d) Automotive Service: The Development Authority shall limit this use to Lot 1, Block 1 Plan 802 1468, if in the opinion the proposed use will not negatively impact the Downton area and will not result in a negative impact on adjacent properties.

Commented [JT25]: Amendment #2.24

| <u>e)d)</u> | Screening: | In | this | Land | Use | District, | the |
|---|--------------------|-------|--------|---------|--------|------------|-------|
| Development Authority may require additio | nal screening to r | edu | ce an | y impa | ct a u | ise may l | have |
| on adjacent properties or from Roads. Scre | eening, in accorda | nce | with s | section | 3.15 | , may incl | lude, |
| but not be limited to fencing, Building place | ment, Landscapin | g, or | any c | combin | ation | thereof. | |

<u>f)e)</u> Shipping Containers: The Development Authority shall prohibit the use of Shipping Containers as Accessory Buildings or Accessory Uses in this Land Use District.

| Minimum Front Yard | Nil |
|-------------------------|--|
| Minimum Side Yard | Nil, or as required by the Alberta Building Code, whichever is greater. |
| Minimum Rear Yard | Shall provide for parking and Loading Spaces in accordance with section 3.20 |
| Maximum Parcel Coverage | 100%, provided that parking and Loading Spaces are provided as required in section 3.20 |
| Maximum Building Height | 17.0 m (55.77 ft) |
| Dwellings Entrance | Dwellings above the ground floor shall have an entrance separate from the entrance to any commercial component of the Building. |
| Building Design | All mechanical equipment on a roof shall be screened from view of adjoining Roads and residential Land Use Districts First storey windows or doors abutting a sidewalk shall be covered by an Awning or Canopy which is at least 2.0 m (6.56 ft) above the sidewalk, where there are residential units above. |
| Laneless Parcels | On a laneless Parcel in a commercial Land Use District, 1 Side Yard shall not be less than 6.0 m (19.69 ft). This does not apply to an Accessory Building where such Building is located to the rear of the Principal Building and maintains a minimum distance of 12.0 m (39.37 ft) |

6.10 Commercial Highway District (C-2)

6.10.1 Purpose

To provide an area for commercial uses and other uses, herein listed, which are compatible with the area, adjacent to a major thoroughfare, which may require large open areas for parking by clientele, for display of merchandise, or both which will create an attractive environment primarily accessible to motor vehicles.

6.10.2 Permitted and Discretionary Uses

| | | USE? |
|--|--|------|
| | | |
| | | |

- Accessory Building
- Automotive Service
- Automobile Sales and Rental
- Business Support Service
- Car Wash
- Commercial Service Facility
- · Daycare, Minor
- Daycare, Major
- Drive-Through Business
- Food Service, Restaurant
- Funeral Home without Crematorium
- Gas Bar
- Health Services
- Hotel
- Light Equipment Sales, Service and Rental Shop
- Motel
- Manufactured and Modular Homes Sales and Service
- Office
- Pawnshop
- Retail, General
- Retail, Liquor
- Recreation Facility, Indoor
- Recreational Vehicle Sales, Rental and Service
- Veterinary Clinic

DISCRETIONARY USES

- Accessory Use
- Adult Entertainment
- Brewpub
- Bus Depot
- Building Supply and Lumber Outlet
- Commercial School
- · Community Facility
- Drinking Establishment
- Funeral Home with Crematorium
- Farm Equipment Sales and Service Outlet
- Farmers Market
- Mixed Use Development
- Parking Facility
- Religious Assembly
- Retail, Adult
- Retail, Cannabis
- Signs
- Similar Use

Commented [JT26]: Amendment #2.25

6.10.3 District Regulations (C-2)

| Minimum Front Yard | 9.0 m (29.53 ft) |
|-------------------------|---|
| Minimum Side Yard | 3.0 m (9.84 ft) or as required in the Alberta Building Code, whichever is greater. |
| Minimum Rear Yard | 6.0 m (19.69 ft) |
| Minimum Parcel Width | 15.0 m (49.21 ft) adjacent to a service or local Road. |
| Maximum Parcel Coverage | 80% |
| Maximum Building Height | 17.0 m (55.77 ft) |
| Building Design | All mechanical equipment on a roof shall be screened from view of a Highway, arterial Road, and residential Land Use Districts. |
| laneless Parcels | On a laneless Parcel in a commercial Land Use District, 1 Side Yard shall not be less than 6.0 m (19.69 ft). This does not apply to an Accessory Building where such Building is located to the rear of the Principal Building and maintains a minimum distance of 12.0 m (39.37 ft). |

6.11 Commercial Local District (C-3)

6.11.1 Purpose

To facilitate the Development of local convenience trade centres to serve adjacent to residential neighbourhoods or non-commercial areas only.

6.11.2 Permitted and Discretionary Uses (C-3)

| PERMITTED USES | DISCRETIONARY USES |
|---|---|
| Accessory Building | Accessory Use |
| Commercial Service Facility | Car Wash |
| Daycare, Minor | Daycare, Major |
| Food Service, Restaurant | Live Work Unit |
| Gas Bar | Recreation Facility, Indoor |
| Retail, General | Public Facility |
| Retail, Liquor | • Signs |
| • Office | Similar Use |

Commented [JT27]: Amendment #2.26

6.11.3 District Regulations (C-3)

In addition to the Regulations contained in Part 3.0 \mid General Regulations, Part 4.0 \mid Specific Use Regulations and Part 5.0 \mid Signs, the following regulations shall apply to all Development in this Land Use District:

| Minimum Front Yard | 6.0 m (19.69 ft) |
|-------------------------|---|
| Minimum Side Yard | 1.5 m (4.92 ft) except adjacent to a residential Parcel, where it shall be 3.0 m (9.8 ft). |
| Minimum Rear Yard | 3.0 m (9.84 ft) |
| Minimum Parcel Area | 2,000.00 m ² (0.2 ha) |
| Maximum Parcel Coverage | 80% |
| Maximum Building Height | 8.5 m (27.89 ft) |
| Building Design | All mechanical equipment on a roof shall be screened from view of a Highway, arterial Road, and residential Land Use Districts. |

Page | 143 Town of Blackfalds | Land Use Bylaw 1268.22 Schedule 'A'

Date Adopted: April 26, 2022

| Laneless Parcels | On a laneless Parcel in a commercial Land Use District, 1 Side Yard shall not be less than 6.0 m (19.69 ft). This does not apply to an Accessory Building where such Building is located to the rear of the Principal Building and maintains a minimum distance of 12.0 m (39.37 ft). |
|------------------|---|

6.12 Business Park District (C-4)

6.12.1 Purpose

To provide a broad range of commercial uses in a Business Park that create a diverse and walkable Business Park, comprehensively designed on a single site that are complementary of each other.

6.12.2 Permitted and Discretionary Uses (C-4)

| PERMITTED USES | DISCRETIONARY USES |
|---|--|
| Accessory Building | Accessory Use |
| Business Support Service | Brewpub |
| Commercial School | Daycare, Major |
| Commercial Service Facility | Drinking Establishment |
| Daycare, Minor | • Patio |
| Food Service, Restaurant | Public Utility Building |
| Health Services | Retail, Adult |
| • Office | Retail, Cannabis |
| Retail, General | • Signs |
| Veterinary Clinic | Similar Use |
| Veterinary Hospital | |

6.12.3 District Regulations (C-4)

| Minimum Front Yard | At the discretion of the Development Authority |
|-------------------------|--|
| Minimum Side Yard | At the discretion of the Development Authority |
| Minimum Rear Yard | At the discretion of the Development Authority |
| Minimum Parcel Width | 15.0 m (49.21 ft) |
| Maximum Parcel Coverage | 70% |
| Maximum Building Height | KcfyWttl&Gzminslx • 9.5 m (31.17 ft) Unhmji Wttl&Gzminslx • 12.0 m (39.37 ft) |

| Building Design | All mechanical equipment on a roof shall be screened from view from any Road and Adjacent Land uses. |
|------------------|---|
| Laneless Parcels | On a laneless Parcel in a commercial Land Use District, 1 Side Yard shall not be less than 6.0 m (19.69 ft). This does not apply to an Accessory Building where such Building is located to the rear of the Principal Building and maintains a minimum distance of 12.0 m (39.37 ft). |
| Landscaping | At the discretion of the Development Authority |
| Outdoor Storage | None allowed |

6.13 Commercial Mixed Use District (CMU)

6.13.1 Purpose

To provide a site that is comprehensively designed to encourage a mixture of commercial and residential and other uses herein listed that are complimentary of each other.

6.13.2 Permitted and Discretionary Uses (CMU)

| 2.13.21 chilited and Discretionary uses (UMO) | |
|--|--|
| PERMITTED USES | DISCRETIONARY USES |
| Business Support Service Commercial Service Facility Home Based Business 1 Daycare, Minor | Accessory BuildingAccessory UseCar WashApartment |
| Food Service, Restaurant Health Services Mixed Use Development Office | Daycare, Major Gas Bar Public Utility Building Potabil Liquod |
| Recreation Facility, IndoorRetail, General | Retail, LiquorSignsSimilar Use |

Commented [JT28]: Amendment #2.27

6.13.3 District Regulations (CMU)

| Minimum Front Yard | nil or at the discretion of the Development Authority, taking into consideration the amenities of adjacent properties. |
|-------------------------|--|
| Minimum Side Yard | At the discretion of the Development Authority. |
| Minimum Rear Yard | At the discretion of the Development Authority. |
| Floor Area Ratio | At the discretion of the Development Authority. |
| Maximum Building Height | At the discretion of the Development Authority. |
| Density | |

| | For residential portion of the Development the Density shall not exceed 30 units/ha based on the total Parcel area. |
|------------------|--|
| Outdoor Storage | none allowed |
| Laneless Parcels | On a laneless Parcel in a commercial Land Use District, 1 Side Yard shall not be less than 6.0 m (19.69 ft). This does not apply to an Accessory Building where such Building is located to the rear of the Principal Building and maintains a minimum distance of 12.0 m (39.37 ft). |
| Amenity Space | Amenity Space for Mixed Use Development and Apartments and may consist of a single area or be divided into multiple areas. The Amenity Space shall include outdoor Open Space that provides an area for unstructured passive or active recreation to the satisfaction of the Development Authority and includes 2 or more of the following: Playground equipment Benches, picnic tables, or other form of seating Gazebo or other shelter Patio Courtyards Gardens Other recreational or amenity uses that would satisfy the needs of the residents for the Development. Each Apartment and Dwelling within a Mixed Use Development shall provide a private outdoor Amenity Space or not less than 4.5 m² (48.44 ft²) in area |

6.14 Industrial Light District (I-1)

6.14.1 Purpose

To provide an area for light industrial uses and other uses herein listed, compatible with the area which do not cause any objectionable or dangerous conditions beyond the Parcel boundary.

6.14.2 Permitted and Discretionary Uses (I-1)

PERMITTED USES

- Automotive Service
- Business Support Service
- Car Wash
- Contractor Operation, Minor
- Commercial School
- Funeral Home without Crematorium
- Gas Ba
- Greenhouse, Minor
- Light Equipment Sales, Service and Rental Shop
- Manufactured and Modular Home Sales and Service
- Office, for Accessory Uses listed herein
- Recreational Vehicle Sales, Rental and Service
- Recycle Depot
- Retail, General (as Accessory Use)
- Shipping Container
- Veterinary Clinic
- Veterinary Hospital
- Warehouse Sales
- Warehouse and Storage

DISCRETIONARY USES

- Accessory Building
- Animal Boarding or Breeding Facility
- Auction Facility, No Livestock
- Autobody Repair and Paint Shop
- Automobile Sales and Rental
- Brewpub
- Building Supply and Lumber Outlet
- · Bulk Fueling Depot
- Cannabis Production and Distribution
- Canvas Covered Structure
- Communication Facility/Communication Tower
- Contractor Operation, Major
- Distribution Facility
- Farm Equipment Sales and Service Outlet
- Funeral Home with Crematorium
- Greenhouse, Major
- Heavy Equipment Assembly, Sales, and Service
- Heavy Vehicle and Equipment Wash Facility
- Industrial Business Service
- Industrial Training School
- Landscaping Sales and Service
- Moved-in Building
- · Municipal Shop and Storage Facility
- Open Storage Yard
- Outdoor Fabrication Units
- Patio
- Parking Facility for uses listed herein
- Public Utility Building
- Residential Security/Operator Unit
- Signs
- Similar Use

6.14.3 District Regulations (I-1)

| Minimum Front Yard | Minimum Front Yard |
|-------------------------|--|
| Minimum Side Yard | 3.0 m (9.84 ft) |
| Minimum Rear Yard | 6.0 m (19.69 ft) |
| Minimum Parcel Width | 15.0 m (49.21 ft) |
| Maximum Building Height | KcfyWttl&Gzminslx • 9.5 m (31.17 ft) UnyhmjiWttl&Gzminslx • 12.0 m (39.37 ft) |
| Density | For residential portion of the Development the Density shall not exceed 30 units/ha based on the total Parcel area. |
| Outdoor Storage | Shall be to a maximum of 30% of the site and shall be screened to the satisfaction of the Development Authority. |
| Laneless Parcels | On a laneless Parcel in an industrial Land Use District, 1 Side Yard shall not be less than 6.0 m (19.69 ft). This does not apply to an Accessory Building where such Building is located to the rear of the Principal Building and maintains a minimum distance of 12.0 m (39.41 ft). |

6.15 Industrial Heavy District (I-2)

6.15.1 Purpose

To provide an area for service, repair and manufacturing and processing and other heavy industrial uses, herein listed that are compatible with the area and which may cause objectionable conditions beyond the Parcel boundary.

6.15.2 Permitted and Discretionary Uses (I-2)

PERMITTED USES

- · Animal Boarding or Breeding Facility
- Concrete Plant, Minor
- Contractor Operation, Major
- Farm Equipment, Sales & Service Outlet
- Food Processing Facility
- Funeral Home with Crematorium
- Funeral Home without Crematorium
- · Greenhouse, Major
- Heavy Equipment Assembly, Sales and Service
- Industrial Business Service
- Industrial Training Facility
- Landscaping Sales and Service
- Public Utility Building
- Shipping Container

DISCRETIONARY USES

- Auction Facility, with Livestock
- Bulk Fueling Depot

Accessory Building

- Cannabis Production and Distribution
- Canvas Covered Structure
- Communication Facility/Communication Tower
- Concrete Plant, Major
- Heavy Manufacturing and Processing
- Heavy Vehicle and Equipment Wash Facility
- Industrial Training School
- Moved-in Building
- Municipal Shop and Storage Facility
- Open Storage Yard
- Outdoor Fabrication Units
- · Recycling Depot
- Residential Security/Operator Unit
- Signs
- Similar Use
- Solid Waste Transfer Station
- Wrecking and Salvage Yard

6.15.3 District Regulations (I-2)

| Minimum Front Yard | 9.0 m (29.53 ft) |
|--------------------|------------------|

Page | 151

| Minimum Side Yard | 3.0 m (9.84 ft) |
|-------------------------|--|
| Minimum Rear Yard | 6.0 m (19.69 ft) |
| Minimum Parcel Width | 15.0 m (49.21 ft) |
| Maximum Building Height | 12.0 m (39.37 ft) |
| Maximum Parcel Coverage | 80%, except adjacent to Highways 2 and 2A, Highway 597, or a residential Land Use District, in which case it shall be 70%. |
| Outdoor Storage | Shall be screened by white vinyl fencing 1.83 m (6.00 ft) in Height, and / or to the satisfaction of the Development Authority. |
| Laneless Parcels | On a laneless Parcel in an industrial Land Use District, 1 Side Yard shall not be less than 6.0 m (19.69 ft). This does not apply to an Accessory Building where such Building is located to the rear of the Principal Building and maintains a minimum distance of 12.0 m (39.41 ft). |

6.16 Public Facility District (PF)

6.16.1 Purpose

To provide an area for the Development of public land for multi-use facilities and other uses herein listed, for the benefit and enjoyment of the public.

6.16.2 Permitted and Discretionary Uses (PF)

PERMITTED USES **DISCRETIONARY USES** Assisted Living Facility · Accessory Buildings Canvas Covered Structure Accessory Uses Daycare, Major as Accessory Use • Campground Farmers Market • Cemetery • Group Home • Community Facility Moved-in Building • Daycare, Minor as Accessory Use Municipal Shop and Storage Facility • Farmers Market Office as Accessory Use • Information Centre Recycle Depot Municipal Uses Senior Citizen Housing Parks **Shipping Container** Parking Facility Signs • Recreation Facility, Indoor Similar Use • Recreation Facility, Outdoor Temporary Care Facility · Religious Assembly Solid Waste Transfer Site School

6.16.3 Development Regulations (PF)

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following regulations shall apply to all Development in this Land Use District:

| Minimum Front Yard | 9.0 m (29.53 ft) |
|----------------------|--|
| Minimum Side Yard | 3.0 m (9.84 ft) or as required by the Alberta Building Code, whichever is greater. |
| Minimum Rear Yard | 6.0 m (19.69 ft) except where a Rear Yard abuts a railway where no Rear Yard Setback is required. |
| Minimum Parcel Width | |

Date Adopted: April 26, 2022

Page | 153 Town of Blackfalds | Land Use Bylaw 1268.22 Schedule 'A'

Commented [JT29]: Amendment #2.28

| | 15.0 m (49.21 ft) |
|------------------------------------|--|
| Maximum Building Height | KcfyWttk&zminslx • 11.5 m (37.73 ft) Unhmji Wttk&zminslx • 14.0 m (45.93 ft) |
| Maximum Parcel Coverage | 70% |
| Outdoor Storage | Shall be screened by white vinyl fencing 1.83 m (6.00 ft) in Height and / or to the satisfaction of the Development Authority. |
| Minimum Landscaping Requirement | As determined by the Development Authority |

6.17 Parks and Recreation District (PR)

6.17.1 Purpose

To provide land for Parks and recreation areas and facilities for the use and enjoyment of the public.

6.17.2 Permitted and Discretionary Uses (PR)

| PERMITTED USES | DISCRETIONARY USES |
|---------------------------------------|---|
| ParkTrails | Accessory Building Accessory Use Community Garden Farmers Market Off-leash Dog Park Parking Facility Public Utility Building Recreation Facility, Outdoor Signs |

6.17.3 Development Regulations (PR)

| Minimum Front Yard | 9.0 m (29.53 ft) |
|-------------------------|---|
| Minimum Side Yard | 3.0 m (9.84 ft) or as required by the Alberta Building Code, whichever is greater. |
| Minimum Rear Yard | 6.0 m (19.69 ft) except where a Rear Yard abuts a railway where no Rear Yard Setback is required. |
| Minimum Parcel Width | 15.0 m (49.21 ft) |
| Maximum Building Height | KcfyWttk&zminslx • 11.5 m (37.73 ft) UnhmjiWttk&zminslx • 14.0 m (45.93 ft) |

| Maximum Parcel Coverage | 70% |
|------------------------------------|--|
| Minimum Landscaping Requirement | As determined by the Development Authority |

6.18 Environmental Open Space District (EOS)

6.18.1 Purpose

To provide an area for either the preservation of public land in its natural state, or for its Development for benefit and enjoyment of the public.

6.18.2 Permitted and Discretionary Uses (EOS)

| PERMITTED USES | DISCRETIONARY USES |
|---|---------------------------|
| Campground | Accessory Use |
| Community Facility | Patio |
| Farmers Market | • Signs |
| Information Centre | Tree Clearing |
| Park | |
| Public Utility Building | |
| Recreation Facility, Outdoor | |

6.18.3 Development Regulations (EOS)

In addition to the Regulations contained in Part 3.0 \mid General Regulations, Part 4.0 \mid Specific Use Regulations and Part 5.0 \mid Signs, the following regulations shall apply to all Development in this Land Use District:

| Minimum Front Yard | ⁸ 9.0 m (29.53 ft) |
|-------------------------|---|
| Minimum Side Yard | 3.0 m (9.84 ft) or as required by the Alberta Building Code, whichever is greater. |
| Minimum Rear Yard | 6.0 m (19.69 ft) except where a Rear Yard abuts a railway where no Rear Yard Setback is required. |
| Minimum Parcel Width | 15.0 m (49.21 ft) |
| Maximum Building Height | KcfyWttl&Gzminslx • 9.5 m (31.17 ft) Unhmji Wttl&Gzminslx • 12.0 m (39.37 ft) |
| Maximum Parcel Coverage | 70% |

Page | 157

Town of Blackfalds | Land Use Bylaw 1268.22 Schedule 'A'

Date Adopted: April 26, 2022

| Outdoor Storage | Shall be screened by white vinyl fencing 1.83 m (6.00 ft) in Height and/ or to the satisfaction of the Development Authority. |
|------------------------------------|---|
| Minimum Landscaping Requirement | As determined by the Development Authority |

6.19 Urban Reserve District (UR)

6.19.1 Purpose

To allow existing uses to continue until such time as the land is required for urban Development.

6.19.2 Permitted and Discretionary Uses (UR)

| PERMITTED USES | DISCRETIONARY USES |
|----------------|---|
| | Accessory Buildings to support existing |
| | Uses |
| | Accessory Uses to support existing Uses |
| | Existing Uses |
| | • Signs |
| | Tree Clearing |

6.19.3 Development Regulations (UR)

| Minimum Parcel Area | * All the land contained in the existing Certificate of Title, unless otherwise approved by the Municipal Planning Commission, having regard to future use of the Parcel and the form of future subdivision and Development. |
|---------------------|--|
| Outdoor Storage | Shall be screened with solid fencing, 1.83 m (6.00 ft) in Height to the satisfaction of the Development Authority. |

6.20 Agricultural District (AG)

6.20.1 Purpose

To allow existing uses to continue and to support a variety of agricultural operations and reserve land for future subdivision and Development. Uses should not negatively impact or impede future urban subdivision and/or Development.

6.20.2 Permitted and Discretionary Uses (AG)

| Accessory Building Agricultural Building Agriculture Home Based Business 1 Home Based Business 2 Bed & Breakfast Campground Canvas Covered Structure Detached Dwelling Farmer's Market Food Processing & Manufacturing Facility Greenhouse, Minor Greenhouse, Major Home Based Business 3 Industrial Business Service Landscaping Sales Manufactured Home Moved-in Building Public Utility Public Utility Public Utility Building Residential Kennel Shipping Container Signs Tree Clearing | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| | Agricultural BuildingAgricultureHome Based Business 1 | Accessory Suite Animal Boarding or Breeding Facility Auction Facility, Livestock Bed & Breakfast Campground Canvas Covered Structure Detached Dwelling Farmer's Market Food Processing & Manufacturing Facility Greenhouse, Minor Greenhouse, Major Home Based Business 3 Industrial Business Service Landscaping Sales Manufactured Home Moved-in Building Moved-in Dwelling Public Utility Public Utility Building Residential Kennel Shipping Container Signs |

6.20.3 Development Regulations (AG)

| Minimum Parcel Area | All the land contained in the existing Certificate of Title area, unless |
|-----------------------|--|
| Millimulti ParcerArea | otherwise approved by the Subdivision Authority. |

| Setbacks | Setbacks from rights-of-way shall be in accordance with this Bylaw Setback from any Property Line adjoining a Lot located in any other Land Use District in this Bylaw shall be a minimum of 22.86 m (75.00 ft) Setback from the property boundary in the Agricultural District shall be 7.62 m (25.00 ft) Where a Lot adjoins a lake or river, no Building shall be placed in the area outside the Lot Property Lines as shown on the registered plan of subdivision or the original land survey, or on lands claimed by the Crown. |
|----------|---|
|----------|---|

Objects Prohibited or Restricted in Yards

- a) No person shall keep in their yards:
 - i) any unlicensed, dismantled, wrecked, or dilapidated vehicle, unless it is suitably housed or screened from view to the satisfaction of the Development Officer
 - ii) any object or chattel which, in the opinion of the Development Officer, is unsightly or tends to adversely affect the amenities of the area
 - iii) more than 2 Recreational Vehicles on a regular basis, unless otherwise approved by the Development Authority
 - iv) a Recreational Vehicle that is used as permanent residence. However, a Recreational Vehicle may be used for living and sleeping accommodation by visitors on a temporary, short-term basis, no longer than 2 weeks, or as temporary accommodation by the landowner(s) or their building contractor for a period not exceeding 1 year following the issue of a Development Permit for the construction of a Dwelling on the property and where arrangements, satisfactory to the Development Officer, have been made for the disposal of wastewater effluent.

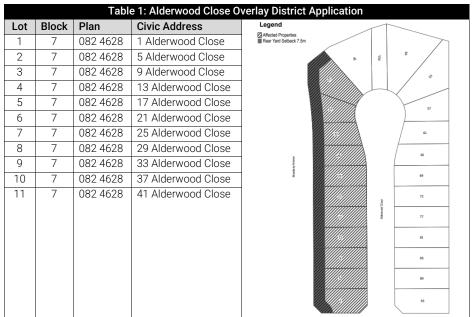
6.21 Alderwood Close Overlay District

6.21.1 Purpose

The purpose of this overlay District is to allow for a Rear Yard setback relaxation on Alderwood Close within the R-1M District.

6.21.2 Application

a) The regulations in this overlay District apply to the lands legally and municipally described in Table 1:



6.21.3 Alderwood Close Overlay Development Regulations

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations, Part 5.0 | Signs, and the R-1M District, the minimum Rear Yard Setbacks in the underlying R-1M District are modified as follows:

| Minimum Rear Yard | 7.5 m (24.61 ft) where it abuts a major collector Road as |
|-----------------------|---|
| Willimitati Real Tatu | designated in the Municipal Development Plan |

PART 7.0 DIRECT CONTROL DISTRICTS

7.1 Purpose

This Land Use District will be for specific uses and regulations as decided by Council to accommodate specific designs for specific Parcels of lands as approved by Council where control by other Land Use Districts would be inadequate. In the creation of a Direct Control District, regard to the surrounding Development, existing or future, and to the interest of the applicant and public are to be considered.

7.2 Application

- a) The following criteria shall apply, if in the opinion of Council that:
 - the proposed Development, having regard for the policies and objectives of the Municipal Development Plan and other applicable statutory the proposed Development, is considered appropriate for the site
 - ii) using any other Land Use District of the Bylaw would result in a conflict with the character and scale of existing or future surrounding Development when the full Development potential of such a Land Use District would be utilized
 - iii) the complexity, scale and character would require comprehensive planning and implementation; is unique or not contemplated or regulated reasonably by any other Land Use District.
- b) In addition to the requirements of section 2.4, the applicant shall provide supporting rationale explaining why a Direct Control District is appropriate for the site having regard for the conditions of application set out in section 7.2 (a) above and any additional information that may be required by Council.

7.3 Uses

 a) Where a Direct Control District is applied, all uses in the Direct Control District shall be specified by Council.

7.4 Regulations

a) Regulations of this Bylaw, as amended, shall apply to all Development within Direct Control sites, unless such regulations are specifically excluded or revised by the Direct Control District.

7.5 Interpretation

a) Direct Control Districts shall be included in DC Schedule "A" of this Bylaw.

SCHEDULE "A"

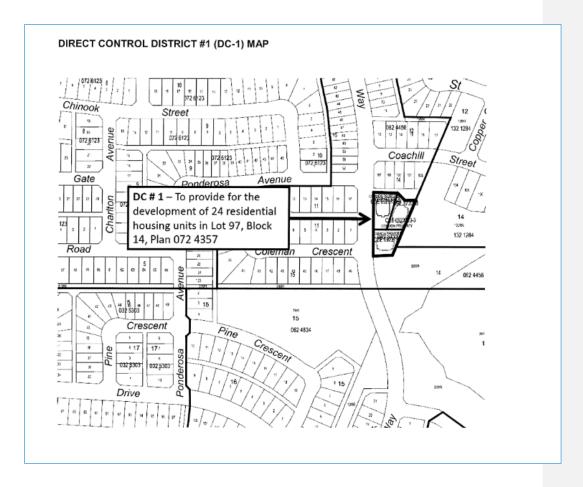
| Schedule | Direct Control District | Affected Lands | Referencing Bylaw |
|-----------|----------------------------|---|-------------------|
| Part 8 A1 | DC-1 | Blocks 1 - 24 (Inclusive), Plan 092 3733 (Formerly Lot 97, Block 14, Plan 072 4357) | Bylaw 1072/08 |
| Part 8 A2 | DC-2 | Lot 1A, Block 1, Plan 162 2461 | Bylaw 1070/08 |
| Part 8 A3 | DC-3 | Lot 2, Block 1, Plan 122 4194 | Bylaw 1177/14 |

Direct Control District #3 (DC-3)

- a) All Signs to be applied for under separate Development applications and Council hereby authorizes the Development Officer as the approving authority for the Signs.
- b) All construction to be in accordance with all provincial regulations including the Xfkjy-\text{\frac{1}{2}} \text{\frac{1}{2}} \text{\frac{1}{2
- c) In accordance with sections 2.7 and 3.15 of this Bylaw that a Letter of Credit be submitted to cover 100% of the cost of Landscaping and paving until such time as the work is completed.
- d) That the storm water, sewer, water, and grading plan be followed as per approvals given by the Director of Infrastructure and Property Services.

PART 8.0 SCHEDULES

Schedule A1 - Direct Control District #1 (DC-1)



Schedule A2 - Direct Control District #2 (DC-2)

Purpose

To provide for the Development of a 35-unit Apartment Building on a Lot known as Qty%F184hp%18 Uqfs%;789;6 located east of the Parkwood Road and west of the Highway 2A Storm Pond.

Permitted Uses

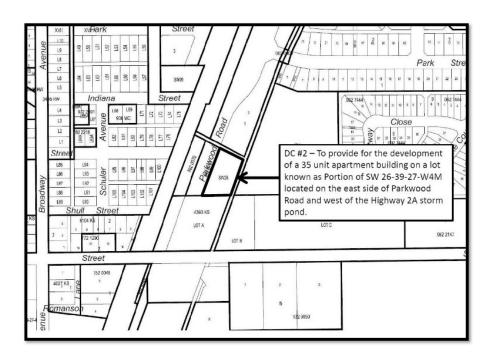
- Accessory Uses
- Apartment
- Public Utility Buildings
- Any use that, in the opinion of Council, is similar or complementary to the Use listed above.

Development Criteria

a) The land and Buildings in this Land Use District shall be developed to the satisfaction of Council and shall be developed in a manner that is sensitive to the surrounding neighbourhood taking into account the potential impacts on the neighbourhood, including visual impact, sight lines, sunlight, parking, and privacy.

Development Standards

- a) Yard fronting Parkwood Road shall be a minimum of 3.0 m (9.84 ft) landscaped area with parking
- b) All yards shall be landscaped except for Walkways, Driveways, and parking areas.
- c) Density shall be 35 units for the project. Parking shall be 1.5 stalls per unit or 53 stalls and additionally a minimum of 7 stalls for visitor parking be provided and that the Building shall not exceed 4 storeys in Height.



Schedule A3 - Direct Control District #3 (DC-3)

Purpose

To provide for the Development of a commercial Building on a Lot known as Qty和设备是U填s%77%6>9 located south of Womacks Road and west of Leung Road — South of the Abbey Centre north of the Iron Ridge Junior Campus.

Permitted Uses

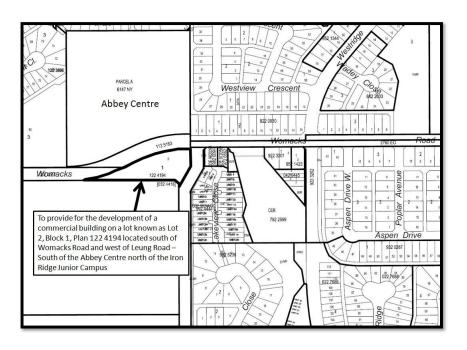
- Accessory Uses
- Offices
- Personal Service Uses
- Public and Quasi Public Uses
- Retail, General
- Food Service, Restaurant
- Signs
- Any use that, in the opinion of the Development Officer (as authorized by Council) is similar or complementary to the use listed above.

Development Criteria

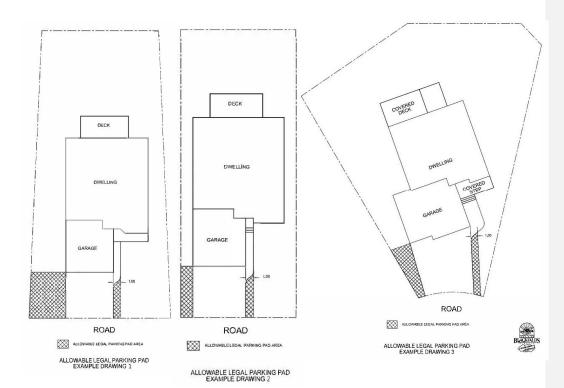
a) The land and Buildings within this Land Use District shall be developed in accordance with the plans attached forming part of this Direct Control District.

Development Standards

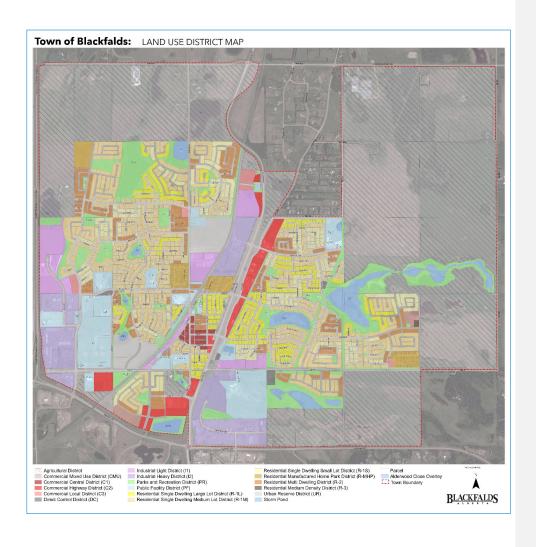
- a) All Landscaping to be as per the plans submitted.
- b) No access is to be allowed off Leung Road.
- c) Future Development area for Phase 2 is to be landscaped until such time as it is constructed.



Schedule A4 - Parking Pads



PART 9.0 LAND USE DISTRICT MAP





TOWN OF BLACKFALDS STANDING COMMITTEE OF COUNCIL REQUEST FOR DIRECTION

Page 1 of 5

MEETING DATE: April 17, 2023

PREPARED BY: Preston Weran, Director of Infrastructure and Property Services

PRESENTED BY: Preston Weran, Director of Infrastructure and Property Services

SUBJECT: Offsite Levies Update

BACKGROUND

The Town's current Offsite Levy Bylaw 1190/15 authorizes the collection of offsite levies for the Town of Blackfalds and in a current review, the Bylaw requires updates. An offsite levy bylaw is a tool intended to assist a Municipality in the recovery of capital costs incurred for infrastructure improvements undertaken to accommodate new developments. For example, the Mckay Lift Station, the NW Stormwater Management System, or improvements on roadways are included in this cost-sharing model. However, offsite levies can only be imposed once on a parcel of land and cannot be imposed on existing development.

Section 648 of the *Municipal Government Act* (MGA) allows the Town to impose an offsite levy in respect of land to be developed to pay for all or part of the capital cost for new or expanded facilities. Recently, recreation facility levies were allowed to be added under the revisions to the MGA.

DISCUSSION

The current Offsite Levy Bylaw 1190/15 was given a final reading on January 26, 2016. Historically, we have been reviewing and updating this Bylaw every 3-5 years to ensure that levies remain consistent with current infrastructure costs. Recent inflation of goods and services and revisions to the MGA to allow more flexibility has prompted us to update the current Bylaw as inflation and new projects require more funding.

The other large revision to this Bylaw is to include offsite levies for facility projects, whereas before we had a recreation contribution of \$1150 per dwelling. Based on an average density of 15 residential homes per ha, this would equate to approximately \$17,250/ha. The new proposed facility levy calculated based on capital costs of \$20,120,000 equates to \$17,610/ha. Under this proposed plan commercial, industrial, and residential lots will all be paying a share for facility infrastructure instead of only residential developed lots paying. With the ability to now collect offsite levies for facilities, we have integrated our recreation contribution for parks and facility improvements into this Bylaw, removing the contribution option.

Administration has been working with our Engineering Consultants Stantec, to identify revisions, updates, and additions over the last 6 months. Administration notes that for the Town of Blackfalds, development pays for development. However, with costs continuing to escalate, this mantra is costly. It is noted in the attached spreadsheet that the proposed average cost per hectare goes from \$90,124/ha in 2016 to \$128,231/ha in 2022. This is an average increase of just over 6% per year and may vary depending on when the final rates are adopted through bylaw.

Due to these rates increasing substantially, we have prepared some speaking points to help guide the discussion toward action. Administration is looking for confirmation of the items below and direction on others.





Page 2 of 5

- 1. The Town of Blackfalds 2015 Transportation Master Plan highlights transportation updates for the Town. The substantial increases for the transportation levies are included in the summary of levies. We are collecting 75% of the major arterial roadway projects under these levies to be used to fund these roads as they are built out through development phases. The funds are collected for every parcel, then the remaining 25% of the overall cost is borne by the developer who has to plan, design and build the roadway within their development area. This ratio is used as overall town traffic using this roadway will be more than the new local traffic loads. Any other roadways are paid 100% by the developer. The transportation levies have increased from \$29,745. /ha for all developments to \$51,239/ha, this is a 58.1% increase due to growth needs at the next population horizon.
- 2. Three major Provincial Highway capital projects are currently not included in the new levies proposed; see Table B.1 for orange highlighted projects. The Town assumes that the province will be responsible for this work in alignment with our previous bylaw in 2015. However, the two new projects, a., and b. below, have not been supported by the Province to date.
 - a. The Highway 2A twinning for \$14.6M,
 - b. The QE2 and Twp Rd 40-0 right in and right out northern access for \$7.8M,
 - c. The Highway 2 Pedestrian Bridge for \$3M

*Note that for every \$1M of capital projects added, that increases benefiting areas by about \$1,000/ha.

- 3. The new levies have also decreased because they now include the infrastructure needed for the remaining 2/3rds of section 36-39-27-W4 which was excluded in 2015, with recent development interest, this section is now fully included but could be again removed, however, that would increase average costs per hectare.
- 4. The new proposed facilities levy is calculated to be \$17,610/ha, with commercial, industrial, and residential lots all paying an equal share instead of only residential developed lots paying a recreation contribution. Instead of a recreation contribution being asked for each time we sign a development agreement with residential lots, it will be part of the bylaw.
- 5. Upon approval of the revised 2023 offsite levies at a later meeting, Administration plans to start Public Consultation throughout the remainder of 2023. We envision reaching out to the community through social media, the Town website, and direct letters and invitations to meet with Town officials in person at a future open house at the end of summer. Letters will be sent to major landowners and developers asking for feedback.
- 6. Results of the consultation are expected to come back to Council late in 2023, depending on timeframes agreed to, workload, and impacted responses.
- 7. Land costs for new facilities (lift stations, reservoirs, and buildings) are not included in this calculation.
- 8. Based on the current economic situation, we are recommending that the offsite levies be introduced as a phased percentage of the total cost per hectare. The bylaw would include a reduced rate of 80% for 2024, then 90% for 2025, and then come into full force on January 1, 2026, at the rate of 100% of the total cost per hectare.





Page 3 of 5

The City of Lacombe has been going through the same process of updating its rates and seeing the increased costs impacting development. Recently, at their April 3rd Committee of the Whole Meeting, options were presented to phase in their new rate of \$86,000/ha, excluding any facility levies. They started with an average rate of \$115,000/ha, but it was reduced through discussions so that their tax base is paying for part of these future improvements for water reservoirs and roadways. Our proposed rates are not subsidized by the tax base, but that can be discussed.

Below are Blackfalds' historic **Average** Levies increases for your information.

| Year | Off-Site Levy Rate (\$/Ha) | Average Annual Increase (%) |
|------|-------------------------------|--------------------------------|
| 2001 | \$16,185/Ha | • |
| 2005 | \$30,610/Ha | +17.3% |
| 2007 | \$43,012/Ha | +18.6% |
| 2008 | \$51,236/Ha | +19.1% |
| 2013 | \$71,950/Ha | +7.1% |
| 2014 | \$72,458/Ha | +6.8% |
| 2015 | \$90,124/Ha | +24.4% |

| 2023 | \$128,231/Ha | +42.3% *includes the facility's levies |
|------|--------------|--|
| 2023 | \$110,000/Ha | +22.1% *excludes the facility's levies |

Administration has not completed a comparison table as of yet as there was a recent table completed in November by the Town of Sylvan Lake's Consultant the CORVUS Business Group in November of 2022 which is on the next page for reference. Administration will provide an updated table with our compatibles before starting any public engagement.



Town of Sylvan Lake Offsite Levy Update

APPENDIX G: COMPARISON OF RATES

| Municipality / Area | Average Per Ha. | Year | Populatio |
|--|-----------------------|------|-----------|
| Town of Drayton Valley* (roads, water, sewer) | \$69,100 | 2015 | 7,291 |
| City of Lacombe* (roads, water, sewer, storm) | \$19,800 - \$120,100 | 2013 | 13,396 |
| Town of Stony Plain* (roads, water, sewer, storm, rec) | \$74,949 | 2021 | 17993 |
| Town of Edson* (not incl drainage) (roads, water, sewer) | \$77,400 | 2016 | 8,374 |
| Town of Rocky Mountain House* (roads, water, sewer) (by Dev Agreement) | \$79,700 | 2016 | 6,765 |
| City of Brooks* (roads, water, sewer, storm) | \$79,823 | 2021 | 14,924 |
| City of Beaumont* Industrial (roads, water, sewer) | \$80,900 - \$116,390 | 2019 | 20,888 |
| Town of Sylvan Lake* (roads, water, sewer, storm) | \$86,587 | 2022 | 15,995 |
| Town of Blackfalds (roads, water, sewer, storm) | \$90,100 | 2015 | 10,470 |
| Town of Calmar* (roads, water, sewer) | \$95,700 | 2020 | 2,183 |
| Lacombe County (Joint Economic Area) (water, sewer) | \$95,000 | 2016 | 10,283 |
| Town of Strathmore (roads, water, sewer) | \$96,300 | 2017 | 14,339 |
| City of Cold Lake* (roads, water, sewer, storm) | \$103,000 | 2007 | 15,661 |
| City of Fort Saskatchewan* (South Fort) (roads, water, sewer, storm) | \$104,100 | 2017 | 27,088 |
| Leduc County* - Nisku (roads, water, sewer) | \$109,000 | 2017 | 14,416 |
| Town of Redcliff* (roads, water, sewer, storm) | \$109,200 | 2016 | 5,581 |
| City of Lloydminster (roads, water, sewer) | \$112,900 | 2011 | 19,739 |
| Town of Devon* (roads, water, sewer) | \$119,900 | 2019 | 6,545 |
| Town of High River (roads, water, sewer) | \$130,000 | 2013 | 14,324 |
| City of Leduc* (roads, water, sewer) | TBC In Progress | 2022 | 34.094 |
| City of Spruce Grove* (roads, water, sewer) | TBC In Progress | 2022 | 37,645 |
| Fown of Cochrane (roads, water, sewer, storm, recreation) | \$250,000 | 2020 | 32,199 |
| Fown of Okotoks (roads, water, sewer) | \$198,600 | 2020 | 30,405 |
| City of Red Deer* (roads, water, sewer, storm) | \$203,300 | 2019 | 100,844 |
| City of Chestermere* (roads, water, sewer, storm, recreation) | \$226,980 | 2021 | 22,163 |
| Red Deer County (Gasoline Alley) (roads, water, sewer, storm) | \$220,000 | 2017 | 19,933 |
| City of Medicine Hat* (subsidy) (roads, water, sewer, storm) | \$250,000 | 2019 | 63,271 |
| City of Lethbridge (roads, water, sewer, storm) | \$281,000 | 2020 | 98,406 |
| City of St. Albert* (roads, water, sewer, storm) | +\$300,000 | 2020 | 68,232 |
| City of Edmonton (roads, water, sewer, storm) | +\$400,000 | | 1,010,899 |
| city of Calgary Green Field Area (roads, water, sewer, storm, comm vc, stabilization) | \$495,000 - \$544,000 | | 1,306,784 |
| City of Wetaskiwin | Not current | 1982 | 12,594 |

Rates gathered from available internet sources in 2021.

Municipalities highlighted in 'green' denote Sylvan Lake benchmark communities. Municipalities highlighted in 'red' denote utility rates benchmark communities.

[&]quot;*" Denotes CORVUS Clients.



TOWN OF BLACKFALDS STANDING COMMITTEE OF COUNCIL REQUEST FOR DIRECTION

Page 5 of 5

The levies proposed would now be one of the highest within our comparator communities. However, many Towns did not include a facilities levy or they updated their levies before the MGA allowed for this levy to be collected. Without this levy, the rates would be an average of \$110,000/ha. The Town must ensure that development pays for the development and with limited historic interest in local improvements or frontage cost recovery, this levy bylaw is our number one tool to recover these infrastructure costs.

Once we have a clear direction on how to approach this bylaw revision, we plan to engage the public, report back to Council, finalize the report and bylaw, and rescind or update Recreation Levy Policy 110/09.

FINANCIAL IMPLICATIONS

The existing Offsite Levy Bylaw has an average cost of \$90,100/ha, while the updated rate would be \$128,231/ha. Currently, there is a large deficit in our offsite levy reserves, however, with these new rates, the future developers will be able to help the town pay for these costs already incurred.

Without this change in offsite levy rates, capital reserves could be used to pay for the difference, and as a result, limit funds for town-driven capital projects.

ADMINISTRATION RECOMMENDATION

1. That Standing Committee of Council recommends the discussed amendments to the Offsite Levy Bylaw and for it to be brought forward to a future Regular Council Meeting.

ALTERNATIVES

a) That Standing Committee refer this item back to Administration.

ATTACHMENTS

- Existing Bylaw 1190/15 Offsite Levy Bylaw and report
- Preliminary Offsite Levy working sheets
- Recreation Levy Policy 110/09
- Stantec Report dated April 12^{th,} 2023

APPROVALS

Justin de Bresser, Interim Chief

Administrative Officer

Department Director/Author

11 Nem



TOWN OF BLACKFALDS BYLAW 1190/15

A BYLAW WITHIN THE CORPORATE LIMITS OF THE TOWN OF BLACKFALDS IN THE PROVINCE OF ALBERTA TO AUTHORIZE THE MUNICIPAL COUNCIL TO COLLECT OFFSITE LEVIES

A Bylaw of the Town of Blackfalds, in the Province of Alberta, pursuant to the provisions of the Municipal Government Act for the purpose of:

- 1. Providing for the imposition of a levy, to be known as an offsite levy, in respect of lands that are to be developed or subdivided; and
- 2. Authorizing an agreement to be entered into in respect of the payment of the levy; and
- 3. Setting out of each levy; and
- 4. Indicating how each amount of the levy was determined

WHEREAS Sections 648 and 649 of the Municipal Government Act, Chapter M-26.1 R.S.A. 2000, provides that the Council of a municipality may pass a bylaw establishing an offsite levy; and

WHEREAS the Town of Blackfalds must provide for new or expanded facilities for the storage, transmission, treatment or supply of water; new or expanded facilities for the treatment, movement or disposal of sanitary sewage; new or expanded storm sewer drainage facilities; new or expanded roads required for or impacted by a subdivision or development; and provide land required for such facilities; and

WHEREAS the Council of the Town of Blackfalds deems it desirable to establish and offsite levy for the purposes described in the Act; and

WHEREAS Council engaged the engineering firm of Stantec Consulting Ltd to prepare the fair and equitable calculation of offsite levies in accordance with the purposes of the Act and attached as Schedule "A"; and

WHEREAS Council wishes to enact a Bylaw to impose and provide for the payment of offsite levies; to authorize agreements to be entered into in respect of payment of offsite levies; to set out the object of each levy and to indicate how the amount of each levy was determined;

NOW THEREFORE the Municipal Council of the Town of Blackfalds, duly assembled, enacts as follows:

PART 1 - TITLE

1. This Bylaw shall be cited to as the "Offsite Levy Bylaw"

PART 2 - DEFINITIONS

- 2. In this Bylaw, the following definitions shall apply:
 - a) Gross Development Area -means each and every hectare or part thereof as shown on the Plan of Subdivision for a development which has been approved by the Council, including any area which may be dedicated for roads, lanes, walkways, parks, reserve parcels, schools, or any other public use.
 - b) Eligible Infrastructure all or part of new or expanded water, sanitary sewage, storm sewer drainage facilities and portions of arterial road infrastructure and transportation upgrades as defined in the off-site levies report for or impacted by new development.
 - c) Municipal Government Act Municipal Government Act, RSA. 2000 C M-26

PART 3 - RATES

3. There is hereby imposed a levy which shall be known as an off-site levy in respect of land that is to be developed or subdivided and authorize an agreement to be entered into in respect of the payment of the levy on the Gross developable area lying within the municipal boundary.



TOWN OF BLACKFALDS BYLAW 1190/15

- 3.1 **Schedule A** is the Stantec Consulting Ltd report entitled: *Town of Blackfalds* 2015 Off- Site Levies Report January 21, 2016.
- 3.2 **Schedule A, Appendix A** lists the *eligible deep utilities* and estimated costs for its engineering and construction,
- 3.3 **Schedule A, Appendix B** lists the eligible and ineligible transportation proportionate estimated costs for its engineering and construction
- 3.4 Schedule A, 2016 Off-Site Levies Tables 5.1A, 5.1B, 5.2A, 5.2B shows the benefitting areas of the eligible infrastructure for 2016.
- 3.5 Schedule A, Appendix C, 2017 Off-Site Levies Tables 5.1A, 5.1B, 5.2A, 5.2B shows the *benefitting areas* of the *eligible infrastructure for 2017*.
- 3.6 Schedule A, Appendix D, 2018 Off-Site Levies Tables 5.1A, 5.1B, 5.2A, 5.2B shows the benefitting areas of the eligible infrastructure for 2018.
- 3.7 The owner of lands to be developed or subdivided shall, as a condition of development of subdivision approval, enter into an agreement to pay the Town the offsite levies authorized to be imposed under this bylaw.

5. That this Bylaw shall come into effect upon the date on which it is finally read and

PART 4 - REPEAL

4. That Bylaw 1157/13 is hereby rescinded in its entirety.

PART 5 - DATE OF FORCE

CAO MYRON THOMPSON



"2015 Off-Site Levies Report"

Prepared for Town of Blackfalds Final Report



File #: 113929303



Table of Contents

| 1.0 1.1 1.2 1.3 | INTRODUCTION BACKGROUND IMPOSITION OF OFF-SITE LEVIES STUDY AREA | 1 1 |
|---|--|--------|
| 2.0 | PREVIOUSLY COMPLETED IMPROVEMENTS | 3 |
| 3.0 | FUTURE IMPROVEMENTS | 6 |
| 4.0 | INCORPORATION OF TRANSPORTATION LEVIES | 9 |
| 5.0 | OVERALL OFF-SITE LEVIES BY AREA | 11 |
| 6.0 6.1 | COMPARISON WITH SURROUNDING COMMUNITIES | |
| APPE | NDICES | |
| Appe Appe | endix A – Deep Utilities Levies endix B – Transportation Levies endix C – 2017 Off-Site Levies endix D – 2018 Off-Site Levies | |
| LIST C | OF TABLES | |
| Table Table Table Table Table Table Table Table | e 2.1 - Previously Completed Water Improvements | |

LIST OF FIGURES

Figure 1.0 – 2013 Off-Site Levies Areas





Introduction March 2, 2016

1.0 Introduction

1.1 BACKGROUND

The purpose of this report is to provide a basis for the Town of Blackfalds to update the existing Off-site Levies Bylaw (2005/2008) to reflect the recommendations for future growth and development. The Town of Blackfalds first established an off-site levies bylaw in 1989 and have since updated the bylaw on six occasions: 1992, 1999, 2001, 2005, 2008, and 2014.

The study objectives include the following:

- Review the Master Plan to determine the recommended improvements to which off-site levies should be applied. Off-site levies are only to be applied to capital costs for construction likely to be completed by the Town, as opposed to a developer.
- Provide a preliminary estimate of the cost of the recommended improvements and determine the areas existing and future that benefit from each improvement.
- Incorporate the Lacombe County Joint Economic Area into the levies.
- Calculate the appropriate off-site levies to be applied to the various development areas.
- Review the <u>Town of Blackfalds 2005 Off-site Levies Report (2008 Update)</u>. Determine which
 improvements identified in the report can still be included as new or expanded facilities as per the
 Municipal Government Act of the Province of Alberta. Determine the areas that benefit from each
 improvement and calculate appropriate off-site levies to be applied to the various development
 areas.
- Present the report findings to the Town of Blackfalds for incorporation into their Off-site Levies Bylaw.

1.2 IMPOSITION OF OFF-SITE LEVIES

An off-site levy is a tool intended to assist a Municipality in the recovery of capital costs incurred for infrastructure improvements undertaken to accommodate new development. Off-site levies can only be imposed once on a parcel of land and cannot be imposed on existing development.

Section 648 of the *Province of Alberta Municipal Government Act*, dated December 17, 2014 allows for the imposition of an off-site levy in respect of land to be developed to pay for all or part of the capital cost for new or expanded facilities in one or more of the following categories:

- New or expanded facilities for the storage, transmission, treatment or supplying of water;
- New or expanded facilities for the treatment, movement or disposal of sanitary sewage;
- New or expanded storm sewer drainage facilities;





Introduction March 2, 2016

- New or expanded roads required for or impacted by a subdivision or development;
- Land required for or in connection with any facilities described in clauses (a) to (c.1).

In order for the cost of such facilities to be recoverable through off-site levies, the facilities must be "new or expanded." The Municipal Government Act does not state specifically the length of time for which a completed new facility or facility expansion may be considered "new" or "expanded." Therefore, Stantec has adopted the following guidelines to assist in determining if off-site levies should be assessed to previously completed improvements:

- If an area is assessed an off-site levy for new construction to replace an existing facility, then that area should not be assessed any levies related to construction of the existing facility.
- The maintenance of infrastructure nearing the end of its design life, or requiring repairs, should be considered as *maintenance* of the infrastructure and not as *expansion*. Thus, no off-site levy should be imposed in such instances.

1.3 STUDY AREA

The study area for the off-site levies review includes the existing Town of Blackfalds and several adjoining areas, which may be annexed in the future to accommodate growth, as shown in Figure 1.0. The figure was developed in accordance with the Town's most current Land Use Plan, available Area Structure Plans, Outline Plans, and legal cadastral.

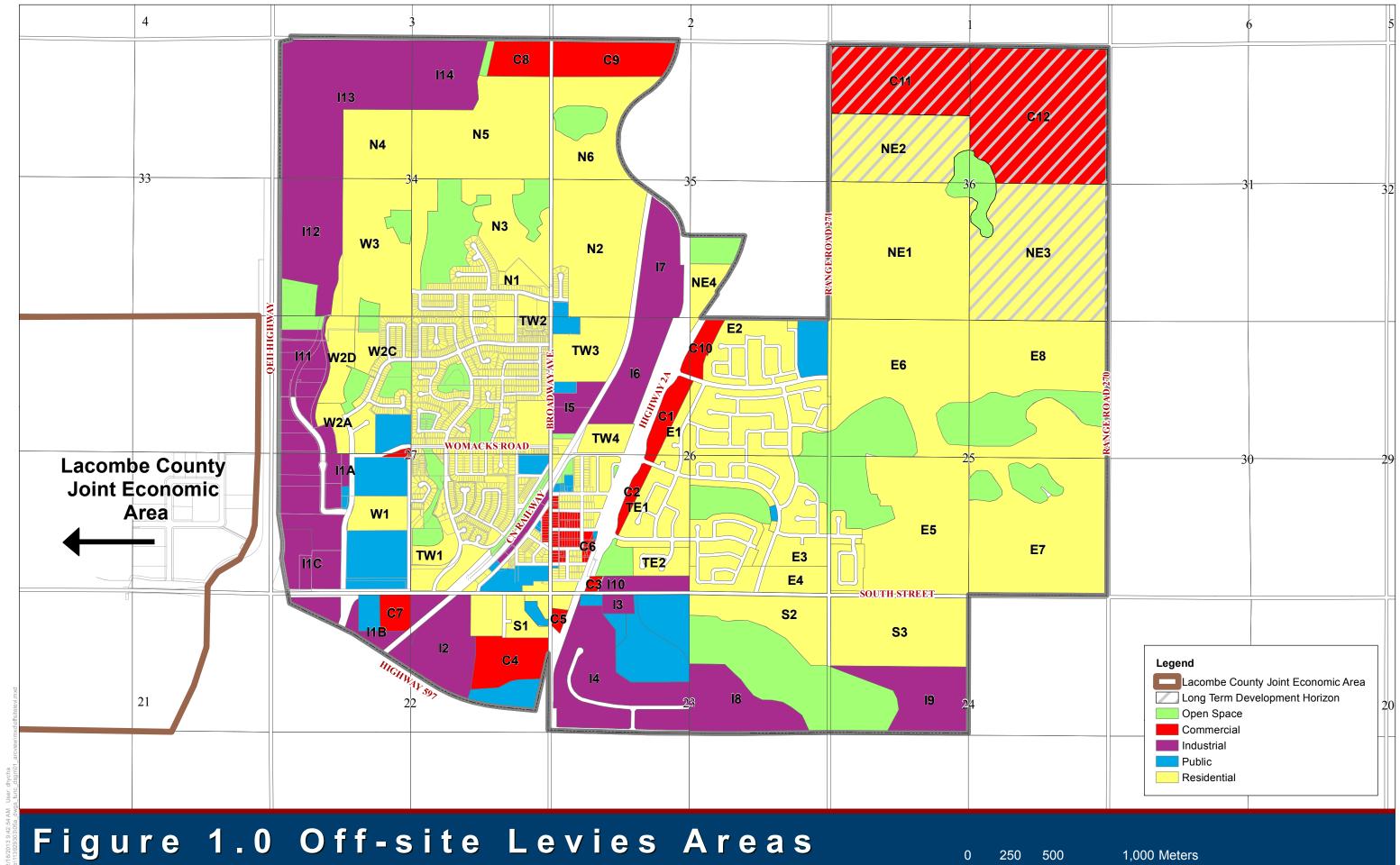
This report analyzes only the growth and undeveloped areas as identified in the Master Plan, i.e. future development areas. The total future development area is 1010 Ha. The growth areas include:

- 705 Ha of residential land;
- 245 Ha of industrial land; and
- 60 Ha of commercial land.

In consultation with the Town, there were areas identified as "Green Space" on Figure 1.0 that are not considered developable due to natural constraints, such as wetlands. As such, those areas have been excluded from the developable areas. The CPR tracks, Highway 2A, and other known road rights-of-way are also not included in the areas.

The northeast area parcels (NE2, NE3, C11, and C12) were identified as "Long Term Development Horizon" lands. NE1 is now considered an intermediate term. Although they are within the Town's current Land Use Plans, the development of these parcels is so far in the future such that they cannot be expected to contribute to major short and medium term infrastructure improvements. If they were to be included, the levy costs would be "diluted" and may not be recovered by the Town at the time the recoveries will be needed.





Town of Blackfalds - 2013 Offsite Levies Report



Previously Completed Improvements March 2, 2016

The identification coding for the developable parcels of land shown in Figure 1.0 was redeveloped based on the expanded areas and areas that have been developed since the last update.

2.0 Previously Completed Improvements

The previously completed water, sanitary, and stormwater management improvements as identified in the "Blackfalds Master Plan Update for Annexation Application" report by Stantec in 2008 were reviewed and have been added to the list of previously completed work. Tables 2.1 through 2.3 below summarize those previously completed improvements for which off-site levies should be assessed.

Table 2.1 - Previously Completed Water Improvements

| Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Benefiting Area (Ha) | Cost per Hectare (\$/Ha) |
|-------|---|--|-------------------|--------------|----------------------------|--------------------------------|
| 2.1.3 | Brentwood Ext Womacks to Brentwood | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2001 | \$ 42,934 | 102.3 | \$ 420 |
| 2.1.4 | Broadway Extension | N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, W3, I5, I11 | 2002 | \$ 98,684 | 193.3 | \$ 511 |
| 2.1.5 | Brentwood Ext CPR Crossing | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2004 | \$ 236,428 | 102.3 | \$ 2,311 |
| 2.1.6 | Upgrade E. Railway Trunk WTP to Minto | ALL | 2004 | \$ 79,025 | 1009.9 | \$ 78 |
| 2.1.7 | Regional Water Line | ALL | 2006 | \$ 3,500,000 | 1009.9 | \$ 3,466 |
| 2.1.8 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) | ALL | 2006/Future | \$ 6,000,000 | 1009.9 | \$ 5,941 |
| 4.1.1 | Vista Trail Water Trunk | I1B, I2, I11, I12, I13, C4, C7,W1 | 2011 | \$ 300,299 | 120.2 | \$ 2,498 |
| 4.1.2 | South Street Water Trunk | I1B, I2, I11, I12, I13, C4, C7, W1 | 2011 | \$ 242,571 | 120.2 | \$ 2,018 |
| 4.1.3 | Duncan Avenue | I1B, I2, I11, I12, I13, C4, C7 | 2012 | \$ 236,026 | 120.2 | \$ 1,964 |





Previously Completed Improvements March 2, 2016

Table 2.2 - Previously Completed Sanitary Improvements

| Item | Sanitary Improvements | Contributing Areas | Year Completed | Cost (\$) | Benefiting Area (Ha) | Cost per Hectare (\$/Ha) |
|--------|--|--|-------------------|--------------|----------------------------|--------------------------------|
| 2.2.3 | Lift Station No. 3 Construction | TW1, I1A, I11 | 1997 | \$ 46,268 | 27.1 | \$ 1,707 |
| 2.2.4 | Upgrade Stanley LS | N1, N2, N3, TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11 | 2000 | \$ 142,479 | 153.7 | \$ 810 |
| 2.2.5 | NW Area LS | TW2,W2A, W2C, W2D, 35% of W3 | 2000 | \$ 242,666 | 64.8 | \$ 3,745 |
| 2.2.6 | NW Area LS Forcemain - second phase | TW2, W2A, W2C, W2D, 35% of W3 | 2003 | \$ 45,047 | 64.8 | \$ 695 |
| 2.2.7 | Abandon Womacks LS | l11 | 2001 | \$ 6,380 | 9.2 | \$ 693 |
| 3.2.3 | Upgrade LS#3 & new FM | TW1, I1A, I11 | 2005 | \$ 81,263 | 27.1 | \$ 2,999 |
| 3.2.11 | NW Area LS forcemain - final phase | W2A, W2C, W2D, 35% of W3 | 2005 | \$ 167,438 | 35.8 | \$ 2,696 |
| 3.2.5 | I4 LS (plus South Street gravity main) | ALL | 2010 | \$ 2,856,380 | 1009.9 | \$ 2,828 |
| 3.2.8 | NW Area LS Generator | TW2, W2A, W2C, W2D, 35% of W3 | 2012 | \$ 70,000 | 64.8 | \$ 1,080 |
| 4.2.1 | Vista Trail Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A | 2011 | \$ 269,981 | 149.8 | \$ 1,802 |
| 4.2.2 | South Street Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A, I1B, I1C, C7 | 2011 | \$ 425,001 | 220.0 | \$ 1,932 |
| 4.2.3 | Duncan Avenue Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3 | 2012 | \$ 147,112 | 148.9 | \$ 988 |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ridge | E5, E6, E7, E8, S2, S3, I8, I9, N4, NE1 | 2013 | \$ 260,585 | 324.7 | \$ 803 |





March 2, 2016

Table 2.3 - Previously Completed Stormwater Management Improvements

| Item | Storm Improvements | Contributing Areas | Year Completed | Cost (\$) | Benefiting Area (Ha) | Cost per Hectare (\$/Ha) |
|-------|-----------------------------|-----------------------------------|-------------------|-----------|----------------------------|--------------------------------|
| 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C6, C7 | 2001 | \$734,896 | 67.1 | \$ 10,952 |
| 2.3.2 | Broadway / Womacks Ext. | 15 | 2002 | \$228,460 | 13.1 | \$ 17,440 |
| 4.3.1 | South Street Storm Trunk | TW1, C7, I1B, W2A, W2C, W2D | 2011 | \$293,121 | 53.1 | \$ 5,520 |





Future Improvements March 2, 2016

3.0 Future Improvements

Future water, sanitary, and stormwater management improvements as identified in the "Blackfalds Master Plan Update for Annexation Application" report by Stantec in 2008 were reviewed and have been added to the list of previously completed work. Tables 3.1 through 3.3 below summarize those previously completed improvements for which off-site levies should be assessed. The improvements do not include those to be completed solely at the expense of the developer as part of a development agreement. All improvement costs include a 5% Administration Fee to cover the cost of the Town's administration and engineering review of the improvements. Unless noted, no assumed Provincial and Federal grants are included in the estimates.

Table 3.1- Future Water Improvements

| Item | Water Improvements | Contributing Areas | Cost (\$) | Benefiting Area (Ha) | Cost per Hectare (\$/Ha) |
|-------|--|-----------------------|--------------|----------------------------|-----------------------------------|
| 3.1.2 | Womacks Rd/Gregg St Trunk Main | E2, E3, E4, NE1 | \$ 246,561 | 154.4 | \$ 1,597 |
| 4.1.4 | Future East Area Reservoir and Booster Station | ALL | \$ 5,550,000 | 1009.9 | \$ 5,199 |
| 4.1.5 | Water Supply Line (300mm Twinning) | ALL | \$ 700,000 | 1009.9 | \$ 693 |





Future Improvements March 2, 2016

Table 3.2 - Future Sanitary Improvements

| Item | Sanitary Improvements | Contributing Areas | Cost (\$) | Benefiting Area (Ha) | Cost per Hectare (\$/Ha) |
|--------|---|---|-----------------|----------------------------|--------------------------------|
| 3.2.1 | WWTP Upgrades | ALL | \$ 1,744,339 | 1009.9 | \$ 1,727 |
| 3.2.2 | Upgrade Stanley FM | N1, N2, N3, TW2, W2A, W2C, W2D, 35% of W3, I11 | \$ 97,662 | 132.1 | \$ 739 |
| 3.2.4 | Aurora Lift Station | N2, N3, I7, 65% of N5, N6, C8, C9 | \$ 2,500,000 | 144.9 | \$ 17,256 |
| 3.2.6 | Broadway Trunk Upgrade | N1, N2, N3, TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7 | \$ 625,000 | 173.5 | \$ 3,602 |
| 3.2.7 | Indiana Street / South Street / Highway 2A Upgrade | 35% of W3, N1, N2, N3, TW3, I5, TW4, I6, I7 | \$ 1,000,000 | 171.5 | \$ 5,831 |
| 3.2.9 | Regional Forcemain to Red Deer | ALL | \$ 6,000,000 | 1009.9 | \$ 5,941 |
| 4.2.4 | McKay Ridge (E5) Lift Station, Force Main, and Oversizing | E5, E6, E7, E8, NE1 | \$ 2,500,000 | 268.2 | \$ 9,321 |
| 4.2.6 | I2 and C4 Sanitary Trunk | N4, N5, N6, I1A, I1B, I2, I11, I12, I13, I14, C4, C7 | \$ 1,600,000 | 216.2 | \$ 7,401 |
| 4.2.7 | I13 Lift Station | I13, I14, 35% of N5, N4 | \$ 2,500,000 | 93.4 | \$ 26,761 |
| 4.2.8 | Valley Ridge Industrial Lift Station | I13, I14, N4, 35% of N5, I12, 65% of W3 | \$ 2,500,000 | 139.7 | \$ 17,894 |
| 4.2.9 | NW Area Lift Station Pump Upgrade | 65% of W3, W2A, W2D, W2C | \$ 250,000 | 35.8 | \$ 6,982 |
| 4.2.10 | Lakeside Lift Station and Force Main | S2, S3, I9 | \$1,500,000 | 70.1 | \$ 21,398 |
| 4.2.11 | Broadway/Aurora Trunk | C8, C9, N6, 65% of N5, N2, N3, I7 | \$1,800,000 | 140.9 | \$ 12,424 |
| 4.2.12 | McKay Ranch North Trunk Oversizing Through Future | E6, E8, NE1 | \$ 500,000 | 160.7 | \$ 3,111 |





Future Improvements March 2, 2016

Table 3.3 - Future Stormwater Management Improvements

| Item | Storm Improvements | Contributing Areas | Cost (\$) | Benefiting Area (Ha) | Cost per Hectare (\$/Ha) |
|-------|---------------------------------|---|--------------|----------------------------|--------------------------------|
| 3.3.2 | Rolling Hills Lift Station | W2A, W2C, W2D, TW1, I5 | \$ 500,000 | 47.6 | \$ 10,504 |
| 4.3.2 | I12 Lift Station and Force Main | I11, I12 | \$ 800,000 | 33.2 | \$ 24,096 |
| 4.3.3 | East Area Storm Trunk | E5, E6, E7, E8, C10, C1, NE1 | \$ 7,000,000 | 281.6 | \$ 24,860 |
| 4.3.4 | Whelp Creek Storm System | TW3, N1, N2, N3, N4, N5, N6, C8, C9, W3, I14 | \$ 3,603,200 | 225.2 | \$ 16,000 |





Incorporation of Transportation Levies March 2, 2016

4.0 Incorporation of Transportation Levies

The transportation network illustrated in the "Town of Blackfalds Transportation Master Plan" report, which was completed by Stantec in 2015, formed the basis for the development of the transportation levies. The levies will cover the four lane urban arterial roadways as well as improvements within the Downtown area. More specifically, the improvements which will be funded by the road off-site levies include:

- The widening of the existing Broadway Avenue from Gregg Street to the south end of SE-34-39-37-W4M;
- The extension of Broadway Avenue from the south end of SE-34-39-37-W4M to the north end of SE-34-39-37-W4M;
- Gregg Street improvements from Highway 2A to Broadway Avenue, including the railway crossing relocation;
- The construction of Vista Trail;
- The construction of the Southeast arterial road from Hwy 597 to South Street;
- The construction of the East Arterial Road on the Town Limits;
- The construction of the Arterial by McKay Ranch, extending from South Street to Cottonwood Drive;
- The construction of the Northwest Arterial on the Town Limit;
- Various intersection improvements.

The costs were developed based on actual costs of recent similar projects within the Town of Blackfalds.

The northeast arterial roads proposed to border the outer limits of the area identified as the "Long Term Development Horizon" on Figure 1.0 were not included.

The levy amounts were based on the cost structure in which the Town will pay 25% of the cost to build the roads. Therefore, the Town would collect 75% of the cost of constructing the new arterial roads and upgrades to key existing roads from developers.

For the future arterial roadways along the Town annexation limits, i.e. where the road will also accommodate future development outside of the limits, it is assumed that the levies in the future area will cover half the cost of the road. Therefore, for the cost recovery of those roadways, 37.5% (half of 75%) will be recovered within the annexation limits and the other 37.5% will be recovered as part of future annexation plans.

The Transportation Master Plan recommended considerable upgrades along the Highway 2A corridor. The costs for these upgrades, which are significant, are not included in the levies because Alberta





Incorporation of Transportation Levies March 2, 2016

Transportation is the owner of the infrastructure and the Town cannot collect levies for something it does not own. Please refer to Appendix B for details on the Transportation Master Plan recommended improvements.

Table 4.1 – Transportation Costs

| Total Cost (\$) | Benefiting Area (Ha) | Cost per Hectare (\$/Ha) |
|-----------------|----------------------|--------------------------|
| \$30,039,750 | 1009.9 | \$29,745 |

Through the developer consultation process, it was identified that the increase in the transportation levies to \$29,745 is too difficult to absorb for short term development. Combined with a weak economic outlook at the time of this report, the increase of the transportation levies will be phased over a three year span as shown in Table 4.2 below.

Table 4.2 – Phased Annual Transportation Levies

| Year | Cost per Hectare (\$/Ha) |
|------|--------------------------|
| 2016 | \$22,000 |
| 2017 | \$27,000 |
| 2018 | \$29,745 |





Overall Off-Site Levies by Area March 2, 2016

5.0 Overall Off-Site Levies by Area

The costs of the improvements noted in Sections 2, 3 and 4 were assigned to their respective benefiting areas to determine the appropriate total off-site levies for each area. Tables 5.1A, 5.1B, 5.2A, and 5.2B present the cost components of each levy, including the transportation levy, and summarize the total levies for each area.

It should be noted that there is a significant variance in the calculated off-site levies for the development areas. This variance is due primarily to the following reasons:

- Some development areas will require few off-site improvements, due to topography and proximity to existing development.
- In certain areas, the topography of the Town makes servicing very costly. Particularly in the case
 of the northwest industrial areas, the Town may want to consider examining these estimated costs
 compared to the recommendations of the Master Plan to determine if land is best suited to be
 developed as partially-serviced or unserviced.
- Some off-site levy improvements are very costly, and benefit only small areas in certain cases. The Lift Station and Forcemain for the I₁₃ area is an example of this situation.

The total calculated 2016 off-site levies for each development area are displayed in Tables 5.1A, 5.1B, 5.2A, and 5.2B. As discussed in Section 4, the levies for 2017 and 2018 will increase annually to phase in the transportation levies. The future Tables 5.1A through 5.2B can be found in Appendices C and D, respectively.





TABLE 5.1A - RESIDENTIAL AREAS



| | | | | | | | | | | | W. | ATER LEVIE | ES | | | | | | | | |
|------------|--|---|----------------|---------------|--------------|------------------|--------------|--------------|--------------|--------------|--------------|-----------------|-----------|-----------------|-----------|-----------------|-----------|--------------|--------------|-----------|-------------|
| | | | | | Benefiting | Cost per Hectare | | | | | | | Deve | opment Area | (Ha) | | | | | | |
| Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE4 |
| | | | | | (па) | | 2.7 | 54.3 | 29.4 | 12.7 | 50 | 53.2 | 57.5 | 49.5 | 4 | 37.8 | 17.5 | 16.4 | 41.2 | 22.6 | 6 |
| 2.1.3 | Brentwood ExtWomacks to Brentwood | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2001 | \$ 42,934 | 102.3 | \$ 419.69 | | | | | | | | | | | | | | | 1 |
| 2.1.4 | Broadway Extension | N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, W3, I5, I11 | 2002 | \$ 98,684 | 193.3 | \$ 510.52 | | | | | | | | \$ | 510.52 | \$ 510.52 | 510.52 | | | | 1 |
| 2.1.5 | Brentwood ExtCPR Crossing | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2004 | \$ 236,428 | 102.3 | \$ 2,311.12 | | | | | | | | | | | | | | | 1 |
| 2.1.6 | Upgrade E. Railway Trunk WTP to Minto | ALL | 2004 | \$ 79,025 | 1009.9 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 | 78.25 \$ | 78.25 | \$ 78.2 |
| 2.1.7 | Regional Water Line | ALL | 2006 | \$ 3,500,000 | 1009.9 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 | 3,465.69 \$ | 3,465.69 | \$ 3,465.6 |
| 2.1.8 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) | ALL | 2006 / Future | \$ 6,000,000 | 1009.9 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | 5,941.18 \$ | 5,941.18 | \$ 5,941.1 |
| 3.1.2 | Womacks Rd/Gregg St Trunk Main | E2, E3, E4, NE1 | Future | \$ 246,561 | 154.4 | \$ 1,596.90 | | \$ 1,596.90 | \$ 1,596.90 | \$ 1,596.90 | | | | | | | | | | | 1 |
| 4.1.1 | Vista Trail Water Trunk | I1B, I2, I11, I12, I13, C4, C7,W1 | 2011 | \$ 300,299 | 120.2 | \$ 2,498.33 | | | | | | | | | | | | | | | 1 |
| 4.1.2 | South Street Water Trunk | I1B, I2, I11, I12, I13, C4, C7, W1 | 2011 | \$ 242,571 | 120.2 | \$ 2,018.06 | | | | | | | | | | | | | | | 1 |
| 4.1.3 | Duncan Avenue | I1B, I2, I11, I12, I13, C4, C7 | 2012 | \$ 236,026 | 120.2 | \$ 1,963.61 | | | | | | | | | | | | | | | 1 |
| 4.1.4 | Future East Area Reservoir and Booster Station | ALL | Future | \$ 5,250,000 | 1009.9 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198.53 | 5,198.53 | \$ 5,198.53 | 5,198.53 \$ | 5,198.53 | \$ 5,198.5 |
| 4.1.5 | Water Supply Line (300mm Twinning) | ALL | Future | \$ 700,000 | 1009.9 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 | 693.14 | \$ 693.14 | 693.14 \$ | 693.14 | \$ 693.1 |
| OTAL OFF-S | TE WATER LEVIES | | | \$ 16,932,528 | 1,009.9 | \$ 16,766.54 | \$ 15,376.79 | \$ 16,973.69 | \$ 16,973.69 | \$ 16,973.69 | \$ 15,376.79 | \$ 15,376.79 \$ | 15,376.79 | \$ 15,376.79 \$ | 15,887.31 | \$ 15,887.31 \$ | 15,887.31 | \$ 15,376.79 | 15,376.79 \$ | 15,376.79 | \$ 15,376.7 |

| | | | | | | | | | | | | | SA | NITARY L | EVIES | | | | | | |
|-----------|---|---|----------------|---------------|------------|------------------|--------------|--------------|----------------|-------------|-----------|--------------|--------------|-------------|--------------|--------------|-----------------|-----------|--------------|--------------|-----------------|
| | | | | | Benefiting | Cost per Hectare | | | | | | | Deve | lopment A | rea (Ha) | | | | | | |
| Item | Sanitary Improvements | Contributing Areas | Year Completed | Cost (\$) | Area | (\$/Ha) | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE4 |
| | | | | | (Ha) | | 2.7 | 54.3 | 29.4 | 12.7 | 50.0 | 53.2 | 57.5 | 49.5 | 4.0 | 37.8 | 17.5 | 16.4 | 41.2 | 22.6 | 6.0 |
| 2.2.3 | Lift Station No. 3 Construction | TW1, I1A, I11 | 1997 | \$ 46,268 | 27.1 | \$ 1,707.31 | | | | | | | | | | | | | | | |
| 2.2.4 | Upgrade Stanley LS | N1, N2, N3, N5, N6, TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11, C8, C9 | 2000 | \$ 193,322 | 238.8 | \$ 809.54 | | | | | | | | | \$ 809.54 | \$ 809.54 | \$ 809.54 | | \$ 809.54 | \$ 809.54 | |
| 2.2.5 | NW Area LS | TW2, W2A, W2C, W2D, 35% of W3 | 2000 | \$ 242,666 | 64.8 | \$ 3,744.56 | | | | | | | | | | | | | | | |
| 2.2.6 | NW Area LS Forcemain - second phase | TW2, W2A, W2C, W2D, 35% of W3 | 2003 | \$ 45,047 | 64.8 | \$ 695.12 | | | | | | | | | | | | | | | |
| 2.2.7 | Abandon Womacks LS | l11 | 2001 | \$ 6,380 | 9.2 | \$ 693.47 | | | | | | | | | | | | | | | |
| 3.2.3 | Upgrade LS#3 & new FM | TW1, I1A, I11 | 2005 | \$ 81,263 | 27.1 | \$ 2,998.62 | | | | | | | | | | | | | | | |
| 3.2.11 | NW Area LS forcemain - final phase | W2A, W2C, W2D, 35% of W3 | 2005 | \$ 96,540 | 35.8 | \$ 2,696.26 | | | | | | | | | | | | | | | |
| 3.2.1 | WWTP Upgrades | ALL | Future | \$ 1,744,339 | 1009.9 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 \$ | 1,727.24 \$ | 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 \$ | 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 |
| 3.2.2 | Upgrade Stanley FM | N1, N2, N3, N5, N6, C8, C9, TW2, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11 | Future | \$ 97,662 | 230.1 | \$ 424.40 | | | | | | | | | \$ 424.40 | \$ 424.40 | \$ 424.40 | | \$ 424.40 | \$ 424.40 | |
| 3.2.4 | Aurora Lift Station | N1, N2, N3, I7, 65% of N5, N6, C8, C9 | Future | \$ 2,500,000 | 144.9 | \$ 17,255.66 | | | | | | | | | \$ 17,255.66 | \$ 17,255.66 | \$ 17,255.66 | | \$ 11,216.18 | \$ 17,255.66 | |
| 3.2.5 | I4 LS (plus South Street gravity main) | ALL | 2010 | \$ 2,856,380 | 1009.9 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 \$ | 2,828.38 \$ | 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 \$ | 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 |
| 3.2.6 | Broadway Trunk Upgrade | N1, N2, N3, N5, N6, C8, C9TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7 | Future | \$ 625,000 | 258.6 | \$ 2,416.81 | | | | | | | | | \$ 2,416.81 | \$ 2,416.81 | \$ 2,416.81 \$ | 2,416.81 | \$ 2,416.81 | | |
| 3.2.7 | Indiana Street / South Street / Highway 2A Upgrade | W3, N1, N2, N3, N5, N6, C8, C9, TW3, I5, TW4, I6, I7 | Future | \$ 1,000,000 | 256.6 | \$ 3,897.12 | | | | | | | | | \$ 3,897.12 | \$ 3,897.12 | \$ 3,897.12 | | \$ 3,897.12 | \$ 3,897.12 | |
| 3.2.8 | NW Area LS Generator | TW2, W2A, W2C, W2D, 35% of W3 | 2012 | \$ 70,000 | 64.8 | \$ 1,080.16 | | | | | | | | | | | | | | | |
| 3.2.9 | Regional Forcemain to Red Deer | ALL | Future | \$ 6,000,000 | 1009.9 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 |
| 4.2.1 | Vista Trail Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A | 2011 | \$ 269,981 | 149.8 | \$ 1,802.10 | | | | | | | | | | | \$ | 1,802.10 | \$ 630.73 | | |
| 4.2.2 | South Street Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A, I1B, I1C, C7 | 2011 | \$ 425,001 | 220.0 | \$ 1,931.87 | | | | | | | | | | | \$ | 1,931.87 | \$ 676.15 | | |
| 4.2.3 | Duncan Avenue Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3 | 2012 | \$ 147,112 | 148.9 | \$ 987.89 | | | | | | | | | | | \$ | 987.89 | \$ 345.76 | | |
| 4.2.4 | McKay Ranch (E5) Lift Station, Force Main, and Oversizing | E5, E6, E7, E8, NE1 | Future | \$ 2,500,000 | 268.2 | \$ 9,321.40 | | | | \$ | 9,321.40 | \$ 9,321.40 | \$ 9,321.40 | \$ 9,321.40 | | | | | | | |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ridge | E4, E5, E6, E7, E8, S2, S3, I8, I9, NE1 | 2013 | \$ 260,585 | 337.4 | \$ 772.33 | | | \$ | 772.33 \$ | 772.33 | \$ 772.33 | \$ 772.33 | \$ 772.33 | | | | | | | |
| 4.2.6 | I2 and C4 Sanitary Trunk | N4, 35% of N5, I1A, I1B, I2, I11, I12, I13, I14, C4, C7 | Future | \$ 1,600,000 | 189.4 | \$ 8,446.84 | | | | | | | | | | | \$ | 8,446.84 | \$ 2,956.39 | | |
| 4.2.7 | I13 Lift Station | I13, I14, 35% of N5, N4, 65% of W3 | Future | \$ 2,500,000 | 115.7 | \$ 21,604.80 | | | | | | | | | | | \$ | 21,604.80 | \$ 7,561.68 | | |
| 4.2.8 | Valley Ridge Industrial Lift Station | I13, I14, N4, 35% of N5, I12, 65% of W3 | Future | \$ 2,500,000 | 139.7 | \$ 17,893.57 | | | | | | | | | | | \$ | 17,893.57 | \$ 6,262.75 | | |
| 4.2.9 | NW Area Lift Station Pump Upgrade | 35% of W3, W2A, W2D, W2C | Future | \$ 250,000 | 35.8 | \$ 6,982.27 | | | | | | | | | | | | | | | |
| 4.2.10 | Lakeside Lift Station and Force Main | S2, S3, I8, I9 | Future | \$ 1,500,000 | 70.1 | \$ 21,398.00 | | | | | | | | | | | | | | | |
| 4.2.11a | Broadway / Aurora Trunk to N5/N6 | C8, C9, N6, 65% of N5, N2, N3, N1, I7 | Future | \$ 600,000 | 144.88 | \$ 4,141.36 | | | | | | | | | \$ 4,141.36 | \$ 4,141.36 | \$ 4,141.36 | | \$ 2,691.88 | \$ 4,141.36 | , in the second |
| 4.2.11b | Broadway / Aurora Trunk (N5/N6) | C8, C9, N6, 65% of N5 | Future | \$ 1,200,000 | 70.68 | \$ 16,977.93 | | | | | | | | | | | | | \$ 11,035.65 | \$ 16,977.93 | |
| 4.2.12 | McKay Ranch North Trunk Oversizing Through Future | E6, E8, NE1 | Future | \$ 500,000 | 160.7 | \$ 3,111.39 | | | | | | \$ 3,111.39 | | \$ 3,111.39 | | | | | | | |
| TOTAL OFF | -SITE SANITARY LEVIES | | | \$ 29.857.546 | 1009 9 | \$ 20.564.95 | \$ 10,406.90 | \$ 10,406.90 | ¢ 10.406.90 ¢ | 11 260 12 ¢ | 20 500 52 | \$ 22,704,02 | \$ 20,500,52 | ¢ 22.701.02 | \$ 20.441.69 | \$ 20.441.69 | \$ 39,441,68 \$ | 65 590 69 | ¢ 61 421 96 | \$ 54,002,80 | \$ 10,496.80 |

| | | | | | | | | | | | | S | TORM LEV | /IES | | | | | | | |
|---------|---------------------------------|--|----------------|------------------|--------|--------------|-----------------|------|------|------|--------------|--------------|--------------|--------------|-----------------|--------------|-----------|-----------------|-----------|--------------|------|
| | | | Benefiting | Cost per Hectare | | | | | | | Deve | lopment A | rea (Ha) | | | | | | | | |
| Item | Storm Improvements | Contributing Areas | Year Completed | Cost (\$) | Area | (\$/Ha) | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE4 |
| | | | | | (па) | | 2.7 | 54.3 | 29.4 | 12.7 | 50.0 | 53.2 | 57.5 | 49.5 | 4.0 | 37.8 | 17.5 | 16.4 | 41.2 | 22.6 | 6.0 |
| 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C6, C7 | 2001 | \$ 734,896 | 67.1 | \$ 10,952.25 | \$ 10,952.25 | | | | | | | | | | | | | | |
| 2.3.2 | Broadway/Womacks Ext. | 15 | 2002 | \$ 228,460 | 13.1 | \$ 17,439.69 | | | | | | | | | | | | | | | |
| 3.3.2 | Rolling Hills Lift Station | W2A, W2C, W2D, TW1, I5 | Future | \$ 500,000 | 47.6 | \$ 10,504.20 | | | | | | | | | | | | | | | |
| 4.3.1 | South Street Storm Trunk | TW1, C7, I1B, W2A, W2C, W2D | 2011 | \$ 293,121 | 53.1 | \$ 5,520.17 | | | | | | | | | | | | | | | |
| 4.3.2 | I12 Lift Station and Force Main | l11, l12 | Future | \$ 800,000 | 33.2 | \$ 24,096.39 | | | | | | | | | | | | | | | |
| 4.3.3 | East Area Storm Trunk | E5, E6, E7, E8, C10, C1, NE1 | Future | \$ 7,000,000 | 281.6 | \$ 24,860.00 | | | | | \$ 24,860.00 | \$ 24,860.00 | \$ 24,860.00 | \$ 24,860.00 | | | | | | | |
| 4.3.4 | Whelp Creek Storm System | TW3, N1, N2, N3, N4, N5, N6, C8, C9, W3, I14 | Future | \$ 3,603,200 | 225.2 | \$ 16,000.00 | | | | | | | | | \$ 16,000.00 \$ | 16,000.00 \$ | 16,000.00 | \$ 16,000.00 \$ | 16,000.00 | \$ 16,000.00 | |
| TOTAL O | FF-SITE STORM LEVIES | | | \$ 13,159,677 | 1009.9 | \$ 13,030.67 | \$ 10,952.25 \$ | - | \$ - | \$ - | \$ 24,860.00 | \$ 24,860.00 | \$ 24,860.00 | \$ 24,860.00 | \$ 16,000.00 | 16,000.00 \$ | 16,000.00 | 16,000.00 \$ | 16,000.00 | \$ 16,000.00 | \$ - |

| | | | | | | | | | | | | | TRANSP | ORTATIO | N LEVIES | | | | | | |
|----|---------|--|----------------|---------------|--------------------|------------------|--------------|--------------|-----------|--------------|-----------------|-----------|--------------|--------------|--------------|--------------|-----------------|--------------|-----------------|-----------|--------------|
| | Item | Transportation Improvements (2017) - To be increased to \$27,000/Ha in | Year Completed | Cost (\$) | Benefiting Area | Cost per Hectare | | | F0 | | | F0 | Devel | opment Are | ea (Ha) | | No. 1 | | .ue | No. | NE |
| | | 2017 and \$29,745/Ha in 2018 | · · | | (Ha) | (\$/Ha) | E1 | E2 | E3 | 12.7 | 50.0 | E6 | E/ | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE4 |
| | | | | | | | 2.7 | 54.3 | 29.4 | 12.7 | 30.0 | 53.2 | 57.5 | 49.5 | 4.0 | 37.8 | 17.5 | 16.4 | 41.2 | 22.6 | 6.0 |
| TC | OTAL OF | FF-SITE TRANSPORTATION LEVIES | Future | \$ 30,039,750 | 1009.9 | \$ 22,000.00 | \$ 22,000.00 | \$ 22,000.00 | 22,000.00 | \$ 22,000.00 | \$ 22,000.00 \$ | 22,000.00 | \$ 22,000.00 | \$ 22,000.00 | \$ 22,000.00 | \$ 22,000.00 | \$ 22,000.00 \$ | \$ 22,000.00 | \$ 22,000.00 \$ | 22,000.00 | \$ 22,000.00 |

| | | | | (Ha) (\$/Ha) | | | | | | | | | | | | | | | |
|-----------------------|---|--------------------|-------------------------|--------------|----------------|-----------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|--------------|--------------|--------------|---------------|----------------|--------------|
| | | Total Cost (\$) | Benefiting Area (Ha) | per Hectare | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE4 |
| WATER LEVIES | s | 16,932,528 | 1009.9 | \$ 16,766.54 | \$ 15,376.79 | \$ 16,973.69 \$ | 16,973.69 | \$ 16,973.69 \$ | 15,376.79 | \$ 15,376.79 \$ | 15,376.79 | \$ 15,376.79 \$ | 15,887.31 | \$ 15,887.31 | \$ 15,887.31 | 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 |
| SANITARY LEVIES | s | 29,857,546 | 1009.9 | \$ 29,564.8 | 5 \$ 10,496.80 | \$ 10,496.80 \$ | 10,496.80 | \$ 11,269.13 \$ | 20,590.53 | \$ 23,701.92 \$ | 20,590.53 | \$ 23,701.92 \$ | 39,441.68 | \$ 39,441.68 | \$ 39,441.68 | \$ 65,580.68 | \$ 61,421.86 | 5 \$ 54,002.80 | \$ 10,496.80 |
| STORM LEVIES | s | 13,159,677 | 1009.9 | \$ 13,030.67 | 7 \$ 10,952.25 | s - s | - | s - s | 24,860.00 | \$ 24,860.00 \$ | 24,860.00 | \$ 24,860.00 \$ | 16,000.00 | \$ 16,000.00 | \$ 16,000.00 | \$ 16,000.00 | \$ 16,000.00 | \$ 16,000.00 | , s - |
| TRANSPORTATION LEVIES | s | 30,039,750 | 1009.9 | \$ 30,000.00 | \$ 22,000 | \$ 22,000 \$ | 22,000 | \$ 22,000 \$ | 22,000 | \$ 22,000 \$ | 22,000 | \$ 22,000 \$ | 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 |
| TOTAL OFF-SITE LEVIES | | 89,989,501 | 1009.9 | \$ 89,107.34 | \$ 58,825.84 | \$ 49,470.49 \$ | 49,470.49 | \$ 50,242.82 \$ | 82,827.33 | \$ 85,938.72 \$ | 82,827.33 | \$ 85,938.72 \$ | 93,329.00 | \$ 93,329.00 | \$ 93,329.00 | \$118,957.48 | \$ 114,798.65 | \$ 107,379.59 | \$ 47,873.59 |
| | | | | | | | | | | | | | | | | | | | |



TABLE 5.1B - RESIDENTIAL AREAS



| | | | | | | | | | | | | WA | ER LEV | IES | | | | | | |
|-----------|--|---|----------------|---------------|--------------|----------------|-----------------|--------------|--------------|--------------|--------------|-----------------|-----------|--------------|--------------|--------------|-----------------|-----------|-----------------|-----------|
| | | | | | Benefiting | Cost per Hecta | re | | | | Develop | ment Are | ea (HA) | | | | | | | |
| Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | S1 | S2 | S3 | TE1 | TE2 | TW1 | TW2 | TW3 | TW4 | W2A | W2C | W2D | W3 | NE1 |
| | | | | | (Ha) | | 4 | 17.5 | 32.8 | 10.6 | 4.8 | 17 | 29 | 13.9 | 4.7 | 4.5 | 11.1 | 8.2 | 34.3 | 58 |
| 2.1.3 | Brentwood ExtWomacks to Brentwood | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2001 | \$ 42,934 | 102.3 | \$ 419. | 69 | | | | | \$ 419.69 \$ | 419.69 | \$ 419.69 | | \$ 419.69 | \$ 419.69 \$ | 419.69 | | |
| 2.1.4 | Broadway Extension | N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, W3, I5, I11 | 2002 | \$ 98,684 | 193.3 | \$ 510. | 52 | | | | | \$ 510.52 \$ | 510.52 | \$ 510.52 | | \$ 510.52 | \$ 510.52 \$ | 510.52 | \$ 510.52 | |
| 2.1.5 | Brentwood ExtCPR Crossing | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2004 | \$ 236,428 | 102.3 | \$ 2,311. | 12 | | | | | \$ 2,311.12 \$ | 2,311.12 | \$ 2,311.12 | | \$ 2,311.12 | \$ 2,311.12 \$ | 2,311.12 | | |
| 2.1.6 | Upgrade E. Railway Trunk WTP to Minto | ALL | 2004 | \$ 79,025 | 1009.9 | \$ 78. | 25 \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 \$ | 78.25 |
| 2.1.7 | Regional Water Line | ALL | 2006 | \$ 3,500,000 | 1009.9 | \$ 3,465. | 69 \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 \$ | 3,465.69 |
| 2.1.8 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) | ALL | 2006 / Future | \$ 6,000,000 | 1009.9 | \$ 5,941. | 18 \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 \$ | 5,941.18 |
| 3.1.2 | Womacks Rd/Gregg St Trunk Main | E2, E3, E4, NE1 | Future | \$ 246,561 | 154.4 | \$ 1,596. | 90 | | | | | | | | | | | | \$ | 1,596.90 |
| 4.1.1 | Vista Trail Water Trunk | I1B, I2, I11, I12, I13, C4, C7,W1 | 2011 | \$ 300,299 | 120.2 | \$ 2,498. | 33 | | | | | | | | | | | | | |
| 4.1.2 | South Street Water Trunk | I1B, I2, I11, I12, I13, C4, C7, W1 | 2011 | \$ 242,571 | 120.2 | \$ 2,018. | 06 | | | | | | | | | | | | | |
| 4.1.3 | Duncan Avenue | I1B, I2, I11, I12, I13, C4, C7 | 2012 | \$ 236,026 | 120.2 | \$ 1,963. | 61 | | | | | | | | | | | | | |
| 4.1.4 | Future East Area Reservoir and Booster Station | ALL | Future | \$ 5,250,000 | 1009.9 | \$ 5,198. | 53 \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198.53 \$ | 5,198.53 |
| 4.1.5 | Water Supply Line (300mm Twinning) | ALL | Future | \$ 700,000 | 1009.9 | \$ 693. | 14 \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 \$ | 693.14 |
| TOTAL OFF | S-SITE WATER LEVIES | | | \$ 16,932,528 | 1,009.9 | \$ 16,766. | 54 \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 18,618.13 \$ | 18,618.13 | \$ 18,618.13 | \$ 15,376.79 | \$ 18,618.13 | \$ 18,618.13 \$ | 18,618.13 | \$ 15,887.31 \$ | 16,973.69 |
| | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | SAI | NITARY LE | VIES | | | | | | |
|------------|---|---|----------------|---------------|--------------|------------------|--------------|--------------|--------------|--------------|-----------|-------------------|--------------|--------------|------------|-----------------|--------------|-----------------|-----------|--------------|
| | | | | | Benefiting | Cost per Hectare | | | | | | Devel | opment Ar | ea (Ha) | | | | | | |
| Item | Sanitary Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | S1 | S2 | S3 | TE1 | TE2 | TW1 | TW2 | TW3 | TW4 | W2A | W2C | W2D | W3 | NE1 |
| | | | | | (ria) | | 4.0 | 17.5 | 32.8 | 10.6 | 4.8 | 17.0 | 29.0 | 13.9 | 4.7 | 4.5 | 11.1 | 8.2 | 34.3 | 58.0 |
| 2.2.3 | Lift Station No. 3 Construction | TW1, I1A, I11 | 1997 | \$ 46,268 | 27.1 | \$ 1,707.31 | | | | | | \$ 1,707.31 | | | | | | | | |
| 2.2.4 | Upgrade Stanley LS | N1, N2, N3, N5, N6, TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11, C8, C9 | 2000 | \$ 193,322 | 238.8 | \$ 809.54 | | | | | | | \$ 809.54 | \$ 809.54 | | \$ 809.54 | \$ 809.54 | \$ 809.54 \$ | 283.34 | |
| 2.2.5 | NW Area LS | TW2, W2A, W2C, W2D, 35% of W3 | 2000 | \$ 242,666 | 64.8 | \$ 3,744.56 | | | | | | | \$ 3,744.56 | | | \$ 3,744.56 | \$ 3,744.56 | \$ 3,744.56 \$ | 1,310.60 | |
| 2.2.6 | NW Area LS Forcemain - second phase | TW2, W2A, W2C, W2D, 35% of W3 | 2003 | \$ 45,047 | 64.8 | \$ 695.12 | ! | | | | | | \$ 695.12 | | | \$ 695.12 | \$ 695.12 | \$ 695.12 \$ | 243.29 | |
| 2.2.7 | Abandon Womacks LS | l11 | 2001 | \$ 6,380 | 9.2 | \$ 693.47 | | | | | | | | | | | | | | |
| 3.2.3 | Upgrade LS#3 & new FM | TW1, I1A, I11 | 2005 | \$ 81,263 | 27.1 | \$ 2,998.62 | ! | | | | | \$ 2,998.62 | 2 | | | | | | | |
| 3.2.11 | NW Area LS forcemain - final phase | W2A, W2C, W2D, 35% of W3 | 2005 | \$ 96,540 | 35.8 | \$ 2,696.26 | i | | | | | | | | | \$ 2,696.26 | \$ 2,696.26 | \$ 2,696.26 \$ | 943.69 | |
| 3.2.1 | WWTP Upgrades | ALL | Future | \$ 1,744,339 | 1009.9 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,72 | 7.24 \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727. | 24 \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 \$ | 1,727.24 | \$ 1,727.24 |
| 3.2.2 | Upgrade Stanley FM | N1, N2, N3, N5, N6, C8, C9, TW2, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11 | Future | \$ 97,662 | 230.1 | \$ 424.40 | | | | | | | \$ 424.40 | | | \$ 424.40 | \$ 424.40 | \$ 424.40 \$ | 424.40 | |
| 3.2.4 | Aurora Lift Station | N1, N2, N3, I7, 65% of N5, N6, C8, C9 | Future | \$ 2,500,000 | 144.9 | \$ 17,255.66 | i | | | | | | | | | | | | | |
| 3.2.5 | I4 LS (plus South Street gravity main) | ALL | 2010 | \$ 2,856,380 | 1009.9 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828 | 8.38 \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828. | 38 \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 \$ | 2,828.38 | \$ 2,828.38 |
| 3.2.6 | Broadway Trunk Upgrade | N1, N2, N3, N5, N6, C8, C9TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7 | Future | \$ 625,000 | 258.6 | \$ 2,416.81 | | | | | | | \$ 2,416.81 | \$ 2,416.81 | | \$ 2,416.81 | \$ 2,416.81 | \$ 2,416.81 \$ | 845.88 | |
| 3.2.7 | Indiana Street / South Street / Highway 2A Upgrade | W3, N1, N2, N3, N5, N6, C8, C9, TW3, I5, TW4, I6, I7 | Future | \$ 1,000,000 | 256.6 | \$ 3,897.12 | ! | | | | | \$ 3,897.12 | \$ 3,897.12 | \$ 3,897.12 | | \$ 3,897.12 | \$ 3,897.12 | \$ 3,897.12 | | |
| 3.2.8 | NW Area LS Generator | TW2, W2A, W2C, W2D, 35% of W3 | 2012 | \$ 70,000 | 64.8 | \$ 1,080.16 | 1 | | | | | | \$ 1,080.16 | | | \$ 1,080.16 | \$ 1,080.16 | \$ 1,080.16 \$ | 378.06 | |
| 3.2.9 | Regional Forcemain to Red Deer | ALL | Future | \$ 6,000,000 | 1009.9 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,94 | 1.18 \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941. | 18 \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 |
| 4.2.1 | Vista Trail Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A | 2011 | \$ 269,981 | 149.8 | \$ 1,802.10 | | | | | | | | | | | | \$ | 630.73 | |
| 4.2.2 | South Street Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A, I1B, I1C, C7 | 2011 | \$ 425,001 | 220.0 | \$ 1,931.87 | | | | | | | | | | | | 9 | 1,255.71 | |
| 4.2.3 | Duncan Avenue Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3 | 2012 | \$ 147,112 | 148.9 | \$ 987.89 | | | | | | | | | | | | \$ | 642.13 | |
| 4.2.4 | McKay Ranch (E5) Lift Station, Force Main, and Oversizing | E5, E6, E7, E8, NE1 | Future | \$ 2,500,000 | 268.2 | \$ 9,321.40 | | | | | | | | | | | | | | \$ 9,321.40 |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ridge | E4, E5, E6, E7, E8, S2, S3, I8, I9, NE1 | 2013 | \$ 260,585 | 337.4 | \$ 772.33 | | \$ 772.33 | \$ 772.33 | | | | | | | | | | | \$ 772.33 |
| 4.2.6 | I2 and C4 Sanitary Trunk | N4, 35% of N5, I1A, I1B, I2, I11, I12, I13, I14, C4, C7 | Future | \$ 1,600,000 | 189.4 | \$ 8,446.84 | | | | | | | | | | | | | | |
| 4.2.7 | I13 Lift Station | I13, I14, 35% of N5, N4, 65% of W3 | Future | \$ 2,500,000 | 115.7 | \$ 21,604.80 | | | | | | | | | | | | \$ | 14,043.12 | |
| 4.2.8 | Valley Ridge Industrial Lift Station | I13, I14, N4, 35% of N5, I12, 65% of W3 | Future | \$ 2,500,000 | 139.7 | \$ 17,893.57 | | | | | | | | | | | | \$ | 11,630.82 | |
| 4.2.9 | NW Area Lift Station Pump Upgrade | 35% of W3, W2A, W2D, W2C | Future | \$ 250,000 | 35.8 | \$ 6,982.27 | | | | | | | | | | \$ 6,982.27 | \$ 6,982.27 | \$ 6,982.27 \$ | 2,443.79 | |
| 4.2.10 | Lakeside Lift Station and Force Main | S2, S3, I8, I9 | Future | \$ 1,500,000 | 70.1 | \$ 21,398.00 | | \$ 21,398.00 | \$ 21,398.00 | | | | | | | | | | | |
| 4.2.11a | Broadway / Aurora Trunk to N5/N6 | C8, C9, N6, 65% of N5, N2, N3, N1, I7 | Future | \$ 600,000 | 144.88 | \$ 4,141.36 | | | | | | | | | | | | | | |
| 4.2.11b | Broadway / Aurora Trunk (N5/N6) | C8, C9, N6, 65% of N5 | Future | \$ 1,200,000 | 70.68 | \$ 16,977.93 | | | | | | | | | | | | | | |
| 4.2.12 | McKay Ranch North Trunk Oversizing Through Future | E6, E8, NE1 | Future | \$ 500,000 | 160.7 | \$ 3,111.39 | | | | | | | | | | | | | | \$ 3,111.39 |
| TOTAL OFF- | SITE SANITARY LEVIES | | | \$ 29,857,546 | 1009.9 | \$ 29,564.85 | \$ 10,496.80 | \$ 32,667.14 | \$ 32,667.14 | \$ 10,496.80 | \$ 10,496 | 6.80 \$ 19,099.85 | \$ 23,564.51 | \$ 17,620.27 | \$ 10,496. | 80 \$ 33,243.03 | \$ 33,243.03 | \$ 33,243.03 \$ | 45,572.37 | \$ 23,701.92 |

| | | | | | | | | | | | | | ST | ORM LEV | IES | | | | | | |
|----------|---------------------------------|--|----------------|---------------|----------|-----------|--------------|-----|------|------|--------------|--------------|--------------|---------|--------------|------|--------------|--------------|--------------|--------------|--------------|
| | | | | Benefiting | Cost por | r Hectare | | | | | | Devel | opment Ar | ea (Ha) | | | | | | | |
| Item | Storm Improvements | Contributing Areas | Year Completed | Cost (\$) | Area | (\$/F | Ha) | S1 | S2 | S3 | TE1 | TE2 | TW1 | TW2 | TW3 | TW4 | W2A | W2C | W2D | W3 | NE1 |
| | | | | | (Па) | | | 4.0 | 17.5 | 32.8 | 10.6 | 4.8 | 17.0 | 29.0 | 13.9 | 4.7 | 4.5 | 11.1 | 8.2 | 34.3 | 58.0 |
| 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C6, C7 | 2001 | \$ 734,896 | 67.1 | \$ 1 | 10,952.25 | | | | \$ 10,952.25 | \$ 10,952.25 | | | | | | | | · | |
| 2.3.2 | Broadway/Womacks Ext. | 15 | 2002 | \$ 228,460 | 13.1 | \$ 1 | 17,439.69 | | | | | | | | | | | | | <u>'</u> | |
| 3.3.2 | Rolling Hills Lift Station | W2A, W2C, W2D, TW1, I5 | Future | \$ 500,000 | 47.6 | \$ 1 | 10,504.20 | | | | | | \$ 10,504.20 | | | | \$ 10,504.20 | \$ 10,504.20 | \$ 10,504.20 | <u> </u> | |
| 4.3.1 | South Street Storm Trunk | TW1, C7, I1B, W2A, W2C, W2D | 2011 | \$ 293,12 | 53.1 | \$ | 5,520.17 | | | | | | \$ 5,520.17 | | | | \$ 5,520.17 | \$ 5,520.17 | \$ 5,520.17 | | |
| 4.3.2 | I12 Lift Station and Force Main | l11, l12 | Future | \$ 800,000 | 33.2 | \$ 2 | 24,096.39 | | | | | | | | | | | | | <u> </u> | |
| 4.3.3 | East Area Storm Trunk | E5, E6, E7, E8, C10, C1, NE1 | Future | \$ 7,000,000 | 281.6 | \$ 2 | 24,860.00 | | | | | | | | | | | | | <u> </u> | \$ 24,860.00 |
| 4.3.4 | Whelp Creek Storm System | TW3, N1, N2, N3, N4, N5, N6, C8, C9, W3, I14 | Future | \$ 3,603,200 | 225.2 | \$ 1 | 16,000.00 | | | | | | | | \$ 16,000.00 | 1 | | | | \$ 16,000.00 | |
| TOTAL OF | F-SITE STORM LEVIES | | | \$ 13,159,677 | 1009.9 | \$ 1 | 13,030.67 \$ | - | \$ - | \$ - | \$ 10,952.25 | \$ 10,952.25 | \$ 16,024.37 | \$ - | \$ 16,000.00 | \$ - | \$ 16,024.37 | \$ 16,024.37 | \$ 16,024.37 | \$ 16,000.00 | \$ 24,860.00 |

| | | | | | | | | | - | TRANSPO | RTATION | LEVIES | | | | | | |
|--|----------------|---------------|--------------|------------------|-----------------|-----------|--------------|-----------------|--------------|-----------|-----------|--------------|--------------|--------------|--------------|-----------------|------------|--------------|
| Transportation Improvements (2017) - To be increased to \$27,000/Ha in | | | Benefiting | Cost per Hectare | | | | | | Develo | oment Are | a (Ha) | | | | | | |
| 2017 and \$29,745/Ha in 2018 | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | S1 | \$2 | S3 | TE1 | TE2 | TW1 | TW2 | TW3 | TW4 | W2A | W2C | W2D | W3 34.3 | NE1 |
| TOTAL OFF-SITE TRANSPORTATION LEVIES | Future | \$ 30,039,750 | 1009.9 | \$ 22,000.00 | \$ 22,000.00 \$ | 22,000.00 | \$ 22,000.00 | \$ 22,000.00 \$ | 22,000.00 \$ | 22,000.00 | 29.0 | \$ 22,000.00 | \$ 22,000.00 | \$ 22,000.00 | \$ 22,000.00 | \$ 22,000.00 \$ | | \$ 22,000.00 |

| | | | | | | | | | TC | TAL LEVIE | ES | | | | | | |
|-----------------------|--------------------|-------------------------|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Total Cost (\$) | Benefiting Area (Ha) | Average Cost per Hectare (\$/Ha) | S 1 | S2 | S 3 | TE1 | TE2 | TW1 | TW2 | TW3 | TW4 | W2A | W2C | W2D | W3 | NE1 |
| WATER LEVIES | \$ 16,932,528 | 1009.9 | \$ 16,766.54 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 18,618.13 | \$ 18,618.13 | \$ 18,618.13 | \$ 15,376.79 | \$ 18,618.13 | \$ 18,618.13 | \$ 18,618.13 | \$ 15,887.31 | \$ 16,973.69 |
| SANITARY LEVIES | \$ 29,857,546 | 1009.9 | \$ 29,564.85 | \$ 10,496.80 | \$ 32,667.14 | \$ 32,667.14 | \$ 10,496.80 | \$ 10,496.80 | \$ 19,099.85 | \$ 23,564.51 | \$ 17,620.27 | \$ 10,496.80 | \$ 33,243.03 | \$ 33,243.03 | \$ 33,243.03 | \$ 45,572.37 | \$ 23,701.92 |
| STORM LEVIES | \$ 13,159,677 | 1009.9 | \$ 13,030.67 | \$ - | \$ - | \$ - | \$ 10,952.25 | \$ 10,952.25 | \$ 16,024.37 | \$ - | \$ 16,000.00 | \$ - | \$ 16,024.37 | \$ 16,024.37 | \$ 16,024.37 | \$ 16,000.00 | \$ 24,860.00 |
| TRANSPORTATION LEVIES | \$ 30,039,750 | 1009.9 | \$ 30,000.00 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 |
| TOTAL OFF-SITE LEVIES | \$ 89,989,501 | 1009.9 | \$ 89,107.34 | \$ 47,873.59 | \$ 70,043.93 | \$ 70,043.93 | \$ 58,825.84 | \$ 58,825.84 | \$ 75,742.34 | \$ 64,182.63 | \$ 74,238.40 | \$ 47,873.59 | \$ 89,885.53 | \$ 89,885.53 | \$ 89,885.53 | \$ 99,459.68 | \$ 87,535.61 |



TABLE 5.2A - INDUSTRIAL AND COMMERCIAL AREAS



| | | | | | | | | | | | | | WATER | LEVIES | | | | | | |
|-----------|--|---|----------------|-------------|-----------|--------------------------|-----------------|-----------|--------------|-----------------|-----------|--------------|--------------|--------------|-----------|--------------|--------------|--------------|------------|--------------|
| | | | | | | | | | Developmen | t Area (HA) | | | | | | | | | | |
| Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Area | per Hectare – (\$/Ha) | I1A | I1B | ИC | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 110 | l11 | l12 |
| | | | | | (Ha) | | 0.9 | 8.5 | 9.8 | 16.5 | 2.1 | 32.3 | 6.8 | 13.8 | 14.9 | 19.2 | 19.8 | 4.6 | 9.2 | 24 |
| 2.1.3 | Brentwood ExtWomacks to Brentwood | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2001 | \$ 42,9 | 34 102.3 | \$ 419.69 | \$ 419.69 \$ | 419.69 | \$ 419.69 | | | | | | | | | | 419.69 | |
| 2.1.4 | Broadway Extension | N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, W3, I5, I11 | 2002 | \$ 98,6 | 193.3 | \$ 510.52 | | | | | | | \$ 510.52 | | | | | | 510.52 | |
| 2.1.5 | Brentwood ExtCPR Crossing | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2004 | \$ 236,4 | 28 102.3 | \$ 2,311.12 | \$ 2,311.12 \$ | 2,311.12 | \$ 2,311.12 | | | | | | | | | | 3 2,311.12 | |
| 2.1.6 | Upgrade E. Railway Trunk WTP to Minto | ALL | 2004 | \$ 79,0 | 25 1009.9 | \$ 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | 78.25 | \$ 78.25 |
| 2.1.7 | Regional Water Line | ALL | 2006 | \$ 3,500,0 | 00 1009.9 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | 3,465.69 | \$ 3,465.69 |
| 2.1.8 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) | ALL | 2006 / Future | \$ 6,000,0 | 00 1009.9 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | 5,941.18 | \$ 5,941.18 |
| 3.1.2 | Womacks Rd/Gregg St Trunk Main | E2, E3, E4, NE1 | Future | \$ 246,5 | 61 154.4 | \$ 1,596.90 | | | | | | | | | | | | | | |
| 4.1.1 | Vista Trail Water Trunk | I1B, I2, I11, I12, I13, C4, C7,W1 | 2011 | \$ 300,2 | 99 120.2 | \$ 2,498.33 | \$ | 2,498.33 | | \$ 2,498.33 | | | | | | | | | 2,498.33 | \$ 2,498.33 |
| 4.1.2 | South Street Water Trunk | I1B, I2, I11, I12, I13, C4, C7, W1 | 2011 | \$ 242,5 | 71 120.2 | \$ 2,018.06 | \$ | 2,018.06 | | \$ 2,018.06 | | | | | | | | | 2,018.06 | \$ 2,018.06 |
| 4.1.3 | Duncan Avenue | I1B, I2, I11, I12, I13, C4, C7 | 2012 | \$ 236,0 | 26 120.2 | \$ 1,963.61 | \$ | 1,963.61 | | \$ 1,963.61 | | | | | | | | | 1,963.61 | \$ 1,963.61 |
| 4.1.4 | Future East Area Reservoir and Booster Station | ALL | Future | \$ 5,250,0 | 00 1009.9 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | 5,198.53 | \$ 5,198.53 |
| 4.1.5 | Water Supply Line (300mm Twinning) | ALL | Future | \$ 700,0 | 00 1009.9 | \$ 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | 693.14 | \$ 693.14 |
| TOTAL OFF | SITE WATER LEVIES | | | \$ 16,932,5 | 1,009.9 | \$ 16,766.54 | \$ 18,107.61 \$ | 24,587.61 | \$ 18,107.61 | \$ 21,856.80 \$ | 15,376.79 | \$ 15,376.79 | \$ 15,887.31 | \$ 15,376.79 | 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | 25,098.13 | \$ 21,856.80 |
| | <u> </u> | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | SANITAR | Y LEVIES | | | | | | |
|-------------|---|---|----------------|---------------|--------------|------------------|-----------------|-----------|--------------|-----------------|-----------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|--------------|--------------|
| | | | | | Benefiting | Cost per Hectare | | | | | | D | evelopmei | nt Area (Ha | a) | | | | | |
| Item | Sanitary Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | I1A | ИΒ | ИC | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | l10 | I 11 | 112 |
| | | | | | (Па) | | 0.9 | 8.5 | 9.8 | 16.5 | 2.1 | 32.3 | 6.8 | 13.8 | 14.9 | 19.2 | 19.8 | 4.6 | 9.2 | 24.0 |
| 2.2.3 | Lift Station No. 3 Construction | TW1, I1A, I11 | 1997 | \$ 46,268 | 27.1 | \$ 1,707.31 | \$ 1,707.31 | | \$ 1,707.31 | | | | | | | | | 9 | \$ 1,707.31 | |
| 2.2.4 | Upgrade Stanley LS | N1, N2, N3, N5, N6, TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11, C8, C9 | 2000 | \$ 193,322 | 238.8 | \$ 809.54 | | | | | | | \$ 809.54 | \$ 809.54 | \$ 809.54 | | | 5 | \$ 809.54 | |
| 2.2.5 | NW Area LS | TW2, W2A, W2C, W2D, 35% of W3 | 2000 | \$ 242,666 | 64.8 | \$ 3,744.56 | | | | | | | | | | | | | | <u> </u> |
| 2.2.6 | NW Area LS Forcemain - second phase | TW2, W2A, W2C, W2D, 35% of W3 | 2003 | \$ 45,047 | 64.8 | \$ 695.12 | | | | | | | | | | | | | | <u> </u> |
| 2.2.7 | Abandon Womacks LS | l11 | 2001 | \$ 6,380 | 9.2 | \$ 693.47 | | | | | | | | | | | | 9 | \$ 693.47 | <u> </u> |
| 3.2.3 | Upgrade LS#3 & new FM | TW1, I1A, I11 | 2005 | \$ 81,263 | 27.1 | \$ 2,998.62 | \$ 2,998.62 | | \$ 2,998.62 | | | | | | | | | 9 | \$ 2,998.62 | <u> </u> |
| 3.2.11 | NW Area LS forcemain - final phase | W2A, W2C, W2D, 35% of W3 | 2005 | \$ 96,540 | 35.8 | \$ 2,696.26 | | | | | | | | | | | | | | |
| 3.2.1 | WWTP Upgrades | ALL | Future | \$ 1,744,339 | 1009.9 | \$ 1,727.24 | \$ 1,727.24 \$ | 1,727.24 | \$ 1,727.24 | \$ 1,727.24 \$ | 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 \$ | \$ 1,727.24 | \$ 1,727.24 |
| 3.2.2 | Upgrade Stanley FM | N1, N2, N3, N5, N6, C8, C9, TW2, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11 | Future | \$ 97,662 | 230.1 | \$ 424.40 | | | | | | | \$ 424.40 | \$ 424.40 | \$ 424.40 | | | 5 | \$ 424.40 | |
| 3.2.4 | Aurora Lift Station | N1, N2, N3, I7, 65% of N5, N6, C8, C9 | Future | \$ 2,500,000 | 144.9 | \$ 17,255.66 | | | | | | | | | \$ 17,255.66 | | | | | |
| 3.2.5 | I4 LS (plus South Street gravity main) | ALL | 2010 | \$ 2,856,380 | 1009.9 | \$ 2,828.38 | \$ 2,828.38 \$ | 2,828.38 | \$ 2,828.38 | \$ 2,828.38 \$ | 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 |
| 3.2.6 | Broadway Trunk Upgrade | N1, N2, N3, N5, N6, C8, C9TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7 | Future | \$ 625,000 | 258.6 | \$ 2,416.81 | | | | | | | \$ 2,416.81 | \$ 2,416.81 | \$ 2,416.81 | | | | | <u> </u> |
| 3.2.7 | Indiana Street / South Street / Highway 2A Upgrade | W3, N1, N2, N3, N5, N6, C8, C9, TW3, I5, TW4, I6, I7 | Future | \$ 1,000,000 | 256.6 | \$ 3,897.12 | | | | | | | \$ 3,897.12 | \$ 3,897.12 | \$ 3,897.12 | | | 5 | \$ 3,897.12 | |
| 3.2.8 | NW Area LS Generator | TW2, W2A, W2C, W2D, 35% of W3 | 2012 | \$ 70,000 | 64.8 | \$ 1,080.16 | | | | | | | | | | | | | | ļ |
| 3.2.9 | Regional Forcemain to Red Deer | ALL | Future | \$ 6,000,000 | 1009.9 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 |
| 4.2.1 | Vista Trail Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A | 2011 | \$ 269,981 | 149.8 | \$ 1,802.10 | \$ 1,802.10 | | | | | | | | | | | 5 | \$ 1,802.10 | \$ 1,802.10 |
| 4.2.2 | South Street Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A, I1B, I1C, C7 | 2011 | \$ 425,001 | 220.0 | \$ 1,931.87 | \$ 1,931.87 \$ | 1,931.87 | \$ 1,931.87 | | | | | | | | | \$ | \$ 1,931.87 | \$ 1,931.87 |
| 4.2.3 | Duncan Avenue Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3 | 2012 | \$ 147,112 | 148.9 | \$ 987.89 | | | | | | | | | | | | 9 | \$ 987.89 | \$ 987.89 |
| 4.2.4 | McKay Ranch (E5) Lift Station, Force Main, and Oversizing | E5, E6, E7, E8, NE1 | Future | \$ 2,500,000 | 268.2 | \$ 9,321.40 | | | | | | | | | | | | | | |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ridge | E4, E5, E6, E7, E8, S2, S3, I8, I9, NE1 | 2013 | \$ 260,585 | 337.4 | \$ 772.33 | | | | | | | | | | \$ 772.33 | \$ 772.33 | | | |
| 4.2.6 | I2 and C4 Sanitary Trunk | N4, 35% of N5, I1A, I1B, I2, I11, I12, I13, I14, C4, C7 | Future | \$ 1,600,000 | 189.4 | \$ 8,446.84 | \$ 8,446.84 \$ | 8,446.84 | | \$ 8,446.84 | | | | | | | | \$ | \$ 8,446.84 | \$ 8,446.84 |
| 4.2.7 | I13 Lift Station | I13, I14, 35% of N5, N4, 65% of W3 | Future | \$ 2,500,000 | 115.7 | \$ 21,604.80 | | | | | | | | | | | | | | <u> </u> |
| 4.2.8 | Valley Ridge Industrial Lift Station | I13, I14, N4, 35% of N5, I12, 65% of W3 | Future | \$ 2,500,000 | 139.7 | \$ 17,893.57 | | | | | | | | | | | | | | \$ 17,893.57 |
| 4.2.9 | NW Area Lift Station Pump Upgrade | 35% of W3, W2A, W2D, W2C | Future | \$ 250,000 | 35.8 | \$ 6,982.27 | | | | | | | | | | | | | | |
| 4.2.10 | Lakeside Lift Station and Force Main | S2, S3, I8, I9 | Future | \$ 1,500,000 | 70.1 | \$ 21,398.00 | | | | | | | | | | \$ 21,398.00 | \$ 21,398.00 | | | |
| 4.2.11a | Broadway / Aurora Trunk to N5/N6 | C8, C9, N6, 65% of N5, N2, N3, N1, I7 | Future | \$ 600,000 | 144.88 | \$ 4,141.36 | | | | | | | | | \$ 4,141.36 | | | | | <u> </u> |
| 4.2.11b | Broadway / Aurora Trunk (N5/N6) | C8, C9, N6, 65% of N5 | Future | \$ 1,200,000 | 70.68 | \$ 16,977.93 | | | | | | | | | \$ 16,977.93 | | | | | |
| 4.2.12 | McKay Ranch North Trunk Oversizing Through Future | E6, E8, NE1 | Future | \$ 500,000 | 160.7 | \$ 3,111.39 | | | | | | | | | | | | | | |
| TOTAL OFF-S | ITE SANITARY LEVIES | | | \$ 29,857,546 | 1009.9 | \$ 29,564.85 | \$ 27,383.53 \$ | 20,875.51 | \$ 17,134.60 | \$ 18,943.64 \$ | 10,496.80 | \$ 10,496.80 | \$ 18,044.66 | \$ 18,044.66 | \$ 56,419.61 | \$ 32,667.14 | \$ 32,667.14 | \$ 10,496.80 | \$ 34,195.95 | \$ 41,559.07 |

| | | | | | | | | | | | | | | STORM | LEVIES | | | | | | |
|---------|---------------------------------|--|----------------|--------------|----------|-------|-----------------|------|-------------|------|------|------|-------|--------------|--------|------|------|------|------|--------------|--------------|
| | | | | | Benefit | ing _ | ost per Hectare | | | | | | Devel | opment Are | a (Ha) | | | | | | |
| Item | Storm Improvements | Contributing Areas | Year Completed | Cost (\$) | Area | ' ° | (\$/Ha) | I1A | IIB | ИC | I2 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | l10 | l11 | l12 |
| | | | | | (Па) | | | 0.9 | 8.5 | 9.8 | 16.5 | 2.1 | 32.3 | 6.8 | 13.8 | 14.9 | 19.2 | 19.8 | 4.6 | 9.2 | 24.0 |
| 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C6, C7 | 2001 | \$ 734,89 | 96 67.1 | \$ | 10,952.25 | | | | | | | | | | | | | | |
| 2.3.2 | Broadway/Womacks Ext. | 15 | 2002 | \$ 228,46 | 30 13.1 | \$ | 17,439.69 | | | | | | | \$ 17,439.69 | | | | | | | |
| 3.3.2 | Rolling Hills Lift Station | W2A, W2C, W2D, TW1, I5 | Future | \$ 500,00 | 00 47.6 | \$ | 10,504.20 | | | | | | | \$ 10,504.20 | | | | | | | |
| 4.3.1 | South Street Storm Trunk | TW1, C7, I1B, W2A, W2C, W2D | 2011 | \$ 293,12 | 21 53.1 | \$ | 5,520.17 | | \$ 5,520.17 | | | | | | | | | | | | |
| 4.3.2 | I12 Lift Station and Force Main | l11, l12 | Future | \$ 800,00 | 00 33.2 | \$ | 24,096.39 | | | | | | | | | | | | | \$ 24,096.39 | \$ 24,096.39 |
| 4.3.3 | East Area Storm Trunk | E5, E6, E7, E8, C10, C1, NE1 | Future | \$ 7,000,00 | 00 281.6 | 5 \$ | 24,860.00 | | | | | | | | | | | | | | |
| 4.3.4 | Whelp Creek Storm System | TW3, N1, N2, N3, N4, N5, N6, C8, C9, W3, I14 | Future | \$ 3,603,20 | 00 225.2 | 2 \$ | 16,000.00 | | | | | | | | | | | | | | • |
| TOTAL O | FF-SITE STORM LEVIES | | | \$ 13,159,67 | 77 1009. | 9 \$ | 13,030.67 | \$ - | \$ 5,520.17 | \$ - | \$ - | \$ - | \$ - | \$ 27,943.90 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 24,096.39 | \$ 24,096.39 |

| | | | | | | | | | | TRAN | ISPORTA | TION LEV | IES | | | | | |
|--|----------------|---------------|--------------|------------------|-----------------|-----------|--------------|-----------------|--------------|-----------|-----------|--------------|--------------|-----------------|-----------|--------------|--------------|-----------|
| Transportation Improvements (2017) - To be increased to \$27,000/Ha in | | | Benefiting | Cost per Hectare | | | | | | D | evelopmer | t Area (Ha) |) | | | | | |
| tem 2017 and \$29,745/Ha in 2018 | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | I1A | ИВ | ИC | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 110 | l11 | l12 |
| | | | (ria) | | 0.9 | 8.5 | 9.8 | 16.5 | 2.1 | 32.3 | 6.8 | 13.8 | 14.9 | 19.2 | 19.8 | 4.6 | 9.2 | 24.0 |
| TOTAL OFF-SITE TRANSPORTATION LEVIES | Future | \$ 30,039,750 | 1009.9 | \$ 22,000.00 | \$ 22,000.00 \$ | 22,000.00 | \$ 22,000.00 | \$ 22,000.00 \$ | 22,000.00 \$ | 22,000.00 | 22,000.00 | \$ 22,000.00 | \$ 22,000.00 | \$ 22,000.00 \$ | 22,000.00 | 22,000.00 \$ | 22,000.00 \$ | 22,000.00 |

| | | | | | | | | | | TOTALL | EVIES | | | | | | |
|-----------------------|--------------------|-------------------------|--|--------------|--------------|--------------|--------------|-----------------|-----------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Total Cost (\$) | Benefiting Area (Ha) | Average Cost per Hectare (\$/Ha) | I1A | ИВ | I1A | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 110 | I 11 | 112 |
| WATER LEVIES | \$ 16,932,528 | 1009.9 | \$ 16,766.54 | \$ 18,107.61 | \$ 24,587.61 | \$ 18,107.61 | \$ 21,856.80 | \$ 15,376.79 \$ | 15,376.79 | \$ 15,887.31 | 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 25,098.13 | \$ 21,856.80 |
| SANITARY LEVIES | \$ 29,857,546 | 1009.9 | \$ 29,564.85 | \$ 27,383.53 | \$ 20,875.51 | \$ 17,134.60 | \$ 18,943.64 | \$ 10,496.80 \$ | 10,496.80 | \$ 18,044.66 | 18,044.66 | \$ 56,419.61 | \$ 32,667.14 | \$ 32,667.14 | \$ 10,496.80 | \$ 34,195.95 | \$ 41,559.07 |
| STORM LEVIES | \$ 13,159,677 | 1009.9 | \$ 13,030.67 | \$ - | \$ 5,520.17 | \$ - | \$ - | \$ - \$ | - | \$ 27,943.90 | - | \$ - | \$ - | \$ - | \$ - | \$ 24,096.39 | \$ 24,096.39 |
| TRANSPORTATION LEVIES | \$ 30,039,750 | 1009.9 | \$ 30,000.00 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 \$ | 22,000 | \$ 22,000 | 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 |
| TOTAL OFF-SITE LEVIES | \$ 89,989,501 | 1009.9 | \$ 89,107.34 | \$ 67,491.14 | \$ 72,983.29 | \$ 57,242.20 | \$ 62,800.44 | \$ 47,873.59 \$ | 47,873.59 | \$ 83,875.88 | \$ 55,421.46 | \$ 93,796.41 | \$ 70,043.93 | \$ 70,043.93 | \$ 47,873.59 | \$105,390.47 | \$109,512.26 |
| | | | | | | | | | | | | | | | | | |



TABLE 5.2B - INDUSTRIAL AND COMMERCIAL AREAS DRAFT



| | | | | | | | | | | | | WATER | RLEVIES | | | | | |
|----------|--|---|----------------|---------------|--------------|------------------|--------------|--------------|-----------|--------------|--------------|--------------|--------------|--------------|-----------------|--------------|--------------|-----------|
| | | | | | Benefiting | Cost per Hectare | | | | | | Developme | ent Area (H | A) | | | | |
| Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | 113 | 114 | C1 | C2 | C3 | C4 | C5 | C6 | C7 | C8 | C9 | C10 |
| | | | | | (i ia) | | 46.4 | 16.2 | 8.3 | 6.9 | 0.7 | 11.8 | 0.9 | 0.9 | 3.8 | 7.1 | 14.2 | 5.1 |
| 2.1.3 | Brentwood ExtWomacks to Brentwood | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2001 | \$ 42,934 | 102.3 | \$ 419.69 | | | | | | | | | | | | |
| 2.1.4 | Broadway Extension | N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, W3, I5, I11 | 2002 | \$ 98,684 | 193.3 | \$ 510.52 | | | | | | | | | | | | |
| 2.1.5 | Brentwood ExtCPR Crossing | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2004 | \$ 236,428 | 102.3 | \$ 2,311.12 | | | | | | | | | | | | |
| 2.1.6 | Upgrade E. Railway Trunk WTP to Minto | ALL | 2004 | \$ 79,025 | 1009.9 | \$ 78.25 | \$ 78.25 | \$ 78.25 | 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 \$ | 78.25 \$ | 78.25 \$ | 78.25 |
| 2.1.7 | Regional Water Line | ALL | 2006 | \$ 3,500,000 | 1009.9 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 \$ | 3,465.69 \$ | 3,465.69 |
| 2.1.8 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) | ALL | 2006 / Future | \$ 6,000,000 | 1009.9 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 \$ | 5,941.18 \$ | 5,941.18 |
| 3.1.2 | Womacks Rd/Gregg St Trunk Main | E2, E3, E4, NE1 | Future | \$ 246,561 | 154.4 | \$ 1,596.90 | | | | | | | | | | | | |
| 4.1.1 | Vista Trail Water Trunk | I1B, I2, I11, I12, I13, C4, C7,W1 | 2011 | \$ 300,299 | 120.2 | \$ 2,498.33 | \$ 2,498.33 | | | | | \$ 2,498.33 | | | \$ 2,498.33 | | | |
| 4.1.2 | South Street Water Trunk | I1B, I2, I11, I12, I13, C4, C7, W1 | 2011 | \$ 242,571 | 120.2 | \$ 2,018.06 | \$ 2,018.06 | | | | | \$ 2,018.06 | | | \$ 2,018.06 | | | |
| 4.1.3 | Duncan Avenue | I1B, I2, I11, I12, I13, C4, C7 | 2012 | \$ 236,026 | 120.2 | \$ 1,963.61 | \$ 1,963.61 | | | | | \$ 1,963.61 | | | \$ 1,963.61 | | | |
| 4.1.4 | Future East Area Reservoir and Booster Station | ALL | Future | \$ 5,250,000 | 1009.9 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 \$ | 5,198.53 \$ | 5,198.53 |
| 4.1.5 | Water Supply Line (300mm Twinning) | ALL | Future | \$ 700,000 | 1009.9 | \$ 693.14 | \$ 693.14 | \$ 693.14 | 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 \$ | 693.14 \$ | 693.14 | 693.14 |
| TOTAL OF | F-SITE WATER LEVIES | | | \$ 16,932,528 | 1,009.9 | \$ 16,766.54 | \$ 21,856.80 | \$ 15,376.79 | 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 21,856.80 | \$ 15,376.79 | \$ 15,376.79 | \$ 21,856.80 \$ | 15,376.79 \$ | 15,376.79 \$ | 15,376.79 |

| | | | | | | | | | | | | | SANITA | RY LEVII | S | | | | | |
|------------|---|---|----------------|----|------------|--------------|------------------|--------------|-------------|----------------|---------------|-----------------|--------------|------------|-------------|--------------|---------|-----------|-----------|--------------|
| | | | | | | Benefiting | Cost per Hectare | | | | | | Developm | ent Area | (Ha) | | | | | |
| Item | Sanitary Improvements | Contributing Areas | Year Completed | (| Cost (\$) | Area (Ha) | (\$/Ha) | 113 | l14 | C1 | C2 | C3 | C4 | C5 | C6 | C7 | | C8 | C9 | C10 |
| | | | | | | (на) | | 46.4 | 16.2 | 8.3 | 6.9 | 0.7 | 11.8 | 0.9 | 0.9 | 3.8 | | 7.1 | 14.2 | 5.1 |
| 2.2.3 | Lift Station No. 3 Construction | TW1, I1A, I11 | 1997 | \$ | 46,268 | 27.1 | \$ 1,707.31 | | | | | | | | | | | | | |
| 2.2.4 | Upgrade Stanley LS | N1, N2, N3, N5, N6, TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11, C8, C9 | 2000 | \$ | 193,322 | 238.8 | \$ 809.54 | | | | | | | | | | \$ | 809.54 | 809.54 | |
| 2.2.5 | NW Area LS | TW2, W2A, W2C, W2D, 35% of W3 | 2000 | \$ | 242,666 | 64.8 | \$ 3,744.56 | | | | | | | | | | | | | |
| 2.2.6 | NW Area LS Forcemain - second phase | TW2, W2A, W2C, W2D, 35% of W3 | 2003 | \$ | 45,047 | 64.8 | \$ 695.12 | | | | | | | | | | | | | |
| 2.2.7 | Abandon Womacks LS | l11 | 2001 | \$ | 6,380 | 9.2 | \$ 693.47 | | | | | | | | | | | | | |
| 3.2.3 | Upgrade LS#3 & new FM | TW1, I1A, I11 | 2005 | \$ | 81,263 | 27.1 | \$ 2,998.62 | | | | | | | | | | | | | |
| 3.2.11 | NW Area LS forcemain - final phase | W2A, W2C, W2D, 35% of W3 | 2005 | \$ | 96,540 | 35.8 | \$ 2,696.26 | | | | | | | | | | | | | |
| 3.2.1 | WWTP Upgrades | ALL | Future | \$ | 1,744,339 | 1009.9 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.2 | 24 \$ 1,727.2 | 4 \$ 1,727.2 | 24 \$ 1,727.24 | \$ 1,727.24 | \$ 1,727. | 4 \$ 1,727 | .24 \$ 1,72 | .24 \$ | 1,727.24 | 1,727.24 | \$ 1,727.24 |
| 3.2.2 | Upgrade Stanley FM | N1, N2, N3, N5, N6, C8, C9, TW2, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11 | Future | \$ | 97,662 | 230.1 | \$ 424.40 | | | | | | | | | | \$ | 424.40 | \$ 424.40 | |
| 3.2.4 | Aurora Lift Station | N1, N2, N3, I7, 65% of N5, N6, C8, C9 | Future | \$ | 2,500,000 | 144.9 | \$ 17,255.66 | | | | | | | | | | \$ | 17,255.66 | 17,255.66 | |
| 3.2.5 | 14 LS (plus South Street gravity main) | ALL | 2010 | \$ | 2,856,380 | 1009.9 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.3 | 88 \$ 2,828.3 | 8 \$ 2,828.3 | 88 \$ 2,828.38 | \$ 2,828.38 | \$ 2,828. | 8 \$ 2,828 | .38 \$ 2,82 | 3.38 \$ | 2,828.38 | 2,828.38 | \$ 2,828.38 |
| 3.2.6 | Broadway Trunk Upgrade | N1, N2, N3, N5, N6, C8, C9TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7 | Future | \$ | 625,000 | 258.6 | \$ 2,416.81 | | | | | | | | | | \$ | 2,416.81 | 2,416.81 | |
| 3.2.7 | Indiana Street / South Street / Highway 2A Upgrade | W3, N1, N2, N3, N5, N6, C8, C9, TW3, I5, TW4, I6, I7 | Future | \$ | 1,000,000 | 256.6 | \$ 3,897.12 | | | | | | | | | | \$ | 3,897.12 | 3,897.12 | |
| 3.2.8 | NW Area LS Generator | TW2, W2A, W2C, W2D, 35% of W3 | 2012 | \$ | 70,000 | 64.8 | \$ 1,080.16 | | | | | | | | | | | | | |
| 3.2.9 | Regional Forcemain to Red Deer | ALL | Future | \$ | 6,000,000 | 1009.9 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.1 | 8 \$ 5,941.1 | 8 \$ 5,941.1 | 18 \$ 5,941.18 | \$ 5,941.18 | \$ 5,941. | 8 \$ 5,941 | .18 \$ 5,94 | .18 \$ | 5,941.18 | 5,941.18 | \$ 5,941.18 |
| 4.2.1 | Vista Trail Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A | 2011 | \$ | 269,981 | 149.8 | \$ 1,802.10 | \$ 1,802.10 | \$ 1,802.1 | 10 | | | | | | | | | | |
| 4.2.2 | South Street Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A, I1B, I1C, C7 | 2011 | \$ | 425,001 | 220.0 | \$ 1,931.87 | \$ 1,931.87 | \$ 1,931.8 | 37 | | | | | | \$ 1,93 | .87 | | | |
| 4.2.3 | Duncan Avenue Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3 | 2012 | \$ | 147,112 | 148.9 | \$ 987.89 | \$ 987.89 | \$ 987.8 | 39 | | | | | | | | | | |
| 4.2.4 | McKay Ranch (E5) Lift Station, Force Main, and Oversizing | E5, E6, E7, E8, NE1 | Future | \$ | 2,500,000 | 268.2 | \$ 9,321.40 | | | | | | | | | | | | | |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ridge | E4, E5, E6, E7, E8, S2, S3, I8, I9, NE1 | 2013 | \$ | 260,585 | 337.4 | \$ 772.33 | | | | | | | | | | | | | |
| 4.2.6 | I2 and C4 Sanitary Trunk | N4, 35% of N5, I1A, I1B, I2, I11, I12, I13, I14, C4, C7 | Future | \$ | 1,600,000 | 189.4 | \$ 8,446.84 | \$ 8,446.84 | \$ 8,446.8 | 34 | | | \$ 8,446.84 | ı | | \$ 8,44 | 5.84 | | | |
| 4.2.7 | I13 Lift Station | I13, I14, 35% of N5, N4, 65% of W3 | Future | \$ | 2,500,000 | 115.7 | \$ 21,604.80 | \$ 21,604.80 | \$ 21,604.8 | 80 | | | | | | | | | | |
| 4.2.8 | Valley Ridge Industrial Lift Station | I13, I14, N4, 35% of N5, I12, 65% of W3 | Future | \$ | 2,500,000 | 139.7 | \$ 17,893.57 | \$ 17,893.57 | \$ 17,893.5 | 57 | | | | | | | | | | |
| 4.2.9 | NW Area Lift Station Pump Upgrade | 35% of W3, W2A, W2D, W2C | Future | \$ | 250,000 | 35.8 | \$ 6,982.27 | | | | | | | | | | | | | |
| 4.2.10 | Lakeside Lift Station and Force Main | S2, S3, I8, I9 | Future | \$ | 1,500,000 | 70.1 | \$ 21,398.00 | | | | | | | | | | | | | |
| 4.2.11a | Broadway / Aurora Trunk to N5/N6 | C8, C9, N6, 65% of N5, N2, N3, N1, I7 | Future | \$ | 600,000 | 144.88 | \$ 4,141.36 | | | | | | | | | | \$ | 4,141.36 | 4,141.36 | |
| 4.2.11b | Broadway / Aurora Trunk (N5/N6) | C8, C9, N6, 65% of N5 | Future | \$ | 1,200,000 | 70.68 | \$ 16,977.93 | | | | | | | | | | \$ | 16,977.93 | 16,977.93 | |
| 4.2.12 | McKay Ranch North Trunk Oversizing Through Future | E6, E8, NE1 | Future | \$ | 500,000 | 160.7 | \$ 3,111.39 | | | | | | | | | | | | | |
| TOTAL OFF- | -SITE SANITARY LEVIES | | | \$ | 29,857,546 | 1009.9 | \$ 29,564.85 | \$ 63,163.87 | \$ 63,163.8 | 37 \$ 10,496.8 | 0 \$ 10,496.8 | 30 \$ 10,496.80 | \$ 18,943.64 | \$ 10,496. | 0 \$ 10,496 | .80 \$ 20,87 | i.51 \$ | 56,419.61 | 56,419.61 | \$ 10,496.80 |

| | | | | | | | | | | | | | STORM | I LEVIES | | | | | |
|-----------|---------------------------------|--|----------------|----|------------|--------------|------------------|------|--------------|--------------|--------------|-----|-----------|-------------|--------------|--------------|--------------|--------------|--------------|
| | | | | | | Benefiting | Cost per Hectare | | | | | | Developme | ent Area (H | la) | | | | |
| Item | Storm Improvements | Contributing Areas | Year Completed | C | Cost (\$) | Area (Ha) | (\$/Ha) | l13 | l14 | C1 | C2 | C3 | C4 | C5 | C6 | C7 | C8 | C9 | C10 |
| | | | | | | (на) | | 46.4 | 16.2 | 8.3 | 6.9 | 0.7 | 11.8 | 0.9 | 0.9 | 3.8 | 7.1 | 14.2 | 5.1 |
| 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C6, C7 | 2001 | \$ | 734,896 | 67.1 | \$ 10,952.25 | | | \$ 10,952.25 | \$ 10,952.25 | | | | \$ 10,952.25 | \$ 10,952.25 | | | |
| 2.3.2 | Broadway/Womacks Ext. | 15 | 2002 | \$ | 228,460 | 13.1 | \$ 17,439.69 | | | | | | | | | | | | |
| 3.3.2 | Rolling Hills Lift Station | W2A, W2C, W2D, TW1, I5 | Future | \$ | 500,000 | 47.6 | \$ 10,504.20 | | | | | | | | | | | | |
| 4.3.1 | South Street Storm Trunk | TW1, C7, I1B, W2A, W2C, W2D | 2011 | \$ | 293,121 | 53.1 | \$ 5,520.17 | | | | | | | | | \$ 5,520.17 | | | |
| 4.3.2 | I12 Lift Station and Force Main | I11, I12 | Future | \$ | 800,000 | 33.2 | \$ 24,096.39 | | | | | | | | | | | | |
| 4.3.3 | East Area Storm Trunk | E5, E6, E7, E8, C10, C1, NE1 | Future | \$ | 7,000,000 | 281.6 | \$ 24,860.00 | | | \$ 24,860.00 | | | | | | | | | \$ 24,860.00 |
| 4.3.4 | Whelp Creek Storm System | TW3, N1, N2, N3, N4, N5, N6, C8, C9, W3, I14 | Future | \$ | 3,603,200 | 225.2 | \$ 16,000.00 | | \$ 16,000.00 | | | | | | | | \$ 16,000.00 | \$ 16,000.00 | |
| TOTAL OFF | F-SITE STORM LEVIES | | | 6 | 12 150 677 | 1000.0 | \$ 12,020,67 | • | ¢ 16,000,00 | ¢ 25 912 25 | \$ 10,052.25 | , | e | | \$ 10,052.25 | ¢ 16.472.42 | \$ 16,000,00 | ¢ 46,000,00 | \$ 24,960,00 |

| | | | | | | | | | | | TRA | NSPORTA | TION LE | VIES | | | | |
|----|--------|--|----------------|---------------|--------------|------------------|--------------|--------------|-----------|--------------|--------------|-----------------|-----------|--------------|--------------|--------------|-----------|--------------|
| | | Transportation Improvements (2017) - To be increased to \$27,000/Ha in | | | Benefiting | Cost per Hectare | | | | | Devel | opment Are | a (Ha) | | | | | |
| | Item | 2017 and \$29,745/Ha in 2018 | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | 113 | l14 | C1 | C2 | C3 | C4 | C5 | C6 | C7 | C8 | C9 | C10 |
| | | | | | (1.4) | | 46.4 | 16.2 | 8.3 | 6.9 | 0.7 | 11.8 | 0.9 | 0.9 | 3.8 | 7.1 | 14.2 | 5.1 |
| то | TAL OF | F-SITE TRANSPORTATION LEVIES | Future | \$ 30,039,750 | 1009.9 | \$ 22,000.00 | \$ 22,000.00 | \$ 22,000.00 | 22,000.00 | \$ 22,000.00 | \$ 22,000.00 | \$ 22,000.00 \$ | 22,000.00 | \$ 22,000.00 | \$ 22,000.00 | 22,000.00 \$ | 22,000.00 | \$ 22,000.00 |

| | | | | | | | | | | TOTAL | LEVIES | | | | | |
|-----------------------|---|--------------------|-------------------------|---------------------------------------|----------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|--------------|
| | | Total Cost (\$) | Benefiting Area (Ha) | Average Cos per Hectare (\$/Ha) | 113 | 114 | C1 | C2 | СЗ | C4 | C5 | C6 | C 7 | C8 | C9 | C10 |
| WATER LEVIES | | 16,932,52 | 1009.9 | \$ 16,766 | 54 \$ 21,856.8 | 0 \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 21,856.80 | \$ 15,376.79 | \$ 15,376.79 | \$ 21,856.80 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 |
| SANITARY LEVIES | ! | 29,857,54 | 1009.9 | \$ 29,564 | 85 \$ 63,163.8 | 7 \$ 63,163.87 | \$ 10,496.80 | \$ 10,496.80 | \$ 10,496.80 | \$ 18,943.64 | \$ 10,496.80 | \$ 10,496.80 | \$ 20,875.51 | \$ 56,419.61 | \$ 56,419.61 | \$ 10,496.80 |
| STORM LEVIES | ! | 13,159,67 | 1009.9 | \$ 13,030 | 67 \$ - | \$ 16,000.00 | \$ 35,812.25 | \$ 10,952.25 | \$ - | \$ - | \$ - | \$ 10,952.25 | \$ 16,472.42 | \$ 16,000.00 | \$ 16,000.00 | \$ 24,860.00 |
| TRANSPORTATION LEVIES | | 30,039,75 | 1009.9 | \$ 30,000 | 00 \$ 22,00 | 0 \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 | \$ 22,000 |
| TOTAL OFF-SITE LEVIES | | \$ 89,989,501 | 1009.9 | \$ 89,107.3 | 4 \$107,020.67 | \$116,540.67 | \$ 83,685.84 | \$ 58,825.84 | \$ 47,873.59 | \$ 62,800.44 | \$ 47,873.59 | \$ 58,825.84 | \$ 81,204.73 | \$ 109,796.41 | \$ 109,796.41 | \$ 72,733.59 |



Comparison with Surrounding Communities March 2, 2016

6.0 Comparison with Surrounding Communities

Table 6.1 below summarizes the historical levy rates for other communities in Central Alberta

Table 6.1 - Levies in Other Central Alberta Communities

| Con | mmunity | Total |
|-----------------------------|-----------------|-----------------------------------|
| Town of Blackfalds (2015) | | \$90,124/Ha |
| Town of Devon (2014) | | \$98,687/Ha |
| City of Lacombe (2014) | | \$18,874 to \$123,485/Ha |
| Town of Sylvan Lake (2007) | | ~\$133,000/Ha |
| Lacombe County Joint Econor | mic Area (2014) | ~\$80,000/Ha (Wat. and San. Only) |
| City of Red Deer (2013) | | \$197,379/Ha |
| City of Camrose (2008) | | \$61,997/Ha |
| Town of Rocky Mountain | Residential | \$33,631/Ha |
| House | Commercial | \$28,855/Ha |
| Town of Penhold (2012) | | ~\$65,000/Ha |
| City of Wetaskiwin (2005) | | ~\$30,510/Ha |





Comparison with Surrounding Communities March 2, 2016

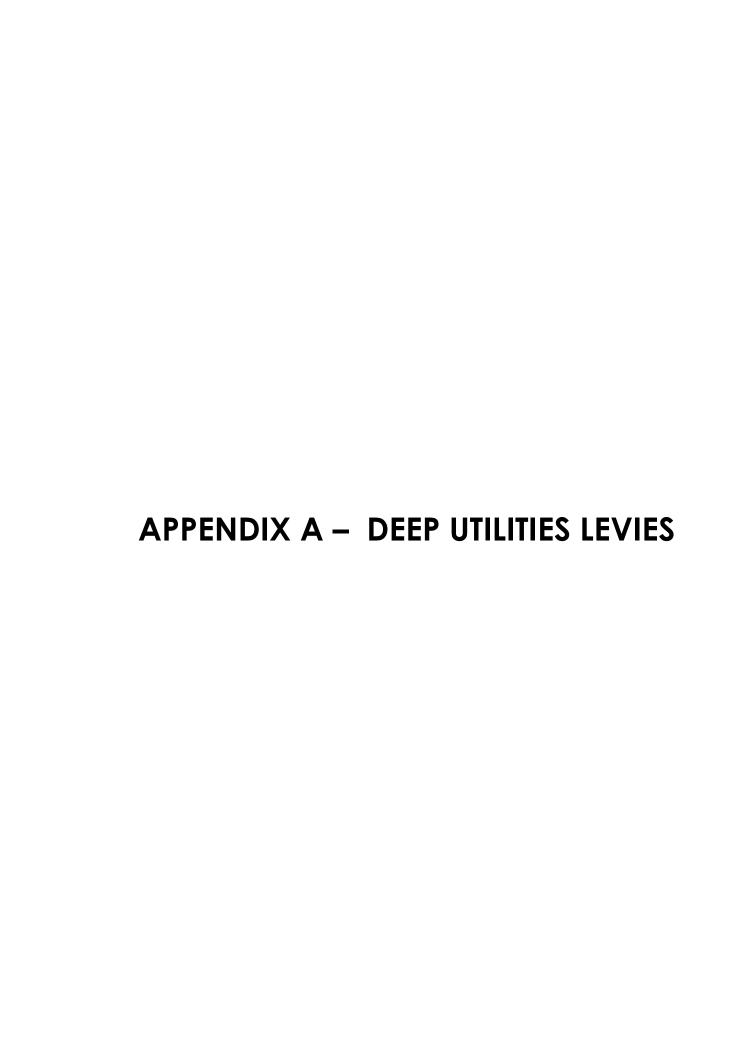
6.1 HISTORICAL LEVIES RATES

The Town of Blackfalds' historical Off-Site Levies rates and approximate average annual increases are summarized in Table 6.2 below.

Table 6.2 - Historical Levies Rates

| Year | Off-Site Levy Rate (\$/Ha) | Average Annual Increase (%) |
|------|-------------------------------|--------------------------------|
| 2001 | \$16,185/Ha | - |
| 2005 | \$30,610/Ha | +17.3% |
| 2007 | \$43,012/Ha | +18.6% |
| 2008 | \$51,236/Ha | +19.1% |
| 2013 | \$71,950/Ha | +7.1% |
| 2014 | \$72,458/Ha | +6.8% |
| 2015 | \$90,124/Ha | +24.4% |







| Sec. | Water Improvement | Item | | Cost |
|-------|--|---|----------------------------|--|
| 2.1.3 | Brentwood Extension - Womacks to Brentwood | 2008 Rate to Remain Unchanged | \$ | 42,934 |
| 2.1.4 | Braodway Extension | 2008 Rate to Remain Unchanged | \$ | 98,684 |
| 2.1.5 | CPR Crossing Installation | 2008 Rate to Remain Unchanged | \$ | 236,428 |
| 2.1.6 | Upgrade East Railway Trunk | 2008 Rate to Remain Unchanged | \$ | 79,025 |
| 2.1.7 | Regional Water Line | Construction (Total Cost to Town including Grants GST (0%) | \$ | 3,500,000 - 3,500,000 |
| 2.1.8 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) | New Reservoir/Pump Station including engineering & contingency(2006) Land Acquisition (2006) Twin Reservoir - Phase 2 (2020) Upgrade Pumps for Twinning of Reservoir (2020) Contingency for 2020 upgrade (10%) Engineering for 2020 upgrade (15%) Assumed Grant (44.07%) Administration Fee (5%) GST (0%) Total | \$ \$ \$ \$ \$ \$ \$ \$ | 7,650,179 80,000 1,625,000 68,750 169,375 254,063 (4,339,734) 492,368 |
| 3.1.2 | Womacks Rd./Gregg Street Trunk Main | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) Total | \$ \$ \$ \$ \$ | 187,856 18,786 28,178 11,741 - 246,561 |
| 4.1.1 | Vista Trail Water Trunk | Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%) Total | \$ \$ \$ \$ \$ \$ | 248,695 - 37,304 14,300 - 300,299 |
| 4.1.2 | South Street Trunk | Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%) Total | \$ \$ \$ \$ \$ \$ \$ \$ | 200,887 - 30,133 11,551 - 242,571 |
| 4.1.3 | Duncan Avenue Trunk | Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%) Total | \$ \$ \$ \$ \$ | 195,467 - 29,320 11,239 - 236,026 |

| 4.1.4 | Future East Area Reservoir and Booster Station | Construction Contingency (10%) Engineering (15%) Funding (-38.8%) GST (0%) | \$ 6,860,000 \$ 686,000 \$ 1,029,000 \$ (3,327,100) \$ - Total \$ 5,250,000 |
|-------|--|--|--|
| 4.1.5 | Water Supply Line (300mm Twinning) | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ 533,600 \$ 53,360 \$ 80,040 \$ 33,350 \$ - Total \$ 700,000 |



| Sec. | Sanitary Improvement | Item | | Cost | | |
|--------|--|--|-------------------|--|--|--|
| 2.2.3 | Lift Station no. 3 Construction | 2008 to Remain Unchanged | \$ | 46,268 | | |
| 2.2.4 | Upgrade Stanley LS | 2008 to Remain Unchanged | \$ | 193,322 | | |
| 2.2.5 | NW Area LS | 2008 to Remain Unchanged | \$ | 242,666 | | |
| 2.2.6 | NW Area LS Forcemain - second phase | 2008 to Remain Unchanged | \$ | 45,047 | | |
| 2.2.7 | Abandon Womacks LS | 2008 to Remain Unchanged | \$ | 6,380 | | |
| 3.2.3 | Upgrade LS#3 & new FM | 2008 to Remain Unchanged | \$ | 81,263 | | |
| 3.2.11 | NW Area LS forcemain - final phase | 2008 to Remain Unchanged | \$ | 96,540 | | |
| 3.2.1 | Wastewater Treatment Plant (WWTP) Upgrades | Lagoon Facility Expansion (Aeration and Polishing Cells) Engineering (15%) Contingency (10%) Assumed Grant (44.07%) Administration Fee (5%) GST (0%) Total | \$ \$ \$ \$ \$ \$ | 2,376,220 356,433 237,622 (1,309,000) 83,064 - 1,744,339 | | |
| 3.2.2 | Upgrade Forcemain from Stanley Street LS | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) Total | \$ \$ \$ \$ \$ \$ | 74,409 7,441 11,161 4,651 - 97,662 | | |
| 3.2.4 | Aurora Lift Station | Construction Backup Generator Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) Total | \$ \$ \$ \$ \$ \$ | 1,851,612 53,150 190,476 285,714 119,048 - 2,500,000 | | |



| Sec. | Sanitary Improvement | ltem | | Cost |
|-------|--|---|--|---|
| 3.2.5 | I4 LS (plus South Street gravity main) | Construction Backup Generator Contingency (10%) Engineering (15%) Assumed Grant (44.07%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ \$ Total \$ | 3,837,945 53,150 389,110 583,664 (2,143,507) 136,018 - 2,856,380 |
| 3.2.6 | Broadway Trunk Upgrade | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ | 476,000 47,600 71,400 29,750 - 625,000 |
| 3.2.7 | Indiana Street/ South Street/ Highway 2A Upgrade | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 750,000 75,000 112,500 46,875 - 1,000,000 |
| 3.2.8 | NW Area LS Generator | Construction - Forcemain Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 53,000 5,300 7,950 3,313 - 70,000 |
| 3.2.9 | Regional Forcemain to Red Deer | Cost provided by Town | \$ Total \$ | 6,000,000 6,000,000 |
| 4.2.1 | Vista Trail | Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 223,587 - 33,538 12,856 - 269,981 |



| Sec. | Sanitary Improvement | Item | | Cost |
|-------|--|---|----------------------------------|--|
| 4.2.2 | South Street | Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 351,968 - 52,795 20,238 - 425,001 |
| 4.2.3 | Duncan Avenue | Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 121,832 - 18,275 7,005 - 147,112 |
| 4.2.4 | Mckay Ridge (E5) LS, Force Main and Oversizing | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 1,904,762 190,476 285,714 119,048 - 2,500,000 |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ridge | Construction | \$ | 260,585 |
| 4.2.6 | I2 and C4 Sanitary Trunk | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 1,219,048 121,905 182,857 76,190 - 1,600,000 |
| 4.2.7 | I13 Lift Station | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 1,904,762 190,476 285,714 119,048 - 2,500,000 |



| Sec. | Sanitary Improvement | Item | | Cost |
|--------|---|---|----------------------------------|--|
| 4.2.8 | Valley Ridge Industrial Lift Station | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 1,904,762 190,476 285,714 119,048 - 2,500,000 |
| 4.2.9 | NW Area Lift Station and Pump Upgrade | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 190,476 19,048 28,571 11,905 - 250,000 |
| 4.2.10 | Lakeside Lift Station and Force Main | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 1,142,857 114,286 171,429 71,429 - 1,500,000 |
| 4.2.11 | Broadway / Aurora Trunk | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 1,371,429 137,143 205,714 85,714 - 1,800,000 |
| 4.2.12 | McKay Ranch North Trunk Oversizing through Future | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 380,952 38,095 57,143 23,810 - 500,000 |



| Sec. | Storm Improvement | ltem | | Cost |
|-------|--|--|----------------------------|--|
| 2.3.1 | East Area Detention Pond | Construction | \$ | 734,896 |
| | | Tota | | 734,896 |
| 2.3.2 | Broadway/Womacks Ext | Construction | \$ | 228,460 |
| | | Tota | I \$ | 228,460 |
| 3.3.2 | West Area Storm Retention and Lift Station | Storm Retention Lift Station Contingency (10%) Engineering (15%) Administration (5%) GST (0%) Tota | \$ \$ \$ \$ \$ \$ - | 190,000 190,000 38,000 57,000 23,750 - 500,000 |
| 4.3.1 | South Street Storm Trunk | Construction Contingency (10%) Engineering (15%) Administration (5%) GST (0%) | \$ \$ \$ \$ \$ \$ | 223,330 22,333 33,500 13,958 - 293,121 |
| 4.3.2 | I12 Lift Station and Force Main | Construction Contingency (10%) Engineering (15%) Administration (5%) GST (0%) Tota | \$ \$ \$ \$ \$ | 609,524 60,952 91,429 38,095 - 800,000 |
| 4.3.3 | East Area Storm Trunk | Construction Contingency (10%) Engineering (15%) Administration (5%) GST (0%) Tota | \$ \$ \$ \$ \$ | 5,250,000 525,000 787,500 328,125 - 6,890,625 |
| 4.3.5 | Highway 2A Lift Station, Force main and Crossing | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) Tota | \$ \$ \$ \$ \$ | 760,000 76,000 114,000 47,500 - 1,000,000 |
| 4.3.6 | Whelp Creek Storm System | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) Tota | \$ \$ \$ \$ \$ I | 2,745,295 274,530 411,794 171,581 - 3,603,200 |





Table B.1 - Transportation Levies Summary



| Arterial Roadways | | oximate Cost (\$) |
|--|----|-------------------|
| Vista Trail | \$ | 2,661,750 |
| Broadway Avenue - Womacks Road to Aurora | \$ | 1,842,750 |
| Cottonwood Drive Extension to Rge Rd 270 | \$ | 2,661,750 |
| Future East Four Lane Undivided from South Street to 800m South of Twp Rd 40-0 | \$ | 5,323,500 |
| Future Four Lane Divided Arterial Around Town Limits (Excludes NE Perimeter) | \$ | 10,335,000 |
| Total | \$ | 22,824,750 |

| Other General Upgrades | Appro | ximate Cost (\$) |
|---|-------|------------------|
| Vista Trail & Womacks Road Intersection Upgrade | \$ | 260,000 |
| Vista Trail & Duncan Avenue Intersection Upgrade | \$ | 260,000 |
| Vista Trail & South Street Intersection Upgrade | \$ | 260,000 |
| Broadway Ave & Westbrooke Road Intersection Upgrade | \$ | 390,000 |
| Womacks Rd & CPR Crossing | \$ | 5,525,000 |
| Parkwood Rd & Panorama Dr Intersection Upgrade | \$ | 520,000 |
| Total | \$ | 7,215,000 |

| Summary | | Total |
|------------------------|----|------------|
| Arterial Roadway | \$ | 22,824,750 |
| Other General Upgrades | \$ | 7,215,000 |
| Total | \$ | 30,039,750 |

| Provincial Highway Upgrades* | Appro | oximate Cost (\$) |
|--|-------|-------------------|
| Vista Trail & Highway 597 Intersection Upgrade (22,500 pop. Horizon) | \$ | 1,300,000 |
| Highway 597 & Industrial Way Intersection Upgrade(12,000 & 16,500 & 22,500 Pop. Horizon) | \$ | 1,300,000 |
| Highway 2A & Cottonwood Dr Intersection Update (12,000 & 16,500 & 22,500 Pop. Horizon) | \$ | 1,950,000 |
| Highway 2A & Panorama Dr Intersection Upgrade (12,000 & 16,500 Pop. Horizon) | \$ | 1,950,000 |
| Highway 2A & Park St Intersection Upgrade(16,500 & 22,500 Pop. Horizon) | \$ | 1,950,000 |
| Highway 2A & South St Intersection Upgrade(12,000 & 16,500 Pop. Horizon) | \$ | 1,950,000 |
| Highway 2A & Broadway Ave Intersection Upgrade(12,000 & 16,500 & 22,500 Pop. Horizon) | \$ | 1,950,000 |
| Highway 2A and C&E Trail Intersection (Actual Cost) | \$ | 1,818,000 |
| Total | \$ | 14,168,000 |

^{*} The levies for Provincial Highway Upgrades are not included in the overall levies. Should the Town pursue upgrades to Highways 2A and/or 597, there is potential for these costs to be borne, in part, by the Town.



Table B.2 - Arterial Roadway Network



| I B T A S | | | | | | | |
|---|----------------|---------------|---------------------|--|------------------|----|----------------|
| Arterial Roadway | Classification | Length (m) | Unit Rate (\$/m) | Administration, Professional Services, and Contingency | % Levy Funded | L | evy Amount(\$) |
| Vista Trail | 4-Lane UAU | 1,300 | 2,100 | 30% | 75.0% | \$ | 2,661,750 |
| Broadway Avenue - Womacks Road to Aurora | 4-Lane UAU | 900 | 2,100 | 30% | 75.0% | \$ | 1,842,750 |
| Cottonwood Drive Extension to Rge Rd 270 | 4-Lane UAU | 1,300 | 2,100 | 30% | 75.0% | \$ | 2,661,750 |
| Future East Four Lane Undivided from South Street to 800m South of Twp Rd 400 | 4-Lane UAU | 2,600 | 2,100 | 30% | 75.0% | \$ | 5,323,500 |
| Future Four Lane Divided Around Town Limits (Excludes NE Perimeter) | 4-Lane UAD | 5,300 | 4,000 | 30% | 37.5% | \$ | 10,335,000 |
| | | | | Total | | \$ | 22,824,750 |



Table B.3 TOWN OF BLACKFALDS TRANSPORTATION MASTER PLAN GENERAL UPGRADES

INTER-



TMP INTER-

| SECTION | FUNDING | | | SECTION | FUNDING | | |
|-----------|-----------|--------------------------------|--------------------------------|--------------|------------|-------------------------------|---------------------------------------|
| # | SOURCE | INTERSECTION | COSTS | SECTION # | SOURCE | INTERSECTION | COSTS |
| | JOURCE | INTERSECTION | C0313 | | JOURCE | INTERSECTION | C0313 |
| 16 | Levies | Vista Trail & Womacks Rd | | 35 | Developer | Broadway Ave & Collector Rd | |
| | Levies | Intersection Upgrade | | 33 | Develope. | Intersection Upgrade | |
| | | (22,500 Pop. Horizon) | | | | (16,500 Pop. Horizon) | |
| | | Construction | \$200,000.00 | | | Construction | \$200,000.00 |
| | | Administration (5%) | \$10,000.00 | | | Administration (5%) | \$10,000.00 |
| | | Engineering Fee (10%) | \$20,000.00 | | | Engineering Fee (10%) | \$20,000.00 |
| | | Contingency (15%) | \$30,000.00 | | | Contingency (15%) | \$30,000.00 |
| | | TOTAL | \$260,000.00 | | | TOTAL | \$260,000.00 |
| | | | | | | | |
| 17 | Levies | Vista Trail & Duncan Ave | | 1 | AT | Highway 2A & Cottonwood Dr | |
| | | Intersection Upgrade | | | | Intersection Update | |
| | | Construction | \$200,000.00 | | | Construction | \$1,500,000.00 |
| | | Administration (5%) | \$10,000.00 | | | Administration (5%) | \$75,000.00 |
| | | Engineering Fee (10%) | \$20,000.00 | | | Engineering Fee (10%) | \$150,000.00 |
| | | Contingency (15%) | \$30,000.00 | | | Contingency (15%) | \$225,000.00 |
| | | TOTAL | \$260,000.00 | | | TOTAL | \$1,950,000.00 |
| 18 | Levies | Vista Trail & South St | | 2 | AT | Highway 2A & Panorama Dr | |
| 10 | Levies | Intersection Upgrade | | - | , | Intersection Upgrade | |
| | | Construction | \$200,000.00 | | | Construction | \$1,500,000.00 |
| | | Administration (5%) | \$10,000.00 | | | Administration (5%) | \$75,000.00 |
| | | Engineering Fee (10%) | \$20,000.00 | | | Engineering Fee (10%) | \$150,000.00 |
| | | Contingency (15%) | \$30,000.00 | | | Contingency (15%) | \$225,000.00 |
| | | TOTAL | \$260,000.00 | | | TOTAL | \$1,950,000.00 |
| | | | | | | | |
| 19 | AT | Vista Trail & Highway 597 | | 3 | AT | Highway 2A & Park St | |
| | | Intersection Upgrade | 4 | | | Intersection Upgrade | 4 |
| | | Construction | \$1,000,000.00 | | | Construction | \$1,500,000.00 |
| | | Administration (5%) | \$50,000.00 | | | Administration (5%) | \$75,000.00 |
| | | Engineering Fee (10%) | \$100,000.00 | | | Engineering Fee (10%) | \$150,000.00 |
| | | Contingency (15%) TOTAL | \$150,000.00 \$1,300,000.00 | | | Contingency (15%) TOTAL | \$225,000.00 \$1,950,000.00 |
| | | IOIAL | \$1,300,000.00 | | | TOTAL | \$1,550,000.00 |
| 25 | Developer | East Railway St & South St | | 37 | AT | Highway 2A & South St | |
| | | Intersection Upgrade | | | | Intersection Upgrade | |
| | | Construction | \$500,000.00 | | | Construction | \$1,500,000.00 |
| | | Administration (5%) | \$25,000.00 | | | Administration (5%) | \$75,000.00 |
| | | Engineering Fee (10%) | \$50,000.00 | | | Engineering Fee (10%) | \$150,000.00 |
| | | Contingency (15%) | \$75,000.00 | | | Contingency (15%) | \$225,000.00 |
| | | TOTAL | \$650,000.00 | | | TOTAL | \$1,950,000.00 |
| 26 | AT | Highway 597 & Industrial Way | | 6 | AT | Highway 2A & Broadway Ave | |
| 20 | AI | Intersection Upgrade | | U | AI | Intersection Upgrade | |
| | | Construction | \$1,000,000.00 | | | Construction | \$1,500,000.00 |
| | | Administration (5%) | \$50,000.00 | | | Administration (5%) | \$75,000.00 |
| | | Engineering Fee (10%) | \$100,000.00 | | | Engineering Fee (10%) | \$150,000.00 |
| | | Contingency (15%) | \$150,000.00 | | | Contingency (15%) | \$225,000.00 |
| | | TOTAL | \$1,300,000.00 | | | TOTAL | \$1,950,000.00 |
| | | | | | | | |
| 8 | Levies | Broadway Ave & Westbrooke | | 22 | Levies | Parkwood Rd & Panorama Dr | |
| | | Rd Intersection Upgrade | | | | Intersection Upgrade | |
| | | Construction | \$300,000.00 | | | Construction | \$400,000.00 |
| | | Administration (5%) | \$15,000.00 | | | Administration (5%) | \$20,000.00 |
| | | Engineering Fee (10%) | \$30,000.00 | | | Engineering Fee (10%) | \$40,000.00 |
| | | Contingency (15%) TOTAL | \$45,000.00 \$390,000.00 | | | Contingency (15%) TOTAL | \$60,000.00 \$520,000.00 |
| | | IOIAL | 3330,000.00 | | | TOTAL | 3320,000.00 |
| 9, 11, 34 | Levies | Womacks Rd & CPR Crossing, | | 33 | Developer | East Railway St & Highway 597 | |
| | | Including Broadway/East | | | | Intersection Upgrade (22,500 | |
| | | Construction | \$4,250,000.00 | | | Construction | \$1,000,000.00 |
| | | Administration (5%) | \$212,500.00 | | | Administration (5%) | \$50,000.00 |
| | | Engineering Fee (10%) | \$425,000.00 | | | Engineering Fee (10%) | \$100,000.00 |
| | | Contingency (15%) | \$637,500.00 | | | Contingency (15%) | \$150,000.00 |
| | | TOTAL | \$5,525,000.00 | | | TOTAL | \$1,300,000.00 |
| | AT | Highway 2A / C&E Trail Interse | ection Upgrade | | | | |
| | | (2014) | | | CAPITA | AL IMPROVEMENTS SUMI | VIARY |
| | | Construction | \$1,508,814.00 | Develo | per Owne | d | \$2,210,000 |
| | | Administration (5%) | \$75,440.70 | Town L | evy Fundii | ng | \$7,215,000 |
| | | Engineering Fee | \$233,745.00 | | Transpor | • | \$14,168,000 |
| | | | | | | | |
| | | Contingency (0%) | \$0.00 | TOTAL | | | \$23,593,000 |





TABLE 5.1A - RESIDENTIAL AREAS



| | | | | | | | | | | | | | WA | TER LEV | IES | | | | | | |
|-------------|--|---|----------------|---------------|--------------|------------------|--------------|-----------|-----------------|-----------|-----------------|-----------|--------------|-----------|-----------------|-----------|-----------|-----------------|--------------|-----------|-------------|
| | | | | | Benefiting | Cost per Hectare | | | | | | | Develo | pment Are | ea (Ha) | | | | | | |
| Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE4 |
| | | | | | (па) | | 2.7 | 54.3 | 29.4 | 12.7 | 50 | 53.2 | 57.5 | 49.5 | 4 | 37.8 | 17.5 | 16.4 | 41.2 | 22.6 | 6 |
| 2.1.3 | Brentwood ExtWomacks to Brentwood | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2001 | \$ 42,934 | 102.3 | \$ 419.69 | | | | | | | | | | | | | | | |
| 2.1.4 | Broadway Extension | N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, W3, I5, I11 | 2002 | \$ 98,684 | 193.3 | \$ 510.52 | | | | | | | | | \$ 510.52 \$ | 510.52 | 510.52 | | | | |
| 2.1.5 | Brentwood ExtCPR Crossing | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2004 | \$ 236,428 | 102.3 | \$ 2,311.12 | | | | | | | | | | | | | | | |
| 2.1.6 | Upgrade E. Railway Trunk WTP to Minto | ALL | 2004 | \$ 79,025 | 1009.9 | \$ 78.25 | \$ 78.25 | 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 \$ | 78.25 | 78.25 \$ | 78.25 | \$ 78.25 \$ | 78.25 | 78.25 | \$ 78.25 \$ | 78.25 \$ | 78.25 | \$ 78.2 |
| 2.1.7 | Regional Water Line | ALL | 2006 | \$ 3,500,000 | 1009.9 | \$ 3,465.69 | \$ 3,465.69 | 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | 3,465.69 \$ | 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | 3,465.69 | \$ 3,465.69 \$ | 3,465.69 \$ | 3,465.69 | \$ 3,465.6 |
| 2.1.8 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) | ALL | 2006 / Future | \$ 6,000,000 | 1009.9 | \$ 5,941.18 | \$ 5,941.18 | 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | 5,941.18 \$ | 5,941.18 | 5,941.18 \$ | 5,941.18 | 5,941.18 | \$ 5,941.18 \$ | 5,941.18 \$ | 5,941.18 | \$ 5,941.1 |
| 3.1.2 | Womacks Rd/Gregg St Trunk Main | E2, E3, E4, NE1 | Future | \$ 246,561 | 154.4 | \$ 1,596.90 | 9 | 1,596.90 | \$ 1,596.90 \$ | 1,596.90 | | | | | | | | | | | |
| 4.1.1 | Vista Trail Water Trunk | I1B, I2, I11, I12, I13, C4, C7,W1 | 2011 | \$ 300,299 | 120.2 | \$ 2,498.33 | | | | | | | | | | | | | | | |
| 4.1.2 | South Street Water Trunk | I1B, I2, I11, I12, I13, C4, C7, W1 | 2011 | \$ 242,571 | 120.2 | \$ 2,018.06 | | | | | | | | | | | | | | | |
| 4.1.3 | Duncan Avenue | I1B, I2, I11, I12, I13, C4, C7 | 2012 | \$ 236,026 | 120.2 | \$ 1,963.61 | | | | | | | | | | | | | | | |
| 4.1.4 | Future East Area Reservoir and Booster Station | ALL | Future | \$ 5,250,000 | 1009.9 | \$ 5,198.53 | \$ 5,198.53 | 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | 5,198.53 \$ | 5,198.53 | 5,198.53 \$ | 5,198.53 | 5,198.53 | \$ 5,198.53 \$ | 5,198.53 \$ | 5,198.53 | \$ 5,198.5 |
| 4.1.5 | Water Supply Line (300mm Twinning) | ALL | Future | \$ 700,000 | 1009.9 | \$ 693.14 | \$ 693.14 | 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 \$ | 693.14 | 693.14 \$ | 693.14 | \$ 693.14 \$ | 693.14 | 693.14 | \$ 693.14 \$ | 693.14 \$ | 693.14 | \$ 693.1 |
| TOTAL OFF-S | ITE WATER LEVIES | | | \$ 16,932,528 | 1,009.9 | \$ 16,766.54 | \$ 15,376.79 | 16,973.69 | \$ 16,973.69 \$ | 16,973.69 | \$ 15,376.79 \$ | 15,376.79 | 15,376.79 \$ | 15,376.79 | \$ 15,887.31 \$ | 15,887.31 | 15,887.31 | \$ 15,376.79 \$ | 15,376.79 \$ | 15,376.79 | \$ 15,376.7 |

| | | | | | | | | | | | | | SA | NITARY L | EVIES | | | | | | |
|-----------|---|---|----------------|---------------|--------------|------------------|--------------|--------------|-----------------|--------------|-----------|--------------|--------------|--------------|--------------|--------------|-----------------|-----------|--------------|--------------|--------------|
| | | | | | Benefiting | Cost per Hectare | | | | | | | Deve | lopment A | rea (Ha) | | | | | | |
| Item | Sanitary Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE4 |
| | | | | | (па) | | 2.7 | 54.3 | 29.4 | 12.7 | 50.0 | 53.2 | 57.5 | 49.5 | 4.0 | 37.8 | 17.5 | 16.4 | 41.2 | 22.6 | 6.0 |
| 2.2.3 | Lift Station No. 3 Construction | TW1, I1A, I11 | 1997 | \$ 46,268 | 27.1 | \$ 1,707.31 | | | | | | | | | | | | | | | |
| 2.2.4 | Upgrade Stanley LS | N1, N2, N3, N5, N6, TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11, C8, C9 | 2000 | \$ 193,322 | 238.8 | \$ 809.54 | | | | | | | | | \$ 809.54 | \$ 809.54 | \$ 809.54 | | \$ 809.54 | \$ 809.54 | |
| 2.2.5 | NW Area LS | TW2, W2A, W2C, W2D, 35% of W3 | 2000 | \$ 242,666 | 64.8 | \$ 3,744.56 | | | | | | | | | | | | | | | 1 |
| 2.2.6 | NW Area LS Forcemain - second phase | TW2, W2A, W2C, W2D, 35% of W3 | 2003 | \$ 45,047 | 64.8 | \$ 695.12 | | | | | | | | | | | | | | | |
| 2.2.7 | Abandon Womacks LS | l11 | 2001 | \$ 6,380 | 9.2 | \$ 693.47 | | | | | | | | | | | | | | İ | 1 |
| 3.2.3 | Upgrade LS#3 & new FM | TW1, I1A, I11 | 2005 | \$ 81,263 | 27.1 | \$ 2,998.62 | | | | | | | | | | | | | | | 1 |
| 3.2.11 | NW Area LS forcemain - final phase | W2A, W2C, W2D, 35% of W3 | 2005 | \$ 96,540 | 35.8 | \$ 2,696.26 | | | | | | | | | | | | | | 1 | 1 |
| 3.2.1 | WWTP Upgrades | ALL | Future | \$ 1,744,339 | 1009.9 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 \$ | 1,727.24 \$ | 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 \$ | 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 |
| 3.2.2 | Upgrade Stanley FM | N1, N2, N3, N5, N6, C8, C9, TW2, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11 | Future | \$ 97,662 | 230.1 | \$ 424.40 | | | | | | | | | \$ 424.40 | \$ 424.40 | \$ 424.40 | | \$ 424.40 | \$ 424.40 | 1 |
| 3.2.4 | Aurora Lift Station | N1, N2, N3, I7, 65% of N5, N6, C8, C9 | Future | \$ 2,500,000 | 144.9 | \$ 17,255.66 | | | | | | | | | \$ 17,255.66 | \$ 17,255.66 | \$ 17,255.66 | | \$ 11,216.18 | \$ 17,255.66 | |
| 3.2.5 | I4 LS (plus South Street gravity main) | ALL | 2010 | \$ 2,856,380 | 1009.9 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 \$ | 2,828.38 \$ | 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 \$ | 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 |
| 3.2.6 | Broadway Trunk Upgrade | N1, N2, N3, N5, N6, C8, C9TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7 | Future | \$ 625,000 | 258.6 | \$ 2,416.81 | | | | | | | | | \$ 2,416.81 | \$ 2,416.81 | \$ 2,416.81 \$ | 2,416.81 | \$ 2,416.81 | | 1 |
| 3.2.7 | Indiana Street / South Street / Highway 2A Upgrade | W3, N1, N2, N3, N5, N6, C8, C9, TW3, I5, TW4, I6, I7 | Future | \$ 1,000,000 | 256.6 | \$ 3,897.12 | | | | | | | | | \$ 3,897.12 | \$ 3,897.12 | \$ 3,897.12 | | \$ 3,897.12 | \$ 3,897.12 | 1 |
| 3.2.8 | NW Area LS Generator | TW2, W2A, W2C, W2D, 35% of W3 | 2012 | \$ 70,000 | 64.8 | \$ 1,080.16 | | | | | | | | | | | | | | | |
| 3.2.9 | Regional Forcemain to Red Deer | ALL | Future | \$ 6,000,000 | 1009.9 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 |
| 4.2.1 | Vista Trail Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A | 2011 | \$ 269,981 | 149.8 | \$ 1,802.10 | | | | | | | | | | | \$ | 1,802.10 | \$ 630.73 | 1 | 1 |
| 4.2.2 | South Street Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A, I1B, I1C, C7 | 2011 | \$ 425,001 | 220.0 | \$ 1,931.87 | | | | | | | | | | | \$ | 1,931.87 | \$ 676.15 | | |
| 4.2.3 | Duncan Avenue Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3 | 2012 | \$ 147,112 | 148.9 | \$ 987.89 | | | | | | | | | | | \$ | 987.89 | \$ 345.76 | | |
| 4.2.4 | McKay Ranch (E5) Lift Station, Force Main, and Oversizing | E5, E6, E7, E8, NE1 | Future | \$ 2,500,000 | 268.2 | \$ 9,321.40 | | | | \$ | 9,321.40 | \$ 9,321.40 | \$ 9,321.40 | \$ 9,321.40 | | | | | | 1 | 1 |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ridge | E4, E5, E6, E7, E8, S2, S3, I8, I9, NE1 | 2013 | \$ 260,585 | 337.4 | \$ 772.33 | | | \$ | 772.33 \$ | 772.33 | \$ 772.33 | \$ 772.33 | \$ 772.33 | | | | | | | ĺ |
| 4.2.6 | I2 and C4 Sanitary Trunk | N4, 35% of N5, I1A, I1B, I2, I11, I12, I13, I14, C4, C7 | Future | \$ 1,600,000 | 189.4 | \$ 8,446.84 | | | | | | | | | | | \$ | 8,446.84 | \$ 2,956.39 | | |
| 4.2.7 | I13 Lift Station | I13, I14, 35% of N5, N4, 65% of W3 | Future | \$ 2,500,000 | 115.7 | \$ 21,604.80 | | | | | | | | | | | \$ | 21,604.80 | \$ 7,561.68 | | |
| 4.2.8 | Valley Ridge Industrial Lift Station | I13, I14, N4, 35% of N5, I12, 65% of W3 | Future | \$ 2,500,000 | 139.7 | \$ 17,893.57 | | | | - | | | | | | | \$ | 17,893.57 | \$ 6,262.75 | | 1 |
| 4.2.9 | NW Area Lift Station Pump Upgrade | 35% of W3, W2A, W2D, W2C | Future | \$ 250,000 | 35.8 | \$ 6,982.27 | | | | - | | | | | | | | | | | 1 |
| 4.2.10 | Lakeside Lift Station and Force Main | S2, S3, I8, I9 | Future | \$ 1,500,000 | 70.1 | \$ 21,398.00 | | | | | | | | | | | | | | | |
| 4.2.11a | Broadway / Aurora Trunk to N5/N6 | C8, C9, N6, 65% of N5, N2, N3, N1, I7 | Future | \$ 600,000 | 144.88 | \$ 4,141.36 | | | | | | | | | \$ 4,141.36 | \$ 4,141.36 | \$ 4,141.36 | | \$ 2,691.88 | \$ 4,141.36 | |
| 4.2.11b | Broadway / Aurora Trunk (N5/N6) | C8, C9, N6, 65% of N5 | Future | \$ 1,200,000 | 70.68 | \$ 16,977.93 | | | | | | | | | | | | | \$ 11,035.65 | \$ 16,977.93 | |
| 4.2.12 | McKay Ranch North Trunk Oversizing Through Future | E6, E8, NE1 | Future | \$ 500,000 | 160.7 | \$ 3,111.39 | | | | | | \$ 3,111.39 | | \$ 3,111.39 | | | | | | | |
| TOTAL OFF | -SITE SANITARY LEVIES | | | \$ 29.857.546 | 1009.9 | \$ 29.564.85 | \$ 10,496.80 | \$ 10,496.80 | \$ 10.496.80 \$ | 11 269 13 \$ | 20 590 53 | \$ 23,701,92 | \$ 20 590 53 | \$ 23,701,92 | \$ 39 441 68 | \$ 39 441 68 | \$ 39,441.68 \$ | 65 580 68 | \$ 61 421 86 | \$ 54,002.80 | \$ 10.496.80 |

| | | | | | | | | | | | | | S | TORM LEV | /IES | | | | | | |
|-----------|---------------------------------|--|----------------|---------------|------------|----------------|-----------------|--------|------|------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|-----------|-----------------|-----------|------|
| | | | | | Benefiting | Cost per Hecta | 0 | | | | | | Deve | lopment Ar | ea (Ha) | | | | | | |
| Item | Storm Improvements | Contributing Areas | Year Completed | Cost (\$) | Area | (\$/Ha) | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE4 |
| | | | | | (на) | | 2.7 | 54.3 | 29.4 | 12.7 | 50.0 | 53.2 | 57.5 | 49.5 | 4.0 | 37.8 | 17.5 | 16.4 | 41.2 | 22.6 | 6.0 |
| 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C6, C7 | 2001 | \$ 734,896 | 67.1 | \$ 10,952. | 25 \$ 10,952.25 | 5 | | | | | | | | | | | | | |
| 2.3.2 | Broadway/Womacks Ext. | 15 | 2002 | \$ 228,460 | 13.1 | \$ 17,439. | 9 | | | | | | | | | | | | | | |
| 3.3.2 | Rolling Hills Lift Station | W2A, W2C, W2D, TW1, I5 | Future | \$ 500,000 | 47.6 | \$ 10,504. | 20 | | | | | | | | | | | | | | |
| 4.3.1 | South Street Storm Trunk | TW1, C7, I1B, W2A, W2C, W2D | 2011 | \$ 293,121 | 53.1 | \$ 5,520. | 7 | | | | | | | | | | | | | | |
| 4.3.2 | I12 Lift Station and Force Main | 111, 112 | Future | \$ 800,000 | 33.2 | \$ 24,096. | 19 | | | | | | | | | | | | | | |
| 4.3.3 | East Area Storm Trunk | E5, E6, E7, E8, C10, C1, NE1 | Future | \$ 7,000,000 | 281.6 | \$ 24,860. | 00 | | | | \$ 24,860.00 | \$ 24,860.00 | \$ 24,860.00 | \$ 24,860.00 | | | | | | | |
| 4.3.4 | Whelp Creek Storm System | TW3, N1, N2, N3, N4, N5, N6, C8, C9, W3, I14 | Future | \$ 3,603,200 | 225.2 | \$ 16,000. | 00 | | | | | | | | \$ 16,000.00 | \$ 16,000.00 | \$ 16,000.00 \$ | 16,000.00 | \$ 16,000.00 \$ | 16,000.00 | |
| TOTAL OFF | -SITE STORM LEVIES | | | \$ 13,159,677 | 1009.9 | \$ 13,030. | 7 \$ 10,952.25 | i \$ - | \$ - | \$ - | \$ 24,860.00 | \$ 24,860.00 | \$ 24,860.00 | \$ 24,860.00 | \$ 16,000.00 | \$ 16,000.00 | \$ 16,000.00 \$ | 16,000.00 | \$ 16,000.00 \$ | 16,000.00 | \$ - |

| | | | | | | | | | | | | TRANSP | ORTATIO | N LEVIES | 3 | | | | | |
|----|--|----------------|---------------|--------------|-----------------|-----------|-----------------|--------------|--------------|-----------|-----------------|-----------|--------------|-----------|--------------|-----------------|-----------|--------------|--------------|--------------|
| | Transportation Improvements (2017) - To be increased to \$29,745/Ha in | | | Benefiting | Cost per Hectar | | | | | | | Devel | lopment Are | ea (Ha) | | | | | | |
| | ttem 2018 | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE4 |
| | | | | (i ia) | | 2.7 | 54.3 | 29.4 | 12.7 | 50.0 | 53.2 | 57.5 | 49.5 | 4.0 | 37.8 | 17.5 | 16.4 | 41.2 | 22.6 | 6.0 |
| TO | OTAL OFF-SITE TRANSPORTATION LEVIES | Future | \$ 30,039,750 | 1009.9 | \$ 27,000.0 | 27,000.00 | \$ 27,000.00 \$ | 27,000.00 \$ | 27,000.00 \$ | 27,000.00 | \$ 27,000.00 \$ | 27,000.00 | \$ 27,000.00 | 27,000.00 | \$ 27,000.00 | \$ 27,000.00 \$ | 27,000.00 | \$ 27,000.00 | \$ 27,000.00 | \$ 27,000.00 |

| | | | | | | | | | | | T | OTAL LEVII | ES | | | | | | |
|-----------------------|--|--------------------|----------------------|--|--------------|-----------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|--------------|--------------|--------------|---------------|---------------|--------------|
| | | Total Cost (\$) | Benefiting Area (Ha) | Average Cost per Hectare (\$/Ha) | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE4 |
| WATER LEVIES | | \$ 16,932,528 | 1009.9 | \$ 16,766.54 | \$ 15,376.79 | \$ 16,973.69 \$ | 16,973.69 | \$ 16,973.69 \$ | 15,376.79 | \$ 15,376.79 \$ | 15,376.79 | \$ 15,376.79 \$ | 15,887.31 | \$ 15,887.31 | \$ 15,887.31 | 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 |
| SANITARY LEVIES | | \$ 29,857,546 | 1009.9 | \$ 29,564.85 | \$ 10,496.80 | \$ 10,496.80 \$ | 10,496.80 | \$ 11,269.13 \$ | 20,590.53 | \$ 23,701.92 \$ | 20,590.53 | \$ 23,701.92 \$ | 39,441.68 | \$ 39,441.68 | \$ 39,441.68 | 65,580.68 | \$ 61,421.86 | \$ 54,002.80 | \$ 10,496.80 |
| STORM LEVIES | | \$ 13,159,677 | 1009.9 | \$ 13,030.67 | \$ 10,952.25 | s - s | - | s - s | 24,860.00 | \$ 24,860.00 \$ | 24,860.00 | \$ 24,860.00 \$ | 16,000.00 | \$ 16,000.00 | \$ 16,000.00 | 16,000.00 | \$ 16,000.00 | \$ 16,000.00 | \$ - |
| TRANSPORTATION LEVIES | | \$ 30,039,750 | 1009.9 | \$ 30,000.00 | \$ 27,000 | \$ 27,000 \$ | 27,000 | \$ 27,000 \$ | 27,000 | \$ 27,000 \$ | 27,000 | \$ 27,000 \$ | 27,000 | \$ 27,000 | \$ 27,000 | 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 |
| TOTAL OFF-SITE LEVIES | | \$ 89,989,501 | 1009.9 | \$ 89,107.34 | \$ 63,825.84 | \$ 54,470.49 \$ | 54,470.49 | \$ 55,242.82 \$ | 87,827.33 | \$ 90,938.72 \$ | 87,827.33 | \$ 90,938.72 \$ | 98,329.00 | \$ 98,329.00 | \$ 98,329.00 | \$123,957.48 | \$ 119,798.65 | \$ 112,379.59 | \$ 52,873.59 |
| | | • | • | | | | • | • | | | | | • | | | | • | | |



TABLE 5.1B - RESIDENTIAL AREAS



| | | | | | | | | | | | | WA ⁻ | ΓER LEV | IES | | | | | | |
|----------|--|---|----------------|---------------|--------------|-----------------|----------------|--------------|--------------|--------------|--------------|-----------------|-----------|--------------|-----------|--------------|-----------------|-----------|-----------------|-----------|
| | | | | | Benefiting | Cost per Hectar | | | | | | Develo | oment Are | ea (HA) | | | | | | |
| Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | S1 | S2 | S3 | TE1 | TE2 | TW1 | TW2 | TW3 | TW4 | W2A | W2C | W2D | W3 | NE1 |
| | | | | | (па) | | 4 | 17.5 | 32.8 | 10.6 | 4.8 | 17 | 29 | 13.9 | 4.7 | 4.5 | 11.1 | 8.2 | 34.3 | 58 |
| 2.1.3 | Brentwood ExtWomacks to Brentwood | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2001 | \$ 42,934 | 102.3 | \$ 419.6 | 9 | | | | | \$ 419.69 | 419.69 | \$ 419.69 | | \$ 419.69 | \$ 419.69 \$ | 419.69 | | |
| 2.1.4 | Broadway Extension | N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, W3, I5, I11 | 2002 | \$ 98,684 | 193.3 | \$ 510.5 | 2 | | | | | \$ 510.52 | 510.52 | \$ 510.52 | | \$ 510.52 | \$ 510.52 \$ | 510.52 | \$ 510.52 | |
| 2.1.5 | Brentwood ExtCPR Crossing | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2004 | \$ 236,428 | 102.3 | \$ 2,311.1 | 2 | | | | | \$ 2,311.12 | 2,311.12 | \$ 2,311.12 | | \$ 2,311.12 | \$ 2,311.12 \$ | 2,311.12 | | |
| 2.1.6 | Upgrade E. Railway Trunk WTP to Minto | ALL | 2004 | \$ 79,025 | 1009.9 | \$ 78.2 | 5 \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | 78.25 | \$ 78.25 | 78.25 | \$ 78.25 | \$ 78.25 \$ | 78.25 | 78.25 \$ | 78.25 |
| 2.1.7 | Regional Water Line | ALL | 2006 | \$ 3,500,000 | 1009.9 | \$ 3,465.6 | 9 \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | 3,465.69 | \$ 3,465.69 | 3,465.69 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 \$ | 3,465.69 |
| 2.1.8 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) | ALL | 2006 / Future | \$ 6,000,000 | 1009.9 | \$ 5,941.1 | 8 \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | 5,941.18 | \$ 5,941.18 | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | 5,941.18 \$ | 5,941.18 |
| 3.1.2 | Womacks Rd/Gregg St Trunk Main | E2, E3, E4, NE1 | Future | \$ 246,561 | 154.4 | \$ 1,596.9 | 0 | | | | | | | | | | | | \$ | 1,596.90 |
| 4.1.1 | Vista Trail Water Trunk | I1B, I2, I11, I12, I13, C4, C7,W1 | 2011 | \$ 300,299 | 120.2 | \$ 2,498.3 | 3 | | | | | | | | | | | | | |
| 4.1.2 | South Street Water Trunk | I1B, I2, I11, I12, I13, C4, C7, W1 | 2011 | \$ 242,571 | 120.2 | \$ 2,018.0 | 6 | | | | | | | | | | | | | |
| 4.1.3 | Duncan Avenue | I1B, I2, I11, I12, I13, C4, C7 | 2012 | \$ 236,026 | 120.2 | \$ 1,963.6 | 1 | | | | | | | | | | | | | |
| 4.1.4 | Future East Area Reservoir and Booster Station | ALL | Future | \$ 5,250,000 | 1009.9 | \$ 5,198.5 | 3 \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | 5,198.53 | \$ 5,198.53 | 5,198.53 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | 5,198.53 \$ | 5,198.53 |
| 4.1.5 | Water Supply Line (300mm Twinning) | ALL | Future | \$ 700,000 | 1009.9 | \$ 693.1 | 4 \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | 693.14 | \$ 693.14 | 693.14 | \$ 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 \$ | 693.14 |
| TOTAL OF | S-SITE WATER LEVIES | | | \$ 16,932,528 | 1,009.9 | \$ 16,766.5 | 4 \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 18,618.13 | 18,618.13 | \$ 18,618.13 | 15,376.79 | \$ 18,618.13 | \$ 18,618.13 \$ | 18,618.13 | \$ 15,887.31 \$ | 16,973.69 |
| | _ | | • | | | | | · | · | · | <u> </u> | | | | · | · | | · | | |

| | | | | | | | | | | | | SAI | NITARY LE | VIES | | | | | | |
|------------|---|---|----------------|---------------|--------------|------------------|--------------|--------------|--------------|--------------|-----------|-------------------|--------------|--------------|------------|-----------------|--------------|-----------------|-----------|--------------|
| | | | | | Benefiting | Cost per Hectare | | | | | | Devel | opment Ar | ea (Ha) | | | | | | |
| Item | Sanitary Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | S1 | S2 | S3 | TE1 | TE2 | TW1 | TW2 | TW3 | TW4 | W2A | W2C | W2D | W3 | NE1 |
| | | | | | (ria) | | 4.0 | 17.5 | 32.8 | 10.6 | 4.8 | 17.0 | 29.0 | 13.9 | 4.7 | 4.5 | 11.1 | 8.2 | 34.3 | 58.0 |
| 2.2.3 | Lift Station No. 3 Construction | TW1, I1A, I11 | 1997 | \$ 46,268 | 27.1 | \$ 1,707.31 | | | | | | \$ 1,707.31 | | | | | | | | |
| 2.2.4 | Upgrade Stanley LS | N1, N2, N3, N5, N6, TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11, C8, C9 | 2000 | \$ 193,322 | 238.8 | \$ 809.54 | | | | | | | \$ 809.54 | \$ 809.54 | | \$ 809.54 | \$ 809.54 | \$ 809.54 \$ | 283.34 | |
| 2.2.5 | NW Area LS | TW2, W2A, W2C, W2D, 35% of W3 | 2000 | \$ 242,666 | 64.8 | \$ 3,744.56 | | | | | | | \$ 3,744.56 | | | \$ 3,744.56 | \$ 3,744.56 | \$ 3,744.56 \$ | 1,310.60 | |
| 2.2.6 | NW Area LS Forcemain - second phase | TW2, W2A, W2C, W2D, 35% of W3 | 2003 | \$ 45,047 | 64.8 | \$ 695.12 | ! | | | | | | \$ 695.12 | | | \$ 695.12 | \$ 695.12 | \$ 695.12 \$ | 243.29 | |
| 2.2.7 | Abandon Womacks LS | l11 | 2001 | \$ 6,380 | 9.2 | \$ 693.47 | | | | | | | | | | | | | | |
| 3.2.3 | Upgrade LS#3 & new FM | TW1, I1A, I11 | 2005 | \$ 81,263 | 27.1 | \$ 2,998.62 | ! | | | | | \$ 2,998.62 | 2 | | | | | | | |
| 3.2.11 | NW Area LS forcemain - final phase | W2A, W2C, W2D, 35% of W3 | 2005 | \$ 96,540 | 35.8 | \$ 2,696.26 | i | | | | | | | | | \$ 2,696.26 | \$ 2,696.26 | \$ 2,696.26 \$ | 943.69 | |
| 3.2.1 | WWTP Upgrades | ALL | Future | \$ 1,744,339 | 1009.9 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727 | 7.24 \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727. | 24 \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 \$ | 1,727.24 | \$ 1,727.24 |
| 3.2.2 | Upgrade Stanley FM | N1, N2, N3, N5, N6, C8, C9, TW2, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11 | Future | \$ 97,662 | 230.1 | \$ 424.40 | | | | | | | \$ 424.40 | | | \$ 424.40 | \$ 424.40 | \$ 424.40 \$ | 424.40 | |
| 3.2.4 | Aurora Lift Station | N1, N2, N3, I7, 65% of N5, N6, C8, C9 | Future | \$ 2,500,000 | 144.9 | \$ 17,255.66 | i | | | | | | | | | | | | | |
| 3.2.5 | I4 LS (plus South Street gravity main) | ALL | 2010 | \$ 2,856,380 | 1009.9 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828 | 8.38 \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828. | 38 \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 \$ | 2,828.38 | \$ 2,828.38 |
| 3.2.6 | Broadway Trunk Upgrade | N1, N2, N3, N5, N6, C8, C9TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7 | Future | \$ 625,000 | 258.6 | \$ 2,416.81 | | | | | | | \$ 2,416.81 | \$ 2,416.81 | | \$ 2,416.81 | \$ 2,416.81 | \$ 2,416.81 \$ | 845.88 | |
| 3.2.7 | Indiana Street / South Street / Highway 2A Upgrade | W3, N1, N2, N3, N5, N6, C8, C9, TW3, I5, TW4, I6, I7 | Future | \$ 1,000,000 | 256.6 | \$ 3,897.12 | ! | | | | | \$ 3,897.12 | \$ 3,897.12 | \$ 3,897.12 | | \$ 3,897.12 | \$ 3,897.12 | \$ 3,897.12 | | |
| 3.2.8 | NW Area LS Generator | TW2, W2A, W2C, W2D, 35% of W3 | 2012 | \$ 70,000 | 64.8 | \$ 1,080.16 | 1 | | | | | | \$ 1,080.16 | | | \$ 1,080.16 | \$ 1,080.16 | \$ 1,080.16 \$ | 378.06 | |
| 3.2.9 | Regional Forcemain to Red Deer | ALL | Future | \$ 6,000,000 | 1009.9 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,94 | 1.18 \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941. | 18 \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 |
| 4.2.1 | Vista Trail Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A | 2011 | \$ 269,981 | 149.8 | \$ 1,802.10 | | | | | | | | | | | | \$ | 630.73 | |
| 4.2.2 | South Street Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A, I1B, I1C, C7 | 2011 | \$ 425,001 | 220.0 | \$ 1,931.87 | | | | | | | | | | | | 9 | 1,255.71 | |
| 4.2.3 | Duncan Avenue Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3 | 2012 | \$ 147,112 | 148.9 | \$ 987.89 | | | | | | | | | | | | \$ | 642.13 | |
| 4.2.4 | McKay Ranch (E5) Lift Station, Force Main, and Oversizing | E5, E6, E7, E8, NE1 | Future | \$ 2,500,000 | 268.2 | \$ 9,321.40 | | | | | | | | | | | | | | \$ 9,321.40 |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ridge | E4, E5, E6, E7, E8, S2, S3, I8, I9, NE1 | 2013 | \$ 260,585 | 337.4 | \$ 772.33 | | \$ 772.33 | \$ 772.33 | | | | | | | | | | | \$ 772.33 |
| 4.2.6 | I2 and C4 Sanitary Trunk | N4, 35% of N5, I1A, I1B, I2, I11, I12, I13, I14, C4, C7 | Future | \$ 1,600,000 | 189.4 | \$ 8,446.84 | | | | | | | | | | | | | | |
| 4.2.7 | I13 Lift Station | I13, I14, 35% of N5, N4, 65% of W3 | Future | \$ 2,500,000 | 115.7 | \$ 21,604.80 | | | | | | | | | | | | \$ | 14,043.12 | |
| 4.2.8 | Valley Ridge Industrial Lift Station | I13, I14, N4, 35% of N5, I12, 65% of W3 | Future | \$ 2,500,000 | 139.7 | \$ 17,893.57 | | | | | | | | | | | | \$ | 11,630.82 | |
| 4.2.9 | NW Area Lift Station Pump Upgrade | 35% of W3, W2A, W2D, W2C | Future | \$ 250,000 | 35.8 | \$ 6,982.27 | | | | | | | | | | \$ 6,982.27 | \$ 6,982.27 | \$ 6,982.27 \$ | 2,443.79 | |
| 4.2.10 | Lakeside Lift Station and Force Main | S2, S3, I8, I9 | Future | \$ 1,500,000 | 70.1 | \$ 21,398.00 | | \$ 21,398.00 | \$ 21,398.00 | | | | | | | | | | | |
| 4.2.11a | Broadway / Aurora Trunk to N5/N6 | C8, C9, N6, 65% of N5, N2, N3, N1, I7 | Future | \$ 600,000 | 144.88 | \$ 4,141.36 | | | | | | | | | | | | | | |
| 4.2.11b | Broadway / Aurora Trunk (N5/N6) | C8, C9, N6, 65% of N5 | Future | \$ 1,200,000 | 70.68 | \$ 16,977.93 | | | | | | | | | | | | | | |
| 4.2.12 | McKay Ranch North Trunk Oversizing Through Future | E6, E8, NE1 | Future | \$ 500,000 | 160.7 | \$ 3,111.39 | | | | | | | | | | | | | | \$ 3,111.39 |
| TOTAL OFF- | SITE SANITARY LEVIES | | | \$ 29,857,546 | 1009.9 | \$ 29,564.85 | \$ 10,496.80 | \$ 32,667.14 | \$ 32,667.14 | \$ 10,496.80 | \$ 10,496 | 6.80 \$ 19,099.85 | \$ 23,564.51 | \$ 17,620.27 | \$ 10,496. | 80 \$ 33,243.03 | \$ 33,243.03 | \$ 33,243.03 \$ | 45,572.37 | \$ 23,701.92 |

| | | | | | | | | | | | | | ST | ORM LEV | IES | | | | | | |
|----------|---------------------------------|--|----------------|---------------|------------|----------|--------------|-----|------|------|--------------|--------------|--------------|-----------|--------------|------|--------------|--------------|--------------|--------------|--------------|
| | | | | | Benefiting | Cost por | r Hectare | | | | | | Devel | opment Ar | ea (Ha) | | | | | | |
| Item | Storm Improvements | Contributing Areas | Year Completed | Cost (\$) | Area | (\$/F | Ha) | S1 | S2 | S3 | TE1 | TE2 | TW1 | TW2 | TW3 | TW4 | W2A | W2C | W2D | W3 | NE1 |
| | | | | | (Па) | | | 4.0 | 17.5 | 32.8 | 10.6 | 4.8 | 17.0 | 29.0 | 13.9 | 4.7 | 4.5 | 11.1 | 8.2 | 34.3 | 58.0 |
| 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C6, C7 | 2001 | \$ 734,896 | 67.1 | \$ 1 | 10,952.25 | | | | \$ 10,952.25 | \$ 10,952.25 | | | | | | | | · | |
| 2.3.2 | Broadway/Womacks Ext. | 15 | 2002 | \$ 228,460 | 13.1 | \$ 1 | 17,439.69 | | | | | | | | | | | | | · | |
| 3.3.2 | Rolling Hills Lift Station | W2A, W2C, W2D, TW1, I5 | Future | \$ 500,000 | 47.6 | \$ 1 | 10,504.20 | | | | | | \$ 10,504.20 | | | | \$ 10,504.20 | \$ 10,504.20 | \$ 10,504.20 | <u> </u> | |
| 4.3.1 | South Street Storm Trunk | TW1, C7, I1B, W2A, W2C, W2D | 2011 | \$ 293,12 | 53.1 | \$ | 5,520.17 | | | | | | \$ 5,520.17 | | | | \$ 5,520.17 | \$ 5,520.17 | \$ 5,520.17 | | |
| 4.3.2 | I12 Lift Station and Force Main | l11, l12 | Future | \$ 800,000 | 33.2 | \$ 2 | 24,096.39 | | | | | | | | | | | | | <u> </u> | |
| 4.3.3 | East Area Storm Trunk | E5, E6, E7, E8, C10, C1, NE1 | Future | \$ 7,000,000 | 281.6 | \$ 2 | 24,860.00 | | | | | | | | | | | | | <u> </u> | \$ 24,860.00 |
| 4.3.4 | Whelp Creek Storm System | TW3, N1, N2, N3, N4, N5, N6, C8, C9, W3, I14 | Future | \$ 3,603,200 | 225.2 | \$ 1 | 16,000.00 | | | | | | | | \$ 16,000.00 | 1 | | | | \$ 16,000.00 | |
| TOTAL OF | F-SITE STORM LEVIES | | | \$ 13,159,677 | 1009.9 | \$ 1 | 13,030.67 \$ | - | \$ - | \$ - | \$ 10,952.25 | \$ 10,952.25 | \$ 16,024.37 | \$ - | \$ 16,000.00 | \$ - | \$ 16,024.37 | \$ 16,024.37 | \$ 16,024.37 | \$ 16,000.00 | \$ 24,860.00 |

| | | | | | | | | | | TRANSPO | RTATION | LEVIES | | | | | | |
|--|----------------|---------------|--------------|------------------|--------------|-----------|--------------|-----------------|--------------|-----------|-----------|--------------|--------------|-----------------|-----------|-----------------|-----------|--------------|
| Transportation Improvements (2017) - To be increased to \$29,745/Ha in | | | Benefiting | Cost per Hectare | | | | | | Develo | pment Are | a (Ha) | | | | | | |
| ttem 2018 | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | S1 | S2 | S3 | TE1 | TE2 | TW1 | TW2 | TW3 | TW4 | W2A | W2C | W2D | W3 | NE1 |
| | | | (1.0) | | 4.0 | 17.5 | 32.8 | 10.6 | 4.8 | 17.0 | 29.0 | 13.9 | 4.7 | 4.5 | 11.1 | 8.2 | 34.3 | 58.0 |
| TOTAL OFF-SITE TRANSPORTATION LEVIES | Future | \$ 30,039,750 | 1009.9 | \$ 27,000.00 | \$ 27,000.00 | 27,000.00 | \$ 27,000.00 | \$ 27,000.00 \$ | 27,000.00 \$ | 27,000.00 | 27,000.00 | \$ 27,000.00 | \$ 27,000.00 | \$ 27,000.00 \$ | 27,000.00 | \$ 27,000.00 \$ | 27,000.00 | \$ 27,000.00 |

| | | | | TOTAL LEVIES | | | | | | | | | | | | | |
|-----------------------|--------------------|-------------------------|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Total Cost (\$) | Benefiting Area (Ha) | Average Cost per Hectare (\$/Ha) | S 1 | S2 | S3 | TE1 | TE2 | TW1 | TW2 | TW3 | TW4 | W2A | W2C | W2D | W3 | NE1 |
| WATER LEVIES | \$ 16,932,528 | 1009.9 | \$ 16,766.54 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | 18,618.13 | \$ 18,618.13 | \$ 18,618.13 | \$ 15,376.79 | \$ 18,618.13 | \$ 18,618.13 | \$ 18,618.13 | \$ 15,887.31 | \$ 16,973.69 |
| SANITARY LEVIES | \$ 29,857,546 | 1009.9 | \$ 29,564.85 | \$ 10,496.80 | \$ 32,667.14 | \$ 32,667.14 | \$ 10,496.80 | \$ 10,496.80 | 19,099.85 | \$ 23,564.51 | \$ 17,620.27 | \$ 10,496.80 | \$ 33,243.03 | \$ 33,243.03 | \$ 33,243.03 | \$ 45,572.37 | \$ 23,701.92 |
| STORM LEVIES | \$ 13,159,677 | 1009.9 | \$ 13,030.67 | \$ - | \$ - | \$ - | \$ 10,952.25 | \$ 10,952.25 | 16,024.37 | \$ - | \$ 16,000.00 | \$ - | \$ 16,024.37 | \$ 16,024.37 | \$ 16,024.37 | \$ 16,000.00 | \$ 24,860.00 |
| TRANSPORTATION LEVIES | \$ 30,039,750 | 1009.9 | \$ 30,000.00 | \$ 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 \$ | 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 |
| TOTAL OFF-SITE LEVIES | \$ 89,989,501 | 1009.9 | \$ 89,107.34 | \$ 52,873.59 | \$ 75,043.93 | \$ 75,043.93 | \$ 63,825.84 | \$ 63,825.84 | \$ 80,742.34 | \$ 69,182.63 | \$ 79,238.40 | \$ 52,873.59 | \$ 94,885.53 | \$ 94,885.53 | \$ 94,885.53 | \$104,459.68 | \$ 92,535.61 |



TABLE 5.2A - INDUSTRIAL AND COMMERCIAL AREAS



| | | | | | | | | | | | | | | WATER | LEVIES | | | | | | |
|-----------|--|---|----------------|-------------|-----------|--------|-------------|-----------------|-----------|--------------|-----------------|-----------|--------------|--------------|--------------|-----------|--------------|--------------|--------------|------------|--------------|
| | | | | | Benefitin | Cost n | per Hectare | | | | | | | Developmen | t Area (HA) | | | | | | |
| Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Area | | (\$/Ha) | I1A | I1B | ИC | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 110 | l11 | l12 |
| | | | | | (Ha) | | | 0.9 | 8.5 | 9.8 | 16.5 | 2.1 | 32.3 | 6.8 | 13.8 | 14.9 | 19.2 | 19.8 | 4.6 | 9.2 | 24 |
| 2.1.3 | Brentwood ExtWomacks to Brentwood | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2001 | \$ 42,9 | 34 102.3 | \$ | 419.69 | \$ 419.69 \$ | 419.69 | \$ 419.69 | | | | | | | | | | 419.69 | |
| 2.1.4 | Broadway Extension | N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, W3, I5, I11 | 2002 | \$ 98,6 | 193.3 | \$ | 510.52 | | | | | | | \$ 510.52 | | | | | | 510.52 | |
| 2.1.5 | Brentwood ExtCPR Crossing | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2004 | \$ 236,4 | 28 102.3 | \$ | 2,311.12 | \$ 2,311.12 \$ | 2,311.12 | \$ 2,311.12 | | | | | | | | | | 3 2,311.12 | |
| 2.1.6 | Upgrade E. Railway Trunk WTP to Minto | ALL | 2004 | \$ 79,0 | 25 1009.9 | \$ | 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | 78.25 | \$ 78.25 |
| 2.1.7 | Regional Water Line | ALL | 2006 | \$ 3,500,0 | 00 1009.9 | \$ | 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | 3,465.69 | \$ 3,465.69 |
| 2.1.8 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) | ALL | 2006 / Future | \$ 6,000,0 | 00 1009.9 | \$ | 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | 5,941.18 | \$ 5,941.18 |
| 3.1.2 | Womacks Rd/Gregg St Trunk Main | E2, E3, E4, NE1 | Future | \$ 246,5 | 61 154.4 | \$ | 1,596.90 | | | | | | | | | | | | | | |
| 4.1.1 | Vista Trail Water Trunk | I1B, I2, I11, I12, I13, C4, C7,W1 | 2011 | \$ 300,2 | 99 120.2 | \$ | 2,498.33 | \$ | 2,498.33 | | \$ 2,498.33 | | | | | | | | | 2,498.33 | \$ 2,498.33 |
| 4.1.2 | South Street Water Trunk | I1B, I2, I11, I12, I13, C4, C7, W1 | 2011 | \$ 242,5 | 71 120.2 | \$ | 2,018.06 | \$ | 2,018.06 | | \$ 2,018.06 | | | | | | | | | 2,018.06 | \$ 2,018.06 |
| 4.1.3 | Duncan Avenue | I1B, I2, I11, I12, I13, C4, C7 | 2012 | \$ 236,0 | 26 120.2 | \$ | 1,963.61 | \$ | 1,963.61 | | \$ 1,963.61 | | | | | | | | | 1,963.61 | \$ 1,963.61 |
| 4.1.4 | Future East Area Reservoir and Booster Station | ALL | Future | \$ 5,250,0 | 00 1009.9 | \$ | 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | 5,198.53 | \$ 5,198.53 |
| 4.1.5 | Water Supply Line (300mm Twinning) | ALL | Future | \$ 700,0 | 00 1009.9 | \$ | 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | 693.14 | \$ 693.14 |
| TOTAL OFF | SITE WATER LEVIES | | | \$ 16,932,5 | 1,009.9 | \$ | 16,766.54 | \$ 18,107.61 \$ | 24,587.61 | \$ 18,107.61 | \$ 21,856.80 \$ | 15,376.79 | \$ 15,376.79 | \$ 15,887.31 | \$ 15,376.79 | 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | 25,098.13 | \$ 21,856.80 |
| | <u> </u> | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | SANITAR | Y LEVIES | 3 | | | | | |
|-------------|---|---|----------------|---------------|--------------|------------------|-----------------|-----------|--------------|-----------------|-----------|--------------|--------------|--------------|-----------|--------------|----------------|---------------|----------------|----------------|
| | | | | | Benefiting | Cost per Hectare | | | | | | D | evelopme | nt Area (l | la) | | | | | |
| Item | Sanitary Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | I1A | ИB | ИC | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 110 | l11 | 112 |
| | | | | | (Ha) | | 0.9 | 8.5 | 9.8 | 16.5 | 2.1 | 32.3 | 6.8 | 13.8 | 14.9 | 19.2 | 19.8 | 4.6 | 9.2 | 24.0 |
| 2.2.3 | Lift Station No. 3 Construction | TW1, I1A, I11 | 1997 | \$ 46,268 | 27.1 | \$ 1,707.31 | \$ 1,707.31 | | \$ 1,707.31 | | | | | | | | | | \$ 1,707.31 | <u> </u> |
| 2.2.4 | Upgrade Stanley LS | N1, N2, N3, N5, N6, TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11, C8, C9 | 2000 | \$ 193,322 | 238.8 | \$ 809.54 | | | | | | | \$ 809.54 | \$ 809.54 | \$ 809 | 54 | | | \$ 809.54 | 4 |
| 2.2.5 | NW Area LS | TW2, W2A, W2C, W2D, 35% of W3 | 2000 | \$ 242,666 | 64.8 | \$ 3,744.56 | | | | | | | | | | | | | | ' |
| 2.2.6 | NW Area LS Forcemain - second phase | TW2, W2A, W2C, W2D, 35% of W3 | 2003 | \$ 45,047 | 64.8 | \$ 695.12 | | | | | | | | | | | | | | |
| 2.2.7 | Abandon Womacks LS | l11 | 2001 | \$ 6,380 | 9.2 | \$ 693.47 | | | | | | | | | | | | | \$ 693.47 | / |
| 3.2.3 | Upgrade LS#3 & new FM | TW1, I1A, I11 | 2005 | \$ 81,263 | 27.1 | \$ 2,998.62 | \$ 2,998.62 | | \$ 2,998.62 | | | | | | | | | | \$ 2,998.62 | 2 |
| 3.2.11 | NW Area LS forcemain - final phase | W2A, W2C, W2D, 35% of W3 | 2005 | \$ 96,540 | 35.8 | \$ 2,696.26 | | | | | | | | | | | | | | |
| 3.2.1 | WWTP Upgrades | ALL | Future | \$ 1,744,339 | 1009.9 | \$ 1,727.24 | \$ 1,727.24 \$ | 1,727.24 | \$ 1,727.24 | \$ 1,727.24 \$ | 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727 | 24 \$ 1,727 | 24 \$ 1,727.2 | 4 \$ 1,727.2 | 4 \$ 1,727.24 | 4 \$ 1,727.24 |
| 3.2.2 | Upgrade Stanley FM | N1, N2, N3, N5, N6, C8, C9, TW2, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11 | Future | \$ 97,662 | 230.1 | \$ 424.40 | | | | | | | \$ 424.40 | \$ 424.40 | \$ 424 | 40 | | | \$ 424.40 | <u>ა</u> |
| 3.2.4 | Aurora Lift Station | N1, N2, N3, I7, 65% of N5, N6, C8, C9 | Future | \$ 2,500,000 | 144.9 | \$ 17,255.66 | | | | | | | | | \$ 17,255 | 66 | | | | |
| 3.2.5 | I4 LS (plus South Street gravity main) | ALL | 2010 | \$ 2,856,380 | 1009.9 | \$ 2,828.38 | \$ 2,828.38 \$ | 2,828.38 | \$ 2,828.38 | \$ 2,828.38 \$ | 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828 | 38 \$ 2,828 | 38 \$ 2,828.3 | 8 \$ 2,828.3 | 8 \$ 2,828.38 | 8 \$ 2,828.38 |
| 3.2.6 | Broadway Trunk Upgrade | N1, N2, N3, N5, N6, C8, C9TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7 | Future | \$ 625,000 | 258.6 | \$ 2,416.81 | | | | | | | \$ 2,416.81 | \$ 2,416.8 | \$ 2,416 | 81 | | | | |
| 3.2.7 | Indiana Street / South Street / Highway 2A Upgrade | W3, N1, N2, N3, N5, N6, C8, C9, TW3, I5, TW4, I6, I7 | Future | \$ 1,000,000 | 256.6 | \$ 3,897.12 | | | | | | | \$ 3,897.12 | \$ 3,897.12 | \$ 3,897 | 12 | | | \$ 3,897.12 | 2 |
| 3.2.8 | NW Area LS Generator | TW2, W2A, W2C, W2D, 35% of W3 | 2012 | \$ 70,000 | 64.8 | \$ 1,080.16 | | | | | | | | | | | | | | |
| 3.2.9 | Regional Forcemain to Red Deer | ALL | Future | \$ 6,000,000 | 1009.9 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941 | 18 \$ 5,941 | 18 \$ 5,941.1 | 8 \$ 5,941.18 | 8 \$ 5,941.18 | 8 \$ 5,941.18 |
| 4.2.1 | Vista Trail Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A | 2011 | \$ 269,981 | 149.8 | \$ 1,802.10 | \$ 1,802.10 | | | | | | | | | | | | \$ 1,802.10 | 0 \$ 1,802.10 |
| 4.2.2 | South Street Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A, I1B, I1C, C7 | 2011 | \$ 425,001 | 220.0 | \$ 1,931.87 | \$ 1,931.87 \$ | 1,931.87 | \$ 1,931.87 | | | | | | | | | | \$ 1,931.87 | 7 \$ 1,931.87 |
| 4.2.3 | Duncan Avenue Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3 | 2012 | \$ 147,112 | 148.9 | \$ 987.89 | | | | | | | | | | | | | \$ 987.89 | 9 \$ 987.89 |
| 4.2.4 | McKay Ranch (E5) Lift Station, Force Main, and Oversizing | E5, E6, E7, E8, NE1 | Future | \$ 2,500,000 | 268.2 | \$ 9,321.40 | | | | | | | | | | | | | | |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ridge | E4, E5, E6, E7, E8, S2, S3, I8, I9, NE1 | 2013 | \$ 260,585 | 337.4 | \$ 772.33 | | | | | | | | | | \$ 772 | 33 \$ 772.3 | 3 | | |
| 4.2.6 | I2 and C4 Sanitary Trunk | N4, 35% of N5, I1A, I1B, I2, I11, I12, I13, I14, C4, C7 | Future | \$ 1,600,000 | 189.4 | \$ 8,446.84 | \$ 8,446.84 \$ | 8,446.84 | | \$ 8,446.84 | | | | | | | | | \$ 8,446.84 | 4 \$ 8,446.84 |
| 4.2.7 | I13 Lift Station | I13, I14, 35% of N5, N4, 65% of W3 | Future | \$ 2,500,000 | 115.7 | \$ 21,604.80 | | | | | | | | | | | | | | |
| 4.2.8 | Valley Ridge Industrial Lift Station | I13, I14, N4, 35% of N5, I12, 65% of W3 | Future | \$ 2,500,000 | 139.7 | \$ 17,893.57 | | | | | | | | | | | | | | \$ 17,893.57 |
| 4.2.9 | NW Area Lift Station Pump Upgrade | 35% of W3, W2A, W2D, W2C | Future | \$ 250,000 | 35.8 | \$ 6,982.27 | | | | | | | | | | | | | | |
| 4.2.10 | Lakeside Lift Station and Force Main | S2, S3, I8, I9 | Future | \$ 1,500,000 | 70.1 | \$ 21,398.00 | | | | | | | | | | \$ 21,398 | 00 \$ 21,398.0 | 0 | | |
| 4.2.11a | Broadway / Aurora Trunk to N5/N6 | C8, C9, N6, 65% of N5, N2, N3, N1, I7 | Future | \$ 600,000 | 144.88 | \$ 4,141.36 | | | | | | | | | \$ 4,141 | 36 | | | | |
| 4.2.11b | Broadway / Aurora Trunk (N5/N6) | C8, C9, N6, 65% of N5 | Future | \$ 1,200,000 | 70.68 | \$ 16,977.93 | | | | | | | | | \$ 16,977 | 93 | | | | |
| 4.2.12 | McKay Ranch North Trunk Oversizing Through Future | E6, E8, NE1 | Future | \$ 500,000 | 160.7 | \$ 3,111.39 | | | | | | - | | | | | | | I | |
| TOTAL OFF-S | ITE SANITARY LEVIES | | | \$ 29,857,546 | 1009.9 | \$ 29,564.85 | \$ 27,383.53 \$ | 20,875.51 | \$ 17,134.60 | \$ 18,943.64 \$ | 10,496.80 | \$ 10,496.80 | \$ 18,044.66 | \$ 18,044.66 | \$ 56,419 | 61 \$ 32,667 | 14 \$ 32,667.1 | 4 \$ 10,496.8 | 0 \$ 34,195.95 | 5 \$ 41,559.07 |

| | | | | | | | | | | | | | | STORM | LEVIES | | | | | | |
|-----------|---------------------------------|--|----------------|---------------|------------|-------------|----------|-------|----------|------|------|------|-------|--------------|---------|------|------|------|---------|-----------|--------------|
| | | | | | Benefiting | Cost per He | otaro | | | | | | Devel | opment Are | ea (Ha) | | | | | | |
| Item | Storm Improvements | Contributing Areas | Year Completed | Cost (\$) | Area | (\$/Ha) | Ctare | I1A I | 1B | ИC | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 110 | l11 | l12 |
| | | | | | (па) | | | 0.9 | 8.5 | 9.8 | 16.5 | 2.1 | 32.3 | 6.8 | 13.8 | 14.9 | 19.2 | 19.8 | 4.6 | 9.2 | 24.0 |
| 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C6, C7 | 2001 | \$ 734,896 | 67.1 | \$ 10,9 | 52.25 | | | | | | | | | | | | | | |
| 2.3.2 | Broadway/Womacks Ext. | 15 | 2002 | \$ 228,460 | 13.1 | \$ 17,4 | 39.69 | | | | | | | \$ 17,439.69 | | | | | | | |
| 3.3.2 | Rolling Hills Lift Station | W2A, W2C, W2D, TW1, I5 | Future | \$ 500,000 | 47.6 | \$ 10,5 | 04.20 | | | | | | | \$ 10,504.20 | | | | | | | |
| 4.3.1 | South Street Storm Trunk | TW1, C7, I1B, W2A, W2C, W2D | 2011 | \$ 293,121 | 53.1 | \$ 5,5 | 20.17 | \$ | 5,520.17 | | | | | | | | | | | | |
| 4.3.2 | I12 Lift Station and Force Main | l11, l12 | Future | \$ 800,000 | 33.2 | \$ 24,0 | 96.39 | | | | | | | | | | | | \$ | 24,096.39 | \$ 24,096.39 |
| 4.3.3 | East Area Storm Trunk | E5, E6, E7, E8, C10, C1, NE1 | Future | \$ 7,000,000 | 281.6 | \$ 24,8 | 60.00 | | | | | | | | | | | | | | |
| 4.3.4 | Whelp Creek Storm System | TW3, N1, N2, N3, N4, N5, N6, C8, C9, W3, I14 | Future | \$ 3,603,200 | 225.2 | \$ 16,0 | 00.00 | | | | | | | | | | | | | | |
| TOTAL OFF | SITE STORM LEVIES | | | \$ 13,159,677 | 1009.9 | \$ 13,0 | 30.67 \$ | - \$ | 5,520.17 | \$ - | \$ - | \$ - | \$ - | \$ 27,943.90 | \$ - | \$ - | \$ - | \$ - | \$ - \$ | 24,096.39 | \$ 24,096.39 |

| | | | | | | | | | | | TRAN | ISPORTA | TION LEV | IES | | | | | |
|---|--|----------------|---------------|--------------|------------------|-----------------|-----------|--------------|-----------------|--------------|-----------|-----------|--------------|--------------|-----------------|-----------|--------------|--------------|--------------|
| ſ | Transportation Improvements (2017) - To be increased to \$29,745/Ha in | | | Benefiting | Cost per Hectare | | | | | | D | evelopmen | t Area (Ha) | | | | | | |
| | Item 2018 | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | I1A | IIВ | IIC | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 110 | 111 | l12 |
| | | | | (Ha) | | 0.9 | 8.5 | 9.8 | 16.5 | 2.1 | 32.3 | 6.8 | 13.8 | 14.9 | 19.2 | 19.8 | 4.6 | 9.2 | 24.0 |
| | TOTAL OFF-SITE TRANSPORTATION LEVIES | Future | \$ 30,039,750 | 1009.9 | \$ 27,000.00 | \$ 27,000.00 \$ | 27,000.00 | \$ 27,000.00 | \$ 27,000.00 \$ | 27,000.00 \$ | 27,000.00 | 27,000.00 | \$ 27,000.00 | \$ 27,000.00 | \$ 27,000.00 \$ | 27,000.00 | 27,000.00 \$ | 27,000.00 \$ | \$ 27,000.00 |

| | | | | | | | | | TOTALL | EVIES | | | | | | | |
|-----------------------|--------------------|-------------------------|--|--------------|--------------|--------------|--------------|-----------------|-----------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Total Cost (\$) | Benefiting Area (Ha) | Average Cost per Hectare (\$/Ha) | IIA | ИВ | IIA | I2 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 110 | 111 | 112 |
| WATER LEVIES | \$ 16,932,528 | 1009.9 | \$ 16,766.54 | \$ 18,107.61 | \$ 24,587.61 | \$ 18,107.61 | \$ 21,856.80 | \$ 15,376.79 \$ | 15,376.79 | \$ 15,887.31 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 25,098.13 | \$ 21,856.80 |
| SANITARY LEVIES | \$ 29,857,546 | 1009.9 | \$ 29,564.85 | \$ 27,383.53 | \$ 20,875.51 | \$ 17,134.60 | \$ 18,943.64 | \$ 10,496.80 \$ | 10,496.80 | \$ 18,044.66 | \$ 18,044.66 | \$ 56,419.61 | \$ 32,667.14 | \$ 32,667.14 | \$ 10,496.80 | \$ 34,195.95 | \$ 41,559.07 |
| STORM LEVIES | \$ 13,159,677 | 1009.9 | \$ 13,030.67 | \$ - | \$ 5,520.17 | \$ - | \$ - | s - s | | \$ 27,943.90 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 24,096.39 | \$ 24,096.39 |
| TRANSPORTATION LEVIES | \$ 30,039,750 | 1009.9 | \$ 30,000.00 | \$ 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 \$ | 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 |
| TOTAL OFF-SITE LEVIES | \$ 89,989,501 | 1009.9 | \$ 89,107.34 | \$ 72,491.14 | \$ 77,983.29 | \$ 62,242.20 | \$ 67,800.44 | \$ 52,873.59 | 52,873.59 | \$ 88,875.88 | \$ 60,421.46 | \$ 98,796.41 | \$ 75,043.93 | \$ 75,043.93 | \$ 52,873.59 | \$110,390.47 | \$114,512.26 |
| | | | | • | | | | | • | | • | | | | | | |



TABLE 5.2B - INDUSTRIAL AND COMMERCIAL AREAS DRAFT



| | | | | | | | | | | | | WATER | LEVIES | | | | | |
|---------|--|---|----------------|---------------|--------------|------------------|--------------|-----------------|-----------|--------------|--------------|--------------|--------------|--------------|-----------------|--------------|-----------|--------------|
| | | | | | Benefiting | Cost per Hectare | | | | | | Developme | nt Area (H | A) | | | | |
| Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | 113 | l14 | C1 | C2 | C3 | C4 | C5 | C6 | C7 | C8 | C9 | C10 |
| | | | | | (i ia) | | 46.4 | 16.2 | 8.3 | 6.9 | 0.7 | 11.8 | 0.9 | 0.9 | 3.8 | 7.1 | 14.2 | 5.1 |
| 2.1.3 | Brentwood ExtWomacks to Brentwood | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2001 | \$ 42,934 | 102.3 | \$ 419.69 | | | | | | | | | | | | |
| 2.1.4 | Broadway Extension | N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, W3, I5, I11 | 2002 | \$ 98,684 | 193.3 | \$ 510.52 | | | | | | | | | | | | |
| 2.1.5 | Brentwood ExtCPR Crossing | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2004 | \$ 236,428 | 102.3 | \$ 2,311.12 | | | | | | | | | | | | |
| 2.1.6 | Upgrade E. Railway Trunk WTP to Minto | ALL | 2004 | \$ 79,025 | 1009.9 | \$ 78.25 | \$ 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 \$ | 78.25 \$ | 78.25 | \$ 78.25 |
| 2.1.7 | Regional Water Line | ALL | 2006 | \$ 3,500,000 | 1009.9 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 \$ | 3,465.69 | \$ 3,465.69 |
| 2.1.8 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) | ALL | 2006 / Future | \$ 6,000,000 | 1009.9 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 \$ | 5,941.18 | \$ 5,941.18 |
| 3.1.2 | Womacks Rd/Gregg St Trunk Main | E2, E3, E4, NE1 | Future | \$ 246,561 | 154.4 | \$ 1,596.90 | | | | | | | | | | | | |
| 4.1.1 | Vista Trail Water Trunk | I1B, I2, I11, I12, I13, C4, C7,W1 | 2011 | \$ 300,299 | 120.2 | \$ 2,498.33 | \$ 2,498.33 | | | | | \$ 2,498.33 | | | \$ 2,498.33 | | | |
| 4.1.2 | South Street Water Trunk | I1B, I2, I11, I12, I13, C4, C7, W1 | 2011 | \$ 242,571 | 120.2 | \$ 2,018.06 | \$ 2,018.06 | | | | | \$ 2,018.06 | | | \$ 2,018.06 | | | |
| 4.1.3 | Duncan Avenue | I1B, I2, I11, I12, I13, C4, C7 | 2012 | \$ 236,026 | 120.2 | \$ 1,963.61 | \$ 1,963.61 | | | | | \$ 1,963.61 | | | \$ 1,963.61 | | | |
| 4.1.4 | Future East Area Reservoir and Booster Station | ALL | Future | \$ 5,250,000 | 1009.9 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 \$ | 5,198.53 | \$ 5,198.53 |
| 4.1.5 | Water Supply Line (300mm Twinning) | ALL | Future | \$ 700,000 | 1009.9 | \$ 693.14 | \$ 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 \$ | 693.14 \$ | 693.14 | \$ 693.14 |
| TOTAL O | FF-SITE WATER LEVIES | | | \$ 16,932,528 | 1,009.9 | \$ 16,766.54 | \$ 21,856.80 | \$ 15,376.79 \$ | 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 21,856.80 | \$ 15,376.79 | \$ 15,376.79 | \$ 21,856.80 \$ | 15,376.79 \$ | 15,376.79 | \$ 15,376.79 |

| | | | | | | | | | | | | SANITA | RY LEVIE | S | | | | | |
|-------------|---|---|----------------|---------------|------------|-----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------|-----------|--------------|-----------|
| | | | | | Benefiting | 0 | | | | | [| Developm | ent Area (| На) | | | | | |
| Item | Sanitary Improvements | Contributing Areas | Year Completed | Cost (\$) | Area | Cost per Hectare (\$/Ha) | 113 | l14 | C1 | C2 | СЗ | C4 | C5 | C6 | C7 | C8 | | C9 | C10 |
| | | | | | (Ha) | | 46.4 | 16.2 | 8.3 | 6.9 | 0.7 | 11.8 | 0.9 | 0.9 | 3.8 | 7.1 | | 14.2 | 5.1 |
| 2.2.3 | Lift Station No. 3 Construction | TW1, I1A, I11 | 1997 | \$ 46,268 | 27.1 | \$ 1,707.31 | | | | | | | | | | | | | |
| 2.2.4 | Upgrade Stanley LS | N1, N2, N3, N5, N6, TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11, C8, C9 | 2000 | \$ 193,322 | 238.8 | \$ 809.54 | | | | | | | | | | \$ | 809.54 \$ | 809.54 | |
| 2.2.5 | NW Area LS | TW2, W2A, W2C, W2D, 35% of W3 | 2000 | \$ 242,666 | 64.8 | \$ 3,744.56 | | | | | | | | | | | | | |
| 2.2.6 | NW Area LS Forcemain - second phase | TW2, W2A, W2C, W2D, 35% of W3 | 2003 | \$ 45,047 | 64.8 | \$ 695.12 | | | | | | | | | | | | | |
| 2.2.7 | Abandon Womacks LS | l11 | 2001 | \$ 6,380 | 9.2 | \$ 693.47 | | | | | | | | | | | | | |
| 3.2.3 | Upgrade LS#3 & new FM | TW1, I1A, I11 | 2005 | \$ 81,263 | 27.1 | \$ 2,998.62 | | | | | | | | | | | | | |
| 3.2.11 | NW Area LS forcemain - final phase | W2A, W2C, W2D, 35% of W3 | 2005 | \$ 96,540 | 35.8 | \$ 2,696.26 | | | | | | | | | | | | | |
| 3.2.1 | WWTP Upgrades | ALL | Future | \$ 1,744,339 | 1009.9 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1, | 727.24 \$ | 1,727.24 \$ | 1,727.24 |
| 3.2.2 | Upgrade Stanley FM | N1, N2, N3, N5, N6, C8, C9, TW2, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11 | Future | \$ 97,662 | 230.1 | \$ 424.40 | | | | | | | | | | \$ | 424.40 \$ | 424.40 | |
| 3.2.4 | Aurora Lift Station | N1, N2, N3, I7, 65% of N5, N6, C8, C9 | Future | \$ 2,500,000 | 144.9 | \$ 17,255.66 | | | | | | | | | | \$ 17, | 255.66 \$ | 17,255.66 | |
| 3.2.5 | I4 LS (plus South Street gravity main) | ALL | 2010 | \$ 2,856,380 | 1009.9 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2, | 828.38 \$ | 2,828.38 \$ | 2,828.38 |
| 3.2.6 | Broadway Trunk Upgrade | N1, N2, N3, N5, N6, C8, C9TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7 | Future | \$ 625,000 | 258.6 | \$ 2,416.81 | | | | | | | | | | \$ 2, | 416.81 \$ | 2,416.81 | |
| 3.2.7 | Indiana Street / South Street / Highway 2A Upgrade | W3, N1, N2, N3, N5, N6, C8, C9, TW3, I5, TW4, I6, I7 | Future | \$ 1,000,000 | 256.6 | \$ 3,897.12 | | | | | | | | | | \$ 3, | 897.12 \$ | 3,897.12 | |
| 3.2.8 | NW Area LS Generator | TW2, W2A, W2C, W2D, 35% of W3 | 2012 | \$ 70,000 | 64.8 | \$ 1,080.16 | | | | | | | | | | | | | |
| 3.2.9 | Regional Forcemain to Red Deer | ALL | Future | \$ 6,000,000 | 1009.9 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5, | 941.18 \$ | 5,941.18 \$ | 5,941.18 |
| 4.2.1 | Vista Trail Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A | 2011 | \$ 269,981 | 149.8 | \$ 1,802.10 | \$ 1,802.10 | \$ 1,802.10 | | | | | | | | | | | |
| 4.2.2 | South Street Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A, I1B, I1C, C7 | 2011 | \$ 425,001 | 220.0 | \$ 1,931.87 | \$ 1,931.87 | \$ 1,931.87 | | | | | | | \$ 1,931.87 | | | | |
| 4.2.3 | Duncan Avenue Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3 | 2012 | \$ 147,112 | 148.9 | \$ 987.89 | \$ 987.89 | \$ 987.89 | | | | | | | | | | | |
| 4.2.4 | McKay Ranch (E5) Lift Station, Force Main, and Oversizing | E5, E6, E7, E8, NE1 | Future | \$ 2,500,000 | 268.2 | \$ 9,321.40 | | | | | | | | | | | | | |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ridge | E4, E5, E6, E7, E8, S2, S3, I8, I9, NE1 | 2013 | \$ 260,585 | 337.4 | \$ 772.33 | | | | | | | | | | | | | |
| 4.2.6 | I2 and C4 Sanitary Trunk | N4, 35% of N5, I1A, I1B, I2, I11, I12, I13, I14, C4, C7 | Future | \$ 1,600,000 | 189.4 | \$ 8,446.84 | \$ 8,446.84 | \$ 8,446.84 | | | | \$ 8,446.84 | ı | | \$ 8,446.84 | | | | |
| 4.2.7 | I13 Lift Station | I13, I14, 35% of N5, N4, 65% of W3 | Future | \$ 2,500,000 | 115.7 | \$ 21,604.80 | \$ 21,604.80 | \$ 21,604.80 | | | | | | | | | | | |
| 4.2.8 | Valley Ridge Industrial Lift Station | I13, I14, N4, 35% of N5, I12, 65% of W3 | Future | \$ 2,500,000 | 139.7 | \$ 17,893.57 | \$ 17,893.57 | \$ 17,893.57 | | | | | | | | | | | |
| 4.2.9 | NW Area Lift Station Pump Upgrade | 35% of W3, W2A, W2D, W2C | Future | \$ 250,000 | 35.8 | \$ 6,982.27 | | | | | | | | | | | | | |
| 4.2.10 | Lakeside Lift Station and Force Main | S2, S3, I8, I9 | Future | \$ 1,500,000 | 70.1 | \$ 21,398.00 | | | | | | | | | | | | | |
| 4.2.11a | Broadway / Aurora Trunk to N5/N6 | C8, C9, N6, 65% of N5, N2, N3, N1, I7 | Future | \$ 600,000 | 144.88 | \$ 4,141.36 | | | | | | | | | | \$ 4, | 141.36 \$ | 4,141.36 | |
| 4.2.11b | Broadway / Aurora Trunk (N5/N6) | C8, C9, N6, 65% of N5 | Future | \$ 1,200,000 | 70.68 | \$ 16,977.93 | | | | | | | | | | \$ 16, | 977.93 \$ | 16,977.93 | |
| 4.2.12 | McKay Ranch North Trunk Oversizing Through Future | E6, E8, NE1 | Future | \$ 500,000 | 160.7 | \$ 3,111.39 | | | | | | | | | | | | | |
| TOTAL OFF-S | SITE SANITARY LEVIES | | | \$ 29,857,546 | 1009.9 | \$ 29,564.85 | \$ 63,163.87 | \$ 63,163.87 | \$ 10,496.80 | \$ 10,496.80 | \$ 10,496.80 | \$ 18,943.64 | \$ 10,496.80 | \$ 10,496.80 | \$ 20,875.51 | \$ 56, | 419.61 \$ | 56,419.61 \$ | 10,496.80 |

| | | | | | | | | | | | | | STOR | I LEVIES | | | | | |
|-----------|---------------------------------|--|----------------|----|------------|--------------|------------------|------|--------------|--------------|----------------|------|----------|-------------|--------------|--------------|--------------|--------------|--------------|
| | | | | | | Benefiting | Cost per Hectare | | | | | | Developm | ent Area (H | la) | | | | |
| Item | Storm Improvements | Contributing Areas | Year Completed | Co | ost (\$) | Area (Ha) | (\$/Ha) | 113 | l14 | C1 | C2 | C3 | C4 | C5 | C6 | C 7 | C8 | C9 | C10 |
| | | | | | | (па) | | 46.4 | 16.2 | 8.3 | 6.9 | 0.7 | 11.8 | 0.9 | 0.9 | 3.8 | 7.1 | 14.2 | 5.1 |
| 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C6, C7 | 2001 | \$ | 734,896 | 67.1 | \$ 10,952.25 | | | \$ 10,952.25 | 5 \$ 10,952.25 | | | | \$ 10,952.25 | \$ 10,952.25 | | | |
| 2.3.2 | Broadway/Womacks Ext. | 15 | 2002 | \$ | 228,460 | 13.1 | \$ 17,439.69 | | | | | | | | | | | | |
| 3.3.2 | Rolling Hills Lift Station | W2A, W2C, W2D, TW1, I5 | Future | \$ | 500,000 | 47.6 | \$ 10,504.20 | | | | | | | | | | | | |
| 4.3.1 | South Street Storm Trunk | TW1, C7, I1B, W2A, W2C, W2D | 2011 | \$ | 293,121 | 53.1 | \$ 5,520.17 | | | | | | | | | \$ 5,520.17 | | | |
| 4.3.2 | I12 Lift Station and Force Main | l11, l12 | Future | \$ | 800,000 | 33.2 | \$ 24,096.39 | | | | | | | | | | | | |
| 4.3.3 | East Area Storm Trunk | E5, E6, E7, E8, C10, C1, NE1 | Future | \$ | 7,000,000 | 281.6 | \$ 24,860.00 | _ | | \$ 24,860.00 |) | | | | | _ | | | \$ 24,860.00 |
| 4.3.4 | Whelp Creek Storm System | TW3, N1, N2, N3, N4, N5, N6, C8, C9, W3, I14 | Future | \$ | 3,603,200 | 225.2 | \$ 16,000.00 | | \$ 16,000.00 | | | | | | | | \$ 16,000.00 | \$ 16,000.00 | |
| TOTAL OFF | -SITE STORM LEVIES | | | \$ | 13,159,677 | 1009.9 | \$ 13,030.67 | \$ - | \$ 16,000.00 | \$ 35,812.25 | 5 \$ 10,952.25 | \$ - | \$ - | \$ - | \$ 10,952.25 | \$ 16,472.42 | \$ 16,000.00 | \$ 16,000.00 | \$ 24,860.00 |

| | | | | | | | | | | TRA | NSPORTA | TION LE | VIES | | | | |
|----|--|----------------|---------------|--------------|------------------|--------------|-----------------|-----------|--------------|--------------|-----------------|-----------|--------------|--------------|--------------|-----------|--------------|
| | Transportation Improvements (2017) - To be increased to \$29,745/Ha in | | | Benefiting | Cost per Hectare | | | | | Devel | opment Area | a (Ha) | | | | | |
| | Item 2018 | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | l13 | l14 | C1 | C2 | C3 | C4 | C5 | C6 | C7 | C8 | C9 | C10 |
| | | | | (1.14) | | 46.4 | 16.2 | 8.3 | 6.9 | 0.7 | 11.8 | 0.9 | 0.9 | 3.8 | 7.1 | 14.2 | 5.1 |
| TO | TOTAL OFF-SITE TRANSPORTATION LEVIES | Future | \$ 30,039,750 | 1009.9 | \$ 27,000.00 | \$ 27,000.00 | \$ 27,000.00 \$ | 27,000.00 | \$ 27,000.00 | \$ 27,000.00 | \$ 27,000.00 \$ | 27,000.00 | \$ 27,000.00 | 27,000.00 \$ | 27,000.00 \$ | 27,000.00 | \$ 27,000.00 |

| | | | | | | | | | | | | TOTA | LEVIES | | | | | |
|-----------------------|------|-------------------|-----------------|-------|------------------------------------|--------------|-----------|----------|-----------|--------------|--------------|--------------|-------------|---------------|----------------|---------------|---------------|----------------|
| | То | otal Cost (\$) | Benefiting Area | a per | erage Cost r Hectare (\$/Ha) | 113 | 114 | | C1 | C2 | СЗ | C4 | C5 | C6 | C7 | C8 | C9 | C10 |
| WATER LEVIES | \$ | 16,932,528 | 1009.9 | \$ | 16,766.54 | \$ 21,856.80 | \$ 15,37 | 6.79 \$ | 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 21,856.80 | \$ 15,376. | 9 \$ 15,376.7 | 9 \$ 21,856.80 | \$ 15,376.79 | \$ 15,376.7 | 9 \$ 15,376.79 |
| SANITARY LEVIES | \$ | 29,857,546 | 1009.9 | \$ | 29,564.85 | \$ 63,163.87 | \$ 63,163 | 3.87 \$ | 10,496.80 | \$ 10,496.80 | \$ 10,496.80 | \$ 18,943.64 | \$ 10,496.8 | 0 \$ 10,496.8 | 0 \$ 20,875.51 | \$ 56,419.61 | \$ 56,419.6 | 1 \$ 10,496.80 |
| STORM LEVIES | \$ | 13,159,677 | 1009.9 | \$ | 13,030.67 | \$ - | \$ 16,000 | 0.00 \$ | 35,812.25 | \$ 10,952.25 | \$ - | \$ - | \$ - | \$ 10,952.2 | 5 \$ 16,472.42 | \$ 16,000.00 | \$ 16,000.0 | 0 \$ 24,860.00 |
| TRANSPORTATION LEVIES | \$ | 30,039,750 | 1009.9 | \$ | 30,000.00 | \$ 27,000 | \$ 27 | 000 \$ | 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,00 | 0 \$ 27,00 | 0 \$ 27,000 | \$ 27,000 | \$ 27,00 | 0 \$ 27,000 |
| TOTAL OFF-SITE LEVIES | \$ 8 | 9,989,501 | 1009.9 | \$ 8 | 89,107.34 | \$112,020.67 | \$121,540 | 67 \$ 88 | 8,685.84 | \$ 63,825.84 | \$ 52,873.59 | \$ 67,800.44 | \$ 52,873.5 | 9 \$ 63,825.8 | \$ 86,204.73 | \$ 114,796.41 | \$ 114,796.41 | \$ 77,733.59 |





TABLE 5.1A - RESIDENTIAL AREAS



| | | | | | | | | | | | | | W | ATER LEVI | ES | | | | | | |
|-------|--|---|----------------|---------------|--------------|------------------|--------------|--------------|-----------|--------------|--------------|-----------------|-----------|-----------------|-----------|-----------------|-----------|--------------|-----------------|-----------|------------|
| | | | | | Benefiting | Cost per Hectare | | | | | | | Deve | lopment Are | a (Ha) | | | | | | |
| Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE4 |
| | | | | | (ria) | | 2.7 | 54.3 | 29.4 | 12.7 | 50 | 53.2 | 57.5 | 49.5 | 4 | 37.8 | 17.5 | 16.4 | 41.2 | 22.6 | 6 |
| 2.1.3 | Brentwood ExtWomacks to Brentwood | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2001 | \$ 42,934 | 102.3 | \$ 419.69 | | | | | | | | | | | | | | | |
| 2.1.4 | Broadway Extension | N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, W3, I5, I11 | 2002 | \$ 98,684 | 193.3 | \$ 510.52 | 1 | | | | | | | \$ | 510.52 | \$ 510.52 \$ | 510.52 | | | | |
| 2.1.5 | Brentwood ExtCPR Crossing | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2004 | \$ 236,428 | 102.3 | \$ 2,311.12 | | | | | | | | | | | | | | | |
| 2.1.6 | Upgrade E. Railway Trunk WTP to Minto | ALL | 2004 | \$ 79,025 | 1009.9 | \$ 78.25 | \$ 78.25 | \$ 78.25 | 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 | \$ 78.25 \$ | 78.25 | \$ 78. |
| 2.1.7 | Regional Water Line | ALL | 2006 | \$ 3,500,000 | 1009.9 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465. |
| 2.1.8 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) | ALL | 2006 / Future | \$ 6,000,000 | 1009.9 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941. |
| 3.1.2 | Womacks Rd/Gregg St Trunk Main | E2, E3, E4, NE1 | Future | \$ 246,561 | 154.4 | \$ 1,596.90 | | \$ 1,596.90 | 1,596.90 | \$ 1,596.90 | | | | | | | | | | | |
| 4.1.1 | Vista Trail Water Trunk | I1B, I2, I11, I12, I13, C4, C7,W1 | 2011 | \$ 300,299 | 120.2 | \$ 2,498.33 | | | | | | | | | | | | | | | |
| 4.1.2 | South Street Water Trunk | I1B, I2, I11, I12, I13, C4, C7, W1 | 2011 | \$ 242,571 | 120.2 | \$ 2,018.06 | | | | | | | | | | | | | | | |
| 4.1.3 | Duncan Avenue | I1B, I2, I11, I12, I13, C4, C7 | 2012 | \$ 236,026 | 120.2 | \$ 1,963.61 | | | | | | | | | | | | | | | |
| 4.1.4 | Future East Area Reservoir and Booster Station | ALL | Future | \$ 5,250,000 | 1009.9 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198. |
| 4.1.5 | Water Supply Line (300mm Twinning) | ALL | Future | \$ 700,000 | 1009.9 | \$ 693.14 | \$ 693.14 | \$ 693.14 | 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 | \$ 693.14 \$ | 693.14 | \$ 693. |
| | E WATER LEVIES | | | \$ 16,932,528 | 1,009.9 | \$ 16,766.54 | \$ 15,376.79 | \$ 16,973.69 | 16,973.69 | \$ 16,973.69 | \$ 15,376.79 | \$ 15,376.79 \$ | 15,376.79 | \$ 15,376.79 \$ | 15,887.31 | \$ 15,887.31 \$ | 15,887.31 | \$ 15,376.79 | \$ 15,376.79 \$ | 15 276 70 | \$ 15,376. |

| | | | | | | | | | | | | | SAI | NITARY L | EVIES | | | | | | |
|----------|---|---|----------------|---------------|--------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|-----------|--------------|--------------|--------------|
| | | | | | Benefiting | Cost per Hectare | | | | | | | Deve | lopment A | rea (Ha) | | | | | | |
| Item | Sanitary Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE4 |
| | | | | | (Ha) | | 2.7 | 54.3 | 29.4 | 12.7 | 50.0 | 53.2 | 57.5 | 49.5 | 4.0 | 37.8 | 17.5 | 16.4 | 41.2 | 22.6 | 6.0 |
| 2.2.3 | Lift Station No. 3 Construction | TW1, I1A, I11 | 1997 | \$ 46,268 | 27.1 | \$ 1,707.31 | | | | | | | | | | | | | | | |
| 2.2.4 | Upgrade Stanley LS | N1, N2, N3, N5, N6, TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11, C8, C9 | 2000 | \$ 193,322 | 238.8 | \$ 809.54 | | | | | | | | | \$ 809.54 | \$ 809.54 | \$ 809.54 | | \$ 809.54 | \$ 809.54 | |
| 2.2.5 | NW Area LS | TW2, W2A, W2C, W2D, 35% of W3 | 2000 | \$ 242,666 | 64.8 | \$ 3,744.56 | | | | | | | | | | | | | | | |
| 2.2.6 | NW Area LS Forcemain - second phase | TW2, W2A, W2C, W2D, 35% of W3 | 2003 | \$ 45,047 | 64.8 | \$ 695.12 | | | | | | | | | | | | | | | |
| 2.2.7 | Abandon Womacks LS | l11 | 2001 | \$ 6,380 | 9.2 | \$ 693.47 | | | | | | | | | | | | | | | |
| 3.2.3 | Upgrade LS#3 & new FM | TW1, I1A, I11 | 2005 | \$ 81,263 | 27.1 | \$ 2,998.62 | | | | | | | | | | | | | | | |
| 3.2.11 | NW Area LS forcemain - final phase | W2A, W2C, W2D, 35% of W3 | 2005 | \$ 96,540 | 35.8 | \$ 2,696.26 | | | | | | | | | | | | | | | |
| 3.2.1 | WWTP Upgrades | ALL | Future | \$ 1,744,339 | 1009.9 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 \$ | 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 |
| 3.2.2 | Upgrade Stanley FM | N1, N2, N3, N5, N6, C8, C9, TW2, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11 | Future | \$ 97,662 | 230.1 | \$ 424.40 | | | | | | | | | \$ 424.40 | \$ 424.40 | \$ 424.40 | | \$ 424.40 | \$ 424.40 | |
| 3.2.4 | Aurora Lift Station | N1, N2, N3, I7, 65% of N5, N6, C8, C9 | Future | \$ 2,500,000 | 144.9 | \$ 17,255.66 | | | | | | | | | \$ 17,255.66 | \$ 17,255.66 | \$ 17,255.66 | | \$ 11,216.18 | \$ 17,255.66 | |
| 3.2.5 | I4 LS (plus South Street gravity main) | ALL | 2010 | \$ 2,856,380 | 1009.9 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 \$ | 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 |
| 3.2.6 | Broadway Trunk Upgrade | N1, N2, N3, N5, N6, C8, C9TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7 | Future | \$ 625,000 | 258.6 | \$ 2,416.81 | | | | | | | | | \$ 2,416.81 | \$ 2,416.81 | \$ 2,416.81 \$ | 2,416.81 | \$ 2,416.81 | | |
| 3.2.7 | Indiana Street / South Street / Highway 2A Upgrade | W3, N1, N2, N3, N5, N6, C8, C9, TW3, I5, TW4, I6, I7 | Future | \$ 1,000,000 | 256.6 | \$ 3,897.12 | | | | | | | | | \$ 3,897.12 | \$ 3,897.12 | \$ 3,897.12 | | \$ 3,897.12 | \$ 3,897.12 | |
| 3.2.8 | NW Area LS Generator | TW2, W2A, W2C, W2D, 35% of W3 | 2012 | \$ 70,000 | 64.8 | \$ 1,080.16 | | | | | | | | | | | | | | | |
| 3.2.9 | Regional Forcemain to Red Deer | ALL | Future | \$ 6,000,000 | 1009.9 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 |
| 4.2.1 | Vista Trail Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A | 2011 | \$ 269,981 | 149.8 | \$ 1,802.10 | | | | | | | | | | | \$ | 1,802.10 | \$ 630.73 | | |
| 4.2.2 | South Street Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A, I1B, I1C, C7 | 2011 | \$ 425,001 | 220.0 | \$ 1,931.87 | | | | | | | | | | | \$ | 1,931.87 | \$ 676.15 | | |
| 4.2.3 | Duncan Avenue Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3 | 2012 | \$ 147,112 | 148.9 | \$ 987.89 | | | | | | | | | | | \$ | 987.89 | \$ 345.76 | | |
| 4.2.4 | McKay Ranch (E5) Lift Station, Force Main, and Oversizing | E5, E6, E7, E8, NE1 | Future | \$ 2,500,000 | 268.2 | \$ 9,321.40 | | | | | \$ 9,321.40 | \$ 9,321.40 | \$ 9,321.40 | \$ 9,321.40 | | | | | | | |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ridge | E4, E5, E6, E7, E8, S2, S3, I8, I9, NE1 | 2013 | \$ 260,585 | 337.4 | \$ 772.33 | | | | \$ 772.33 | \$ 772.33 | \$ 772.33 | \$ 772.33 | \$ 772.33 | | | | | | | |
| 4.2.6 | I2 and C4 Sanitary Trunk | N4, 35% of N5, I1A, I1B, I2, I11, I12, I13, I14, C4, C7 | Future | \$ 1,600,000 | 189.4 | \$ 8,446.84 | | | | | | | | | | | \$ | 8,446.84 | \$ 2,956.39 | | |
| 4.2.7 | I13 Lift Station | I13, I14, 35% of N5, N4, 65% of W3 | Future | \$ 2,500,000 | 115.7 | \$ 21,604.80 | | | | | | | | | | | \$ | 21,604.80 | \$ 7,561.68 | | |
| 4.2.8 | Valley Ridge Industrial Lift Station | I13, I14, N4, 35% of N5, I12, 65% of W3 | Future | \$ 2,500,000 | 139.7 | \$ 17,893.57 | | | | | | | | | | | \$ | 17,893.57 | \$ 6,262.75 | | |
| 4.2.9 | NW Area Lift Station Pump Upgrade | 35% of W3, W2A, W2D, W2C | Future | \$ 250,000 | 35.8 | \$ 6,982.27 | | | | | | | | | | | | | | | |
| 4.2.10 | Lakeside Lift Station and Force Main | S2, S3, I8, I9 | Future | \$ 1,500,000 | 70.1 | \$ 21,398.00 | | | | | | | | | | | | | | | |
| 4.2.11a | Broadway / Aurora Trunk to N5/N6 | C8, C9, N6, 65% of N5, N2, N3, N1, I7 | Future | \$ 600,000 | 144.88 | \$ 4,141.36 | | | | | | | | | \$ 4,141.36 | \$ 4,141.36 | \$ 4,141.36 | | \$ 2,691.88 | \$ 4,141.36 | |
| 4.2.11b | Broadway / Aurora Trunk (N5/N6) | C8, C9, N6, 65% of N5 | Future | \$ 1,200,000 | 70.68 | \$ 16,977.93 | | | | | | | | | | | | | \$ 11,035.65 | \$ 16,977.93 | |
| 4.2.12 | McKay Ranch North Trunk Oversizing Through Future | E6, E8, NE1 | Future | \$ 500,000 | 160.7 | \$ 3,111.39 | | | | | | \$ 3,111.39 | | \$ 3,111.39 | | | | | | | |
| TOTAL OF | SITE SANITARY LEVIES | | · | \$ 29,857,546 | 1009.9 | \$ 29,564.85 | \$ 10,496.80 | \$ 10.496.80 | \$ 10.496.80 | \$ 11,269,13 | \$ 20.590.53 | \$ 23.701.92 | \$ 20.590.53 | \$ 23.701.92 | \$ 39,441.68 | \$ 39,441.68 | \$ 39.441.68 \$ | 65.580.68 | \$ 61,421.86 | \$ 54.002.80 | \$ 10.496.80 |

| | | | | | | | | | | | | | S | TORM LE | /IES | | | | | | |
|----------|---------------------------------|--|----------------|---------------|------------|------------------|-----------------|------|------|------|--------------|--------------|--------------|--------------|-----------------|--------------|-----------|-----------------|-----------|--------------|------|
| | | | | | Benefiting | Cost per Hectare | | | | | | | Deve | lopment A | rea (Ha) | | | | | | |
| Item | Storm Improvements | Contributing Areas | Year Completed | Cost (\$) | Area | (\$/Ha) | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE4 |
| | | | | | (па) | | 2.7 | 54.3 | 29.4 | 12.7 | 50.0 | 53.2 | 57.5 | 49.5 | 4.0 | 37.8 | 17.5 | 16.4 | 41.2 | 22.6 | 6.0 |
| 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C6, C7 | 2001 | \$ 734,896 | 67.1 | \$ 10,952.25 | \$ 10,952.25 | | | | | | | | | | | | | | |
| 2.3.2 | Broadway/Womacks Ext. | 15 | 2002 | \$ 228,460 | 13.1 | \$ 17,439.69 | | | | | | | | | | | | | | | |
| 3.3.2 | Rolling Hills Lift Station | W2A, W2C, W2D, TW1, I5 | Future | \$ 500,000 | 47.6 | \$ 10,504.20 | | | | | | | | | | | | | | | |
| 4.3.1 | South Street Storm Trunk | TW1, C7, I1B, W2A, W2C, W2D | 2011 | \$ 293,121 | 53.1 | \$ 5,520.17 | | | | | | | | | | | | | | | |
| 4.3.2 | I12 Lift Station and Force Main | l11, l12 | Future | \$ 800,000 | 33.2 | \$ 24,096.39 | | | | | | | | | | | | | | | |
| 4.3.3 | East Area Storm Trunk | E5, E6, E7, E8, C10, C1, NE1 | Future | \$ 7,000,000 | 281.6 | \$ 24,860.00 | | | | | \$ 24,860.00 | \$ 24,860.00 | \$ 24,860.00 | \$ 24,860.00 | | | | | | | |
| 4.3.4 | Whelp Creek Storm System | TW3, N1, N2, N3, N4, N5, N6, C8, C9, W3, I14 | Future | \$ 3,603,200 | 225.2 | \$ 16,000.00 | | | | | | | | | \$ 16,000.00 \$ | 16,000.00 \$ | 16,000.00 | \$ 16,000.00 \$ | 16,000.00 | \$ 16,000.00 | |
| TOTAL OF | F-SITE STORM LEVIES | | | \$ 13,159,677 | 1009.9 | \$ 13,030.67 | \$ 10,952.25 \$ | - | \$ - | \$ - | \$ 24,860.00 | \$ 24,860.00 | \$ 24,860.00 | \$ 24,860.00 | \$ 16,000.00 \$ | 16,000.00 \$ | 16,000.00 | \$ 16,000.00 \$ | 16,000.00 | \$ 16,000.00 | \$ - |

| | | | | | | | | | | | | | TRANSP | ORTATION | LEVIES | | | | | | |
|-------|---|--|----------------|---------------|--------------|-----------------------------|--------------|-----------------|-----------|--------------|-----------|-----------------|-----------|-----------------|-----------|--------------|-----------------|--------------|--------------|--------------|--------------|
| | Item Transportation Improvements Year Completed Cost (\$) A | | | | | | | | | | | | Devel | opment Are | a (Ha) | | | | | | |
| Item | Transportation Improvements | | Year Completed | Cost (\$) | Area (Ha) | Cost per Hectare (\$/Ha) | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE4 |
| | | | | | (Ha) | | 2.7 | 54.3 | 29.4 | 12.7 | 50.0 | 53.2 | 57.5 | 49.5 | 4.0 | 37.8 | 17.5 | 16.4 | 41.2 | 22.6 | 6.0 |
| TOTAL | OFF-SITE TRANSPORTATION LEVIES | | Future | \$ 30,039,750 | 1009.9 | \$ 29,745.2 | \$ 29,745.27 | \$ 29,745.27 \$ | 29,745.27 | 29,745.27 \$ | 29,745.27 | \$ 29,745.27 \$ | 29,745.27 | \$ 29,745.27 \$ | 29,745.27 | \$ 29,745.27 | \$ 29,745.27 \$ | 29,745.27 \$ | \$ 29,745.27 | \$ 29,745.27 | \$ 29,745.27 |

| | | | | | | | | | | | T | OTAL LEVII | ES | | | | | | |
|-----------------------|--|--------------------|-------------------------|--|----------------|--------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|------------|--------------|--------------|------------|---------------|---------------|--------------|
| | | Total Cost (\$) | Benefiting Area (Ha) | Average Cost per Hectare (\$/Ha) | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE4 |
| WATER LEVIES | | \$ 16,932,528 | 1009.9 | \$ 16,766.5 | 4 \$ 15,376.79 | \$ 16,973.69 | 16,973.69 | \$ 16,973.69 \$ | 15,376.79 | \$ 15,376.79 \$ | 15,376.79 | \$ 15,376.79 \$ | 15,887.31 | \$ 15,887.31 | \$ 15,887.31 | 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 |
| SANITARY LEVIES | | \$ 29,857,546 | 1009.9 | \$ 29,564.8 | 5 \$ 10,496.80 | \$ 10,496.80 | 10,496.80 | \$ 11,269.13 \$ | 20,590.53 | \$ 23,701.92 \$ | 20,590.53 | \$ 23,701.92 \$ | 39,441.68 | \$ 39,441.68 | \$ 39,441.68 | 65,580.68 | \$ 61,421.86 | \$ 54,002.80 | \$ 10,496.80 |
| STORM LEVIES | | \$ 13,159,677 | 1009.9 | \$ 13,030.6 | 7 \$ 10,952.25 | \$ - \$ | | s - s | 24,860.00 | \$ 24,860.00 \$ | 24,860.00 | \$ 24,860.00 \$ | 16,000.00 | \$ 16,000.00 | \$ 16,000.00 | 16,000.00 | \$ 16,000.00 | \$ 16,000.00 | \$ - |
| TRANSPORTATION LEVIES | | \$ 30,039,750 | 1009.9 | \$ 30,000.0 | 0 \$ 29,745 | \$ 29,745 | 29,745 | \$ 29,745 \$ | 29,745 | \$ 29,745 \$ | 29,745 | \$ 29,745 \$ | 29,745 | \$ 29,745 | \$ 29,745 \$ | 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 |
| TOTAL OFF-SITE LEVIES | | \$ 89,989,501 | 1009.9 | \$ 89,107.3 | \$ 66,571.12 | \$ 57,215.76 | 57,215.76 | \$ 57,988.10 \$ | 90,572.60 | \$ 93,683.99 \$ | 90,572.60 | \$ 93,683.99 \$ | 101,074.27 | \$101,074.27 | \$101,074.27 | 126,702.75 | \$ 122,543.92 | \$ 115,124.86 | \$ 55,618.87 |
| | | • | | • | | • | | • | | | | | • | | | | | | |



TABLE 5.1B - RESIDENTIAL AREAS



| | | | | | | | | | | | | WA | ER LEV | IES | | | | | | |
|-----------|--|---|----------------|---------------|--------------|--|-----------------|--------------|--------------|--------------|--------------|-----------------|-----------|--------------|--------------|--------------|-----------------|-----------|-----------------|-----------|
| | | | | | Benefiting | Cost per Hecta | re | | | | | Develop | ment Are | ea (HA) | | | | | | |
| Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | S1 | S2 | S3 | TE1 | TE2 | TW1 | TW2 | TW3 | TW4 | W2A | W2C | W2D | W3 | NE1 |
| | | | | | (Ha) | | 4 | 17.5 | 32.8 | 10.6 | 4.8 | 17 | 29 | 13.9 | 4.7 | 4.5 | 11.1 | 8.2 | 34.3 | 58 |
| 2.1.3 | Brentwood ExtWomacks to Brentwood | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2001 | \$ 42,934 | 102.3 | \$ 419. | 69 | | | | | \$ 419.69 \$ | 419.69 | \$ 419.69 | | \$ 419.69 | \$ 419.69 \$ | 419.69 | | |
| 2.1.4 | Broadway Extension | N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, W3, I5, I11 | 2002 | \$ 98,684 | 193.3 | \$ 510.52 \$ 510.52 \$ 510.52 \$ 510.52 \$ 510.52 \$ | | | | | | | | | | | | | \$ 510.52 | |
| 2.1.5 | Brentwood ExtCPR Crossing | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2004 | \$ 236,428 | 102.3 | \$ 2,311. | 12 | | | | | \$ 2,311.12 \$ | 2,311.12 | \$ 2,311.12 | | \$ 2,311.12 | \$ 2,311.12 \$ | 2,311.12 | | |
| 2.1.6 | Upgrade E. Railway Trunk WTP to Minto | ALL | 2004 | \$ 79,025 | 1009.9 | \$ 78. | 25 \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 \$ | 78.25 |
| 2.1.7 | Regional Water Line | ALL | 2006 | \$ 3,500,000 | 1009.9 | \$ 3,465. | 69 \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 \$ | 3,465.69 |
| 2.1.8 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) | ALL | 2006 / Future | \$ 6,000,000 | 1009.9 | \$ 5,941. | 18 \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 \$ | 5,941.18 |
| 3.1.2 | Womacks Rd/Gregg St Trunk Main | E2, E3, E4, NE1 | Future | \$ 246,561 | 154.4 | \$ 1,596. | 90 | | | | | | | | | | | | \$ | 1,596.90 |
| 4.1.1 | Vista Trail Water Trunk | I1B, I2, I11, I12, I13, C4, C7,W1 | 2011 | \$ 300,299 | 120.2 | \$ 2,498. | 33 | | | | | | | | | | | | | |
| 4.1.2 | South Street Water Trunk | I1B, I2, I11, I12, I13, C4, C7, W1 | 2011 | \$ 242,571 | 120.2 | \$ 2,018. | 06 | | | | | | | | | | | | | |
| 4.1.3 | Duncan Avenue | I1B, I2, I11, I12, I13, C4, C7 | 2012 | \$ 236,026 | 120.2 | \$ 1,963. | 61 | | | | | | | | | | | | | |
| 4.1.4 | Future East Area Reservoir and Booster Station | ALL | Future | \$ 5,250,000 | 1009.9 | \$ 5,198. | 53 \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198.53 \$ | 5,198.53 |
| 4.1.5 | Water Supply Line (300mm Twinning) | ALL | Future | \$ 700,000 | 1009.9 | \$ 693. | 14 \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 \$ | 693.14 |
| TOTAL OFF | S-SITE WATER LEVIES | | | \$ 16,932,528 | 1,009.9 | \$ 16,766. | 54 \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 18,618.13 \$ | 18,618.13 | \$ 18,618.13 | \$ 15,376.79 | \$ 18,618.13 | \$ 18,618.13 \$ | 18,618.13 | \$ 15,887.31 \$ | 16,973.69 |
| | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | SAI | NITARY LE | VIES | | | | | | |
|------------|---|---|----------------|---------------|--------------|------------------|--------------|--------------|--------------|--------------|-----------|-------------------|--------------|--------------|------------|-----------------|--------------|-----------------|-----------|--------------|
| | | | | | Benefiting | Cost per Hectare | | | | | | Devel | opment Ar | ea (Ha) | | | | | | |
| Item | Sanitary Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | S1 | S2 | S3 | TE1 | TE2 | TW1 | TW2 | TW3 | TW4 | W2A | W2C | W2D | W3 | NE1 |
| | | | | | (ria) | | 4.0 | 17.5 | 32.8 | 10.6 | 4.8 | 17.0 | 29.0 | 13.9 | 4.7 | 4.5 | 11.1 | 8.2 | 34.3 | 58.0 |
| 2.2.3 | Lift Station No. 3 Construction | TW1, I1A, I11 | 1997 | \$ 46,268 | 27.1 | \$ 1,707.31 | | | | | | \$ 1,707.31 | | | | | | | | |
| 2.2.4 | Upgrade Stanley LS | N1, N2, N3, N5, N6, TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11, C8, C9 | 2000 | \$ 193,322 | 238.8 | \$ 809.54 | | | | | | | \$ 809.54 | \$ 809.54 | | \$ 809.54 | \$ 809.54 | \$ 809.54 \$ | 283.34 | |
| 2.2.5 | NW Area LS | TW2, W2A, W2C, W2D, 35% of W3 | 2000 | \$ 242,666 | 64.8 | \$ 3,744.56 | | | | | | | \$ 3,744.56 | | | \$ 3,744.56 | \$ 3,744.56 | \$ 3,744.56 \$ | 1,310.60 | |
| 2.2.6 | NW Area LS Forcemain - second phase | TW2, W2A, W2C, W2D, 35% of W3 | 2003 | \$ 45,047 | 64.8 | \$ 695.12 | ! | | | | | | \$ 695.12 | | | \$ 695.12 | \$ 695.12 | \$ 695.12 \$ | 243.29 | |
| 2.2.7 | Abandon Womacks LS | l11 | 2001 | \$ 6,380 | 9.2 | \$ 693.47 | | | | | | | | | | | | | | |
| 3.2.3 | Upgrade LS#3 & new FM | TW1, I1A, I11 | 2005 | \$ 81,263 | 27.1 | \$ 2,998.62 | ! | | | | | \$ 2,998.62 | 2 | | | | | | | |
| 3.2.11 | NW Area LS forcemain - final phase | W2A, W2C, W2D, 35% of W3 | 2005 | \$ 96,540 | 35.8 | \$ 2,696.26 | i | | | | | | | | | \$ 2,696.26 | \$ 2,696.26 | \$ 2,696.26 \$ | 943.69 | |
| 3.2.1 | WWTP Upgrades | ALL | Future | \$ 1,744,339 | 1009.9 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727 | 7.24 \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727. | 24 \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 \$ | 1,727.24 | \$ 1,727.24 |
| 3.2.2 | Upgrade Stanley FM | N1, N2, N3, N5, N6, C8, C9, TW2, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11 | Future | \$ 97,662 | 230.1 | \$ 424.40 | | | | | | | \$ 424.40 | | | \$ 424.40 | \$ 424.40 | \$ 424.40 \$ | 424.40 | |
| 3.2.4 | Aurora Lift Station | N1, N2, N3, I7, 65% of N5, N6, C8, C9 | Future | \$ 2,500,000 | 144.9 | \$ 17,255.66 | i | | | | | | | | | | | | | |
| 3.2.5 | I4 LS (plus South Street gravity main) | ALL | 2010 | \$ 2,856,380 | 1009.9 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828 | 8.38 \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828. | 38 \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 \$ | 2,828.38 | \$ 2,828.38 |
| 3.2.6 | Broadway Trunk Upgrade | N1, N2, N3, N5, N6, C8, C9TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7 | Future | \$ 625,000 | 258.6 | \$ 2,416.81 | | | | | | | \$ 2,416.81 | \$ 2,416.81 | | \$ 2,416.81 | \$ 2,416.81 | \$ 2,416.81 \$ | 845.88 | |
| 3.2.7 | Indiana Street / South Street / Highway 2A Upgrade | W3, N1, N2, N3, N5, N6, C8, C9, TW3, I5, TW4, I6, I7 | Future | \$ 1,000,000 | 256.6 | \$ 3,897.12 | ! | | | | | \$ 3,897.12 | \$ 3,897.12 | \$ 3,897.12 | | \$ 3,897.12 | \$ 3,897.12 | \$ 3,897.12 | | |
| 3.2.8 | NW Area LS Generator | TW2, W2A, W2C, W2D, 35% of W3 | 2012 | \$ 70,000 | 64.8 | \$ 1,080.16 | 1 | | | | | | \$ 1,080.16 | | | \$ 1,080.16 | \$ 1,080.16 | \$ 1,080.16 \$ | 378.06 | |
| 3.2.9 | Regional Forcemain to Red Deer | ALL | Future | \$ 6,000,000 | 1009.9 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,94 | 1.18 \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941. | 18 \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 |
| 4.2.1 | Vista Trail Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A | 2011 | \$ 269,981 | 149.8 | \$ 1,802.10 | | | | | | | | | | | | \$ | 630.73 | |
| 4.2.2 | South Street Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A, I1B, I1C, C7 | 2011 | \$ 425,001 | 220.0 | \$ 1,931.87 | | | | | | | | | | | | 9 | 1,255.71 | |
| 4.2.3 | Duncan Avenue Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3 | 2012 | \$ 147,112 | 148.9 | \$ 987.89 | | | | | | | | | | | | \$ | 642.13 | |
| 4.2.4 | McKay Ranch (E5) Lift Station, Force Main, and Oversizing | E5, E6, E7, E8, NE1 | Future | \$ 2,500,000 | 268.2 | \$ 9,321.40 | | | | | | | | | | | | | | \$ 9,321.40 |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ridge | E4, E5, E6, E7, E8, S2, S3, I8, I9, NE1 | 2013 | \$ 260,585 | 337.4 | \$ 772.33 | | \$ 772.33 | \$ 772.33 | | | | | | | | | | | \$ 772.33 |
| 4.2.6 | I2 and C4 Sanitary Trunk | N4, 35% of N5, I1A, I1B, I2, I11, I12, I13, I14, C4, C7 | Future | \$ 1,600,000 | 189.4 | \$ 8,446.84 | | | | | | | | | | | | | | |
| 4.2.7 | I13 Lift Station | I13, I14, 35% of N5, N4, 65% of W3 | Future | \$ 2,500,000 | 115.7 | \$ 21,604.80 | | | | | | | | | | | | \$ | 14,043.12 | |
| 4.2.8 | Valley Ridge Industrial Lift Station | I13, I14, N4, 35% of N5, I12, 65% of W3 | Future | \$ 2,500,000 | 139.7 | \$ 17,893.57 | | | | | | | | | | | | \$ | 11,630.82 | |
| 4.2.9 | NW Area Lift Station Pump Upgrade | 35% of W3, W2A, W2D, W2C | Future | \$ 250,000 | 35.8 | \$ 6,982.27 | | | | | | | | | | \$ 6,982.27 | \$ 6,982.27 | \$ 6,982.27 \$ | 2,443.79 | |
| 4.2.10 | Lakeside Lift Station and Force Main | S2, S3, I8, I9 | Future | \$ 1,500,000 | 70.1 | \$ 21,398.00 | | \$ 21,398.00 | \$ 21,398.00 | | | | | | | | | | | |
| 4.2.11a | Broadway / Aurora Trunk to N5/N6 | C8, C9, N6, 65% of N5, N2, N3, N1, I7 | Future | \$ 600,000 | 144.88 | \$ 4,141.36 | | | | | | | | | | | | | | |
| 4.2.11b | Broadway / Aurora Trunk (N5/N6) | C8, C9, N6, 65% of N5 | Future | \$ 1,200,000 | 70.68 | \$ 16,977.93 | | | | | | | | | | | | | | |
| 4.2.12 | McKay Ranch North Trunk Oversizing Through Future | E6, E8, NE1 | Future | \$ 500,000 | 160.7 | \$ 3,111.39 | | | | | | | | | | | | | | \$ 3,111.39 |
| TOTAL OFF- | SITE SANITARY LEVIES | | | \$ 29,857,546 | 1009.9 | \$ 29,564.85 | \$ 10,496.80 | \$ 32,667.14 | \$ 32,667.14 | \$ 10,496.80 | \$ 10,496 | 6.80 \$ 19,099.85 | \$ 23,564.51 | \$ 17,620.27 | \$ 10,496. | 80 \$ 33,243.03 | \$ 33,243.03 | \$ 33,243.03 \$ | 45,572.37 | \$ 23,701.92 |

| | | | | | | | | | | | | | ST | ORM LEV | IES | | | | | | |
|----------|---------------------------------|--|----------------|---------------|------------|----------|--------------|-----|------|------|--------------|--------------|--------------|-----------|--------------|------|--------------|--------------|--------------|--------------|--------------|
| | | | | | Benefiting | Cost por | r Hectare | | | | | | Devel | opment Ar | ea (Ha) | | | | | | |
| Item | Storm Improvements | Contributing Areas | Year Completed | Cost (\$) | Area | (\$/F | Ha) | S1 | S2 | S3 | TE1 | TE2 | TW1 | TW2 | TW3 | TW4 | W2A | W2C | W2D | W3 | NE1 |
| | | | | | (Па) | | | 4.0 | 17.5 | 32.8 | 10.6 | 4.8 | 17.0 | 29.0 | 13.9 | 4.7 | 4.5 | 11.1 | 8.2 | 34.3 | 58.0 |
| 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C6, C7 | 2001 | \$ 734,896 | 67.1 | \$ 1 | 10,952.25 | | | | \$ 10,952.25 | \$ 10,952.25 | | | | | | | | · | |
| 2.3.2 | Broadway/Womacks Ext. | 15 | 2002 | \$ 228,460 | 13.1 | \$ 1 | 17,439.69 | | | | | | | | | | | | | · | |
| 3.3.2 | Rolling Hills Lift Station | W2A, W2C, W2D, TW1, I5 | Future | \$ 500,000 | 47.6 | \$ 1 | 10,504.20 | | | | | | \$ 10,504.20 | | | | \$ 10,504.20 | \$ 10,504.20 | \$ 10,504.20 | <u> </u> | |
| 4.3.1 | South Street Storm Trunk | TW1, C7, I1B, W2A, W2C, W2D | 2011 | \$ 293,12 | 53.1 | \$ | 5,520.17 | | | | | | \$ 5,520.17 | | | | \$ 5,520.17 | \$ 5,520.17 | \$ 5,520.17 | | |
| 4.3.2 | I12 Lift Station and Force Main | l11, l12 | Future | \$ 800,000 | 33.2 | \$ 2 | 24,096.39 | | | | | | | | | | | | | <u> </u> | |
| 4.3.3 | East Area Storm Trunk | E5, E6, E7, E8, C10, C1, NE1 | Future | \$ 7,000,000 | 281.6 | \$ 2 | 24,860.00 | | | | | | | | | | | | | <u> </u> | \$ 24,860.00 |
| 4.3.4 | Whelp Creek Storm System | TW3, N1, N2, N3, N4, N5, N6, C8, C9, W3, I14 | Future | \$ 3,603,200 | 225.2 | \$ 1 | 16,000.00 | | | | | | | | \$ 16,000.00 | 1 | | | | \$ 16,000.00 | |
| TOTAL OF | F-SITE STORM LEVIES | | | \$ 13,159,677 | 1009.9 | \$ 1 | 13,030.67 \$ | - | \$ - | \$ - | \$ 10,952.25 | \$ 10,952.25 | \$ 16,024.37 | \$ - | \$ 16,000.00 | \$ - | \$ 16,024.37 | \$ 16,024.37 | \$ 16,024.37 | \$ 16,000.00 | \$ 24,860.00 |

| | | | | | | | | | | 1 | TRANSPO | RTATION | LEVIES | | | | | | |
|----------|------------------------------|----------------|---------------|--------------|------------------|-----------------|-----------|--------------|--------------|--------------|----------------|-----------|--------------|--------------|-----------------|-----------|-----------------|-----------|--------------|
| · | | | | Benefiting | Cost per Hectare | | | | | | Develo | ment Area | a (Ha) | | | | | | |
| Item | Transportation Improvements | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | \$1 | S2 | S3 | TE1 | TE2 | TW1 | TW2 | TW3 | TW4 | W2A | W2C | W2D | W3 | NE1 |
| | | | | (ria) | | 4.0 | 17.5 | 32.8 | 10.6 | 4.8 | 17.0 | 29.0 | 13.9 | 4.7 | 4.5 | 11.1 | 8.2 | 34.3 | 58.0 |
| TOTAL OF | F-SITE TRANSPORTATION LEVIES | Future | \$ 30,039,750 | 1009.9 | \$ 29,745.27 | \$ 29,745.27 \$ | 29,745.27 | \$ 29,745.27 | 29,745.27 \$ | 29,745.27 \$ | 29,745.27 \$ | 29,745.27 | \$ 29,745.27 | \$ 29,745.27 | \$ 29,745.27 \$ | 29,745.27 | \$ 29,745.27 \$ | 29,745.27 | \$ 29,745.27 |

| | | | | | | | TO | TAL LEVII | ES | | | | | | | | |
|-----------------------|--------------------|-------------------------|--|--------------|--------------|--------------|--------------|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Total Cost (\$) | Benefiting Area (Ha) | Average Cost per Hectare (\$/Ha) | S 1 | S2 | S 3 | TE1 | TE2 | TW1 | TW2 | TW3 | TW4 | W2A | W2C | W2D | W3 | NE1 |
| WATER LEVIES | \$ 16,932,528 | 1009.9 | \$ 16,766.54 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 \$ | 18,618.13 | \$ 18,618.13 | \$ 18,618.13 | \$ 15,376.79 | \$ 18,618.13 | \$ 18,618.13 | \$ 18,618.13 | \$ 15,887.31 | \$ 16,973.69 |
| SANITARY LEVIES | \$ 29,857,546 | 1009.9 | \$ 29,564.85 | \$ 10,496.80 | \$ 32,667.14 | \$ 32,667.14 | \$ 10,496.80 | \$ 10,496.80 \$ | 19,099.85 | \$ 23,564.51 | \$ 17,620.27 | \$ 10,496.80 | \$ 33,243.03 | \$ 33,243.03 | \$ 33,243.03 | \$ 45,572.37 | \$ 23,701.92 |
| STORM LEVIES | \$ 13,159,677 | 1009.9 | \$ 13,030.67 | \$ - | \$ - | \$ - | \$ 10,952.25 | \$ 10,952.25 \$ | 16,024.37 | \$ - | \$ 16,000.00 | \$ - | \$ 16,024.37 | \$ 16,024.37 | \$ 16,024.37 | \$ 16,000.00 | \$ 24,860.00 |
| TRANSPORTATION LEVIES | \$ 30,039,750 | 1009.9 | \$ 30,000.00 | \$ 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 \$ | 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 |
| TOTAL OFF-SITE LEVIES | \$ 89,989,501 | 1009.9 | \$ 89,107.34 | \$ 55,618.87 | \$ 77,789.20 | \$ 77,789.20 | \$ 66,571.12 | \$ 66,571.12 | \$ 83,487.61 | \$ 71,927.91 | \$ 81,983.67 | \$ 55,618.87 | \$ 97,630.80 | \$ 97,630.80 | \$ 97,630.80 | \$107,204.96 | \$ 95,280.89 |



TABLE 5.2A - INDUSTRIAL AND COMMERCIAL AREAS



| | | | | | | | | | | | | | WATER I | LEVIES | | | | | | |
|-----------|--|---|----------------|--------------|------------|---------------------------|-----------------|-----------|--------------|-----------------|--------------|-----------|--------------|-----------------|-----------|--------------|--------------|-----------------|-----------|--------------|
| | | | | | Benefiting | Cost per Hectare | | | | | | D | evelopmen | t Area (HA) | | | | | | |
| Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Area | (\$/Ha) | I1A | I1B | I1C | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 110 | l11 | l12 |
| | | | | | (па) | | 0.9 | 8.5 | 9.8 | 16.5 | 2.1 | 32.3 | 6.8 | 13.8 | 14.9 | 19.2 | 19.8 | 4.6 | 9.2 | 24 |
| 2.1.3 | Brentwood ExtWomacks to Brentwood | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2001 | \$ 42,93 | 102.3 | \$ 419.69 | \$ 419.69 \$ | 419.69 | \$ 419.69 | | | | | | | | | \$ | 419.69 | |
| 2.1.4 | Broadway Extension | N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, W3, I5, I11 | 2002 | \$ 98,68 | 193.3 | 193.3 \$ 510.52 \$ 510.52 | | | | | | | | | | | | | 510.52 | |
| 2.1.5 | Brentwood ExtCPR Crossing | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B, I11 | 2004 | \$ 236,42 | 3 102.3 | \$ 2,311.12 | \$ 2,311.12 \$ | 2,311.12 | \$ 2,311.12 | | | | | | | | | \$ | 2,311.12 | |
| 2.1.6 | Upgrade E. Railway Trunk WTP to Minto | ALL | 2004 | \$ 79,02 | 1009.9 | \$ 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 | \$ 78.25 \$ | 78.25 \$ | 78.25 | \$ 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 |
| 2.1.7 | Regional Water Line | ALL | 2006 | \$ 3,500,00 | 1009.9 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 \$ | 3,465.69 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 |
| 2.1.8 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) | ALL | 2006 / Future | \$ 6,000,00 | 1009.9 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 |
| 3.1.2 | Womacks Rd/Gregg St Trunk Main | E2, E3, E4, NE1 | Future | \$ 246,56 | 1 154.4 | \$ 1,596.90 | | | | | | | | | | | | | | |
| 4.1.1 | Vista Trail Water Trunk | I1B, I2, I11, I12, I13, C4, C7,W1 | 2011 | \$ 300,29 | 120.2 | \$ 2,498.33 | \$ | 2,498.33 | | \$ 2,498.33 | | | | | | | | \$ | 2,498.33 | \$ 2,498.33 |
| 4.1.2 | South Street Water Trunk | I1B, I2, I11, I12, I13, C4, C7, W1 | 2011 | \$ 242,57 | 1 120.2 | \$ 2,018.06 | \$ | 2,018.06 | | \$ 2,018.06 | | | | | | | | \$ | 2,018.06 | \$ 2,018.06 |
| 4.1.3 | Duncan Avenue | I1B, I2, I11, I12, I13, C4, C7 | 2012 | \$ 236,02 | 120.2 | \$ 1,963.61 | \$ | 1,963.61 | | \$ 1,963.61 | | | | | | | | \$ | 1,963.61 | \$ 1,963.61 |
| 4.1.4 | Future East Area Reservoir and Booster Station | ALL | Future | \$ 5,250,00 | 1009.9 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 \$ | 5,198.53 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198.53 |
| 4.1.5 | Water Supply Line (300mm Twinning) | ALL | Future | \$ 700,00 | 1009.9 | \$ 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 | \$ 693.14 \$ | 693.14 \$ | 693.14 | \$ 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 |
| TOTAL OFF | SITE WATER LEVIES | | | \$ 16,932,52 | 1,009.9 | \$ 16,766.54 | \$ 18,107.61 \$ | 24,587.61 | \$ 18,107.61 | \$ 21,856.80 \$ | 15,376.79 \$ | 15,376.79 | \$ 15,887.31 | \$ 15,376.79 \$ | 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 \$ | 25,098.13 | \$ 21,856.80 |
| | <u> </u> | <u> </u> | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | SANITAR | Y LEVIES | 3 | | | | | |
|-------------|---|---|----------------|---------------|--------------|------------------|-----------------|-----------|--------------|-----------------|-----------|--------------|--------------|--------------|-----------|--------------|----------------|---------------|----------------|----------------|
| | | | | | Benefiting | Cost per Hectare | | | | | | D | evelopme | nt Area (l | la) | | | | | |
| Item | Sanitary Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | I1A | ИB | ИC | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 110 | l11 | 112 |
| | | | | | (Ha) | | 0.9 | 8.5 | 9.8 | 16.5 | 2.1 | 32.3 | 6.8 | 13.8 | 14.9 | 19.2 | 19.8 | 4.6 | 9.2 | 24.0 |
| 2.2.3 | Lift Station No. 3 Construction | TW1, I1A, I11 | 1997 | \$ 46,268 | 27.1 | \$ 1,707.31 | \$ 1,707.31 | | \$ 1,707.31 | | | | | | | | | | \$ 1,707.31 | <u> </u> |
| 2.2.4 | Upgrade Stanley LS | N1, N2, N3, N5, N6, TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11, C8, C9 | 2000 | \$ 193,322 | 238.8 | \$ 809.54 | | | | | | | \$ 809.54 | \$ 809.54 | \$ 809 | 54 | | | \$ 809.54 | 4 |
| 2.2.5 | NW Area LS | TW2, W2A, W2C, W2D, 35% of W3 | 2000 | \$ 242,666 | 64.8 | \$ 3,744.56 | | | | | | | | | | | | | | ' |
| 2.2.6 | NW Area LS Forcemain - second phase | TW2, W2A, W2C, W2D, 35% of W3 | 2003 | \$ 45,047 | 64.8 | \$ 695.12 | | | | | | | | | | | | | | |
| 2.2.7 | Abandon Womacks LS | l11 | 2001 | \$ 6,380 | 9.2 | \$ 693.47 | | | | | | | | | | | | | \$ 693.47 | / |
| 3.2.3 | Upgrade LS#3 & new FM | TW1, I1A, I11 | 2005 | \$ 81,263 | 27.1 | \$ 2,998.62 | \$ 2,998.62 | | \$ 2,998.62 | | | | | | | | | | \$ 2,998.62 | 2 |
| 3.2.11 | NW Area LS forcemain - final phase | W2A, W2C, W2D, 35% of W3 | 2005 | \$ 96,540 | 35.8 | \$ 2,696.26 | | | | | | | | | | | | | | |
| 3.2.1 | WWTP Upgrades | ALL | Future | \$ 1,744,339 | 1009.9 | \$ 1,727.24 | \$ 1,727.24 \$ | 1,727.24 | \$ 1,727.24 | \$ 1,727.24 \$ | 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727 | 24 \$ 1,727 | 24 \$ 1,727.2 | 4 \$ 1,727.2 | 4 \$ 1,727.24 | 4 \$ 1,727.24 |
| 3.2.2 | Upgrade Stanley FM | N1, N2, N3, N5, N6, C8, C9, TW2, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11 | Future | \$ 97,662 | 230.1 | \$ 424.40 | | | | | | | \$ 424.40 | \$ 424.40 | \$ 424 | 40 | | | \$ 424.40 | <u>ა</u> |
| 3.2.4 | Aurora Lift Station | N1, N2, N3, I7, 65% of N5, N6, C8, C9 | Future | \$ 2,500,000 | 144.9 | \$ 17,255.66 | | | | | | | | | \$ 17,255 | 66 | | | | |
| 3.2.5 | I4 LS (plus South Street gravity main) | ALL | 2010 | \$ 2,856,380 | 1009.9 | \$ 2,828.38 | \$ 2,828.38 \$ | 2,828.38 | \$ 2,828.38 | \$ 2,828.38 \$ | 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828 | 38 \$ 2,828 | 38 \$ 2,828.3 | 8 \$ 2,828.3 | 8 \$ 2,828.38 | 8 \$ 2,828.38 |
| 3.2.6 | Broadway Trunk Upgrade | N1, N2, N3, N5, N6, C8, C9TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7 | Future | \$ 625,000 | 258.6 | \$ 2,416.81 | | | | | | | \$ 2,416.81 | \$ 2,416.8 | \$ 2,416 | 81 | | | | |
| 3.2.7 | Indiana Street / South Street / Highway 2A Upgrade | W3, N1, N2, N3, N5, N6, C8, C9, TW3, I5, TW4, I6, I7 | Future | \$ 1,000,000 | 256.6 | \$ 3,897.12 | | | | | | | \$ 3,897.12 | \$ 3,897.12 | \$ 3,897 | 12 | | | \$ 3,897.12 | 2 |
| 3.2.8 | NW Area LS Generator | TW2, W2A, W2C, W2D, 35% of W3 | 2012 | \$ 70,000 | 64.8 | \$ 1,080.16 | | | | | | | | | | | | | | |
| 3.2.9 | Regional Forcemain to Red Deer | ALL | Future | \$ 6,000,000 | 1009.9 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941 | 18 \$ 5,941 | 18 \$ 5,941.1 | 8 \$ 5,941.18 | 8 \$ 5,941.18 | 8 \$ 5,941.18 |
| 4.2.1 | Vista Trail Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A | 2011 | \$ 269,981 | 149.8 | \$ 1,802.10 | \$ 1,802.10 | | | | | | | | | | | | \$ 1,802.10 | 0 \$ 1,802.10 |
| 4.2.2 | South Street Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A, I1B, I1C, C7 | 2011 | \$ 425,001 | 220.0 | \$ 1,931.87 | \$ 1,931.87 \$ | 1,931.87 | \$ 1,931.87 | | | | | | | | | | \$ 1,931.87 | 7 \$ 1,931.87 |
| 4.2.3 | Duncan Avenue Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3 | 2012 | \$ 147,112 | 148.9 | \$ 987.89 | | | | | | | | | | | | | \$ 987.89 | 9 \$ 987.89 |
| 4.2.4 | McKay Ranch (E5) Lift Station, Force Main, and Oversizing | E5, E6, E7, E8, NE1 | Future | \$ 2,500,000 | 268.2 | \$ 9,321.40 | | | | | | | | | | | | | | |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ridge | E4, E5, E6, E7, E8, S2, S3, I8, I9, NE1 | 2013 | \$ 260,585 | 337.4 | \$ 772.33 | | | | | | | | | | \$ 772 | 33 \$ 772.3 | 3 | | |
| 4.2.6 | I2 and C4 Sanitary Trunk | N4, 35% of N5, I1A, I1B, I2, I11, I12, I13, I14, C4, C7 | Future | \$ 1,600,000 | 189.4 | \$ 8,446.84 | \$ 8,446.84 \$ | 8,446.84 | | \$ 8,446.84 | | | | | | | | | \$ 8,446.84 | 4 \$ 8,446.84 |
| 4.2.7 | I13 Lift Station | I13, I14, 35% of N5, N4, 65% of W3 | Future | \$ 2,500,000 | 115.7 | \$ 21,604.80 | | | | | | | | | | | | | | |
| 4.2.8 | Valley Ridge Industrial Lift Station | I13, I14, N4, 35% of N5, I12, 65% of W3 | Future | \$ 2,500,000 | 139.7 | \$ 17,893.57 | | | | | | | | | | | | | | \$ 17,893.57 |
| 4.2.9 | NW Area Lift Station Pump Upgrade | 35% of W3, W2A, W2D, W2C | Future | \$ 250,000 | 35.8 | \$ 6,982.27 | | | | | | | | | | | | | | |
| 4.2.10 | Lakeside Lift Station and Force Main | S2, S3, I8, I9 | Future | \$ 1,500,000 | 70.1 | \$ 21,398.00 | | | | | | | | | | \$ 21,398 | 00 \$ 21,398.0 | 0 | | |
| 4.2.11a | Broadway / Aurora Trunk to N5/N6 | C8, C9, N6, 65% of N5, N2, N3, N1, I7 | Future | \$ 600,000 | 144.88 | \$ 4,141.36 | | | | | | | | | \$ 4,141 | 36 | | | | |
| 4.2.11b | Broadway / Aurora Trunk (N5/N6) | C8, C9, N6, 65% of N5 | Future | \$ 1,200,000 | 70.68 | \$ 16,977.93 | | | | | | | | | \$ 16,977 | 93 | | | | |
| 4.2.12 | McKay Ranch North Trunk Oversizing Through Future | E6, E8, NE1 | Future | \$ 500,000 | 160.7 | \$ 3,111.39 | | | | _ | | - | | | | | | | I | |
| TOTAL OFF-S | ITE SANITARY LEVIES | | | \$ 29,857,546 | 1009.9 | \$ 29,564.85 | \$ 27,383.53 \$ | 20,875.51 | \$ 17,134.60 | \$ 18,943.64 \$ | 10,496.80 | \$ 10,496.80 | \$ 18,044.66 | \$ 18,044.66 | \$ 56,419 | 61 \$ 32,667 | 14 \$ 32,667.1 | 4 \$ 10,496.8 | 0 \$ 34,195.95 | 5 \$ 41,559.07 |

| | | | | | | | | | | | | | STORM | LEVIES | | | | | | |
|-----------|---------------------------------|--|----------------|---------------|------------|--------------|--------|-----------|--------|------|------|--------|--------------|---------|------|------|------|------|--------------|--------------|
| | | | | | Benefiting | Cost per Hec | | | | | | Deve | opment Are | ea (Ha) | | | | | | |
| Item | Storm Improvements | Contributing Areas | Year Completed | Cost (\$) | Area | (\$/Ha) | I1A | ИВ | IIC | l2 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 110 | l11 | l12 |
| | | | | | (па) | | 0.9 | 8.5 | 9.8 | 16.5 | 2.1 | 32.3 | 6.8 | 13.8 | 14.9 | 19.2 | 19.8 | 4.6 | 9.2 | 24.0 |
| 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C6, C7 | 2001 | \$ 734,896 | 67.1 | \$ 10,95 | .25 | | | | | | | | | | | | | |
| 2.3.2 | Broadway/Womacks Ext. | 15 | 2002 | \$ 228,460 | 13.1 | \$ 17,43 | .69 | | | | | | \$ 17,439.69 | | | | | | | |
| 3.3.2 | Rolling Hills Lift Station | W2A, W2C, W2D, TW1, I5 | Future | \$ 500,000 | 47.6 | \$ 10,50 | .20 | | | | | | \$ 10,504.20 | | | | | | | |
| 4.3.1 | South Street Storm Trunk | TW1, C7, I1B, W2A, W2C, W2D | 2011 | \$ 293,121 | 53.1 | \$ 5,52 | 1.17 | \$ 5,52 | .17 | | | | | | | | | | | |
| 4.3.2 | I12 Lift Station and Force Main | l11, l12 | Future | \$ 800,000 | 33.2 | \$ 24,09 | i.39 | | | | | | | | | | | | \$ 24,096.39 | \$ 24,096.39 |
| 4.3.3 | East Area Storm Trunk | E5, E6, E7, E8, C10, C1, NE1 | Future | \$ 7,000,000 | 281.6 | \$ 24,86 | 0.00 | | | | | | | | | | | | | |
| 4.3.4 | Whelp Creek Storm System | TW3, N1, N2, N3, N4, N5, N6, C8, C9, W3, I14 | Future | \$ 3,603,200 | 225.2 | \$ 16,00 | .00 | | | | | | | | | | | | | |
| TOTAL OFF | -SITE STORM LEVIES | | | \$ 13,159,677 | 1009.9 | \$ 13,03 | .67 \$ | - \$ 5,52 | .17 \$ | - \$ | - \$ | - \$ - | \$ 27,943.90 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 24,096.39 | \$ 24,096.39 |

| | | | | | | | | | | | | TRAN | SPORTA | TION LEVI | ES | | | | | |
|---|---------|------------------------------|----------------|---------------|--------------|------------------|-----------------|-----------|--------------|-----------------|--------------|--------------|-----------|--------------|-----------|-----------------|-----------|-----------------|--------------|--------------|
| | | | | | Benefiting | Cost per Hectare | | | | | | De | velopmen | t Area (Ha) | | | | | | |
| | Item | Transportation Improvements | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | I1A | ИВ | I1C | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 110 | l11 | l12 |
| | | | | | (ria) | | 0.9 | 8.5 | 9.8 | 16.5 | 2.1 | 32.3 | 6.8 | 13.8 | 14.9 | 19.2 | 19.8 | 4.6 | 9.2 | 24.0 |
| 1 | OTAL OF | F-SITE TRANSPORTATION LEVIES | Future | \$ 30,039,750 | 1009.9 | \$ 29,745.27 | \$ 29,745.27 \$ | 29,745.27 | \$ 29,745.27 | \$ 29,745.27 \$ | 29,745.27 \$ | 29,745.27 \$ | 29,745.27 | 29,745.27 \$ | 29,745.27 | \$ 29,745.27 \$ | 29,745.27 | \$ 29,745.27 \$ | \$ 29,745.27 | \$ 29,745.27 |

| | | | | | TOTAL LEVIES | | | | | | | | | | | | | |
|-----------------------|---|--------------------|-------------------------|--|----------------|--------------|--------------|--------------|--------------|-----------------|-----------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | | Total Cost (\$) | Benefiting Area (Ha) | Average Cost per Hectare (\$/Ha) | I1A | ИВ | I1A | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 110 | l11 | l12 |
| WATER LEVIES | : | \$ 16,932,528 | 1009.9 | \$ 16,766. | 4 \$ 18,107.61 | \$ 24,587.61 | \$ 18,107.61 | \$ 21,856.80 | \$ 15,376.79 | \$ 15,376.79 \$ | 15,887.31 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | 15,376.79 | \$ 15,376.79 | \$ 25,098.13 | \$ 21,856.80 |
| SANITARY LEVIES | : | \$ 29,857,546 | 1009.9 | \$ 29,564. | 5 \$ 27,383.53 | \$ 20,875.51 | \$ 17,134.60 | \$ 18,943.64 | \$ 10,496.80 | \$ 10,496.80 \$ | 18,044.66 | \$ 18,044.66 | \$ 56,419.61 | \$ 32,667.14 | 32,667.14 | \$ 10,496.80 | \$ 34,195.95 | \$ 41,559.07 |
| STORM LEVIES | : | \$ 13,159,677 | 1009.9 | \$ 13,030. | 57 \$ - | \$ 5,520.17 | \$ - | \$ - | \$ - | \$ - \$ | 27,943.90 | \$ - | \$ - | \$ - | - | \$ - | \$ 24,096.39 | \$ 24,096.39 |
| TRANSPORTATION LEVIES | : | \$ 30,039,750 | 1009.9 | \$ 30,000. | 0 \$ 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 \$ | 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 | 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 |
| TOTAL OFF-SITE LEVIES | | \$ 89,989,501 | 1009.9 | \$ 89,107.3 | 4 \$ 75,236.41 | \$ 80,728.56 | \$ 64,987.48 | \$ 70,545.71 | \$ 55,618.87 | \$ 55,618.87 | 91,621.15 | \$ 63,166.73 | \$101,541.68 | \$ 77,789.20 | \$ 77,789.20 | \$ 55,618.87 | \$113,135.74 | \$117,257.53 |



TABLE 5.2B - INDUSTRIAL AND COMMERCIAL AREAS DRAFT



| | | | | | | | | | | | | WATER | LEVIES | | | | | |
|----------|--|---|----------------|---------------|--------------|------------------|--------------|-----------------|-----------|--------------|--------------|--------------|--------------|--------------|-----------------|--------------|-----------|--------------|
| | | | | | Benefiting | Cost per Hectare | | | | | | Developme | nt Area (H | A) | | | | |
| Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | 113 | l14 | C1 | C2 | C3 | C4 | C5 | C6 | C7 | C8 | C9 | C10 |
| | | | | | (Ha) | | 46.4 | 16.2 | 8.3 | 6.9 | 0.7 | 11.8 | 0.9 | 0.9 | 3.8 | 7.1 | 14.2 | 5.1 |
| 2.1.3 | Brentwood ExtWomacks to Brentwood | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2001 | \$ 42,934 | 102.3 | \$ 419.69 | | | | | | | | | | | | |
| 2.1.4 | Broadway Extension | N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, W3, I5, I11 | 2002 | \$ 98,684 | 193.3 | \$ 510.52 | | | | | | | | | | | | |
| 2.1.5 | Brentwood ExtCPR Crossing | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2004 | \$ 236,428 | 102.3 | \$ 2,311.12 | | | | | | | | | | | | |
| 2.1.6 | Upgrade E. Railway Trunk WTP to Minto | ALL | 2004 | \$ 79,025 | 1009.9 | \$ 78.25 | \$ 78.25 | \$ 78.25 \$ | 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 | \$ 78.25 \$ | 78.25 \$ | 78.25 | \$ 78.25 |
| 2.1.7 | Regional Water Line | ALL | 2006 | \$ 3,500,000 | 1009.9 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 | \$ 3,465.69 \$ | 3,465.69 \$ | 3,465.69 | \$ 3,465.69 |
| 2.1.8 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) | ALL | 2006 / Future | \$ 6,000,000 | 1009.9 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.18 \$ | 5,941.18 \$ | 5,941.18 | \$ 5,941.18 |
| 3.1.2 | Womacks Rd/Gregg St Trunk Main | E2, E3, E4, NE1 | Future | \$ 246,561 | 154.4 | \$ 1,596.90 | | | | | | | | | | | | |
| 4.1.1 | Vista Trail Water Trunk | I1B, I2, I11, I12, I13, C4, C7,W1 | 2011 | \$ 300,299 | 120.2 | \$ 2,498.33 | \$ 2,498.33 | | | | | \$ 2,498.33 | | | \$ 2,498.33 | | | |
| 4.1.2 | South Street Water Trunk | I1B, I2, I11, I12, I13, C4, C7, W1 | 2011 | \$ 242,571 | 120.2 | \$ 2,018.06 | \$ 2,018.06 | | | | | \$ 2,018.06 | | | \$ 2,018.06 | | | |
| 4.1.3 | Duncan Avenue | I1B, I2, I11, I12, I13, C4, C7 | 2012 | \$ 236,026 | 120.2 | \$ 1,963.61 | \$ 1,963.61 | | | | | \$ 1,963.61 | | | \$ 1,963.61 | | | |
| 4.1.4 | Future East Area Reservoir and Booster Station | ALL | Future | \$ 5,250,000 | 1009.9 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 | \$ 5,198.53 \$ | 5,198.53 \$ | 5,198.53 | \$ 5,198.53 |
| 4.1.5 | Water Supply Line (300mm Twinning) | ALL | Future | \$ 700,000 | 1009.9 | \$ 693.14 | \$ 693.14 | \$ 693.14 \$ | 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 | \$ 693.14 \$ | 693.14 \$ | 693.14 | \$ 693.14 |
| TOTAL OF | F-SITE WATER LEVIES | | | \$ 16,932,528 | 1,009.9 | \$ 16,766.54 | \$ 21,856.80 | \$ 15,376.79 \$ | 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 21,856.80 | \$ 15,376.79 | \$ 15,376.79 | \$ 21,856.80 \$ | 15,376.79 \$ | 15,376.79 | \$ 15,376.79 |

| | | | | | | | | | | | | | SANIT | ARY LE | VIES | | | | | | |
|------------|---|---|----------------|----|------------|--------------|-----------------------------|--------------|-------------|---------------|----------------|--------------|------------|-----------|------------|-----------------|-----------|---------|-----------|-----------|-------------|
| | | | | | | Benefiting | C4 !!4 | | | | | | Developr | nent Ar | ea (H | a) | | | | | |
| Item | Sanitary Improvements | Contributing Areas | Year Completed | C | Cost (\$) | Area (Ha) | Cost per Hectare (\$/Ha) | 113 | l14 | C1 | C2 | СЗ | C4 | C5 | ; <u> </u> | C6 | C7 | C8 | | C9 | C10 |
| | | | | | | (на) | | 46.4 | 16.2 | 8.3 | 6.9 | 0.7 | 11.8 | 0.9 |) | 0.9 | 3.8 | 7.1 | | 14.2 | 5.1 |
| 2.2.3 | Lift Station No. 3 Construction | TW1, I1A, I11 | 1997 | \$ | 46,268 | 27.1 | \$ 1,707.31 | | | | | | | | | | | | | | |
| 2.2.4 | Upgrade Stanley LS | N1, N2, N3, N5, N6, TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11, C8, C9 | 2000 | \$ | 193,322 | 238.8 | \$ 809.54 | | | | | | | | | | | \$ 8 | 809.54 \$ | 809.54 | |
| 2.2.5 | NW Area LS | TW2, W2A, W2C, W2D, 35% of W3 | 2000 | \$ | 242,666 | 64.8 | \$ 3,744.56 | | | | | | | | | | | | | | |
| 2.2.6 | NW Area LS Forcemain - second phase | TW2, W2A, W2C, W2D, 35% of W3 | 2003 | \$ | 45,047 | 64.8 | \$ 695.12 | | | | | | | | | | | | | | |
| 2.2.7 | Abandon Womacks LS | 111 | 2001 | \$ | 6,380 | 9.2 | \$ 693.47 | | | | | | | | | | | | | | |
| 3.2.3 | Upgrade LS#3 & new FM | TW1, I1A, I11 | 2005 | \$ | 81,263 | 27.1 | \$ 2,998.62 | | | | | | | | | | | | | | |
| 3.2.11 | NW Area LS forcemain - final phase | W2A, W2C, W2D, 35% of W3 | 2005 | \$ | 96,540 | 35.8 | \$ 2,696.26 | | | | | | | | | | | | | | |
| 3.2.1 | WWTP Upgrades | ALL | Future | \$ | 1,744,339 | 1009.9 | \$ 1,727.24 | \$ 1,727.24 | \$ 1,727.2 | \$ 1,727.2 | 4 \$ 1,727.24 | \$ 1,727.24 | \$ 1,727. | 24 \$ 1, | 727.24 | \$ 1,727.24 \$ | 1,727.24 | \$ 1,7 | 27.24 \$ | 1,727.24 | \$ 1,727.24 |
| 3.2.2 | Upgrade Stanley FM | N1, N2, N3, N5, N6, C8, C9, TW2, W2A, W2C, W2D, 35% of W3, I5, I6, I7, I11 | Future | \$ | 97,662 | 230.1 | \$ 424.40 | | | | | | | | | | | \$ 4 | 24.40 \$ | 424.40 | |
| 3.2.4 | Aurora Lift Station | N1, N2, N3, I7, 65% of N5, N6, C8, C9 | Future | \$ | 2,500,000 | 144.9 | \$ 17,255.66 | | | | | | | | | | | \$ 17,2 | 255.66 \$ | 17,255.66 | |
| 3.2.5 | I4 LS (plus South Street gravity main) | ALL | 2010 | \$ | 2,856,380 | 1009.9 | \$ 2,828.38 | \$ 2,828.38 | \$ 2,828.3 | 3 \$ 2,828.3 | 8 \$ 2,828.3 | \$ 2,828.38 | \$ 2,828. | 38 \$ 2. | 828.38 | \$ 2,828.38 \$ | 2,828.38 | \$ 2,8 | 328.38 \$ | 2,828.38 | \$ 2,828.38 |
| 3.2.6 | Broadway Trunk Upgrade | N1, N2, N3, N5, N6, C8, C9TW2, TW3, W2A, W2C, W2D, 35% of W3, I5, I6, I7 | Future | \$ | 625,000 | 258.6 | \$ 2,416.81 | | | | | | | | | | | \$ 2,4 | 16.81 \$ | 2,416.81 | |
| 3.2.7 | Indiana Street / South Street / Highway 2A Upgrade | W3, N1, N2, N3, N5, N6, C8, C9, TW3, I5, TW4, I6, I7 | Future | \$ | 1,000,000 | 256.6 | \$ 3,897.12 | | | | | | | | | | | \$ 3,8 | 97.12 \$ | 3,897.12 | |
| 3.2.8 | NW Area LS Generator | TW2, W2A, W2C, W2D, 35% of W3 | 2012 | \$ | 70,000 | 64.8 | \$ 1,080.16 | | | | | | | | | | | | | | |
| 3.2.9 | Regional Forcemain to Red Deer | ALL | Future | \$ | 6,000,000 | 1009.9 | \$ 5,941.18 | \$ 5,941.18 | \$ 5,941.1 | 3 \$ 5,941.1 | 8 \$ 5,941.18 | \$ 5,941.18 | \$ 5,941. | 18 \$ 5. | 941.18 | \$ 5,941.18 \$ | 5,941.18 | \$ 5,9 | 941.18 \$ | 5,941.18 | \$ 5,941.18 |
| 4.2.1 | Vista Trail Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A | 2011 | \$ | 269,981 | 149.8 | \$ 1,802.10 | \$ 1,802.10 | \$ 1,802.1 |) | | | | | | | | | | | |
| 4.2.2 | South Street Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3, I1A, I1B, I1C, C7 | 2011 | \$ | 425,001 | 220.0 | \$ 1,931.87 | \$ 1,931.87 | \$ 1,931.8 | 7 | | | | | | \$ | 1,931.87 | | | | |
| 4.2.3 | Duncan Avenue Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, 65% of W3 | 2012 | \$ | 147,112 | 148.9 | \$ 987.89 | \$ 987.89 | \$ 987.8 | 9 | | | | | | | | | | | |
| 4.2.4 | McKay Ranch (E5) Lift Station, Force Main, and Oversizing | E5, E6, E7, E8, NE1 | Future | \$ | 2,500,000 | 268.2 | \$ 9,321.40 | | | | | | | | | | | | | | |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ridge | E4, E5, E6, E7, E8, S2, S3, I8, I9, NE1 | 2013 | \$ | 260,585 | 337.4 | \$ 772.33 | | | | | | | | | | | | | | |
| 4.2.6 | I2 and C4 Sanitary Trunk | N4, 35% of N5, I1A, I1B, I2, I11, I12, I13, I14, C4, C7 | Future | \$ | 1,600,000 | 189.4 | \$ 8,446.84 | \$ 8,446.84 | \$ 8,446.8 | 1 | | | \$ 8,446. | 34 | | \$ | 8,446.84 | | | | |
| 4.2.7 | I13 Lift Station | 113, 114, 35% of N5, N4, 65% of W3 | Future | \$ | 2,500,000 | 115.7 | \$ 21,604.80 | \$ 21,604.80 | \$ 21,604.8 |) | | | | | | | | | | | |
| 4.2.8 | Valley Ridge Industrial Lift Station | I13, I14, N4, 35% of N5, I12, 65% of W3 | Future | \$ | 2,500,000 | 139.7 | \$ 17,893.57 | \$ 17,893.57 | \$ 17,893.5 | 7 | | | | | | | | | | | |
| 4.2.9 | NW Area Lift Station Pump Upgrade | 35% of W3, W2A, W2D, W2C | Future | \$ | 250,000 | 35.8 | \$ 6,982.27 | | | | | | | | | | | | | | |
| 4.2.10 | Lakeside Lift Station and Force Main | S2, S3, I8, I9 | Future | \$ | 1,500,000 | 70.1 | \$ 21,398.00 | | | | | | | | | | | | | | |
| 4.2.11a | Broadway / Aurora Trunk to N5/N6 | C8, C9, N6, 65% of N5, N2, N3, N1, I7 | Future | \$ | 600,000 | 144.88 | \$ 4,141.36 | | | | | | | | | | | \$ 4,1 | 41.36 \$ | 4,141.36 | |
| 4.2.11b | Broadway / Aurora Trunk (N5/N6) | C8, C9, N6, 65% of N5 | Future | \$ | 1,200,000 | 70.68 | \$ 16,977.93 | | | | | | | | | | | \$ 16,9 | 77.93 \$ | 16,977.93 | |
| 4.2.12 | McKay Ranch North Trunk Oversizing Through Future | E6, E8, NE1 | Future | \$ | 500,000 | 160.7 | \$ 3,111.39 | | | | | | | | | | | | | | |
| TOTAL OFF- | SITE SANITARY LEVIES | | | \$ | 29,857,546 | 1009.9 | \$ 29,564.85 | \$ 63,163.87 | \$ 63,163.8 | 7 \$ 10,496.8 | 0 \$ 10,496.80 | \$ 10,496.80 | \$ 18,943. | 64 \$ 10, | 496.80 | \$ 10,496.80 \$ | 20,875.51 | \$ 56,4 | 19.61 \$ | 56,419.61 | \$ 10,496.8 |

| | | | | | | | | | | | | | STORM | I LEVIES | | | | | |
|-----------|---------------------------------|--|----------------|----|------------|--------------|------------------|------|--------------|--------------|--------------|-----|-----------|-------------|--------------|--------------|--------------|--------------|--------------|
| | | | | | | Benefiting | Cost per Hectare | | | | | | Developme | ent Area (H | la) | | | | |
| Item | Storm Improvements | Contributing Areas | Year Completed | (| Cost (\$) | Area (Ha) | (\$/Ha) | l13 | l14 | C1 | C2 | C3 | C4 | C5 | C6 | C7 | C8 | C9 | C10 |
| | | | | | | (на) | | 46.4 | 16.2 | 8.3 | 6.9 | 0.7 | 11.8 | 0.9 | 0.9 | 3.8 | 7.1 | 14.2 | 5.1 |
| 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C6, C7 | 2001 | \$ | 734,896 | 67.1 | \$ 10,952.25 | | | \$ 10,952.25 | \$ 10,952.25 | | | | \$ 10,952.25 | \$ 10,952.25 | | | |
| 2.3.2 | Broadway/Womacks Ext. | 15 | 2002 | \$ | 228,460 | 13.1 | \$ 17,439.69 | | | | | | | | | | | | |
| 3.3.2 | Rolling Hills Lift Station | W2A, W2C, W2D, TW1, I5 | Future | \$ | 500,000 | 47.6 | \$ 10,504.20 | | | | | | | | | | | | |
| 4.3.1 | South Street Storm Trunk | TW1, C7, I1B, W2A, W2C, W2D | 2011 | \$ | 293,121 | 53.1 | \$ 5,520.17 | | | | | | | | | \$ 5,520.17 | | | |
| 4.3.2 | I12 Lift Station and Force Main | I11, I12 | Future | \$ | 800,000 | 33.2 | \$ 24,096.39 | | | | | | | | | | | | |
| 4.3.3 | East Area Storm Trunk | E5, E6, E7, E8, C10, C1, NE1 | Future | \$ | 7,000,000 | 281.6 | \$ 24,860.00 | | | \$ 24,860.00 | | | | | | | | | \$ 24,860.00 |
| 4.3.4 | Whelp Creek Storm System | TW3, N1, N2, N3, N4, N5, N6, C8, C9, W3, I14 | Future | \$ | 3,603,200 | 225.2 | \$ 16,000.00 | | \$ 16,000.00 | | | | | | | | \$ 16,000.00 | \$ 16,000.00 | |
| TOTAL OFF | F-SITE STORM LEVIES | | | e | 12 150 677 | 1000.0 | \$ 12,020,67 | • | ¢ 16,000,00 | ¢ 25 912 25 | \$ 10,052.25 | • | ٠ | | \$ 10,052.25 | ¢ 16.472.42 | \$ 16,000,00 | ¢ 46,000,00 | \$ 24,960,00 |

| | | | | | | | | | | | TRA | ANSPORTA | TION LE | VIES | | | | |
|------|-------|------------------------------|----------------|---------------|--------------|----------------|---------------|--------------|--------------|-----------------|-----------|-----------------|-----------|-----------------|-----------|-----------|--------------|--------------|
| | | | | | Benefiting | Cost per Hecta | | | | | Devel | opment Are | a (Ha) | | | | | |
| Ite | em | Transportation Improvements | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | 113 | 114 | C1 | C2 | C3 | C4 | C5 | C6 | C7 | C8 | C9 | C10 |
| | | | | | () | | 46.4 | 16.2 | 8.3 | 6.9 | 0.7 | 11.8 | 0.9 | 0.9 | 3.8 | 7.1 | 14.2 | 5.1 |
| TOTA | AL OF | F-SITE TRANSPORTATION LEVIES | Future | \$ 30,039,750 | 1009.9 | \$ 29,745. | 7 \$ 29,745.2 | \$ 29,745.27 | \$ 29,745.27 | \$ 29,745.27 \$ | 29,745.27 | \$ 29,745.27 \$ | 29,745.27 | \$ 29,745.27 \$ | 29,745.27 | 29,745.27 | \$ 29,745.27 | \$ 29,745.27 |

| | | | | | | | | | | | | TOTAL | LEVIES | | | | | |
|-----------------------|------|-------------------|-----------------|------|------------------------------------|-------------|-----------|----------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|----------------|
| | То | otal Cost (\$) | Benefiting Area | a pe | erage Cost r Hectare (\$/Ha) | 113 | I1 | 14 | C1 | C2 | C3 | C4 | C5 | C6 | C7 | C8 | C9 | C10 |
| WATER LEVIES | \$ | 16,932,528 | 1009.9 | \$ | 16,766.54 | \$ 21,856.8 | 30 \$ 15 | 5,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 15,376.79 | \$ 21,856.80 | \$ 15,376.79 | \$ 15,376.79 | \$ 21,856.80 | \$ 15,376.79 | \$ 15,376.79 | 9 \$ 15,376.79 |
| SANITARY LEVIES | \$ | 29,857,546 | 1009.9 | \$ | 29,564.85 | \$ 63,163.8 | 37 \$ 63 | 3,163.87 | \$ 10,496.80 | \$ 10,496.80 | \$ 10,496.80 | \$ 18,943.64 | \$ 10,496.80 | \$ 10,496.80 | \$ 20,875.51 | \$ 56,419.61 | \$ 56,419.6 | 1 \$ 10,496.80 |
| STORM LEVIES | \$ | 13,159,677 | 1009.9 | \$ | 13,030.67 | \$ - | \$ 16 | 6,000.00 | \$ 35,812.25 | \$ 10,952.25 | \$ - | \$ - | \$ - | \$ 10,952.25 | \$ 16,472.42 | \$ 16,000.00 | \$ 16,000.00 | 0 \$ 24,860.00 |
| TRANSPORTATION LEVIES | \$ | 30,039,750 | 1009.9 | \$ | 30,000.00 | \$ 29,74 | 15 \$ | 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,745 | \$ 29,74 | 5 \$ 29,745 |
| TOTAL OFF-SITE LEVIES | \$ 8 | 9,989,501 | 1009.9 | \$ | 89,107.34 | \$114,765.9 | 4 \$124,2 | 285.94 | \$ 91,431.12 | \$ 66,571.12 | \$ 55,618.87 | \$ 70,545.71 | \$ 55,618.87 | \$ 66,571.12 | \$ 88,950.00 | \$ 117,541.68 | \$ 117,541.68 | \$ 80,478.87 |



Memo

To: Town of Blackfalds From: Brad Vander Heyden

Stantec, Red Deer

Project/File: 110170062 Date: April 12, 2023

Reference: 2022 Off-Site Levies Update- Change Tracking Sheet

This memo is a summary of the key changes to the off-site levies report (i.e. changes that impact off-site levy rates).

1. Figure 1.0 has been updated quite significantly with new legal cadastral, land uses, and northeast areas included.

2. Tables 5.1 & 5.2

- a. Added facilities section (\$20,019,000.00 cost, which has a \$17,609.96 levy rate applied to benefitting development area).
- b. The previously identified "long term" area is now included in the levy calculations. This includes NE1, NE2, NE3, C11, and C12. Please note that the green space area was increased based on the air photo, which reduces the estimated developable area.
- c. Blackfalds Crossing Land Use and areas changed
 - S1 is now 31.6 ha, including the lands on the SW corner of Broadway and South Street
 - ii. C4 is 4.5 ha
- d. C6 has been removed. It was previously included because it was considered a redevelopment area.
- e. TE2 area increased from 4.8 ha to 5.2 ha to include the residential apartment building.
- f. Areas for E6 and E8 re-measured for new east area storm project limits (legal cadastral)
- g. W3 and C6 removed.
- h. Water Improvement Changes
 - 2.1.8 Broadway Reservoir upgrades increased substantially mostly due unusually large inflation (from \$1.6M to \$3.2M). The costs for the pump grades increased from \$67k to \$600k.
 - ii. Removed 3.1.2 Womacks Rd/Gregg Street Trunk Main (\$246,561)

April 12, 2023 Preston Weran Page 2 of 3

Reference: 2022 Off-Site Levies Update - Change Tracking Sheet

- iii. 4.1.4 Future East Reservoir construction cost increased 20% from \$6,860,000 to \$8,232,000. Note that with funding, the value in the table is changed to \$6,300,000
- iv. 4.1.5 Renamed item to "Broadway Reservoir Water Supply Line (300mm Twinning). Increased cost ~20% with recent unit rates for directional drilled line (total from \$700k to 845k).

i. Sanitary Improvement Changes

- Removed 3.2.1 WWTP Upgrades
- ii. 3.2.2 Stanley FM Increased from \$97,662 to \$260,000 as it will be an encased augured crossing
- iii. Renamed I2 and C4 Sanitary Trunk to S1 and C4 (Blackfalds Crossing) Sanitary Trunk
- iv. 3.2.4 Aurora LS increased to match McKay costs. In the details, a line item was included for \$350k construction value of a 1km long force main.
- v. 3.2.6 Updated from \$625,000 to \$196,578 based on 2022 costs.
- vi. 3.2.7 Increased ~20% from \$1,000,000 to \$1,200,000. Included TW2. Removed I11's, W2A's, W2C's, TW1's W2D's cost,
- vii. Removed 3.2.9 Regional Force Main to Red Deer
- viii. 4.2.4 McKay LS increased based on 2022 costs. Also added the northeast areas into the benefitting area.
- ix. 4.2.5 South Street Trunk Added NE areas to benefitting area.
- x. 4.2.6 Blackfalds Crossing Trunk Increased from \$1.6M to \$1.7M
- xi. 4.2.7 I13 Lift Station increased from \$2.5M to \$3.0M
- xii. 4.2.8 Valley Ridge Lift Station increased from \$2.5M to \$3.0M
- xiii. 4.2.9 NW Area LS Pump Upgrade increased from \$250k to \$350k
- xiv. 4.2.10 Lakeside LS and FM Increased from \$1.5M to \$2M.
- xv. 4.2.11 Increased 25% from \$1.8M to \$2.25M.
- xvi. 4.2.12 Increased from \$500k to \$530k. Added more definition based on McKay Ranch design basis.
- xvii. 5.2.1 New line for C11 lift station
- xviii. 5.2.2 New line for C12 lift station

j. Storm Improvements

- i. 3.3.2 Rolling Hills Lift Station increased cost from \$500,000 to \$1.5M
- ii. 4.3.2 I12 Lift Station (in Valley Ridge) increased cost from \$800,000 to \$1.3M

April 12, 2023 Preston Weran Page 3 of 3

Reference: 2022 Off-Site Levies Update - Change Tracking Sheet

- iii. 4.3.4 Highway 2A LS, FM, and Crossing previously removed and shown with a strike through. Now deleted altogether.
- iv. 4.3.5 Renamed Whelp Brook Storm System to Northwest Storm Project Cost slightly reduced from \$3.6M to \$3.3M
- v. Added 5.3.1 Aurora Heights Oversizing for property to south of it.
- vi. Added 5.3.2 NE Ditch outlet to Blackfalds Lake
- vii. Added 5.3.3 NE 750mm trunk, assumes pond built by developer
- viii. Added 5.3.4 NE 675mm trunk, assumes pond built by developer
- ix. Updated storm contributing areas for EAS project and future NEAS project.
- k. Transportation Levies (Appendix B)
 - i. All high-level costs increased approximately 10% for inflation.
 - ii. Signal improvements increased to \$450k per intersection to reflect current costs.
 - iii. Future East Four-Lane Undivided South Street to 800m South of Twp Rd 40-0 Increased 800m from 2,600m to 3,400m to go all the way to Twp Rd 40-0.
 - iv. Future four-lane Divided Road Around Town increased by 4.1km to go all the way around Town as per TMP. (Note that levies only cover costs for a two-lane road)
 - v. Womacks Road and Gregg Street project expanded to include 2021-2022 contract costs as well as the future 4-lane upgrade work on the east side of the CPR tracks.
 - vi. Added in 4-lane collector roads that may not be paid for by developers.
 - 1. East Railway Street \$3.75M
 - 2. South Street East of Highway 2A \$7.3M

Sincerely,

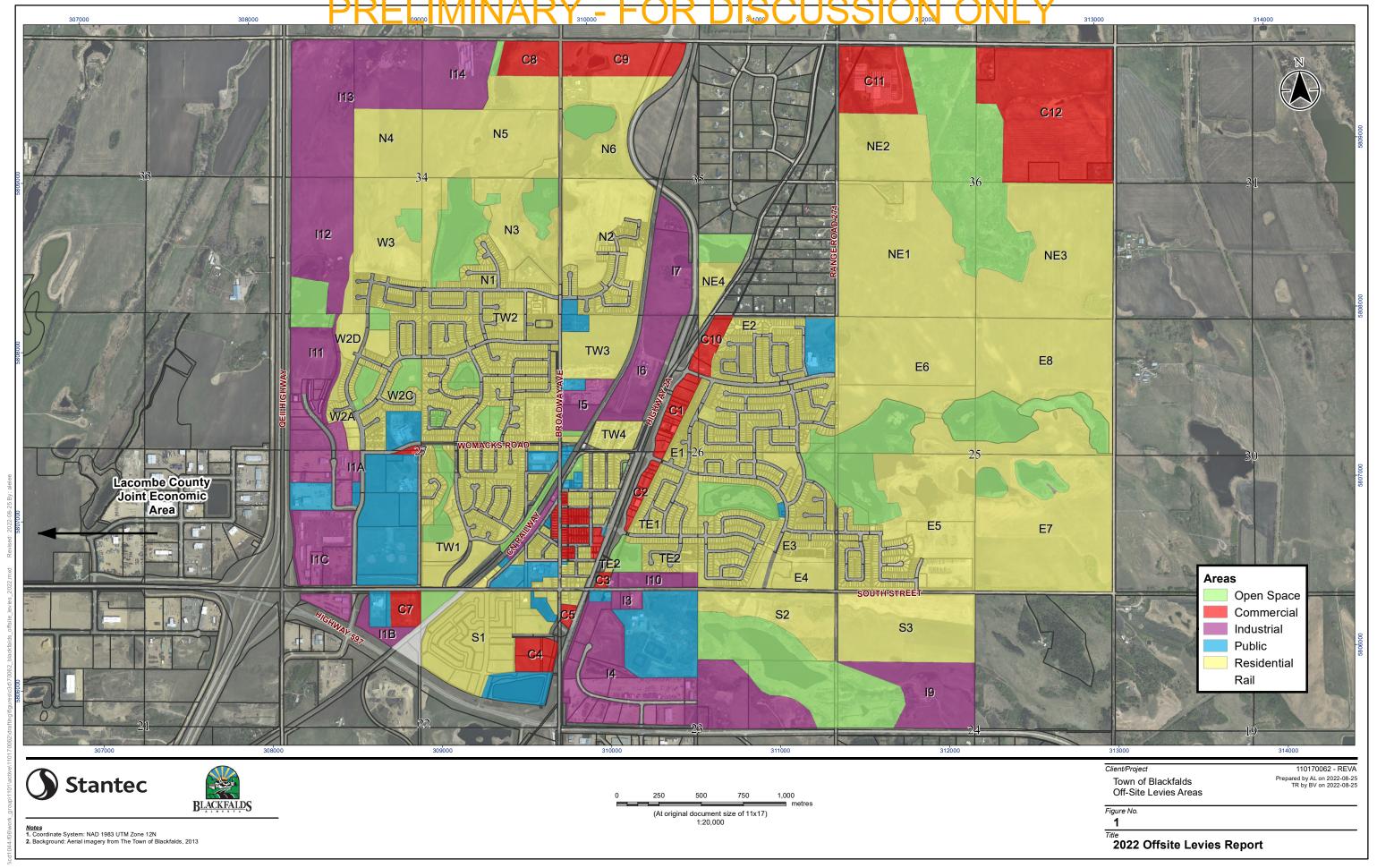
Stantec Consulting Ltd.

Brad Vander Heyden P.Eng.

Project Manager, Transportation Phone: (403) 356-3309 Mobile: (403) 598-3463

brad.vanderheyden@stantec.com

Attachment: Off-Site Levies Tables, Overall figure



BLACKFALDS

Update: April 12, 2023

TABLE 5.1A - RESIDENTIAL AREAS



| | | | | | | | | | | | | | | 100 | ATER LEVE | | | | | | | | |
|----------------|---|--|-----------------------|--------------------------------|----------------------------|------------------------------|----------------------------|----------------------|----------------------|----------------------|------------------------------|----------------------|---|------------------------------|------------------------|--------------------------|------------------------------|------------------------|-----------------------------|---------------|------------------------------|--------------------------|--------------|
| | | | | | | | | | | | | | | | ATER LEVIE | | | | | | | | |
| Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Benefiting Area | Cost per Hectare | E1 | E2 | E3 | E4 | E5 | E6 | E7 | Deve | Iopment Area | (Ha) | N3 | N4 | N5 | N6 | NE1 | NE2 | NE3 |
| | | | | | (Ha) | V ., | 2.7 | 54.3 | 29.4 | 12.7 | 50 | 49.5 | 57.5 | 49.8 | 4 | 37.8 | 17.5 | 16.4 | 41.2 | 22.6 | 56.4 | 21 | 51.1 |
| 1.1.3 | Brentwood ExtWomacks to Brentwood Broadway Extension | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, I5, I11 | 2001 2002 | \$ 42,934 \$ 81,173 | | \$ 419.69 \$ 510.52 | | | | | | | | | \$ 510.52 \$ | § 510.52 \$ | 510.52 | | | | | | |
| 1.1.5 | Brentwood ExtCPR Crossing | TW1, TW2, TW3, W2A, W2C, W2D, I3, I11 | 2002 | \$ 266,136 | 102.3 | \$ 2,601.53 | | | | | | | | | \$ 510.52 | 310.32 3 | 310.32 | | | | | | |
| .1.6 | Upgrade E. Railway Trunk WTP to Minto | ALL | 2004 | \$ 88,955 | 1136.8 | \$ 78.25 | | | | | \$ 78.25 | | | \$ 78.25 | | 78.25 \$ | 78.25 \$ | 78.25 | | | \$ 78.25 | | |
| .1.7 | Regional Water Line | ALL | 2006 | \$ 3,500,000 | | \$ 3,078.82 | \$ 3,078.82 | | | | \$ 3,078.82 | | | \$ 3,078.82 | | | | 3,078.82 | | | \$ 3,078.82 | 3,078.82 \$ | 3,0 |
| 2.1.8 I.1.1 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) Vista Trail Water Trunk | ALL 11B, I2, I11, I12, I13, C4, C7,W1 | 2006 / Future 2011 | \$ 7,600,000 \$ 300,299 | 1136.8 120.2 | \$ 6,685.43 \$ 2,498.33 | \$ 6,685.43 | \$ 6,685.43 | \$ 6,685.43 | \$ 6,685.43 | \$ 6,685.43 | \$ 6,685.43 | \$ 6,685.43 | \$ 6,685.43 | \$ 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 | \$ 6,685.43 | \$ 6,685.43 | \$ 6,685.43 | 6,685.43 \$ | 6,6 |
| 1.1.2 | South Street Water Trunk | I1B, I2, I11, I12, I13, C4, C7, W1 | 2011 | \$ 242,571 | 120.2 | \$ 2,018.06 | | | | | | | | | | | | | | | | | |
| 4.1.3 | Duncan Avenue | I1B, I2, I11, I12, I13, C4, C7 | 2012 | \$ 236,026 | | \$ 1,963.61 | | | | | | | \$ 5,541.87 | | | 5544.07 | 5544.07 | 5544.07 | | | | 5544.07 | 5,5 |
| 4.1.4 4.1.5 | Future East Area Reservoir and Booster Station Broadway Reservoir Water Supply Line (300mm Twinning) | ALL ALL | Future Future | \$ 6,300,000 \$ 845,000 | 1136.8 1136.8 | \$ 5,541.87 \$ 743.31 | \$ 5,541.87 \$ 743.31 | | | | \$ 5,541.87 \$ 743.31 | | | \$ 5,541.87 \$ 743.31 | | 5,541.87 \$ 743.31 \$ | 5,541.87 \$ 743.31 \$ | 5,541.87 743.31 | | | \$ 5,541.87 \$ 743.31 | 5,541.87 \$ 743.31 \$ | 5, |
| | SITE WATER LEVIES | | | \$ 19,503,094 | 1,136.8 | \$ 17,156.14 | \$ 16,127.69 | \$ 16,127.69 | \$ 16,127.69 | \$ 16,127.69 | \$ 16,127.69 | \$ 16,127.69 | \$ 16,127.69 | \$ 16,127.69 | \$ 16,638.21 | 16,638.21 \$ | 16,638.21 \$ | 16,127.69 | \$ 16,127.69 | \$ 16,127.69 | \$ 16,127.69 | 16,127.69 \$ | 16, |
| | | | | | | | | | | | | | | SAN | NITARY LEV | IFS | | | | | | | |
| - | | | | | Benefiting | | | | | | | | | | lopment Area | | | | | | | | _ |
| tem | Sanitary Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | Cost per Hectare (\$/Ha) | E1 2.7 | E2 54.3 | E3 29.4 | E4 12.7 | E5 50.0 | E6 49.5 | E7 57.5 | E8 49.8 | N1 4.0 | N2 37.8 | N3 17.5 | N4 16.4 | N5 41.2 | N6 22.6 | NE1 56.4 | NE2 21.0 | NE3 51.1 |
| 2.3 | Lift Station No. 3 Construction | TW1, I1A, I11 | 1997 | \$ 46,268 | | \$ 1,707.31 | | | | | | | | | | | | | | | | | |
| 2.4 | Upgrade Stanley LS NW Area LS | N1, N2, N3, TW2, TW3, W2A, W2C, W2D, I5, I6, I7, I11 TW2, W2A, W2C, W2D | 2000 2000 | \$ 138,188 \$ 197,713 | 170.7 52.8 | \$ 809.54 \$ 3,744.56 | | | | | | | | | \$ 809.54 \$ | 809.54 \$ | 809.54 | | | | | | |
| 2.6 | NW Area LS NW Area LS Forcemain - second phase | TW2, W2A, W2C, W2D | 2000 | \$ 36,702 | | \$ 3,744.50 | | | | | | | | | | | | | | | | | |
| 2.7 | Abandon Womacks LS | l11 | 2001 | \$ 6,380 | 9.2 | \$ 693.47 | | | | | | | | | | | | | | | | | |
| 2.3 | Upgrade LS#3 & new FM | TW1, I1A, I11 | 2005 | \$ 81,263 | | \$ 2,998.62 | | | | | | | | | | | | | | | | | |
| 2.11 | NW Area LS forcemain - final phase Upgrade Stanley FM | W2A, W2C, W2D N1, N2, N3, TW2, W2A, W2C, W2D, I11 | 2005 Future | \$ 64,171 \$ 260,000 | 23.8 121.3 | \$ 2,696.26 \$ 2,143.45 | | | | | | | | | \$ 2,143.45 | 2,143.45 \$ | 2,143.45 | | | | | | |
| .2.4 | Opgrade Stanley FM Aurora Lift Station | N1, N2, N3, IW2, W2A, W2G, W2D, II11 N1, N2, N3, I7, 65% of N5, N6, C8, C9 | Future | \$ 5,200,000 | 121.3 | \$ 2,143.45 | | | | | | | | | \$ 2,143.45 \$ | 35,891.77 \$ | 35,891.77 | | \$ 23,329.65 | \$ 35,891.77 | | | |
| .2.5 | I4 LS (plus South Street gravity main) | ALL | 2010 | \$ 2,856,380 | 1136.8 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | 3 2,512.65 \$ | 2,512.65 \$ | 2,512.65 | | | \$ 2,512.65 | 2,512.65 \$ | 2, |
| .2.6 | Broadway Trunk Upgrade | N1, N2, N3, TW2, TW3, W2A, W2C, W2D I5, I6, I7 | 2022 | \$ 196,578 | | \$ 1,217.20 | | | | | | | | | \$ 1,217.20 \$ | | | | | | | | |
| .2.7 | Indiana Street / South Street / Highway 2A Upgrade | N1, N2, N3, TW2, TW3, TW4, I5, I6, I7 | Future | \$ 1,200,000 | 142.4 | \$ 8,426.97 | | | | | | | | | \$ 8,426.97 | 8,426.97 \$ | 8,426.97 | | | | | | |
| .2.8 | NW Area LS Generator Vista Trail Sanitary Trunk | TW2, W2A, W2C, W2D I11, I12, I13, I14, N4, 35% of N5, I1A | 2012 2011 | \$ 70,000 \$ 269,981 | 52.8 127.5 | \$ 1,325.76 \$ 2,117.17 | 1 | | | | | | | | | | | 2.117.17 | \$ 741.01 | | | | |
| .2.2 | South Street Sanitary Trunk | N4, 35% of N5, I1A, I1B, I1C, I11, I12, I13, I14, C7 | 2011 | \$ 425,001 | 149.6 | \$ 2,840.54 | | | | | | | | | | | s | 2,117.17 | | | | | |
| 2.3 | Duncan Avenue Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5 | 2012 | \$ 147,112 | | \$ 1,161.84 | | | | | | | | | | | \$ | 1,161.84 | | | | | • |
| 2.4 | McKay Ranch (E5) Lift Station and Force Main | E5, E6, E7, E8, NE1, NE2, NE3, C11, C12 | Future | \$ 4,945,500 | 408.3 | \$ 12,112.42 | | | | | \$ 12,112.42 | | | \$ 12,112.42 | | | | | | | \$ 12,112.42 | 12,112.42 \$ | 12, |
| 2.5 | South Street Sanitary Trunk Extension to McKay Ranch | E5, E6, E7, E8, S2, S3, I8, I9, NE1, NE2, NE3, C11, C12 | 2013 | \$ 260,585 | | \$ 523.68 | | | | | \$ 523.68 | \$ 523.68 | \$ 523.68 | \$ 523.68 | | | | | | | \$ 523.68 | 523.68 \$ | |
| 2.6 | S1 and C4 (Blackfalds Crossing) Sanitary Trunk I13 Lift Station | N4, N5, N6, I1A, I1B, I2, I11, I12, I13, I14, C4, C7 I13, I14, 35% of N5, N4 | Future Future | \$ 1,600,000 \$ 3,000,000 | 217.5 93.4 | \$ 7,356.32 \$ 32,113.04 | | | | | | | | | | | \$ | 7,356.32 32,113.04 | \$ 7,356.32 \$ 11,239.56 | \$ 7,356.32 | | | |
| 2.8 | Valley Ridge Industrial Lift Station | 113, 114, N4, 35% of N5, N4 | Future | \$ 3,000,000 | 117.4 | \$ 25,549.31 | | | | | | | | | | | s | 25,549.31 | | | | | |
| 2.9 | NW Area Lift Station Pump Upgrade | W2A, W2D, W2C | Future | \$ 350,000 | 23.8 | \$ 14,705.88 | | | | | | | | | | | | | | | | | |
| 2.10 | Lakeside Lift Station and Force Main | S2, S3, I9 | Future | \$ 2,000,000 | 70.1 | \$ 28,530.67 | | | | | | | | | | | | | | | | | |
| 2.11 | Broadway / Aurora Trunk (North Area Servicing) | C8, C9, N6, 65% of N5, N2, N3, N1, I7 | Future | \$ 1,800,000 \$ 530,000 | 144.9 | \$ 12,424.08 | | | | | | \$ 1,761.97 | | \$ 1,761.97 | \$ 12,424.08 \$ | \$ 12,424.08 \$ | 12,424.08 | | \$ 8,075.65 | \$ 12,424.08 | | 470407 4 | |
| 5.2.1 | McKay Ranch North Trunk Oversizing Through Future C11 Lift Station and Force Main | E6, E8, NE1, NE2, NE3, C11, C12 C11, NE2, and 30% of NE1 | Future Future | \$ 950,000 | 300.8 54.4 | \$ 1,761.97 \$ 17,456.82 | | | | | | \$ 1,761.97 | | \$ 1,761.97 | | | | | | | \$ 1,761.97 \$ 5,237.05 | 1,761.97 \$ 17,456.82 | 1,7 |
| 5.2.2 | C12 Lift Station Force Main | C12, NE3,and 30% of E8 | Future | \$ 1,490,000 | 122.5 | \$ 12,159.29 | | | | | | | | \$ 3,647.79 | | | | | | | | \$ | 12,1 |
| TAL OFF- | SITE SANITARY LEVIES | | | \$ 31,121,823 | 1136.8 | \$ 27,376.69 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | \$ 15,148.75 | \$ 16,910.72 | \$ 15,148.75 | \$ 20,558.51 | \$ 63,425.65 | 63,425.65 \$ | 63,425.65 \$ | 73,650.87 | \$ 63,597.94 | \$ 58,184.82 | \$ 22,147.76 | 34,367.54 \$ | 29,0 |
| | | | | | | | | | | | | | | | ORM LEVIE | | | | | | | | |
| item | Storm Improvements | Contributing Areas | Year Completed | Cost (\$) | Benefiting Area (Ha) | Cost per Hectare (\$/Ha) | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE1 | NE2 | NE3 |
| 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C7 | 2001 | \$ 734,896 | 67.1 | \$ 10,952.25 | 2.7 \$ 10,952.25 | 54.3 | 29.4 | 12.7 | 50.0 | 49.5 | 57.5 | 49.8 | 4.0 | 37.8 | 17.5 | 16.4 | 41.2 | 22.6 | 56.4 | 21.0 | 51.1 |
| 2.3.2 | Broadway/Womacks Ext. | 15 | 2002 | \$ 228,460 | 13.1 | \$ 17,439.69 | | | | | _ | | | | | | | | | | | | |
| 3.3.2 | Rolling Hills Lift Station | W2A, W2C, W2D, TW1, I5 | Future | \$ 1,500,000 | 47.6 | \$ 31,512.61 | | | | | | | | | | | | | | | | | |
| .3.1 | South Street Storm Trunk | TW1, C7, I1B, W2A, W2C, W2D | 2011 Future | \$ 293,121 | 53.1 33.2 | \$ 5,520.17 \$ 39,156.63 | 1 | | | | | | | | | | + | | - | | | | |
| .3.2 | I12 Lift Station and Force Main East Area Storm Trunk | 111, 112 E5, E6, E7, <mark>87% of E8, C10, C1, 10% of NE1</mark> | Future Future | \$ 1,300,000 \$ 7,000,000 | | \$ 39,156.63 \$ 31,910.14 | | | | | \$ 31.910.14 | \$ 31.910.14 | \$ 31,910.14 | \$ 27.761.82 | | | | | | | \$ 3,191.01 | | - |
| .3.5 | Northwest Stormwater Management System | TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 | Future | \$ 3,300,000 | 190.9 | \$ 17,286.54 | | | | | . , , | . , | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | , | \$ 17,286.54 | 17,286.54 \$ | 17,286.54 \$ | 17,286.54 | \$ 17,286.54 | \$ 17,286.54 | ., | | |
| 5.3.1 | Aurora Heights Oversizing | TW3 | 2015 | \$ 37,471 | | \$ 2,695.76 | | | | | | | | | | | | | | | | | |
| 5.3.2 | Northeast Ditch Outlet to Blackfalds Lake | 90% of NE1, NE2, NE3, C11, C12 | Future | \$ 525,000 | | \$ 2,680.49 | | + | | | | | | e 0055- | | | + | | | | \$ 2,412.44 | | |
| i.3.3 | Northeast 750mm Trunk Northeast 675mm Trunk | 90% of NE1, 30% NE2, NE3,13% of E8 90% of NE1, 30% of NE2 | Future Future | \$ 790,000 \$ 1,190,000 | 114.6 57.1 | \$ 6,891.50 \$ 20,855.24 | | | | | | | | \$ 895.89 | | | + | | | | \$ 6,202.35 \$ 18,769.72 | 2,067.45 \$ 6,256.57 | 6, |
| | SITE STORM LEVIES | | | \$ 16,898,948 | | | | \$ - | \$ - | \$ - | \$ 31,910.14 | \$ 31,910.14 | \$ 31,910.14 | \$ 28,657.72 | \$ 17,286.54 | \$ 17,286.54 \$ | 17,286.54 \$ | 17,286.54 | \$ 17,286.54 | \$ 17,286.54 | , ., | , | 9,5 |
| | | | | | | | | | | | | | | TRANSP | PORTATION | LEVIES | | | | | | | |
| | | | | | Benefiting | | | | | | | | | | lopment Area | | | | | | | | |
| tem | Transportation Improvements | All | Past/Future | Cost (\$) | Area (Ha) | Cost per Hectare (\$/Ha) | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE1 | NE2 | NE3 |
| TAL OFF- | SITE TRANSPORTATION LEVIES | | | \$ 58,248,750 | | \$ 51,239.22 | 2.7 \$ 51,239.22 | 54.3 \$ 51,239.22 | 29.4 \$ 51.239.22 | 12.7 \$ 51,239.22 | 50.0 \$ 51,239.22 | 49.5 \$ 51,239.22 | 57.5 \$ 51,239.22 | 49.8 \$ 51,239.22 | \$ 51,239.22 \$ | 37.8 5 51,239.22 \$ | 17.5 | 16.4 51,239.22 | \$ 51,239.22 | \$ 51,239.22 | \$ 51,239.22 | 21.0 | 51.1 51.2 |
| | | | | | | | | | | | | | | | ILITIES LEV | | ., | | | | | | |
| | | | | | Benefiting | Cost per Hestere | | | | | | | | | Iopment Area | | | | | | | | |
| tem | Facilities Improvements | All | Past/Future | Cost (\$) | Area (Ha) | Cost per Hectare (\$/Ha) | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE1 | NE2 | NE3 |
| AL OFF- | SITE FACILITIES LEVIES | | | \$ 20,019,000 | 1136.8 | \$ 17,609.96 | 2.7 \$ 17,609.96 | 54.3 \$ 17,609.96 | 29.4 \$ 17,609.96 | 12.7 \$ 17,609.96 | 50.0 \$ 17,609.96 | 49.5 \$ 17,609.96 | 57.5 \$ 17,609.96 | 49.8 \$ 17,609.96 | 4.0 \$ 17,609.96 \$ | 37.8 17,609.96 \$ | 17.5 | 16.4 17,609.96 | \$ 17,609.96 | \$ 17,609.96 | \$ 17,609.96 | 21.0 | 51.1 17,6 |
| | | | | | | | | | | | | | | TO | OTAL LEVIE | S | | | | | | | |
| | | | | Total Cost | Benefiting Area | Average Cost per Hectare | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE4 | NE4 | NE4 |
| | | | | (\$) | (Ha) | (\$/Ha) | | | | | | | | - | | | | | | | | | |
| TER LEV | | | | \$ 19,503,094 | 1136.8 | \$ 17,156.14 | | | | \$ 16,127.69 | | | | | | | | 16,127.69 | | | \$ 16,127.69 | | |
| NITARY L | | | | \$ 31,121,823 \$ 16,898,948 | 1136.8 1136.8 | \$ 27,376.69 \$ 14,865.37 | | | \$ 2,512.65 | \$ 2,512.65 | \$ 15,148.75 \$ 31,910.14 | | | \$ 20,558.51 \$ 28,657.72 | | | 63,425.65 \$ 17,286.54 \$ | 73,650.87 17,286.54 | | | \$ 22,147.76 \$ 30,575.52 | | |
| | TATION LEVIES | | | \$ 16,898,948 | | \$ 14,865.37 \$ 51,239.22 | | | \$ 51,239.22 | \$ 51,239.22 | | | | | | | | 51,239.22 | | | | | |
| CILITIES | | | | \$ 20,019,000 | | | | | | \$ 17,609.96 | | | \$ 17,609.96 | | | | 17,609.96 \$ | | | | | 17,609.96 \$ | |
| OTAL OF | FF-SITE LEVIES | | | \$ 145,791,615 | 1136.8 | \$ 128 247 37 | \$ 98 441 77 | \$ 87 489 52 | \$ 87.489.52 | \$ 87 489 52 | \$ 132 035 76 | \$ 133 797 73 | \$ 132 035 76 | \$ 134 193 09 | \$ 166,199.58 | \$ 166 199 58 \$ | 166 199 58 \$ | 175 914 27 | \$ 165.861.34 | \$ 160 448 23 | \$ 137 700 15 | \$ 130 3/8 91 \$ | 123 618 |



Update: April 12, 2023

TABLE 5.1B - RESIDENTIAL AREAS



| Marie Mari | | | | | | | | | | | | \A/AT | ER I EVIES | | | | | |
|---|---|--|---|----------------|---|--|--|--|---|--|--|---|--|---|---|--|---|---|
| Mart War | | | | | | | | | | | | | | | | | | |
| Column | Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Area | | S1 | S2 | S3 TE1 | TE2 | | | | TW4 | W2A | W2C | W2D |
| | | | | | | , , | (4.1.2) | 31.6 | | | | 17 | 29 | 13.9 | | 4.5 | 11.1 | 8.2 |
| A | | | | | | | | | | | | | | | | | | 419.69 |
| 1 | | - | | | | | | | | | | | | | | | | 510.52 2,601.53 |
| The control of the | | | | | | | | \$ 78.25 \$ | 78.25 | \$ 78.25 \$ 7 | 8.25 \$ 7 | | | | 78.25 | | | 78.25 |
| March 1985 Mar | | | ALL | | | | | | | | | | | | | | | 3,078.82 |
| 1. | | | | | | | | \$ 6,685.43 \$ | 6,685.43 | \$ 6,685.43 \$ 6,68 | 5.43 \$ 6,68 | 5.43 \$ 6,68 | 5.43 \$ 6,685.43 | \$ 6,685.43 \$ | 6,685.43 | \$ 6,685.43 | \$ 6,685.43 \$ | 6,685.43 |
| Second Continue | | | | | | | | | | | | | | | | | | |
| Second Second Memory (Control of the Control of t | | | | | | | | | | | | | | | | | | |
| The content of the | | | | | | | \$ 5,541.87 | \$ 5,541.87 \$ | 5,541.87 | \$ 5,541.87 \$ 5,54 | | | 1.87 \$ 5,541.87 | \$ 5,541.87 \$ | | | \$ 5,541.87 \$ | 5,541.87 |
| Section Continue | | | ALL | | | | | | | | | | | | | | | |
| | TOTAL OFF-S | SITE WATER LEVIES | | | \$ 19,503,094 | 1,136.8 | \$ 17,156.14 | \$ 16,127.69 \$ | 16,127.69 | \$ 16,127.69 \$ 16,12 | 7.69 \$ 16,12 | 7.69 \$ 19,65 | 9.42 \$ 19,659.42 | \$ 19,659.42 \$ | 16,127.69 | \$ 19,659.42 | \$ 19,659.42 \$ | 19,659.42 |
| | | | | | | | | | | | | SANIT | ARY LEVIES | | | | | |
| March Marc | | | | | | Repetiting | | | | | | Develop | nent Area (Ha | 3) | | | | |
| Martin | Item | Sanitary Improvements | Contributing Areas | Year Completed | Cost (\$) | Area | | S1 | S2 | S3 TE1 | TE2 | • | | 1 | TW4 | W2A | W2C | W2D |
| 10. | | | | | | (Ha) | (\$7114) | 31.6 | 17.5 | | | | | | | | | 8.2 |
| 10 | | | | | | | | | | | | \$ 1,70 | | | | | | |
| Second | | | | | | | | | | | | | | \$ 809.54 | | | | 809.54 |
| The second content of the content | | | | | | | | | | | - | - | | | | | | 3,744.56 |
| Mapped Defent | | • | | | | | | | | | | | \$ 695.12 | | | \$ 695.12 | \$ 695.12 \$ | 695.12 |
| Secretary Communication Secretary Commun | | | | | | | | | | | | \$ 299 | 3.62 | | | | | |
| March Marc | | | | | | | | | | | | 2,99 | | | | \$ 2,696.26 | \$ 2,696.26 \$ | 2,696.26 |
| According to Acco | | | | | | | | | | | | | \$ 2,143.45 | | | | | 2,143.45 |
| 10.00 1.00 | 3.2.4 | Aurora Lift Station | | | \$ 5,200,000 | | \$ 35,891.77 | | | | | | | | | | | |
| 12 Maria | | | | | | | | \$ 2,512.65 \$ | 2,512.65 | \$ 2,512.65 \$ 2,51 | 2.65 \$ 2,51 | 2.65 \$ 2,51 | | | 2,512.65 | | | 2,512.65 |
| 14 | | | | | | | | | | | | | | | | \$ 1,217.20 | \$ 1,217.20 \$ | 1,217.20 |
| The contract of the contract | | | 7 7 7 7 7 7 7 7 7 | | | | | | | | | | | \$ 8,426.97 \$ | 8,426.97 | | | |
| Second Second Print Second Second Print Second Secon | | | | | | | | | | | | | \$ 1,325.76 | + | | a 1,325.76 | a 1,325.76 \$ | 1,325.76 |
| Second Control Contr | | | | | | | | | | | | | | | | | | |
| Mary Control Prince of Prince Princ | | • | | | | | | | | | | | | | | | | |
| State of plane County from West State (1) and 10 and 1 | | | | | | | | | | | | | | | | | | |
| 100 | 4.2.5 | South Street Sanitary Trunk Extension to McKay Ranch | E5, E6, E7, E8, S2, S3, I8, I9, NE1, NE2, NE3, C11, C12 | 2013 | \$ 260,585 | 497.6 | \$ 523.68 | \$ | 523.68 | \$ 523.68 | | | | | | | | |
| 14 | | | | | | _ | | | | | | | | | | | | |
| 15 15 15 15 15 15 15 15 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | 14,705.88 |
| Second Person Resemble And Control C | | | | | | _ | | | 20 520 67 | ¢ 29.520.67 | | | | | | \$ 14,705.88 | \$ 14,705.88 \$ | 14,705.88 |
| March Marc | | | | | | | | \$ | 20,530.07 | \$ 26,530.67 | | | | | | | | |
| Column C | | | | | | _ | | | | | | | | | | | | |
| Part | 5.2.1 | C11 Lift Station and Force Main | | Future | \$ 950,000 | 54.4 | \$ 17,456.82 | | | | | | | | | | | |
| STORM LEVIES STOR | | | C12, NE3,and 30% of E8 | Future | | | | | | | | | | | | | | |
| Controlling Area Controlling | TOTAL OFF-S | SITE SANITARY LEVIES | | | \$ 31,121,823 | 1136.8 | \$ 27,376.69 | \$ 2,512.65 \$ | 31,567.00 | \$ 31,567.00 \$ 2,51 | 2.65 \$ 2,51 | 2.65 \$ 7,21 | 3.58 \$ 20,875.24 | \$ 12,966.36 \$ | 10,939.62 | \$ 29,850.42 | \$ 29,850.42 \$ | 29,850.42 |
| Controlling Area Controlling | | | | | | | | | | | | STO | RM LEVIES | | | | | |
| Stort Informace Part Par | | | | | | | | | | | | | | | | | | |
| Book | Item | Storm Improvements | Contributing Areas | Year Completed | Cost (\$) | | | 64 | | 00 TF4 | TEO | | | | T14/4 | 14/0.4 | 14/00 | MOD |
| Earl Stand Prof. Extr. Tr. Cl. Cl. Cl. Cl. Cl. Cl. Cl. Cl. Cl. Cl | | | | | | | (\$/Ha) | | | | | | | | | | | |
| 1.52 | 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C7 | 2001 | \$ 734,896 | 67.1 | \$ 10,952.25 | | | | | | | | | | | |
| Such Transformation | | Broadway/Womacks Ext. | | | | | | | | | | | | | | | | |
| 13.2 | | Rolling Hills Lift Station | , | Future | . ,,,,,,,,, | 47.6 | | | | | | | | | | | | 31,512.61 |
| ## SEAR OF PART AS OF COLVES STREET MANDERS STREET | | | | | | | | | | | | \$ 5,52 |).17 | | | \$ 5,520.17 | \$ 5,520.17 \$ | 5,520.17 |
| 1.00 | | | | | | | | | | | - | - | | | | | | |
| Auto a logical Containing 1/30 2016 8 37,471 39 8 2,086,76 1 1 1 1 1 1 1 1 1 | | | | | | | | | | | - | _ | | \$ 17.000 E4 | | | | |
| Monthword Date March 1961 | | | | | | | | | | | | | | | | | | |
| Sad Nomeward From Transk Day Left El 199 NEW 120 Mark 1994 After 200 Mark 1994 A | | | | | | | | | | | | | | _, | | | | |
| | 5.3.3 | Northeast 750mm Trunk | 90% of NE1, 30% NE2, NE3,13% of E8 | | \$ 790,000 | 114.6 | \$ 6,891.50 | | | | | | | | | | | |
| PastFuture Pas | | | 90% of NE1, 30% of NE2 | Future | | | | | | | | | | | | | | |
| PastFuture Pas | TOTAL OFF-S | SITE STORM LEVIES | | | \$ 16,898,948 | 1136.8 | \$ 14,865.37 | 5 - \$ | | \$ - \$ 10,95 | 2.25 \$ 10,95 | 2.25 \$ 37,03 | 2.77 \$ - | \$ 19,982.29 \$ | • | \$ 37,032.77 | \$ 37,032.77 \$ | 37,032.77 |
| PastFuture Pas | | | | | | | | | | | | TRANSPO | RTATION LEV | IES | | | | |
| Rem Transportation Improvements All PastFuture Cost (8) | | | | | | | | | | | | | | | | | | |
| Control of Street Cont | Item | Transportation Improvements | All | Past/Future | Cost (\$) | | | 2. | | | | | · · · | | TW | | W/OO | Wien |
| Total Coff Site Fractions S 59,246,760 198.8 S 199.22 S 51,299.22 S 51,299 | | | | | .,, | | (\$/Ha) | | | | | | | | | | | 8.2 |
| Past/Future | TOTAL OFF-S | SITE TRANSPORTATION LEVIES | | | \$ 58,248,750 | 1136.8 | \$ 51,239.22 | | | | | | | | 51,239.22 | | | |
| Past/Future | | | | | | | | | | | | E 4 6 11 1 | TIEO : E: "== | | | | | |
| PastFuture PastFuture PastFuture PastFuture Cost (s) Area (rie) PastFuture Cost (s) Area (rie) PastFuture Cost (s) Area (rie) PastFuture Cost (s) PastFuture (s) | | | | | | | | | | | | | | | | | | |
| No. Pastruture | | | | | | | Cost per Hectare | | | | | Develop | ment Area (Ha) | | | | | |
| TOTAL OFF-SITE FACILITIES LEVIES 5 20,015,000 1136.8 \$ 17,609.06 \$ | Item | Facilities Improvements | All | Past/Future | Cost (\$) | | | | | | | | | | | | | W2D |
| ## Total Cost (S) Benefiting Area (Ha) S1 S2 S3 TE1 TE2 TW1 TW2 TW3 TW4 W2A W2C W2D | | | | | | , , | • | | | | | | | | | | | |
| Total Cost (5) Benefiting Area (14) S1 S2 S3 TE1 TE2 TW1 TW2 TW3 TW4 W2A W2C W2D | TOTAL OFF | SITE FACILITIES LEVIES | | | 20,019,000 | 1136.8 | φ 17,609.96 | φ 17,6U9.96 \$ | 17,609.96 | 77,609.96 \$ 17,60 | ə.əo \$ 17,60 | ə.əo ə 17,60 | 17,609.96 | 7/,609.96 \$ | 17,609.96 | 9 17,609.96 | 17,609.96 \$ | 17,609.96 |
| Total Cost (5) Benefiting Area (14) S1 S2 S3 TE1 TE2 TW1 TW2 TW3 TW4 W2A W2C W2D | TOTAL OFF-S | SITE FACILITIES LEVIES | | | | | | | | | | | | | | | | |
| (\$) Sheal | TOTAL OFF-S | SITE FACILITIES LEVIES | | | | | | | | | | TOT | AL LEVIES | | | | | |
| WATER LEVIES \$ 19,603,094 1138.8 \$ 17,156.14 \$ 16,127.69 \$ 16,127.69 \$ 16,127.69 \$ 16,127.69 \$ 19,659.42 \$ 19,659. | TOTAL OFF-S | SITE FACILITIES LEVIES | | | Total Cost | | Average Cost | | | | | | | | | | | |
| SANITARY LEVIES 5 31,121,823 1136.8 \$ 27,376.69 \$ 2,512.65 \$ 31,567.00 \$ 31,56 | TOTAL OFF-S | SITE FACILITIES LEVIES | | | | Benefiting Area | per Hectare | S1 | \$2 | S3 TE1 | TE2 | | | TW3 | TW4 | W2A | W2C | W2D |
| STORM LEVIES \$ 16,898,948 1136.8 \$ 14,865.37 \$ - \$ - \$ 10,952.25 \$ 10,952.25 \$ 37,032.77 \$ - \$ 19,982.9 \$ - \$ 37,032.77 | | | | | (\$) | (Ha) | per Hectare (\$/Ha) | | | | | TW1 | TW2 | | | | | |
| FACILITIES LEVIES \$ 20,019,000 1136.8 \$ 17,609.96 \$ 17 | WATER LEVI | IES | | | (\$) \$ 19,503,094 | (Ha) 1136.8 | per Hectare (\$/Ha) \$ 17,156.14 | \$ 16,127.69 \$ | 16,127.69 | \$ 16,127.69 \$ 16,12 | 7.69 \$ 16,12 | TW1 | TW2 | \$ 19,659.42 \$ | 16,127.69 | \$ 19,659.42 | \$ 19,659.42 \$ | W2D 19,659.42 29,850.42 |
| | WATER LEVII SANITARY LE STORM LEVII | ies Evies | | | (\$) \$ 19,503,094 \$ 31,121,823 | (Ha) 1136.8 1136.8 | per Hectare (\$/Ha) \$ 17,156.14 \$ 27,376.69 | \$ 16,127.69 \$ \$ 2,512.65 \$ | 16,127.69 | \$ 16,127.69 \$ 16,12 \$ 31,567.00 \$ 2,51 \$ - \$ 10,95 | 7.69 \$ 16,12 2.65 \$ 2,51 2.25 \$ 10,98 | TW1 7.69 \$ 19,65 2.65 \$ 7,21 | TW2 9.42 \$ 19,659.42 9.58 \$ 20,875.24 | \$ 19,659.42 \$ \$ 12,966.36 \$ | 16,127.69 10,939.62 | \$ 19,659.42 \$ 29,850.42 | \$ 19,659.42 \$ \$ 29,850.42 \$ | 19,659.42 |
| TOTAL OFF-SITE LEVIES \$ 145,791,615 1136.8 \$ 128,247.37 \$ 87,489.52 \$ 116,543.87 \$ 98,441.77 \$ 98,441.77 \$ 132,759.96 \$ 109,383.85 \$ 121,457.26 \$ 95,916.48 \$ 155,391.80 \$ 155, | WATER LEVII SANITARY LE STORM LEVII TRANSPORT | IES EVIES IES FATION LEVIES | | | \$ 19,503,094 \$ 31,121,823 \$ 16,898,948 \$ 58,248,750 | (Ha) 1136.8 1136.8 1136.8 1136.8 | per Hectare (\$/Ha) \$ 17,156.14 \$ 27,376.69 \$ 14,865.37 \$ 51,239.22 | \$ 16,127.69 \$ \$ 2,512.65 \$ \$ - \$ \$ 51,239.22 \$ | 16,127.69 31,567.00 - 51,239.22 | \$ 16,127.69 \$ 16,12 \$ 31,567.00 \$ 2,51 \$ - \$ 10,95 \$ 51,239.22 \$ 51,23 | 7.69 \$ 16,12 2.65 \$ 2,51 2.25 \$ 10,98 9.22 \$ 51,23 | TW1 7.69 \$ 19,65 2.65 \$ 7,21 2.25 \$ 37,03 9.22 \$ 51,23 | TW2 19,659.42 19,659.42 19,659.42 10,875.24 10,77 10,22 10,23 10 | \$ 19,659.42 \$ \$ 12,966.36 \$ \$ 19,982.29 \$ \$ 51,239.22 \$ | 16,127.69 10,939.62 - 51,239.22 | \$ 19,659.42 \$ 29,850.42 \$ 37,032.77 \$ 51,239.22 | \$ 19,659.42 \$ \$ 29,850.42 \$ \$ 37,032.77 \$ \$ 51,239.22 \$ | 19,659.42 29,850.42 37,032.77 51,239.22 |
| | WATER LEVII SANITARY LE STORM LEVII TRANSPORT. FACILITIES L | IIES EVIES IES TATION LEVIES LEVIES | | | (\$) \$ 19,503,094 \$ 31,121,823 \$ 16,898,948 \$ 58,248,750 \$ 20,019,000 | (Ha) 1136.8 1136.8 1136.8 1136.8 | per Hectare (\$/Ha) \$ 17,156.14 \$ 27,376.69 \$ 14,865.37 \$ 51,239.22 \$ 17,609.96 | \$ 16,127.69 \$ \$ 2,512.65 \$ \$ - \$ \$ 51,239.22 \$ \$ 17,609.96 \$ | 16,127.69 31,567.00 - 51,239.22 17,609.96 | \$ 16,127.69 \$ 16,12 \$ 31,567.00 \$ 2,51 \$ - \$ 10,98 \$ 51,239.22 \$ 51,23 \$ 17,609.96 \$ 17,60 | 7.69 \$ 16,12 2.65 \$ 2,51 2.25 \$ 10,95 9.22 \$ 51,23 9.96 \$ 17,60 | TW1 7.69 \$ 19,65 2.65 \$ 7,21 2.25 \$ 37,03 9.22 \$ 51,23 9.96 \$ 17,60 | TW2 | \$ 19,659.42 \$ \$ 12,966.36 \$ \$ 19,982.29 \$ \$ 51,239.22 \$ \$ 17,609.96 \$ | 16,127.69 10,939.62 - 51,239.22 17,609.96 | \$ 19,659.42 \$ 29,850.42 \$ 37,032.77 \$ 51,239.22 \$ 17,609.96 | \$ 19,659.42 \$ \$ 29,850.42 \$ \$ 37,032.77 \$ \$ 51,239.22 \$ \$ 17,609.96 \$ | 19,659.42 29,850.42 37,032.77 51,239.22 17,609.96 |

BLACKFALDS

Update: April 12, 2023

TABLE 5.2A - INDUSTRIAL AND COMMERCIAL AREAS



| | | | | | | | | | | | | | WATER LE | EVIES | | | | | | |
|---------------------------|--|---|------------------|--------------------------------|-------------------------|------------------------------------|---|--|-----------------------------|-----------------------------|-----------------------------|-----------------------------|------------------------------|------------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|------------------------|
| | | | | | Benefiting | Cost per Hectare | | | | | | D | evelopment A | Area (HA) | | | | | | |
| Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | 0.9 | I1B 8.5 | 9.8 | 12 16.5 | 2.1 | 14 32.3 | 15 6.8 | 13.8 | 17.9 | 18 19.2 | 19.8 | 110 4.6 | 9.2 | 112 24 |
| 2.1.3 | Brentwood ExtWomacks to Brentwood | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2001 | \$ 42,934 | 102.3 | \$ 419.69 | \$ 419.69 \$ | 419.69 | 9.0 | 16.5 | 2.1 | 32.3 | 6.6 | 13.0 | 14.3 | 19.2 | 19.0 | 4.6 | 419.69 | |
| 2.1.4 | Broadway Extension | N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, I5, I11 | 2002 | \$ 81,173 | 159 | \$ 510.52 | | | | | | \$ | 510.52 | | | | | \$ | 510.52 | |
| 2.1.5 | Brentwood ExtCPR Crossing | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2004 | \$ 266,136 | 102.3 | \$ 2,601.53 | \$ 2,601.53 \$ | 2,601.53 | 70.05 | 70.05 | 70.05 | 70.05 | 70.05 | 70.05 | 70.05 | 70.05 | 70.05 | \$ 70.05 | 2,601.53 | 70.05 |
| 2.1.6 | Upgrade E. Railway Trunk WTP to Minto Regional Water Line | ALL ALL | 2004 2006 | \$ 88,955 \$ 3,500,000 | 1136.8 1136.8 | \$ 78.25 S | \$ 78.25 \$ \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 3,078.82 |
| | Broadway Ave Reservoir & Booster (Including Fut. Twinning) | ALL | 2006 / Future | \$ 7,600,000 | 1136.8 | \$ 6,685.43 | \$ 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 |
| 4.1.1 | Vista Trail Water Trunk | I1B, I2, I11, I12, I13, C4, C7,W1 | 2011 | \$ 300,299 | 120.2 | \$ 2,498.33 | \$ | 2,498.33 | \$ | 2,498.33 | | | | | | | | \$ | 2,498.33 \$ | 2,498.33 |
| 4.1.2 | South Street Water Trunk | I1B, I2, I11, I12, I13, C4, C7, W1 | 2011 | \$ 242,571 | 120.2 | \$ 2,018.06 | \$ | , | \$ | 2,018.06 | | | | | | | | \$ | 2,018.06 \$ | 2,018.06 |
| 4.1.3 4.1.4 | Duncan Avenue Future East Area Reservoir and Booster Station | I1B, I2, I11, I12, I13, C4, C7 ALL | 2012 Future | \$ 236,026 \$ 6,300,000 | 120.2 1136.8 | \$ 1,963.61 \$ 5,541.87 | \$ 5,541.87 \$ | 1,963.61 5,541.87 \$ | 5,541.87 \$ | 1,963.61 5,541.87 \$ | 5,541.87 \$ | 5,541.87 \$ | 5,541.87 \$ | 5,541.87 \$ | 5,541.87 \$ | 5,541.87 \$ | 5,541.87 \$ | 5,541.87 \$ | 1,963.61 \$ 5,541.87 \$ | 1,963.61 5,541.87 |
| | Broadway Reservoir Water Supply Line (300mm Twinning) | ALL | Future | \$ 845,000 | 1136.8 | \$ 743.31 | \$ 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 |
| | ITE WATER LEVIES | | | \$ 19,503,094 | 1,136.8 | \$ 17,156.14 | \$ 19,148.90 \$ | 25,628.91 \$ | 16,127.69 \$ | 22,607.69 \$ | 16,127.69 \$ | 16,127.69 \$ | 16,638.21 \$ | 16,127.69 \$ | 16,127.69 \$ | 16,127.69 \$ | 16,127.69 \$ | 16,127.69 \$ | 26,139.43 \$ | 22,607.69 |
| | | | | | | | | | | | | | SANITARY I | EVIEC | | | | | | |
| | | | T | T | | | | | | | | | _ | | | | | | | |
| Item | Sanitary Improvements | Contributing Areas | Year Completed | Cost (\$) | Benefiting Area | Cost per Hectare | | | | | | De | velopment / | Агеа (па) | | | | | | |
| | , ,, | | Tour completed | σσστ (ψ) | (Ha) | (\$/Ha) | 0.9 | 11B 8.5 | 9.8 | 12 16.5 | 2.1 | 32.3 | 6.8 | 13.8 | 14.9 | 19.2 | 19.8 | 110 4.6 | 9.2 | 112 24.0 |
| 2.2.3 | Lift Station No. 3 Construction | TW1. I1A. I11 | 1997 | \$ 46,268 | 27.1 | \$ 1,707.31 | \$ 1,707.31 | 6.5 | 3.0 | 16.5 | 2.1 | 32.3 | 6.6 | 13.6 | 14.5 | 19.2 | 19.0 | 4.0 | 1,707.31 | 24.0 |
| 2.2.4 | Upgrade Stanley LS | N1, N2, N3, TW2, TW3, W2A, W2C, W2D, I5, I6, I7, I11 | 2000 | \$ 138,188 | 170.7 | \$ 809.54 | .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | | \$ | 809.54 \$ | 809.54 \$ | 809.54 | | | \$ | 809.54 | - |
| 2.2.5 | NW Area LS | TW2, W2A, W2C, W2D | 2000 | \$ 197,713 | 52.8 | \$ 3,744.56 | | | | | | | | | | | | | | |
| 2.2.6 | NW Area LS Forcemain - second phase | TW2, W2A, W2C, W2D | 2003 | \$ 36,702 | 52.8 | \$ 695.12 | | | | | | | | | | | | | | |
| 2.2.7 | Abandon Womacks LS | И1 | 2001 | \$ 6,380 | 9.2 | \$ 693.47 | | | | | | | | | | | | \$ | 693.47 | |
| 3.2.3 | Upgrade LS#3 & new FM | TW1, I1A, I11 | 2005 | \$ 81,263 | 27.1 | \$ 2,998.62 | \$ 2,998.62 | | | | - | | | | | | | \$ | 2,998.62 | |
| 3.2.11 3.2.2 | NW Area LS forcemain - final phase | W2A, W2C, W2D | 2005 | \$ 64,171 \$ 260,000 | 23.8 | \$ 2,696.26 | | | | | + | - | + | - | + | + | - | | 244245 | |
| 3.2.2 | Upgrade Stanley FM Aurora Lift Station | N1, N2, N3, TW2, W2A, W2C, W2D, I11 N1, N2, N3, I7, 65% of N5, N6, C8, C9 | Future Future | \$ 260,000 | 121.3 | \$ 2,143.45 \$ 35,891.77 | | | | | | | | e | 35,891.77 | | | \$ | 2,143.45 | |
| 3.2.5 | 14 LS (plus South Street gravity main) | ALL | 2010 | \$ 2,856,380 | 1136.8 | \$ 2,512.65 | \$ 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 |
| 3.2.6 | Broadway Trunk Upgrade | N1, N2, N3, TW2, TW3, W2A, W2C, W2D I5, I6, I7 | 2022 | \$ 196,578 | 161.5 | \$ 1,217.20 | _,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | ., | | 2,2.2.00 | \$ | 1,217.20 \$ | 1,217.20 \$ | 1,217.20 | , | -, | ., | ,= .= .50 | |
| 3.2.7 | Indiana Street / South Street / Highway 2A Upgrade | N1, N2, N3, TW2, TW3, TW4, I5, I6, I7 | Future | \$ 1,200,000 | 142.4 | \$ 8,426.97 | | | | | | \$ | 8,426.97 \$ | 8,426.97 \$ | 8,426.97 | | | | | |
| 3.2.8 | NW Area LS Generator | TW2, W2A, W2C, W2D | 2012 | \$ 70,000 | 52.8 | \$ 1,325.76 | | | | | | | | | | | | | | |
| 4.2.1 | Vista Trail Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, I1A | 2011 | \$ 269,981 | 127.5 | \$ 2,117.17 | \$ 2,117.17 | | | | | | | | | | | \$ | 2,117.17 \$ | 2,117.17 |
| 4.2.2 | South Street Sanitary Trunk | N4, 35% of N5, I1A, I1B, I1C, I11, I12, I13, I14, C7 | 2011 | \$ 425,001 | 149.6 | \$ 2,840.54 | \$ 2,840.54 \$ | 2,840.54 \$ | 2,840.54 | | | | | | | | | \$ | 2,840.54 \$ | 2,840.54 |
| 4.2.3 | Duncan Avenue Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5 | 2012 | \$ 147,112 | 126.6 | \$ 1,161.84 | | | | | | | | | | | | \$ | 1,161.84 \$ | 1,161.84 |
| 4.2.4 4.2.5 | McKay Ranch (E5) Lift Station and Force Main | E5, E6, E7, E8, NE1, NE2, NE3, C11, C12 | Future | \$ 4,945,500 | 408.3 | \$ 12,112.42 | | | | | | | | | | 500.00 | 500.00 | | | |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ranch S1 and C4 (Blackfalds Crossing) Sanitary Trunk | E5, E6, E7, E8, S2, S3, I8, I9, NE1, NE2, NE3, C11, C12 N4, N5, N6, I1A, I1B, I2, I11, I12, I13, I14, C4, C7 | 2013 Future | \$ 260,585 \$ 1,600,000 | 497.6 217.5 | \$ 523.68 \$ 7,356.32 | \$ 7,356.32 \$ | 7,356.32 | e | 7,356.32 | | | | | \$ | 523.68 \$ | 523.68 | e | 7,356.32 \$ | 7,356.32 |
| 4.2.7 | I13 Lift Station | 113, 114, 35% of N5, N4 | Future | \$ 3,000,000 | 93.4 | \$ 32,113.04 | ψ 7,550.52 ψ | 7,000.02 | 4 | 7,000.02 | | | | | | | | , | 7,550.52 | 1,000.02 |
| 4.2.8 | Valley Ridge Industrial Lift Station | I13, I14, N4, 35% of N5, I12 | Future | \$ 3,000,000 | 117.4 | \$ 25,549.31 | | | | | | | | | | | | | \$ | 25,549.31 |
| 4.2.9 | NW Area Lift Station Pump Upgrade | W2A, W2D, W2C | Future | \$ 350,000 | 23.8 | \$ 14,705.88 | | | | | | | | | | | | | | |
| 4.2.10 | Lakeside Lift Station and Force Main | S2, S3, I9 | Future | \$ 2,000,000 | 70.1 | \$ 28,530.67 | | | | | | | | | | \$ | 28,530.67 | | | |
| 4.2.11 | Broadway / Aurora Trunk (North Area Servicing) | C8, C9, N6, 65% of N5, N2, N3, N1, I7 | Future | \$ 1,800,000 | 144.9 | \$ 12,424.08 | | | | | | | | \$ | 12,424.08 | | | | | |
| 4.2.12 | McKay Ranch North Trunk Oversizing Through Future | E6, E8, NE1, NE2, NE3, C11, C12 | Future | \$ 530,000 | 300.8 | \$ 1,761.97 | | | | | | | | | | | | | | |
| 5.2.1 5.2.2 | C11 Lift Station and Force Main C12 Lift Station Force Main | C11, NE2, and 30% of NE1 C12, NE3, and 30% of E8 | Future Future | \$ 950,000 \$ 1.490.000 | 54.4 122.5 | \$ 17,456.82 \$ 12,159.29 | | | | | | | | | | | | | | |
| | ITE SANITARY LEVIES | | | \$ 31,121,823 | 1136.8 | \$ 27,376.69 | \$ 19,532.61 \$ | 12,709.51 \$ | 5,353.19 \$ | 9,868.97 \$ | 2,512.65 \$ | 2,512.65 \$ | 12,966.36 \$ | 12,966.36 \$ | 61,282.20 \$ | 3,036.33 \$ | 31,567.00 \$ | 2,512.65 \$ | 24,340.90 \$ | 41,537.83 |
| | | | | | | | | | | | | | 07001415 | 7.450 | | | | | | |
| | | | | | | | | | | | | Develor | STORM LE | | | | | | | |
| Item | Storm Improvements | Contributing Areas | V Cl-t-d | 04(0) | Benefiting | Cost per Hectare | | | | | | Develop | ment Area (H | на) | | | 1 | | | |
| item | otoriii iiiproveillelita | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | I1A | I1B | ис | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 110 | 111 | 112 |
| 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C7 | 2001 | \$ 734,896 | 67.1 | \$ 10,952.25 | 0.9 | 8.5 | 9.8 | 16.5 | 2.1 | 32.3 | 6.8 | 13.8 | 14.9 | 19.2 | 19.8 | 4.6 | 9.2 | 24.0 |
| 2.3.2 | Broadway/Womacks Ext. | 15 | 2002 | \$ 228,460 | 13.1 | \$ 17,439.69 | | | | | | \$ | 17,439.69 | | | | | | | |
| 3.3.2 | Rolling Hills Lift Station | W2A, W2C, W2D, TW1, I5 | Future | \$ 1,500,000 | 47.6 | \$ 31,512.61 | | | | | | \$ | 31,512.61 | | | | | | | |
| 4.3.1 | South Street Storm Trunk | TW1, C7, I1B, W2A, W2C, W2D | 2011 | \$ 293,121 | 53.1 | \$ 5,520.17 | \$ | 5,520.17 | | | | | | | | | | | | |
| 4.3.2 | I12 Lift Station and Force Main | I11, I12 | Future | \$ 1,300,000 | 33.2 | \$ 39,156.63 | | | | | - | | | | - | - | | \$ | 39,156.63 \$ | 39,156.63 |
| 4.3.3 | East Area Storm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 | Future | \$ 7,000,000 | 219.4 | \$ 31,910.14 | | | | | + | | | | | | | - | | |
| 4.3.5 5.3.1 | Northwest Stormwater Management System Aurora Heights Oversizing | TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 | Future 2015 | \$ 3,300,000 \$ 37,471 | 190.9 13.9 | \$ 17,286.54 \$ 2,695.76 | | | | | | | | | | | | | | |
| 5.3.1 | Northeast Ditch Outlet to Blackfalds Lake | 90% of NE1, NE2, NE3, C11, C12 | Future | \$ 525,000 | 195.9 | \$ 2,695.76 | | | | | + | 1 | | | | + | - | | | |
| 5.3.3 | Northeast 750mm Trunk | 90% of NE1, 30% NE2, NE3,13% of E8 | Future | \$ 790,000 | 114.6 | \$ 6,891.50 | | | | | | | | | | | | | | |
| 5.3.4 | Northeast 675mm Trunk | 90% of NE1, 30% of NE2 | | \$ 1,190,000 | 57.1 | \$ 20,855.24 | | | | | | | | | | | | | | |
| TOTAL OFF-SI | ITE STORM LEVIES | | | \$ 16,898,948 | 1136.8 | \$ 14,865.37 | \$ - \$ | 5,520.17 \$ | - \$ | - \$ | - \$ | - \$ | 48,952.30 \$ | - \$ | - \$ | - \$ | - \$ | - \$ | 39,156.63 \$ | 39,156.63 |
| | | | | | | | | | | | | TRAN | ISPORTATI | ON LEVIES | 3 | | | | | |
| | | | | | | _ | | | | | | | | | | | | | | |
| Item | Transportation Improvements | All | Past/Future | Cost (\$) | Benefiting Area | Cost per Hectare | | | | | | U | evelopment / | чтеа (на) | | | | | | |
| | Transportation improvements | ~ | r astructure | σοστ (ψ) | (Ha) | (\$/Ha) | 0.9 | 11B 8.5 | 11C 9.8 | 12 16.5 | 2.1 | 32.3 | 6.8 | 16 13.8 | 14.9 | 19.2 | 19.8 | 110 4.6 | 9.2 | 112 24.0 |
| TOTAL OFF-SI | ITE TRANSPORTATION LEVIES | | | \$ 58,248,750 | 1136.8 | \$ 51,239.22 | 7.0 | 51,239.22 \$ | | | 51,239.22 \$ | | | | 51,239.22 \$ | | | | 51,239.22 \$ | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | ACILITIES | | | | | | | |
| | | | | | Benefiting | Cost per Hectare | | | | | | D | evelopment / | Area (Ha) | | | | | | |
| Item | Facilities Improvements | All | Past/Future | Cost (\$) | Area (Ha) | (\$/Ha) | I1A | I1B | ис | I2 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | l10 | 111 | l12 |
| TOTAL OFF OF | ITE FACILITIES LEVIES | | | | 44000 | | 0.9 | 8.5 | 9.8 | 16.5 | 2.1 | 32.3 | 6.8 | 13.8 | 14.9 | 19.2 | 19.8 | 4.6 | 9.2 | 24.0 |
| TOTAL OFF-SI | TE LANGINES LEVIES | | | \$ 20,019,000 | 1136.8 | \$ 17,609.96 | \$ 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 |
| | | | | | | | | | | | | | TOTAL LE | VIES | | | | | | |
| | | | | Total C4 | | Average Cost | | | | | | | | | | | | | | |
| | | | | Total Cost (\$) | Benefiting Area (Ha) | per Hectare (\$/Ha) | I1A | I1B | I1A | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 110 | l11 | l12 |
| WATER LEVIE | ie. | | | | , | (, , | \$ 40.440.00 | 25 620 04 | 16 427 00 - | 22 507 50 | 16 427 00 | 16 427 00 0 | 16 620 04 6 | 16 427 60 | 16 127 00 0 | 16 127 00 0 | 16 427 00 | 16 427 00 0 | 26 420 42 | 22 507 00 |
| WATER LEVIES SANITARY LEV | | | | \$ 19,503,094 \$ 31,121,823 | 1136.8 1136.8 | \$ 17,156.14 \$ \$ 27,376.69 \$ | \$ 19,148.90 \$ \$ 19,532.61 \$ | 25,628.91 \$ 12,709.51 \$ | 16,127.69 \$ 5,353.19 \$ | 22,607.69 \$ 9,868.97 \$ | 16,127.69 \$ 2,512.65 \$ | 16,127.69 \$ 2,512.65 \$ | 16,638.21 \$ 12,966.36 \$ | 16,127.69 \$ 12,966.36 \$ | 16,127.69 \$ 61,282.20 \$ | 16,127.69 \$ 3,036.33 \$ | 16,127.69 \$ 31,567.00 \$ | 16,127.69 \$ 2,512.65 \$ | 26,139.43 \$ 24,340.90 \$ | 22,607.69 41,537.83 |
| STORM LEVIE | | | | \$ 16,898,948 | 1136.8 | \$ 14,865.37 | \$ - S | 5,520.17 \$ | - \$ | - \$ | - \$ | - \$ | 48,952.30 \$ | - \$ | - S | - \$ | - \$ | - \$ | 39,156.63 \$ | 39,156.63 |
| | ATION LEVIES | | | \$ 58,248,750 | 1136.8 | \$ 51,239.22 | \$ 51,239.22 \$ | | 51,239.22 \$ | 51,239.22 \$ | | 51,239.22 \$ | 51,239.22 \$ | 51,239.22 \$ | 51,239.22 \$ | 51,239.22 \$ | 51,239.22 \$ | 51,239.22 \$ | | 51,239.22 |
| FACILITIES LE | EVIES | | | \$ 20,019,000 | 1136.8 | \$ 17,609.96 | \$ 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 |
| TOTAL OFF | F-SITE LEVIES | | | \$ 145,791,615 | 1136.8 | \$ 128,247.37 | \$ 107,530.69 \$ | 112,707.77 \$ | 90,330.06 \$ | 101,325.85 \$ | 87,489.52 \$ | 87,489.52 \$ | 147,406.05 \$ | 97,943.23 \$ | 146,259.07 \$ | 88,013.20 \$ | 116,543.87 \$ | 87,489.52 \$ | 158,486.14 \$ | 172,151.33 |
| | | | | | | | | | | | | | | | | | | | | |

BLACKFALDS

Update: April 12, 2023

TABLE 5.2B - INDUSTRIAL AND COMMERCIAL AREAS DRAFT



| | | | | | | | | | | | | | ATER LEVIE | | | | | | |
|---|--|---|--|--|---|--|---|---|--|--|--|--|--|--|---|--|--|--|--|
| Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Benefiting Area | Cost per Hectare | 142 | 144 | 04 | 60 | 02 | | opment Area | | 00 | 00 | 040 | 044 | 040 |
| | | | roar completed | 3001 (V) | (Ha) | (\$/Ha) | 113 46.4 | 114 16.2 | C1 8.3 | C2 6.9 | C3 0.7 | C4 11.8 | C5 0.9 | C7 3.8 | C8 7.1 | C9 14.2 | C10 5.1 | C11 16.5 | C12 56.5 |
| 2.1.3 | Brentwood ExtWomacks to Brentwood | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2001 | \$ 42,934 | 102.3 | \$ 419.69 | | | | | | | | | | | | | |
| 2.1.4 | Broadway Extension Brentwood ExtCPR Crossing | N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, I5, I11 TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2002 2004 | \$ 81,173 \$ 266,136 | 159 102.3 | \$ 510.52 \$ 2,601.53 | | | | | | | | | | | | | |
| 2.1.6 | Upgrade E. Railway Trunk WTP to Minto | ALL | 2004 | \$ 88,955 | 1136.8 | \$ 78.25 \$ | 78.25 | 78.25 | 78.25 \$ | 78.25 \$ | 78.25 | 78.25 | \$ 78.25 \$ | 78.25 \$ | 78.25 | 78.25 \$ | 78.25 \$ | 78.25 \$ | \$ 78.25 |
| 2.1.7 | Regional Water Line | ALL | 2006 | \$ 3,500,000 | 1136.8 | \$ 3,078.82 \$ | 3,078.82 \$ | 3,078.82 \$ 6,685.43 \$ | | 3,078.82 \$ | 3,078.82 | 3,078.82 | \$ 3,078.82 \$ \$ 6,685.43 \$ | | 3,078.82 \$ | 3,078.82 \$ | 3,078.82 \$ | 3,078.82 \$ | \$ 3,078.82 |
| 2.1.8 4.1.1 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) Vista Trail Water Trunk | ALL I1B, I2, I11, I12, I13, C4, C7,W1 | 2006 / Future 2011 | \$ 7,600,000 \$ 300,299 | 1136.8 120.2 | \$ 6,685.43 \$ \$ 2,498.33 \$ | 6,685.43 \$ 2,498.33 | 5 6,685.43 | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 | 6,685.43 2,498.33 | \$ 6,685.43 \$ | 6,685.43 \$ 2,498.33 | 6,685.43 | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | \$ 6,685.43 |
| 4.1.2 | South Street Water Trunk | I1B, I2, I11, I12, I13, C4, C7, W1 | 2011 | \$ 242,571 | 120.2 | \$ 2,018.06 \$ | \$ 2,018.06 | | | | \$ | 2,018.06 | \$ | 2,018.06 | | | | | |
| 4.1.3 4.1.4 | Duncan Avenue Future East Area Reservoir and Booster Station | I1B, I2, I11, I12, I13, C4, C7 ALL | 2012 Future | \$ 236,026 \$ 6,300,000 | 120.2 1136.8 | \$ 1,963.61 \$ \$ 5,541.87 \$ | 5 1,963.61 5 5,541.87 \$ | 5,541.87 | 5,541.87 \$ | 5,541.87 \$ | 5,541.87 | 1,963.61 5,541.87 | \$ 5,541.87 \$ | 1,963.61 5,541.87 \$ | 5,541.87 | 5,541.87 \$ | 5,541.87 \$ | 5,541.87 \$ | \$ 5,541.87 |
| 4.1.5 | Broadway Reservoir Water Supply Line (300mm Twinning) F-SITE WATER LEVIES | ALL | Future | \$ 845,000 | 1136.8 | \$ 743.31 \$ \$ 17,156.14 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ 16,127.69 \$ | 743.31 \$ | 743.31 S | 743.31 | \$ 743.31 \$ | 743.31 \$ | 743.31 | 743.31 \$ | 743.31 \$ | 743.31 \$ | \$ 743.31 |
| OTAL OFF | -SITE WATER LEVIES | | | \$ 19,503,094 | 1,136.8 | \$ 17,156.14 | \$ 22,607.69 \$ | 16,127.69 | 16,127.69 \$ | 16,127.69 \$ | 16,127.69 | 22,607.69 | \$ 16,127.69 \$ | 22,607.69 \$ | 16,127.69 | 16,127.69 \$ | 16,127.69 \$ | 16,127.69 \$ | \$ 16,127.69 |
| | | | | | | | | | | | | SAN | IITARY LEVI | ES | | | | | |
| | | | | | Benefiting | Cost per Hectare | | | | | | Develo | pment Area | (Ha) | | | | | |
| Item | Sanitary Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | 113 46.4 | 114 16.2 | C1 8.3 | C2 6.9 | C3 0.7 | C4 11.8 | C5 0.9 | C7 3.8 | C8 7.1 | C9 14.2 | C10 5.1 | C11 16.5 | C12 56.5 |
| 2.2.3 | Lift Station No. 3 Construction | TW1, I1A, I11 | 1997 | \$ 46,268 | 27.1 | \$ 1,707.31 | 46.4 | 16.2 | 8.3 | 6.9 | 0.7 | 11.8 | 0.9 | 3.8 | 7.1 | 14.2 | 5.1 | 16.5 | 56.5 |
| 2.2.4 | Upgrade Stanley LS | N1, N2, N3, TW2, TW3, W2A, W2C, W2D, I5, I6, I7, I11 | 2000 | \$ 138,188 | 170.7 | \$ 809.54 | | | | | | | | | | | | | |
| 2.2.5 | NW Area LS | TW2, W2A, W2C, W2D | 2000 | \$ 197,713 | 52.8 | \$ 3,744.56 | | | | | | | | | | | | | |
| 2.2.6 | NW Area LS Forcemain - second phase Abandon Womacks LS | TW2, W2A, W2C, W2D | 2003 2001 | \$ 36,702 \$ 6,380 | 52.8 9.2 | \$ 695.12 \$ 693.47 | | | | | | | | | | | | | |
| 3.2.3 | Upgrade LS#3 & new FM | TW1, I1A, I11 | 2005 | \$ 81,263 | 27.1 | \$ 2,998.62 | | | | | | | | | | | | - | |
| 3.2.11 | NW Area LS forcemain - final phase | W2A, W2C, W2D | 2005 | \$ 64,171 | 23.8 | \$ 2,696.26 | | | | | | | | | | | | | |
| 3.2.2 | Upgrade Stanley FM | N1, N2, N3, TW2, W2A, W2C, W2D, I11 | Future | \$ 260,000 | 121.3 | \$ 2,143.45 | | | | | | | | | | | | | |
| 3.2.4 | Aurora Lift Station | N1, N2, N3, I7, 65% of N5, N6, C8, C9 | Future | \$ 5,200,000 | 144.9 | \$ 35,891.77 | 0.540.05 | 0.540.05 | 0.540.05 | 254005 | 0.540.05 | 0.540.05 | 0.5/0.05 | 0.540.05 | 35,891.77 | 35,891.77 | 2.540.05 | 0.540.05 | 0 |
| 3.2.5 | I4 LS (plus South Street gravity main) Broadway Trunk Upgrade | ALL N1, N2, N3, TW2, TW3, W2A, W2C, W2D I5, I6, I7 | 2010 2022 | \$ 2,856,380 \$ 196,578 | 1136.8 161.5 | \$ 2,512.65 \$ \$ 1,217.20 | 3 2,512.65 \$ | 2,512.65 | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 | 2,512.65 | \$ 2,512.65 \$ | 2,512.65 \$ | 2,512.65 | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | \$ 2,512.65 |
| 3.2.7 | Indiana Street / South Street / Highway 2A Upgrade | N1, N2, N3, TW2, TW3, TW4, I5, I6, I7 | Future | \$ 1,200,000 | 142.4 | \$ 8,426.97 | | | | | | | | | | | | | |
| 3.2.8 | NW Area LS Generator | TW2, W2A, W2C, W2D | 2012 | \$ 70,000 | 52.8 | \$ 1,325.76 | | | | | | | | | | | | | |
| 4.2.1 | Vista Trail Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, I1A | 2011 | \$ 269,981 | 127.5 | \$ 2,117.17 | 3 2,117.17 \$ | 2,117.17 | | | | | | | | | | | |
| 4.2.2 | South Street Sanitary Trunk | N4, 35% of N5, I1A, I1B, I1C, I11, I12, I13, I14, C7 | 2011 | \$ 425,001 \$ 147,112 | 149.6 | \$ 2,840.54 \$ | 3 2,840.54 \$ | 2,840.54 | | | | | \$ | 2,840.54 | | | | | |
| 4.2.4 | Duncan Avenue Sanitary Trunk McKay Ranch (E5) Lift Station and Force Main | I11, I12, I13, I14, N4, 35% of N5 E5, E6, E7, E8, NE1, NE2, NE3, C11, C12 | 2012 Future | \$ 147,112 \$ 4,945,500 | 126.6 408.3 | \$ 1,161.84 \$ \$ 12,112.42 | 1,161.84 \$ | 1,161.84 | | | | | | | | | 9 | 12,112.42 \$ | \$ 12,112.42 |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ranch | E5, E6, E7, E8, S2, S3, I8, I9, NE1, NE2, NE3, C11, C12 | 2013 | \$ 260,585 | 497.6 | \$ 523.68 | | | | | | | | | | | \$ | 523.68 \$ | \$ 523.68 |
| 4.2.6 | S1 and C4 (Blackfalds Crossing) Sanitary Trunk | N4, N5, N6, I1A, I1B, I2, I11, I12, I13, I14, C4, C7 | Future | \$ 1,600,000 | 217.5 | \$ 7,356.32 \$ | 7,356.32 | 7,356.32 | | | \$ | 7,356.32 | \$ | 7,356.32 | | | | | |
| 4.2.7 | I13 Lift Station | I13, I14, 35% of N5, N4 | Future | \$ 3,000,000 | 93.4 | \$ 32,113.04 \$ | 32,113.04 | 32,113.04 | | | | | | | | | | | |
| 4.2.8 4.2.9 | Valley Ridge Industrial Lift Station | I13, I14, N4, 35% of N5, I12 W2A, W2D, W2C | Future Future | \$ 3,000,000 \$ 350,000 | 117.4 | \$ 25,549.31 \$ \$ 14,705.88 | \$ 25,549.31 \$ | 25,549.31 | | | | | | | | | | | |
| 4.2.10 | NW Area Lift Station Pump Upgrade Lakeside Lift Station and Force Main | W2A, W2D, W2C S2, S3, I9 | Future | \$ 2,000,000 | 23.8 70.1 | \$ 28,530.67 | | | | | | | | | | | | + | |
| 4.2.11 | Broadway / Aurora Trunk (North Area Servicing) | C8, C9, N6, 65% of N5, N2, N3, N1, I7 | Future | \$ 1,800,000 | 144.9 | \$ 12,424.08 | | | | | | | | \$ | 12,424.08 | 12,424.08 | \$ | - | |
| 4.2.12 | McKay Ranch North Trunk Oversizing Through Future | E6, E8, NE1, NE2, NE3, C11, C12 | Future | \$ 530,000 | 300.8 | \$ 1,761.97 | | | | | | | | | | | \$ | 1,761.97 \$ | \$ 1,761.97 |
| 5.2.1 5.2.2 | C11 Lift Station and Force Main | C11, NE2, and 30% of NE1 C12, NE3, and 30% of E8 | Future Future | \$ 950,000 \$ 1.490,000 | 54.4 122.5 | \$ 17,456.82 \$ 12,159.29 | | | | | | | | | | | \$ | 17,456.82 | \$ 12,159.29 |
| | C12 Lift Station Force Main F-SITE SANITARY LEVIES | 012, 1120, and 00 7 01 20 | Future | \$ 31,121,823 | 1136.8 | \$ 27,376.69 \$ | \$ 73,650.87 \$ | 73,650.87 | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 | 9,868.97 | \$ 2,512.65 \$ | 12,709.51 \$ | 50,828.50 | 50,828.50 \$ | 2,512.65 \$ | 34,367.54 \$ | |
| | | | | | | | | | | | | <u> </u> | | | | | | | |
| | | | | | | | | | | | | | ORM LEVIE | > | | | | | |
| Item | Storm Improvements | Contributing Areas | Year Completed | Cost (\$) | Benefiting Area | Cost per Hectare | | | | | | | nt Area (Ha) | | | | | | |
| | | | Tour Completed | σου (ψ) | (Ha) | (\$/Ha) | I13 46.4 | 114 16.2 | C1 8.3 | C2 6.9 | C3 0.7 | C4 11.8 | C5 0.9 | C7 3.8 | C8 7.1 | C9 14.2 | C10 5.1 | C11 16.5 | C12 56.5 |
| 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C7 | 2001 | \$ 734,896 | 67.1 | \$ 10,952.25 | 40.4 | 10.2 | 10,952.25 \$ | 10,952.25 | 0 | 11.0 | \$ | 10,952.25 | | 14.2 | 0.1 | 10.0 | 00.0 |
| 2.3.2 | Broadway/Womacks Ext. | 15 | 2002 | \$ 228,460 | 13.1 | \$ 17,439.69 | | | | | | | | | | | | | |
| 3.3.2 | Rolling Hills Lift Station | W2A, W2C, W2D, TW1, I5 | Future | \$ 1,500,000 | 47.6 | | | | | | | | | | | | | | |
| 4.3.1 | South Street Storm Trunk 112 Lift Station and Force Main | TW1, C7, I1B, W2A, W2C, W2D | 2011 | | | \$ 31,512.61 | | | | | | | | | | | | | |
| 4.3.3 | | 144 140 | | \$ 293,121 | 53.1 | \$ 5,520.17 | | | | | | | \$ | 5,520.17 | | | | | |
| | East Area Storm Trunk | I11, I12 E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 | Future | \$ 1,300,000 | 33.2 | \$ 5,520.17 \$ 39,156.63 | | 9 | 31,910.14 | | | | \$ | 5,520.17 | | \$ | 31,910.14 | | |
| 4.3.5 | East Area Storm Trunk Northwest Stormwater Management System | <u> </u> | | | | \$ 5,520.17 | | § 17,286.54 | 31,910.14 | | | | | 5,520.17 | 17,286.54 | \$ 17,286.54 | 31,910.14 | | |
| 5.3.1 | Northwest Stormwater Management System Aurora Heights Oversizing | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 | Future Future Future 2015 | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 | 33.2 219.4 190.9 13.9 | \$ 5,520.17 \$ 39,156.63 \$ 31,910.14 \$ 17,286.54 \$ 2,695.76 | \$ | \$ 17,286.54 | 31,910.14 | | | | \$ | 5,520.17 | 17,286.54 | \$ 17,286.54 | 31,910.14 | | |
| 5.3.1 5.3.2 | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 | Future Future Future 2015 Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 | 33.2 219.4 190.9 13.9 195.9 | \$ 5,520.17 \$ 39,156.63 \$ 31,910.14 \$ 17,286.54 \$ 2,695.76 \$ 2,680.49 | | \$ 17,286.54 | 31,910.14 | | | | \$ | 5,520.17 | 17,286.54 | \$ 17,286.54 | 31,910.14 | 2,680.49 \$ | \$ 2,680.49 |
| 5.3.1 | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 | Future Future Future 2015 Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 | 33.2 219.4 190.9 13.9 | \$ 5,520.17 \$ 39,156.63 \$ 31,910.14 \$ 17,286.54 \$ 2,695.76 | \$ | 5 17,286.54 | 31,910.14 | | | | \$ | 5,520.17 | 17,286.54 | \$ 17,286.54 | 31,910.14 | 2,680.49 \$ | \$ 2,680.49 |
| 5.3.1 5.3.2 5.3.3 5.3.4 | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3,13% of E8 | Future Future Future 2015 Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 | 33.2 219.4 190.9 13.9 195.9 114.6 | \$ 5,520.17 \$ 39,156.63 \$ 31,910.14 \$ 17,286.54 \$ 2,695.76 \$ 2,680.49 \$ 6,891.50 | . \$ | 5 17,286.54 S | | 10,952.25 \$ | | - | \$. \$ | 5,520.17 \$ \$ 16,472.42 \$ | 17,286.54 \$ | | 31,910.14 \$ 31,910.14 \$ | 2,680.49 \$ | |
| 5.3.1 5.3.2 5.3.3 5.3.4 | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3,13% of E8 | Future Future Future 2015 Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 1,190,000 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 | \$ 5,520.17 \$ 39,156.63 \$ 31,910.14 \$ 17,286.54 \$ 2,695.76 \$ 2,680.49 \$ 6,891.50 \$ 20,855.24 | - \$ | | | 10,952.25 \$ | | TRANCR | \$ - \$ | 16,472.42 \$ | | | s | | |
| 5.3.1 5.3.2 5.3.3 5.3.4 | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3,13% of E8 | Future Future Future 2015 Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 1,190,000 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 | \$ 5,520.17 \$ 39,156.63 \$ 31,910.14 \$ 17,286.54 \$ 2,695.76 \$ 2,680.49 \$ 6,891.50 \$ 20,855.24 | . \$ | | | 10,952.25 \$ | - 1 | | s - s | 16,472.42 \$ | | | s | | |
| 5.3.1 5.3.2 5.3.3 5.3.4 | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 1,190,000 \$ 16,898,948 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 | \$ 5,520.17 \$ 39,156.63 \$ 31,910.14 \$ 17,286.54 \$ 2,695.76 \$ 2,680.49 \$ 6,891.50 \$ 20,855.24 \$ 14,865.37 | | 17,286.54 | i 42,862.39 \$ | | - 1 | Devel | opment Area | 16,472.42 \$ LEVIES (Ha) | 17,286.54 \$ | 17,286.54 \$ | 31,910.14 \$ | 2,680.49 \$ | \$ 2,680.49 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3,13% of E8 | Future Future Future 2015 Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 1,190,000 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 | \$ 5,520.17 \$ 39,156.63 \$ 31,910.14 \$ 17,286.54 \$ 2,695.76 \$ 2,680.49 \$ 6,891.50 \$ 20,855.24 \$ 14,865.37 | S - S | | | 10,952.25 \$ C2 6.9 | - 1 C3 0.7 | | | 16,472.42 \$ | | | s | 2,680.49 \$ | \$ 2,680.49 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 1,190,000 \$ 16,898,948 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 | \$ 5,520.17 \$ 39,156.63 \$ 31,910.14 \$ 17,286.54 \$ 2,695.76 \$ 2,680.49 \$ 6,891.50 \$ 20,855.24 \$ 14,865.37 | 113 46.4 | 114 116.2 | 6 42,862.39 \$ C1 8.3 | C2 | | C4 11.8 | opment Area | 16,472.42 \$ LEVIES (Ha) C7 | 17,286.54 \$ C8 7.1 | 17,286.54 \$ C9 14.2 | 31,910.14 \$ C10 5.1 | 2,680.49 \$ | \$ 2,680.49 C12 56.5 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk F-SITE STORM LEVIES Transportation Improvements | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 1,190,000 \$ 16,898,948 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,680,49 \$ 6,891,50 \$ 20,855,24 \$ 14,865,37 \$ Cost per Hectare (\$/Ha) | 113 46.4 | 114 116.2 | 6 42,862.39 \$ C1 8.3 | C2 6.9 | 0.7 | C4 11.8 51,239.22 | 0pment Area C5 0.9 \$ 51,239.22 \$ | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ | 17,286.54 \$ C8 7.1 | 17,286.54 \$ C9 14.2 | 31,910.14 \$ C10 5.1 | 2,680.49 \$ C11 16.5 | \$ 2,680.49 C12 56.5 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk F-SITE STORM LEVIES Transportation Improvements | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 1,190,000 \$ 16,898,948 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,680,49 \$ 6,891,50 \$ 20,855,24 \$ 14,865,37 \$ Cost per Hectare (\$/Ha) | 113 46.4 | 114 116.2 | 6 42,862.39 \$ C1 8.3 | C2 6.9 | 0.7 | C4 11.8 51,239.22 | 0pment Area C5 0.9 \$ 51,239.22 \$ | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ | 17,286.54 \$ C8 7.1 | 17,286.54 \$ C9 14.2 | 31,910.14 \$ C10 5.1 | 2,680.49 \$ C11 16.5 | \$ 2,680.49 C12 56.5 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,900,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 11,90,000 \$ 11,90,000 \$ 16,896,948 Cost (\$) \$ 58,248,750 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,695,76 \$ 2,685,24 \$ 6,891,50 \$ 20,855,24 \$ 14,865,37 \$ Cost per Hectare (\$Ha) \$ 51,239,22 \$ | 113 46.4 \$ 51,239.22 \$ | 114 16.2 151,239.22 | C1 8.3 5 1,239.22 \$ | C2 6.9 51,239.22 \$ | 0.7 51,239.22 \$ | C4 11.8 51,239.22 FAC Devel | opment Area C5 0.9 \$ 51,239.22 \$ ILITIES LEV opment Area | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ IES (Ha) | 17,286.54 \$ C8 7.1 51,239.22 \$ | C9 14.2 \$ 51,239.22 \$ | 31,910.14 \$ C10 5.1 51,239.22 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ | \$ 2,680.49 C12 56.5 \$ 51,239.22 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk F-SITE STORM LEVIES Transportation Improvements | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 1,190,000 \$ 16,898,948 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 Benefiting Area (Ha) | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,680,49 \$ 6,891,50 \$ 20,855,24 \$ 14,865,37 \$ Cost per Hectare (\$/Ha) | 113 46.4 \$ 51,239.22 \$ | 114 16.2 5 51,239.22 \$ | C1 8.3 51,239.22 \$ | C2 6.9 51,239.22 \$ | 0.7 51,239.22 \$ | C4 11.8 51,239.22 FAC Devel | opment Area C5 0.9 \$ 51,239.22 \$ ILITIES LEV opment Area C5 | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ ES (Ha) C7 | 17,286.54 \$ C8 7.1 51,239.22 \$ | C9 14.2 \$1,239.22 \$ | C10 5.1 51,239.22 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ | C12 56.5 51,239.22 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,900,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 11,90,000 \$ 11,90,000 \$ 16,896,948 Cost (\$) \$ 58,248,750 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 Benefiting Area (Ha) | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,695,76 \$ 2,685,24 \$ 6,891,50 \$ 20,855,24 \$ 14,865,37 \$ Cost per Hectare (\$Ha) \$ 51,239,22 \$ | 113 46.4 \$ 51,239.22 \$ | 114 16.2 114 16.2 114 16.2 | C1 8.3 51,239.22 \$ | C2 6.9 51,239.22 \$ | 0.7 51,239.22 \$ | C4 11.8 51,239.22 FAC Devel | 0pment Area C5 0.9 \$ 51,239.22 \$ ILITIES LEV 0pment Area C5 0.9 | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ IES (Ha) C7 3.8 | 17,286.54 \$ C8 7.1 51,239.22 \$ | C9 14.2 51,239.22 \$ | 31,910.14 \$ C10 5.1 51,239.22 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ | C12 56.5 \$ 51,239.22 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 11,90,000 \$ 16,998,948 Cost (\$) Cost (\$) | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 Benefiting Area (Ha) | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,695,76 \$ 2,685,24 \$ 0,891,50 \$ 20,855,24 \$ 14,865,37 \$ 14,865,37 \$ 51,239,22 \$ | 113 46.4 5 51,239.22 \$ | 114 16.2 114 16.2 114 16.2 | C1 8.3 51,239.22 \$ | C2 6.9 51,239.22 \$ | 0.7 51,239.22 \$ | Devel C4 11.8 51,239.22 FAC Devel C4 11.8 17,609.96 | opment Area | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ ES (Ha) C7 3.8 17,609.96 \$ | 17,286.54 \$ C8 7.1 51,239.22 \$ | C9 14.2 51,239.22 \$ | 31,910.14 \$ C10 5.1 51,239.22 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ C11 16.5 | C12 56.5 \$ 51,239.22 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 11,90,000 \$ 16,998,948 Cost (\$) Cost (\$) | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 Benefiting Area (Ha) | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,680,49 \$ 6,891,50 \$ 20,855,24 \$ 14,865,37 \$ Cost per Hectare (s/Ha) \$ 51,239,22 \$ 14,865,37 | 113 46.4 5 51,239.22 \$ | 114 16.2 114 16.2 114 16.2 | C1 8.3 51,239.22 \$ | C2 6.9 51,239.22 \$ | 0.7 51,239.22 \$ | Devel C4 11.8 51,239.22 FAC Devel C4 11.8 17,609.96 | 0pment Area C5 0.9 \$ 51,239.22 \$ ILITIES LEV 0pment Area C5 0.9 | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ ES (Ha) C7 3.8 17,609.96 \$ | 17,286.54 \$ C8 7.1 51,239.22 \$ | C9 14.2 51,239.22 \$ | 31,910.14 \$ C10 5.1 51,239.22 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ C11 16.5 | C12 56.5 \$ 51,239.22 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 1,190,000 \$ 16,898,948 Cost (\$) \$ 58,248,750 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 Benefiting Area (Ha) | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,690,49 \$ 6,891,50 \$ 20,855,24 \$ 14,865,37 \$ Cost per Hectare (\$/Ha) \$ 51,239,22 \$ Cost per Hectare (\$/Ha) \$ 17,609,96 \$ | 113 46.4 5 51,239.22 \$ | 114 16.2 114 16.2 114 16.2 | C1 8.3 51,239.22 \$ | C2 6.9 51,239.22 \$ | 0.7 51,239.22 \$ | Devel C4 11.8 51,239.22 FAC Devel C4 11.8 17,609.96 | opment Area | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ ES (Ha) C7 3.8 17,609.96 \$ | 17,286.54 \$ C8 7.1 51,239.22 \$ | C9 14.2 51,239.22 \$ | 31,910.14 \$ C10 5.1 51,239.22 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ C11 16.5 | C12 56.5 \$ 51,239.22 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 1,190,000 \$ 16,898,948 Cost (\$) \$ 58,248,750 | 33.2 219.4 190.9 13.9 13.9 195.9 114.6 57.1 1136.8 Benefiting Area (Ha) 1136.8 Benefiting Area (Ha) | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,695,76 \$ 2,685,24 \$ 14,865,37 \$ 14,865,37 \$ 51,239,22 \$ Cost per Hectare (\$/Ha) \$ 17,609,96 \$ 17,609,96 | 113 46.4 5 51,239.22 \$ 113 46.4 5 17,609.96 \$ | 114 16.2 5 51,239.22 \$ 114 16.2 6 17,609.96 \$ | C1 8.3 51,239.22 \$ C1 8.3 6 17,609.96 \$ | C2 6.9 51,239.22 5 C2 6.9 17,609.96 5 | 0.7 51,239.22 \$ C3 0.7 17,609.96 \$ | C4 11.8 51,239.22 FAC Devel C4 11.8 17,609.96 | 05 0.9 \$ 51,239.22 \$ ILITIES LEV Opment Area C5 0.9 \$ 17,609.96 \$ OTAL LEVIES | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ ES (Ha) C7 3.8 17,609.96 \$ | C8 7.1 51,239.22 \$ C8 7.1 17,609.96 \$ | C9 14.2 \$1.239.22 \$ C9 14.2 \$1.239.22 \$ C9 14.2 \$1.7,609.96 \$ | 31,910.14 \$ C10 5.1 51,239.22 \$ C10 6.1 17,609.96 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ C11 16.5 17,609.96 \$ | \$ 2,680.49 C12 56.5 \$ 51,239.22 C12 56.5 \$ 17,609.96 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunksite STORM LEVIES Transportation Improvements F-site TRANSPORTATION LEVIES Facilities Improvements site FACILITIES LEVIES | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,900,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 11,90,000 \$ 11,190,000 \$ 16,898,948 Cost (\$) \$ 58,248,750 Total Cost (\$) \$ 20,019,000 | 33.2 219.4 190.9 13.9 135.9 145.6 57.1 1136.8 Benefiting Area (Ha) 1136.8 Benefiting Area (Ha) 1136.8 | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 1,2695,76 \$ 2,695,76 \$ 2,695,76 \$ 2,085,24 \$ 14,865,37 \$ Cost per Hectare (\$Ha) \$ 17,609,96 \$ 17,609,96 \$ 17,609,96 \$ 17,156,14 \$ 17,156,14 \$ 17,156,14 | 113 46.4 5 51,239.22 \$ 113 46.4 5 17,609.96 \$ | 114 16.2 51,239.22 114 16.2 17,609.96 114 114 | C1 8.3 5 17,609.96 \$ | C2 6.9 51,239.22 \$ C2 6.9 17,609.96 \$ | C3 | C4 11.8 51,239.22 FAC Devel C4 11.8 17,609.96 TC C4 22,607.69 | opment Area C5 0.9 \$ 51,239.22 ILITIES LEV opment Area C5 0.9 \$ 17,609.96 S 16,127.69 \$ 16,127.69 \$ 16,127.69 | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ IES (Ha) C7 3.8 17,609.96 \$ C7 22,607.69 \$ | C8 7.1 51,239.22 \$ C8 7.1 17,609.96 \$ | C9 14.2 17,609.96 \$ C9 14.2 17,609.96 \$ | \$ 31,910.14 \$ C10 | 2,680.49 \$ C11 16.5 51,239.22 \$ C11 16.5 17,609.96 \$ | C12 56.5 \$ 51,239.22 C12 56.5 \$ 17,609.96 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 1,190,000 \$ 16,898,948 Cost (\$) \$ 58,248,750 | 33.2 219.4 190.9 13.9 13.9 195.9 114.6 57.1 1136.8 Benefiting Area (Ha) 1136.8 Benefiting Area (Ha) | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,695,76 \$ 2,685,24 \$ 14,865,37 \$ 14,865,37 \$ 51,239,22 \$ Cost per Hectare (\$/Ha) \$ 17,609,96 \$ 17,609,96 | 113 46.4 5 51,239.22 \$ 113 46.4 5 17,609.96 \$ | 114 16.2 5 51,239.22 \$ 114 16.2 6 17,609.96 \$ | C1 8.3 5 17,609.96 \$ C1 5.39.22 \$ C1 5.39.22 \$ | C2 6.9 51,239.22 \$ C2 6.9 17,609.96 \$ | 0.7 51,239.22 \$ C3 0.7 17,609.96 \$ | C4 11.8 51,239.22 FAC Devel C4 11.8 17,609.96 | opment Area | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ ES (Ha) C7 3.8 17,609.96 \$ | C8 7.1 51,239.22 \$ C8 7.1 17,609.96 \$ | C9 14.2 \$1.239.22 \$ C9 14.2 \$1.239.22 \$ C9 14.2 \$1.7,609.96 \$ | 31,910.14 \$ C10 5.1 51,239.22 \$ C10 6.1 17,609.96 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ C11 16.5 17,609.96 \$ | \$ 2,680.49 C12 56.5 \$ 51,239.22 C12 56.5 \$ 17,609.96 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- Item OTAL OFF- VATER LEV ANITARY L TORM LEV | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,900,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 17,90,000 \$ 11,190,000 \$ 16,896,948 Cost (\$) \$ 20,019,000 Total Cost (\$) \$ 19,603,094 \$ 31,121,823 | 33.2 219.4 199.9 199.9 13.9 195.9 114.6 57.1 1136.8 Benefiting Area (Ha) 1136.8 Benefiting Area (Ha) 1136.8 | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 1,2895,76 \$ 2,680,76 \$ 2,681,50 \$ 20,855,24 \$ 14,865,37 \$ Cost per Hectare (\$\(\frac{1}{3}\)Ha) \$ 51,239,22 \$ 4 Average Cost per Hectare (\$\(\frac{1}{3}\)Ha) \$ 17,609,96 \$ 3 | 113 46.4 5 51,239.22 \$ 113 46.4 5 17,609.96 \$ | 114 16.2 114 16.2 117,609.96 3 114 15 16,127.69 3 17,609.96 3 | C1 8.3 51,239.22 \$ C1 8.3 6 17,609.96 \$ C1 6 16,127.69 \$ 6 2,512.65 \$ 6 42,862.39 \$ | C2 6.9 51,239.22 \$ C2 6.9 17,609.96 \$ | C3 0.7 17,609.96 \$ C3 16,127.69 \$ 2,512.65 \$ | C4 11.8 51,239.22 FAC Devel C4 11.8 17,609.96 TC C4 22,607.69 9,868.97 | opment Area CS 0.9 \$ 51,239.22 \$ ILITIES LEV opment Area C5 0.9 \$ 17,609.96 \$ TAL LEVIES CS \$ 16,127.69 \$ 2,512.65 \$ \$ 2,512.65 \$ | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ ES (Ha) C7 22,607.89 \$ 12,709.51 \$ 16,472.42 \$ | C8 7.1 51,239.22 \$ C8 7.1 17,609.96 \$ C8 16,127.69 \$ 50,628.50 \$ 17,285.54 \$ | C9 14.2 \$ C9 14.2 \$ 17,286.54 \$ C9 14.2 \$ 17,699.96 \$ C9 14.2 \$ 17,699.96 \$ 16,127.89 \$ 10,127.89 \$ 17,286.50 \$ 17,286.50 \$ 17,286.54 \$ | C10 5.1 17,609.96 \$ C10 16,127.69 \$ 2,512.65 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ C11 16.5 17,609.96 \$ C11 16,127.69 \$ 34,367.54 \$ | \$ 2,680.49 C12 56.5 \$ 51,239.22 C12 56.5 \$ 17,609.96 C12 \$ 16,127.69 \$ 29,070.01 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF. Item OTAL OFF. OTAL OFF. OTAL OFF. OTAL OFF. ACID TRANSPORTALEV ANITARY L TORM LEV RANSPORTAL ACID TIES ACID TIES | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 11,90,000 \$ 16,898,948 Cost (\$) \$ 20,019,000 Total Cost (\$) \$ 19,603,094 \$ 31,121,823 \$ 16,898,948 | 33.2 219.4 190.9 113.9 195.9 114.6 57.1 1136.8 Benefiting Area (Ha) 1136.8 Benefiting Area (Ha) 1136.8 | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 1,2695,76 \$ 2,695,76 \$ 2,695,76 \$ 2,085,24 \$ 14,865,37 \$ Cost per Hectare (\$\(\frac{1}{3}\)\) \$ 51,239,22 \$ 3 Average Cost per Hectare (\$\(\frac{1}{3}\)\) \$ 17,609,96 \$ 3 \$ 14,865,37 \$ 51,239,22 \$ 5 17,669,96 \$ 5 14,865,37 \$ 5 11,39,96 \$ 17,156,14 \$ 27,376,69 \$ 5 14,865,37 \$ 5 11,399,22 \$ 5 17,609,96 | 113 46.4 5 51,239.22 \$ 113 46.4 5 17,609.96 \$ 113 6 22,607.69 \$ 5 73,650.87 \$ 6 - \$ 6 5 51,239.22 \$ 71,609.96 \$ | 114 16.2 5 51,239.22 \$ 114 16.2 6 17,609.96 \$ 114 114 114 115 117,269.96 \$ 117,269.96 \$ 117,269.96 \$ | C1 8.3 5 17,609.96 \$ C1 | C2 6.9 51,239.22 \$ C2 6.9 17,609.96 \$ C2 16,127.69 \$ 2,512.65 \$ 10,952.25 \$ 51,239.25 \$ 117,609.96 \$ | C3 | C4 11.8 51,239.22 FAC Devel C4 11.8 17,609.96 TC C4 22,607.69 9,868.97 - 51,239.22 17,609.96 | opment Area C5 0.9 \$ 51,239.22 \$ ILITIES LEV opment Area C5 0.9 \$ 17,609.96 \$ OTAL LEVIES CS \$ 16,127.69 \$ \$ 2,512.65 \$ \$ 5,512.65 \$ \$ 5,1239.22 \$ | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ IT,609.96 \$ C7 22,607.69 \$ 12,709.51 \$ 16,472.42 \$ 51,239.25 \$ 17,609.96 \$ | C8 7.1 51,239.22 17,609.96 17,285.50 17,285.50 17,285.90 17,609.96 17,609.96 | C9 14.2 51,239.22 \$ C9 14.2 17,609.96 \$ C9 14.2 17,609.96 \$ | C10 5.1 51,239,22 \$ C10 10,51 17,609,96 \$ C10 16,127,69 \$ 2,512,65 \$ 31,910,14 \$ 17,609,96 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ C11 16.5 17,609.96 \$ C11 2,680.49 \$ | \$ 2,680.49 C12 56.5 \$ 51,239.22 C12 \$ 16,127.69 \$ 29,070.01 \$ 2,680.49 |

APPENDIX A



| Sec. | Water Improvement | Item | | Cost |
|-----------|---|---|---|---|
| 2.1.3 | Brentwood Extension - Womacks to Brentwood | 2008 Rate to Remain Unchanged | \$ | 42,934 |
| 2.1.4 | Broadway Extension | 2008 Rate to Remain Unchanged | \$ | 81,173 |
| 2.1.5 | CPR Crossing Installation | 2008 Rate to Remain Unchanged | \$ | 266,136 |
| 2.1.6 | Upgrade East Railway Trunk | 2008 Rate to Remain Unchanged | \$ | 88,955 |
| 2.1.7 | Regional Water Line | Construction (Total Cost to Town including Grants GST (0%) | \$ | 3,500,000 - 3,500,000 |
| 2.1.8 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) | New Reservoir/Pump Station including engineering & contingency(2006) Land Acquisition (2006) Twin Reservoir - Phase 2 (2023) Upgrade Pumps for Twinning of Reservoir (2023) Contingency for 2020 upgrade (10%) Engineering for 2020 upgrade (15%) Assumed Grant (44.07%) Administration Fee (5%) GST (0%) Total | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 7,650,179 80,000 3,200,000 600,000 380,000 570,000 (5,500,015) 624,009 - 7,600,000 |
| | | | | |
| >**< | Womacks Rd /Gregg Street Frunk Main | Construction | \$ | 107,856 |
| | Womacks Rd./Gregg Street Frunk Main | Contingency (10%) | \$ \$ | 18,786 |
| | Womacks Rd./Gregg Street Trunk Main | Contingency (10%) Engineering (15%) | \s\\s\\s | 18,786 18,786 28,178 |
| | Womacks Rd./Gregg Street Trunk Main | Contingency (10%) Engineering (15%) Administration ⊨ee (5%) | \cdot | 167,856 16,786 26,178 11,741 |
| ** | Womacks Rd //Gregg Street Trunk Main | Contingency (10%) Engineering (15%) | | 107,856 18,786 26,178 14,741 246,561 |
| 4.1.1 | Womacks Rd //Gregg Street Trunk Main Vista Trail Water Trunk | Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) Total Construction Contingency (0%) Engineering (15%) Administration Fee (5%) | \$ \$ \$ | 248,561 248,561 248,561 248,561 248,695 - 37,304 14,300 |
| 4.1.1 | | Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) Total Construction Contingency (0%) Engineering (15%) | \$ \$ \$ \$ \$ | 248,695 - 37,304 |
| 4.1.1 | | Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%) Total Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%) | \$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$ | 248,695 - 37,304 14,300 - 300,299 200,887 - 30,133 11,551 |
| | Vista Trail Water Trunk | Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) Total Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%) Total Construction Contingency (0%) Engineering (15%) Administration Fee (5%) Engineering (15%) Administration Fee (5%) | \$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$ | 248,695 - 37,304 14,300 - 300,299 200,887 - 30,133 |

APPENDIX A

| 4.1.4 | Future East Area Reservoir and Booster Station | Construction Contingency (10%) Engineering (15%) Funding (-38.8%) GST (0%) | \$ \$ | 8,232,000 823,200 1,234,800 3,992,520) |
|-------|--|--|----------------------------------|---|
| | | | Total \$ 6 | 3,300,000 |
| 4.1.5 | Water Supply Line (300mm Twinning) | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 644,000 64,400 96,600 40,250 - 845,000 |

APPENDIX A



| Sec. | Sanitary Improvement | Item | | Cost |
|--------|--|--|--|---|
| 2.2.3 | Lift Station no. 3 Construction | 2008 to Remain Unchanged | \$ | 46,268 |
| 2.2.4 | Upgrade Stanley LS | 2008 to Remain Unchanged | \$ | 138,188 |
| 2.2.5 | NW Area LS | 2008 to Remain Unchanged | \$ | 197,713 |
| 2.2.6 | NW Area LS Forcemain - second phase | 2008 to Remain Unchanged | \$ | 36,702 |
| 2.2.7 | Abandon Womacks LS | 2008 to Remain Unchanged | \$ | 6,380 |
| 3.2.3 | Upgrade LS#3 & new FM | 2008 to Remain Unchanged | \$ | 81,263 |
| 3.2.11 | NW Area LS forcemain - final phase | 2008 to Remain Unchanged | \$ | 64,171 |
| \$2.h | Wastewater Treatment Plant (WWTP) Upgrades | Lagoon Facility Expansion (Aeration and Polishing Cells) Engineering (45%) Contingency (40%) Assumed Grant (44.07%) Administration Fee (5%) GST (0%) | (4)(4)(4)(4)(4)(4)(4)(4)(4)(4)(4)(4)(4)(| 2,376,220 956,433 237,622 (1,389,000) 83,064 |
| >< | | | tal \$ | 1,744,339 |
| 3.2.2 | Upgrade Forcemain from Stanley Street LS | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ tal \$ | 200,000 20,000 30,000 12,500 - 260,000 |
| 3.2.4 | Aurora Lift Station and Force Main | Construction Forcemain (1km) Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ tal \$ | 3,600,000 350,000 395,000 592,500 246,875 - 5,200,000 |

APPENDIX A



| Sec. | Sanitary Improvement | Item | | Cost |
|----------|--|---|--|---|
| 3.2.5 | I4 LS (plus South Street gravity main) | Construction Backup Generator Contingency (10%) Engineering (15%) Assumed Grant (44.07%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ \$ Total \$ | 3,837,945 53,150 389,110 583,664 (2,143,507) 136,018 - 2,856,380 |
| 3.2.6 | Broadway Trunk Upgrade | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ \$ \$ \$ | 162,798 - 24,420 9,361 - 196,578 |
| 3.2.7 | Indiana Street/ South Street/ Highway 2A Upgrade | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 950,000 95,000 142,500 59,375 - 1,200,000 |
| 3.2.8 | NW Area LS Generator | Construction - Forcemain Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 53,000 5,300 7,950 3,313 - 70,000 |
| >>200 | Regional Forcemain to Red Deer | Cost provided by Town | \$ | 6,000,000 |
| $>\!\!<$ | | | Total \$ | 6,060,000 |
| 4.2.1 | Vista Trail | Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 223,587 - 33,538 12,856 - 269,981 |

APPENDIX A



| Sec. | Sanitary Improvement | ltem | | Cost |
|-------|--|--|----------------------------------|---|
| 4.2.2 | South Street | Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 351,968 - 52,795 20,238 - 425,001 |
| 4.2.3 | Duncan Avenue | Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 121,832 - 18,275 7,005 - 147,112 |
| 4.2.4 | Mckay Ranch (E5) Lif Station and Force Main | Construction Force Main Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 3,600,000 210,000 360,000 540,000 235,500 - 4,945,500 |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ridge | Construction | \$ | 260,585 |
| 4.2.6 | S1 and C4 Sanitary Trunk | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 1,248,150 124,815 187,223 78,009 - 1,600,000 |
| 4.2.7 | I13 Lift Station | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 2,300,000 230,000 345,000 143,750 - 3,000,000 |

APPENDIX A



| Sec. | Sanitary Improvement | Item | | Cost |
|--------|---|--|----------------------------------|--|
| 4.2.8 | Valley Ridge Industrial Lift Station | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 2,300,000 230,000 345,000 143,750 - 3,000,000 |
| 4.2.9 | NW Area Lift Station Pump Upgrade | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 270,000 27,000 40,500 16,875 - 350,000 |
| 4.2.10 | Lakeside Lift Station and Force Main | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 1,500,000 150,000 225,000 93,750 - 2,000,000 |
| 4.2.11 | Broadway / Aurora Trunk | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 1,713,750 171,375 257,063 107,109 - 2,250,000 |
| 4.2.12 | McKay Ranch North Trunk Oversizing through Future | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 400,000 40,000 60,000 25,000 - 530,000 |
| 5.2.1 | C11 Lift Station and Force Main | Construction Force Main Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 500,000 280,000 50,000 75,000 45,250 - 950,000 |

APPENDIX A



| Sec. | Sanitary Improvement | Item | | Cost |
|-------|---------------------------------|-------------------------------------|----------|-----------|
| 5.2.2 | C12 Lift Station and Force Main | Construction | \$ | 500,000 |
| | | Contingency (10%) | \$ | 840,000 |
| | | Engineering (15%) | \$ | 75,000 |
| | | Administration Fee (5%) GST (0%) | \$ | 70,750 |
| | | , , | Total \$ | 7,288 |
| | | | \$ | - |
| | | | \$ | 1,490,000 |

APPENDIX A



| Sec. | Storm Improvement | Item | Cost |
|-------|--|---|---|
| 2.3.1 | East Area Detention Pond | Construction Total | \$ 734,896 \$ 734,896 |
| 2.3.2 | Broadway/Womacks Ext | Construction Total | \$ 228,460 \$ 228,460 |
| 3.3.2 | Rolling Hills Lift Station | Storm Retention Lift Station Contingency (10%) Engineering (15%) Administration (5%) GST (0%) Total | \$ 190,000 \$ 950,000 \$ 114,000 \$ 171,000 \$ 71,250 \$ - \$ 1,500,000 |
| 4.3.1 | South Street Storm Trunk | Construction Contingency (10%) Engineering (15%) Administration (5%) GST (0%) Total | \$ 223,330 \$ 22,333 \$ 33,500 \$ 13,958 \$ - \$ 293,121 |
| 4.3.2 | I12 Lift Station and Force Main | Construction Contingency (10%) Engineering (15%) Administration (5%) GST (0%) Total | \$ 950,000 \$ 95,000 \$ 142,500 \$ 59,375 \$ - \$ 1,300,000 |
| 4.3.3 | East Area Storm Trunk | Construction Contingency (10%) Engineering (15%) Administration (5%) GST (0%) Total | \$ 5,250,000 \$ 525,000 \$ 787,500 \$ 328,125 \$ - \$ 6,890,625 |
| 4.3.5 | Highway 2A Lift Station, Force main and Crossing | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) Total | \$ 760,000 \$ 76,000 \$ 114,000 \$ 47,500 \$ - \$ 1,000,000 |
| 4.3.6 | Northwest Storm Project | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) Total | \$ 2,515,000 \$ 251,500 \$ 377,250 \$ 157,188 \$ - \$ 3,300,000 |
| 5.3.1 | Aurora Heights Oversizing | Construction Contingency (0%) Engineering (0%) Administration (0%) | \$ 37,471 \$ - \$ - \$ - |

APPENDIX A

| | | GST (0%) | | \$ - |
|-------|---|---------------------|-------|------------------|
| | | | Total | \$ 37,471 |
| 5.3.2 | Northeast Ditch Outlet to Blackfalds Lake | Construction | | \$ 400,000 |
| | | Contingency (10%) | | \$ 40,000 |
| | | Engineering (15%) | | \$ 60,000 |
| | | Administration (5%) | | \$ 25,000 |
| | | GST (0%) | | \$ - |
| | | | Total | \$ 525,000 |
| 5.3.3 | Northeast 750mm Trunk | Construction | | \$ 600,000 |
| | | Contingency (10%) | | \$ 60,000 |
| | | Engineering (15%) | | \$ 90,000 |
| | | Administration (5%) | | \$ 37,500 |
| | | GST (0%) | | \$, <u> </u> |
| | | , | Total | \$ 790,000 |
| 5.3.4 | Northeast 675mm Trunk | Construction | | \$ 910,000 |
| | | Contingency (10%) | | \$ 91,000 |
| | | Engineering (15%) | | \$ 136,500 |
| | | Administration (5%) | | \$ 56,875 |
| | | GST (0%) | | \$ - |
| | | | Total | \$ 1,190,000 |



Table B.1 - Transportation Levies Summary



| Arterial and Major Collector Roadways | Appro | oximate Cost (\$) |
|---|-------|----------------------|
| Vista Trail | \$ | 2,915,250 |
| Broadway Avenue - Womacks Road to Aurora | \$ | 2,018,250 |
| Cottonwood Drive Extension to Rge Rd 270 | \$ | 2,915,250 |
| Future East Four Lane Undivided from South Street to Twp Rd 40-0 | \$ | 7,624,500 |
| Future Four Lane Divided Arterial Around Town Limits (Initial Two Lanes Only) | \$ | 20,163,000 |
| East Railway Street Upgrades | \$ | 3,575,000 |
| QEII and Twp Rd. 40-0 Right-in/Right-Out Connection | \$ | 7,800,000 |
| South Street Upgrades East of Highway 2A | \$ | 7,312,500 |
| Womacks Road & CPR Crossing (Includes Future Upgrade) | \$ | 8,800,000 |
| Highway 2A Upgrades | \$ | 14,625,000 |
| Total | \$ | 55,323,750 |

| Intersection Signalizations and Other General Upgrades | Аррі | roximate Cost (\$) |
|--|------|-----------------------|
| Vista Trail & Womacks Road Intersection Upgrade | \$ | 585,000 |
| Vista Trail & Duncan Avenue Intersection Upgrade | \$ | 585,000 |
| Vista Trail & South Street Intersection Upgrade | \$ | 585,000 |
| Broadway Ave & Westbrooke Road Intersection Upgrade | \$ | 585,000 |
| Highway 2A Pedestrian Bridge | \$ | 3,000,000 |
| Parkwood Road & Panorama Drive Intersection Upgrade | \$ | 585,000 |
| Total | \$ | 2,925,000 |

| Summary | Total |
|------------------------|------------------|
| Arterial Roadway | \$ 55,323,750 |
| Other General Upgrades | \$ 2,925,000 |
| Total | \$ 58,248,750 |

Items in orange are not included in total, but are being discussed.



Table B.2 - Arterial Roadway Network



| Arterial Roadway | Classification | Length (m) | Unit Rate (\$/m) | Administration, Professional Services, and Contingency | % Levy Funded | Levy Amount (\$) |
|--|----------------|---------------|---------------------|--|------------------|---------------------|
| Vista Trail | 4-Lane UAU | 1,300 | 2,300 | 30% | 75.0% | \$ 2,915,250 |
| Broadway Avenue - Womacks Road to Aurora | 4-Lane UAU | 900 | 2,300 | 30% | 75.0% | \$ 2,018,250 |
| Cottonwood Drive Extension to Rge Rd 270 | 4-Lane UAU | 1,300 | 2,300 | 30% | 75.0% | \$ 2,915,250 |
| Future East Four Lane Undivided from South Street to Twp Rd 400 | 4-Lane UAU | 3,400 | 2,300 | 30% | 75.0% | \$ 7,624,500 |
| Future Four Lane Divided Around Town Limits (Initial Two Lanes Only) | 4-Lane UAD | 9,400 | 4,400 | 30% | 37.5% | \$ 20,163,000 |
| East Railway Street Upgrades | 4-Lane UCU | 1,100 | 5,000 | 30% | 50.0% | \$ 3,575,000 |
| QEII and Twp Rd. 40-0 Right-in/Right-Out Connection | Arterial | 1,600 | 5,000 | 30% | 75.0% | \$ 7,800,000 |
| South Street Upgrades East of Highway 2A | 4-Lane UCU | 2,250 | 5,000 | 30% | 50.0% | \$ 7,312,500 |
| Womacks Road & CPR Crossing (Including Future Upgrade) | 4-Lane UAD | 500 | 13,615 | 30% | 100.0% | \$ 8,800,000 |
| Upgrade Highway 2A | 4-Lane UAD | 2,000 | 7,500 | 30% | 75.0% | \$ 14,625,000 |
| | | | | Total | | \$ 77,748,750 |



Table B.3 TOWN OF BLACKFALDS TRANSPORTATION MASTER PLAN GENERAL UPGRADES



| INTER- SECTION # | FUNDING SOURCE | INTERSECTION | COSTS | INTER- SECTION # | FUNDING SOURCE | INTERSECTION | COSTS |
|------------------------|-------------------|---|---|------------------------|-------------------|---|---------------------------------------|
| 16 | Levies | Vista Trail & Womacks Rd | | 35 | Developer | Broadway Ave & Collector Rd | |
| | | Intersection Upgrade | 4.50.000.00 | | | Intersection Upgrade | 4450.000.00 |
| | | Construction | \$450,000.00 | | | Construction | \$450,000.00 |
| | | Administration (5%) | \$22,500.00 | | | Administration (5%) | \$22,500.00 |
| | | Engineering Fee (10%) | \$45,000.00 | | | Engineering Fee (10%) | \$45,000.00 |
| | | Contingency (15%) TOTAL | \$67,500.00 \$585,000.00 | | | Contingency (15%) TOTAL | \$67,500.00 \$585,000.00 |
| 17 | Levies | Vista Trail & Duncan Ave | 4303,000.00 | 1 | AT | Highway 2A & Cottonwood Dr | 4303,000.00 |
| 17 | LEVIES | Intersection Upgrade | | _ | Ai | Intersection Update | |
| | | Construction | \$450,000.00 | | | Construction | \$1,650,000.00 |
| | | Administration (5%) | \$22,500.00 | | | Administration (5%) | \$82,500.00 |
| | | Engineering Fee (10%) | \$45,000.00 | | | Engineering Fee (10%) | \$165,000.00 |
| | | Contingency (15%) | \$67,500.00 | | | Contingency (15%) | \$247,500.00 |
| | | TOTAL | \$585,000.00 | | | TOTAL | \$2,145,000.00 |
| 10 | Lauiaa | Vista Tueil O Cauth St Intersection | | 2 | A.T. | Highway 24 & Banayana Da | |
| 18 | Levies | Vista Trail & South St Intersection Upgrade | | 2 | AT | Highway 2A & Panorama Dr Intersection Upgrade | |
| | | Construction | \$450,000.00 | | | Construction | \$1,650,000.00 |
| | | Administration (5%) | \$22,500.00 | | | Administration (5%) | \$82,500.00 |
| | | Engineering Fee (10%) | \$45,000.00 | | | Engineering Fee (10%) | \$165,000.00 |
| | | Contingency (15%) | \$67,500.00 | | | Contingency (15%) | \$247,500.00 |
| | | TOTAL | \$585,000.00 | | | TOTAL | \$2,145,000.00 |
| | | | • | | | | ., ., ., |
| 19 | AT | Vista Trail & Highway 597 | | 3 | AT | Highway 2A & Park St | |
| | | Intersection Upgrade | 40.000.000.00 | | | Intersection Upgrade | 44 550 000 000 |
| | | Construction | \$3,000,000.00 | | | Construction | \$1,650,000.00 |
| | | Administration (5%) | \$150,000.00 | | | Administration (5%) | \$82,500.00 |
| | | Engineering Fee (10%) | \$300,000.00 | | | Engineering Fee (10%) | \$165,000.00 |
| | | Contingency (15%) | \$450,000.00 | | | Contingency (15%) | \$247,500.00 |
| | | TOTAL | \$3,900,000.00 | | | TOTAL | \$2,145,000.00 |
| 25 | Developer | East Railway St & South St | | 37 | AT | Highway 2A & South St | |
| | | Intersection Upgrade | Ć750 000 00 | | | Intersection Upgrade | ¢4.050.000.00 |
| | | Construction | \$750,000.00 | | | Construction | \$1,650,000.00 |
| | | Administration (5%) | \$37,500.00 | | | Administration (5%) | \$82,500.00 |
| | | Engineering Fee (10%) | \$75,000.00 | | | Engineering Fee (10%) | \$165,000.00 |
| | | Contingency (15%) TOTAL | \$112,500.00 \$975,000.00 | | | Contingency (15%) TOTAL | \$247,500.00 \$2,145,000.00 |
| | | | 4375,000.00 | | | | \$2,2 13,000.00 |
| 26 | AT | Highway 597 & Industrial Way Intersection Upgrade | | 6 | AT | Highway 2A & Broadway Ave Intersection Upgrade | |
| | | Construction | \$1,100,000.00 | | | Construction | \$1,650,000.00 |
| | | Administration (5%) | \$55,000.00 | | | Administration (5%) | \$82,500.00 |
| | | Engineering Fee (10%) | \$110,000.00 | | | Engineering Fee (10%) | \$165,000.00 |
| | | Contingency (15%) | \$165,000.00 | | | Contingency (15%) | \$247,500.00 |
| | | TOTAL | \$1,430,000.00 | | | TOTAL | \$2,145,000.00 |
| 8 | Levies | Broadway Ave & Westbrooke Rd Intersection Upgrade (22,500 Pop. | | 22 | Levies | Parkwood Rd & Panorama Dr Intersection Upgrade | |
| | | Construction | \$450,000.00 | | | Construction | \$450,000.00 |
| | | Administration (5%) | \$22,500.00 | | | Administration (5%) | \$22,500.00 |
| | | Engineering Fee (10%) | \$45,000.00 | | | Engineering Fee (10%) | \$45,000.00 |
| | | Contingency (15%) | \$67,500.00 | | | Contingency (15%) | \$67,500.00 |
| | | TOTAL | \$585,000.00 | | | TOTAL | \$585,000.00 |
| 9, 11, 34 | Levies | Womacks Rd & CPR Crossing, Including Broadway/East Railway | | 33 | Developer | East Railway St & Highway 597 Intersection Upgrade (22,500 | |
| | | 2021-2022 Costs | | | | Construction | \$1,100,000.00 |
| | | Road Construction (Sch B, D, C) | \$1,477,285.55 | | | Administration (5%) | \$55,000.00 |
| | | Land | \$ 1,705,823.01 | | | Engineering Fee (10%) | \$110,000.00 |
| | | Fortis Relocations and Illumination | \$300,000.00 | | | Contingency (15%) | \$165,000.00 |
| | | CP Rail | \$824,583.75 | | | TOTAL | \$1,430,000.00 |
| | | Administration (5%) | \$ 215,384.62 | 33 | Levies | Pedestrian Bridge Across | |
| | | Engineering Fee (10%) | \$430,769.23 | 33 | revies | Highway 2A | |
| | | Contingency (15%) | \$646,153.85 | | | Construction | \$2,307,692.31 |
| | | Future Realignment and Upgrade to | | | | Administration (5%) | \$115,384.62 |
| | | Construction and land | \$2,500,000.00 | | | Engineering Fee (10%) | \$230,769.23 |
| | | Administration (5%) | \$125,000.00 | | | Contingency (15%) | \$346,153.85 |
| | | Engineering Fee (10%) | \$250,000.00 | | | TOTAL | \$3,000,000.00 |
| | | Contingency (15%) | \$375,000.00 | | | | |
| | | | | | | | |
| | | TOTAL | \$8,850,000.00 | | | | |

| CAPITAL IMPROVEMEN | TS SUMMARY |
|------------------------|--------------|
| Developer Owned | \$2,990,000 |
| Town Levy Funding | \$5,925,000 |
| Alberta Transportation | \$16,055,000 |
| TOTAL | \$24,970,000 |



Town of Blackfalds Municipal Policy Handbook

POLICY NUMBER:

110/09

DEPARTMENT: C.S.D.

POLICY NAME: RECREATION LEVIES ALLOCATION

DATE OF APPROVAL BY COUNCIL: June 28, 2011

RESOLUTION NO. 217/11

LAST REVIEW DATE:

NEXT REVIEW DATE:

SPECIAL NOTES:

Policy Statement:

Recreation Levies collected will be allocated to the following areas:

- 50% Parks
- 50% Recreation and Culture Facility development.

Procedure:

Recreation Levies are collected from developers and the levies collected will be divided according to the policy statement.

APPROVED BY:

Mayor Melodie Stol

Acting CAO Sean Barnes



Memo

To: Town of Blackfalds From: Brad Vander Heyden

Stantec, Red Deer

Project/File: 110170062 Date: April 12, 2023

Reference: 2022 Off-Site Levies Update- Change Tracking Sheet

This memo is a summary of the key changes to the off-site levies report (i.e. changes that impact off-site levy rates).

1. Figure 1.0 has been updated quite significantly with new legal cadastral, land uses, and northeast areas included.

2. Tables 5.1 & 5.2

- a. Added facilities section (\$20,019,000.00 cost, which has a \$17,609.96 levy rate applied to benefitting development area).
- b. The previously identified "long term" area is now included in the levy calculations. This includes NE1, NE2, NE3, C11, and C12. Please note that the green space area was increased based on the air photo, which reduces the estimated developable area.
- c. Blackfalds Crossing Land Use and areas changed
 - S1 is now 31.6 ha, including the lands on the SW corner of Broadway and South Street
 - ii. C4 is 4.5 ha
- d. C6 has been removed. It was previously included because it was considered a redevelopment area.
- e. TE2 area increased from 4.8 ha to 5.2 ha to include the residential apartment building.
- f. Areas for E6 and E8 re-measured for new east area storm project limits (legal cadastral)
- g. W3 and C6 removed.
- h. Water Improvement Changes
 - 2.1.8 Broadway Reservoir upgrades increased substantially mostly due unusually large inflation (from \$1.6M to \$3.2M). The costs for the pump grades increased from \$67k to \$600k.
 - ii. Removed 3.1.2 Womacks Rd/Gregg Street Trunk Main (\$246,561)

April 12, 2023 Preston Weran Page 2 of 3

Reference: 2022 Off-Site Levies Update - Change Tracking Sheet

- iii. 4.1.4 Future East Reservoir construction cost increased 20% from \$6,860,000 to \$8,232,000. Note that with funding, the value in the table is changed to \$6,300,000
- iv. 4.1.5 Renamed item to "Broadway Reservoir Water Supply Line (300mm Twinning). Increased cost ~20% with recent unit rates for directional drilled line (total from \$700k to 845k).

i. Sanitary Improvement Changes

- Removed 3.2.1 WWTP Upgrades
- ii. 3.2.2 Stanley FM Increased from \$97,662 to \$260,000 as it will be an encased augured crossing
- iii. Renamed I2 and C4 Sanitary Trunk to S1 and C4 (Blackfalds Crossing) Sanitary Trunk
- iv. 3.2.4 Aurora LS increased to match McKay costs. In the details, a line item was included for \$350k construction value of a 1km long force main.
- v. 3.2.6 Updated from \$625,000 to \$196,578 based on 2022 costs.
- vi. 3.2.7 Increased ~20% from \$1,000,000 to \$1,200,000. Included TW2. Removed I11's, W2A's, W2C's, TW1's W2D's cost,
- vii. Removed 3.2.9 Regional Force Main to Red Deer
- viii. 4.2.4 McKay LS increased based on 2022 costs. Also added the northeast areas into the benefitting area.
- ix. 4.2.5 South Street Trunk Added NE areas to benefitting area.
- x. 4.2.6 Blackfalds Crossing Trunk Increased from \$1.6M to \$1.7M
- xi. 4.2.7 I13 Lift Station increased from \$2.5M to \$3.0M
- xii. 4.2.8 Valley Ridge Lift Station increased from \$2.5M to \$3.0M
- xiii. 4.2.9 NW Area LS Pump Upgrade increased from \$250k to \$350k
- xiv. 4.2.10 Lakeside LS and FM Increased from \$1.5M to \$2M.
- xv. 4.2.11 Increased 25% from \$1.8M to \$2.25M.
- xvi. 4.2.12 Increased from \$500k to \$530k. Added more definition based on McKay Ranch design basis.
- xvii. 5.2.1 New line for C11 lift station
- xviii. 5.2.2 New line for C12 lift station

j. Storm Improvements

- i. 3.3.2 Rolling Hills Lift Station increased cost from \$500,000 to \$1.5M
- ii. 4.3.2 I12 Lift Station (in Valley Ridge) increased cost from \$800,000 to \$1.3M

April 12, 2023 Preston Weran Page 3 of 3

Reference: 2022 Off-Site Levies Update - Change Tracking Sheet

- iii. 4.3.4 Highway 2A LS, FM, and Crossing previously removed and shown with a strike through. Now deleted altogether.
- iv. 4.3.5 Renamed Whelp Brook Storm System to Northwest Storm Project Cost slightly reduced from \$3.6M to \$3.3M
- v. Added 5.3.1 Aurora Heights Oversizing for property to south of it.
- vi. Added 5.3.2 NE Ditch outlet to Blackfalds Lake
- vii. Added 5.3.3 NE 750mm trunk, assumes pond built by developer
- viii. Added 5.3.4 NE 675mm trunk, assumes pond built by developer
- ix. Updated storm contributing areas for EAS project and future NEAS project.
- k. Transportation Levies (Appendix B)
 - i. All high-level costs increased approximately 10% for inflation.
 - ii. Signal improvements increased to \$450k per intersection to reflect current costs.
 - iii. Future East Four-Lane Undivided South Street to 800m South of Twp Rd 40-0 Increased 800m from 2,600m to 3,400m to go all the way to Twp Rd 40-0.
 - iv. Future four-lane Divided Road Around Town increased by 4.1km to go all the way around Town as per TMP. (Note that levies only cover costs for a two-lane road)
 - v. Womacks Road and Gregg Street project expanded to include 2021-2022 contract costs as well as the future 4-lane upgrade work on the east side of the CPR tracks.
 - vi. Added in 4-lane collector roads that may not be paid for by developers.
 - 1. East Railway Street \$3.75M
 - 2. South Street East of Highway 2A \$7.3M

Sincerely,

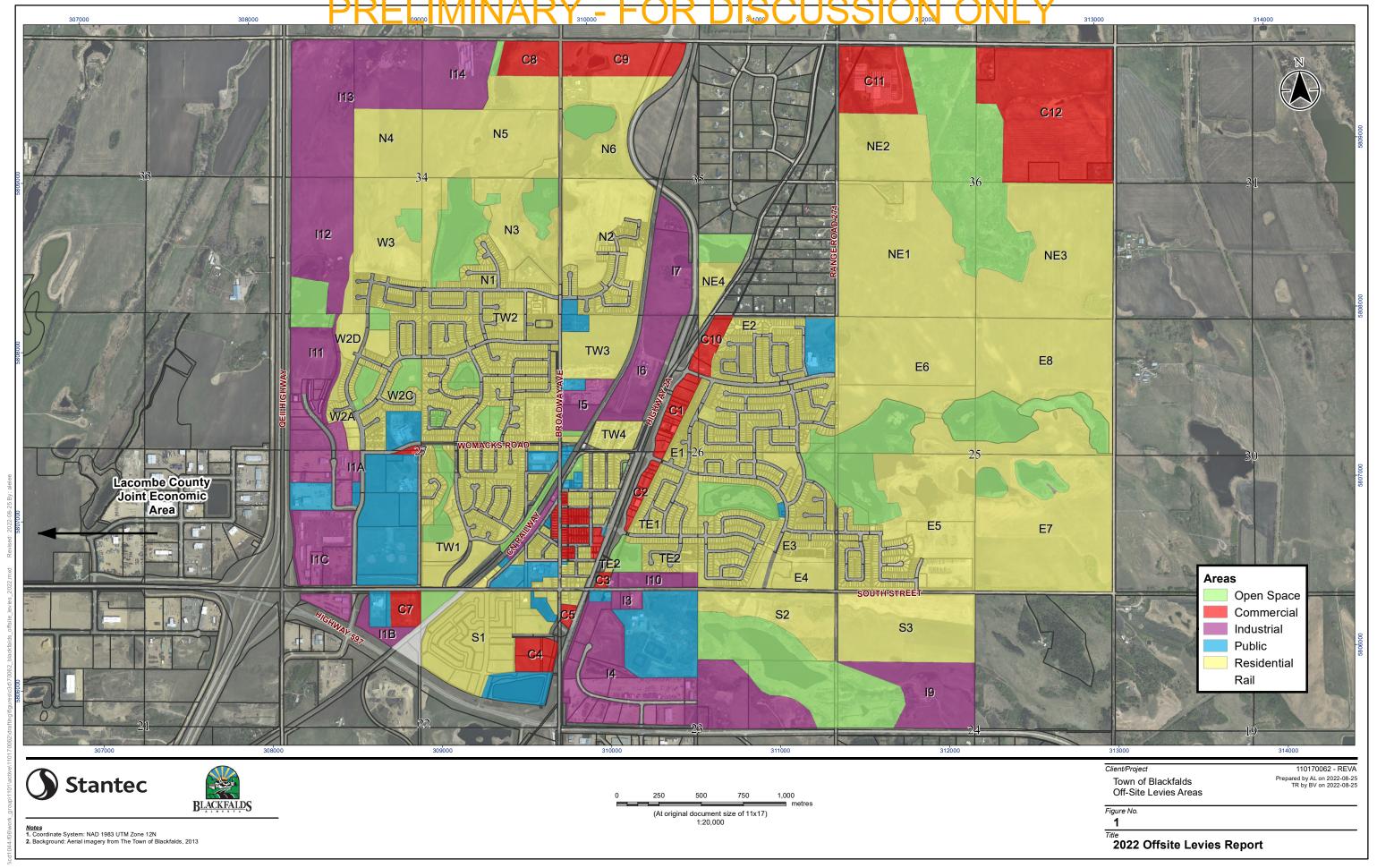
Stantec Consulting Ltd.

Brad Vander Heyden P.Eng.

Project Manager, Transportation Phone: (403) 356-3309 Mobile: (403) 598-3463

brad.vanderheyden@stantec.com

Attachment: Off-Site Levies Tables, Overall figure



BLACKFALDS

Update: April 12, 2023

TABLE 5.1A - RESIDENTIAL AREAS



| | | | | | | | | | | | | | | 100 | ATER LEVE | | | | | | | | |
|----------------|---|--|-----------------------|--------------------------------|----------------------------|------------------------------|----------------------------|----------------------|----------------------|----------------------|------------------------------|----------------------|---|------------------------------|------------------------|--------------------------|------------------------------|------------------------|-----------------------------|---------------|------------------------------|--------------------------|--------------|
| | | | | | | | | | | | | | | | ATER LEVIE | | | | | | | | |
| Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Benefiting Area | Cost per Hectare | E1 | E2 | E3 | E4 | E5 | E6 | E7 | Deve E8 | Iopment Area | (Ha) | N3 | N4 | N5 | N6 | NE1 | NE2 | NE3 |
| | | | | | (Ha) | V ., | 2.7 | 54.3 | 29.4 | 12.7 | 50 | 49.5 | 57.5 | 49.8 | 4 | 37.8 | 17.5 | 16.4 | 41.2 | 22.6 | 56.4 | 21 | 51.1 |
| 1.1.3 | Brentwood ExtWomacks to Brentwood Broadway Extension | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, I5, I11 | 2001 2002 | \$ 42,934 \$ 81,173 | | \$ 419.69 \$ 510.52 | | | | | | | | | \$ 510.52 | § 510.52 \$ | 510.52 | | | | | | |
| 1.1.5 | Brentwood ExtCPR Crossing | TW1, TW2, TW3, W2A, W2C, W2D, I3, I11 | 2002 | \$ 266,136 | 102.3 | \$ 2,601.53 | | | | | | | | | \$ 510.52 | 310.32 3 | 310.32 | | | | | | |
| .1.6 | Upgrade E. Railway Trunk WTP to Minto | ALL | 2004 | \$ 88,955 | 1136.8 | \$ 78.25 | | | | | \$ 78.25 | | | \$ 78.25 | | 78.25 \$ | 78.25 \$ | 78.25 | | | \$ 78.25 | | |
| .1.7 | Regional Water Line | ALL | 2006 | \$ 3,500,000 | | \$ 3,078.82 | \$ 3,078.82 | | | | \$ 3,078.82 | | | \$ 3,078.82 | | | | 3,078.82 | | | \$ 3,078.82 | 3,078.82 \$ | 3,0 |
| 2.1.8 I.1.1 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) Vista Trail Water Trunk | ALL 11B, I2, I11, I12, I13, C4, C7,W1 | 2006 / Future 2011 | \$ 7,600,000 \$ 300,299 | 1136.8 120.2 | \$ 6,685.43 \$ 2,498.33 | \$ 6,685.43 | \$ 6,685.43 | \$ 6,685.43 | \$ 6,685.43 | \$ 6,685.43 | \$ 6,685.43 | \$ 6,685.43 | \$ 6,685.43 | \$ 6,685.43 | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 | \$ 6,685.43 | \$ 6,685.43 | \$ 6,685.43 | 6,685.43 \$ | 6,6 |
| 1.1.2 | South Street Water Trunk | I1B, I2, I11, I12, I13, C4, C7, W1 | 2011 | \$ 242,571 | 120.2 | \$ 2,018.06 | | | | | | | | | | | | | | | | | |
| 4.1.3 | Duncan Avenue | I1B, I2, I11, I12, I13, C4, C7 | 2012 | \$ 236,026 | | \$ 1,963.61 | | | | | | | \$ 5,541.87 | | | 5544.07 | 5544.07 | 5544.07 | | | | 5544.07 | 5,5 |
| 4.1.4 4.1.5 | Future East Area Reservoir and Booster Station Broadway Reservoir Water Supply Line (300mm Twinning) | ALL ALL | Future Future | \$ 6,300,000 \$ 845,000 | 1136.8 1136.8 | \$ 5,541.87 \$ 743.31 | \$ 5,541.87 \$ 743.31 | | | | \$ 5,541.87 \$ 743.31 | | | \$ 5,541.87 \$ 743.31 | | 5,541.87 \$ 743.31 \$ | 5,541.87 \$ 743.31 \$ | 5,541.87 743.31 | | | \$ 5,541.87 \$ 743.31 | 5,541.87 \$ 743.31 \$ | 5, |
| | SITE WATER LEVIES | | | \$ 19,503,094 | 1,136.8 | \$ 17,156.14 | \$ 16,127.69 | \$ 16,127.69 | \$ 16,127.69 | \$ 16,127.69 | \$ 16,127.69 | \$ 16,127.69 | \$ 16,127.69 | \$ 16,127.69 | \$ 16,638.21 | 16,638.21 \$ | 16,638.21 \$ | 16,127.69 | \$ 16,127.69 | \$ 16,127.69 | \$ 16,127.69 | 16,127.69 \$ | 16, |
| | | | | | | | | | | | | | | SAN | NITARY LEV | IFS | | | | | | | |
| - | | | | | Benefiting | | | | | | | | | | lopment Area | | | | | | | | _ |
| tem | Sanitary Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | Cost per Hectare (\$/Ha) | E1 2.7 | E2 54.3 | E3 29.4 | E4 12.7 | E5 50.0 | E6 49.5 | E7 57.5 | E8 49.8 | N1 4.0 | N2 37.8 | N3 17.5 | N4 16.4 | N5 41.2 | N6 22.6 | NE1 56.4 | NE2 21.0 | NE3 51.1 |
| 2.3 | Lift Station No. 3 Construction | TW1, I1A, I11 | 1997 | \$ 46,268 | | \$ 1,707.31 | | | | | | | | | | | | | | | | | |
| 2.4 | Upgrade Stanley LS NW Area LS | N1, N2, N3, TW2, TW3, W2A, W2C, W2D, I5, I6, I7, I11 TW2, W2A, W2C, W2D | 2000 2000 | \$ 138,188 \$ 197,713 | 170.7 52.8 | \$ 809.54 \$ 3,744.56 | | | | | | | | | \$ 809.54 \$ | 809.54 \$ | 809.54 | | | | | | |
| 2.6 | NW Area LS NW Area LS Forcemain - second phase | TW2, W2A, W2C, W2D | 2000 | \$ 36,702 | | \$ 3,744.50 | | | | | | | | | | | | | | | | | |
| 2.7 | Abandon Womacks LS | l11 | 2001 | \$ 6,380 | 9.2 | \$ 693.47 | | | | | | | | | | | | | | | | | |
| 2.3 | Upgrade LS#3 & new FM | TW1, I1A, I11 | 2005 | \$ 81,263 | | \$ 2,998.62 | | | | | | | | | | | | | | | | | |
| 2.11 | NW Area LS forcemain - final phase Upgrade Stanley FM | W2A, W2C, W2D N1, N2, N3, TW2, W2A, W2C, W2D, I11 | 2005 Future | \$ 64,171 \$ 260,000 | 23.8 121.3 | \$ 2,696.26 \$ 2,143.45 | | | | | | | | | \$ 2,143.45 | 2,143.45 \$ | 2,143.45 | | | | | | |
| .2.4 | Opgrade Stanley FM Aurora Lift Station | N1, N2, N3, IW2, W2A, W2G, W2D, II11 N1, N2, N3, I7, 65% of N5, N6, C8, C9 | Future | \$ 5,200,000 | 121.3 | \$ 2,143.45 | | | | | | | | | \$ 2,143.45 \$ | 35,891.77 \$ | 35,891.77 | | \$ 23,329.65 | \$ 35,891.77 | | | |
| .2.5 | I4 LS (plus South Street gravity main) | ALL | 2010 | \$ 2,856,380 | 1136.8 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | 3 2,512.65 \$ | 2,512.65 \$ | 2,512.65 | | | \$ 2,512.65 | 2,512.65 \$ | 2, |
| .2.6 | Broadway Trunk Upgrade | N1, N2, N3, TW2, TW3, W2A, W2C, W2D I5, I6, I7 | 2022 | \$ 196,578 | | \$ 1,217.20 | | | | | | | | | \$ 1,217.20 \$ | | | | | | | | |
| .2.7 | Indiana Street / South Street / Highway 2A Upgrade | N1, N2, N3, TW2, TW3, TW4, I5, I6, I7 | Future | \$ 1,200,000 | 142.4 | \$ 8,426.97 | | | | | | | | | \$ 8,426.97 | 8,426.97 \$ | 8,426.97 | | | | | | |
| .2.8 | NW Area LS Generator Vista Trail Sanitary Trunk | TW2, W2A, W2C, W2D I11, I12, I13, I14, N4, 35% of N5, I1A | 2012 2011 | \$ 70,000 \$ 269,981 | 52.8 127.5 | \$ 1,325.76 \$ 2,117.17 | 1 | | | | | | | | | | e | 2.117.17 | \$ 741.01 | | | | |
| .2.2 | South Street Sanitary Trunk | N4, 35% of N5, I1A, I1B, I1C, I11, I12, I13, I14, C7 | 2011 | \$ 425,001 | 149.6 | \$ 2,840.54 | | | | | | | | | | | s | 2,117.17 | | | | | |
| 2.3 | Duncan Avenue Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5 | 2012 | \$ 147,112 | | \$ 1,161.84 | | | | | | | | | | | \$ | 1,161.84 | | | | | • |
| 2.4 | McKay Ranch (E5) Lift Station and Force Main | E5, E6, E7, E8, NE1, NE2, NE3, C11, C12 | Future | \$ 4,945,500 | 408.3 | \$ 12,112.42 | | | | | \$ 12,112.42 | | | \$ 12,112.42 | | | | | | | \$ 12,112.42 | 12,112.42 \$ | 12, |
| 2.5 | South Street Sanitary Trunk Extension to McKay Ranch | E5, E6, E7, E8, S2, S3, I8, I9, NE1, NE2, NE3, C11, C12 | 2013 | \$ 260,585 | | \$ 523.68 | | | | | \$ 523.68 | \$ 523.68 | \$ 523.68 | \$ 523.68 | | | | | | | \$ 523.68 | 523.68 \$ | |
| 2.6 | S1 and C4 (Blackfalds Crossing) Sanitary Trunk I13 Lift Station | N4, N5, N6, I1A, I1B, I2, I11, I12, I13, I14, C4, C7 I13, I14, 35% of N5, N4 | Future Future | \$ 1,600,000 \$ 3,000,000 | 217.5 93.4 | \$ 7,356.32 \$ 32,113.04 | | | | | | | | | | | \$ | 7,356.32 32,113.04 | \$ 7,356.32 \$ 11,239.56 | \$ 7,356.32 | | | |
| 2.8 | Valley Ridge Industrial Lift Station | 113, 114, N4, 35% of N5, N4 | Future | \$ 3,000,000 | 117.4 | \$ 25,549.31 | | | | | | | | | | | s | 25,549.31 | | | | | |
| 2.9 | NW Area Lift Station Pump Upgrade | W2A, W2D, W2C | Future | \$ 350,000 | 23.8 | \$ 14,705.88 | | | | | | | | | | | | | | | | | |
| 2.10 | Lakeside Lift Station and Force Main | S2, S3, I9 | Future | \$ 2,000,000 | 70.1 | \$ 28,530.67 | | | | | | | | | | | | | | | | | |
| 2.11 | Broadway / Aurora Trunk (North Area Servicing) | C8, C9, N6, 65% of N5, N2, N3, N1, I7 | Future | \$ 1,800,000 \$ 530,000 | 144.9 | \$ 12,424.08 | | | | | | \$ 1,761.97 | | \$ 1,761.97 | \$ 12,424.08 \$ | \$ 12,424.08 \$ | 12,424.08 | | \$ 8,075.65 | \$ 12,424.08 | | 470407 4 | |
| 5.2.1 | McKay Ranch North Trunk Oversizing Through Future C11 Lift Station and Force Main | E6, E8, NE1, NE2, NE3, C11, C12 C11, NE2, and 30% of NE1 | Future Future | \$ 950,000 | 300.8 54.4 | \$ 1,761.97 \$ 17,456.82 | | | | | | \$ 1,761.97 | | \$ 1,761.97 | | | | | | | \$ 1,761.97 \$ 5,237.05 | 1,761.97 \$ 17,456.82 | 1,7 |
| 5.2.2 | C12 Lift Station Force Main | C12, NE3,and 30% of E8 | Future | \$ 1,490,000 | 122.5 | \$ 12,159.29 | | | | | | | | \$ 3,647.79 | | | | | | | | \$ | 12,1 |
| TAL OFF- | SITE SANITARY LEVIES | | | \$ 31,121,823 | 1136.8 | \$ 27,376.69 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | \$ 2,512.65 | \$ 15,148.75 | \$ 16,910.72 | \$ 15,148.75 | \$ 20,558.51 | \$ 63,425.65 | 63,425.65 \$ | 63,425.65 \$ | 73,650.87 | \$ 63,597.94 | \$ 58,184.82 | \$ 22,147.76 | 34,367.54 \$ | 29,0 |
| | | | | | | | | | | | | | | | ORM LEVIE | | | | | | | | |
| item | Storm Improvements | Contributing Areas | Year Completed | Cost (\$) | Benefiting Area (Ha) | Cost per Hectare (\$/Ha) | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE1 | NE2 | NE3 |
| 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C7 | 2001 | \$ 734,896 | 67.1 | \$ 10,952.25 | 2.7 \$ 10,952.25 | 54.3 | 29.4 | 12.7 | 50.0 | 49.5 | 57.5 | 49.8 | 4.0 | 37.8 | 17.5 | 16.4 | 41.2 | 22.6 | 56.4 | 21.0 | 51.1 |
| 2.3.2 | Broadway/Womacks Ext. | 15 | 2002 | \$ 228,460 | 13.1 | \$ 17,439.69 | | | | | _ | | | | | | | | | | | | |
| 3.3.2 | Rolling Hills Lift Station | W2A, W2C, W2D, TW1, I5 | Future | \$ 1,500,000 | 47.6 | \$ 31,512.61 | | | | | | | | | | | | | | | | | |
| .3.1 | South Street Storm Trunk | TW1, C7, I1B, W2A, W2C, W2D | 2011 Future | \$ 293,121 | 53.1 33.2 | \$ 5,520.17 \$ 39,156.63 | 1 | | | | | | | | | | + | | - | | | | |
| .3.2 | I12 Lift Station and Force Main East Area Storm Trunk | 111, 112 E5, E6, E7, <mark>87% of E8, C10, C1, 10% of NE1</mark> | Future Future | \$ 1,300,000 \$ 7,000,000 | | \$ 39,156.63 \$ 31,910.14 | | | | | \$ 31.910.14 | \$ 31.910.14 | \$ 31,910.14 | \$ 27.761.82 | | | | | | | \$ 3,191.01 | | - |
| .3.5 | Northwest Stormwater Management System | TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 | Future | \$ 3,300,000 | 190.9 | \$ 17,286.54 | | | | | . , , | . , | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | , | \$ 17,286.54 | 17,286.54 \$ | 17,286.54 \$ | 17,286.54 | \$ 17,286.54 | \$ 17,286.54 | ., | | |
| 5.3.1 | Aurora Heights Oversizing | TW3 | 2015 | \$ 37,471 | | \$ 2,695.76 | | | | | | | | | | | | | | | | | |
| 5.3.2 | Northeast Ditch Outlet to Blackfalds Lake | 90% of NE1, NE2, NE3, C11, C12 | Future | \$ 525,000 | | \$ 2,680.49 | | + | | | | | | e 0055- | | | + | | | | \$ 2,412.44 | | |
| i.3.3 | Northeast 750mm Trunk Northeast 675mm Trunk | 90% of NE1, 30% NE2, NE3,13% of E8 90% of NE1, 30% of NE2 | Future Future | \$ 790,000 \$ 1,190,000 | 114.6 57.1 | \$ 6,891.50 \$ 20,855.24 | | | | | | | | \$ 895.89 | | | + | | | | \$ 6,202.35 \$ 18,769.72 | 2,067.45 \$ 6,256.57 | 6, |
| | SITE STORM LEVIES | | | \$ 16,898,948 | | | | \$ - | \$ - | \$ - | \$ 31,910.14 | \$ 31,910.14 | \$ 31,910.14 | \$ 28,657.72 | \$ 17,286.54 | \$ 17,286.54 \$ | 17,286.54 \$ | 17,286.54 | \$ 17,286.54 | \$ 17,286.54 | , ., | , | 9,5 |
| | | | | | | | | | | | | | | TRANSP | PORTATION | LEVIES | | | | | | | |
| | | | | | Benefiting | | | | | | | | | | lopment Area | | | | | | | | |
| tem | Transportation Improvements | All | Past/Future | Cost (\$) | Area (Ha) | Cost per Hectare (\$/Ha) | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE1 | NE2 | NE3 |
| TAL OFF- | SITE TRANSPORTATION LEVIES | | | \$ 58,248,750 | | \$ 51,239.22 | 2.7 \$ 51,239.22 | 54.3 \$ 51,239.22 | 29.4 \$ 51.239.22 | 12.7 \$ 51,239.22 | 50.0 \$ 51,239.22 | 49.5 \$ 51,239.22 | 57.5 \$ 51,239.22 | 49.8 \$ 51,239.22 | \$ 51,239.22 \$ | 37.8 5 51,239.22 \$ | 17.5 | 16.4 51,239.22 | \$ 51,239.22 | \$ 51,239.22 | \$ 51,239.22 | 21.0 | 51.1 51.2 |
| | | | | | | | | | | | | | | | ILITIES LEV | | ., | | | | | | |
| | | | | | Benefiting | Cost per Hestere | | | | | | | | | Iopment Area | | | | | | | | |
| tem | Facilities Improvements | All | Past/Future | Cost (\$) | Area (Ha) | Cost per Hectare (\$/Ha) | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE1 | NE2 | NE3 |
| AL OFF- | SITE FACILITIES LEVIES | | | \$ 20,019,000 | 1136.8 | \$ 17,609.96 | 2.7 \$ 17,609.96 | 54.3 \$ 17,609.96 | 29.4 \$ 17,609.96 | 12.7 \$ 17,609.96 | 50.0 \$ 17,609.96 | 49.5 \$ 17,609.96 | 57.5 \$ 17,609.96 | 49.8 \$ 17,609.96 | 4.0 \$ 17,609.96 \$ | 37.8 17,609.96 \$ | 17.5 | 16.4 17,609.96 | \$ 17,609.96 | \$ 17,609.96 | \$ 17,609.96 | 21.0 | 51.1 17,6 |
| | | | | | | | | | | | | | | TO | OTAL LEVIE | S | | | | | | | |
| | | | | Total Cost | Benefiting Area | Average Cost per Hectare | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | N1 | N2 | N3 | N4 | N5 | N6 | NE4 | NE4 | NE4 |
| | | | | (\$) | (Ha) | (\$/Ha) | | | | | | | | - | | | | | | | | | |
| TER LEV | | | | \$ 19,503,094 | 1136.8 | \$ 17,156.14 | | | | \$ 16,127.69 | | | | | | | | 16,127.69 | | | \$ 16,127.69 | | |
| NITARY L | | | | \$ 31,121,823 \$ 16,898,948 | 1136.8 1136.8 | \$ 27,376.69 \$ 14,865.37 | | | \$ 2,512.65 | \$ 2,512.65 | \$ 15,148.75 \$ 31,910.14 | | | \$ 20,558.51 \$ 28,657.72 | | | 63,425.65 \$ 17,286.54 \$ | 73,650.87 17,286.54 | | | \$ 22,147.76 \$ 30,575.52 | | |
| | TATION LEVIES | | | \$ 16,898,948 | | \$ 14,865.37 \$ 51,239.22 | | | \$ 51,239.22 | \$ 51,239.22 | | | | | | | | 51,239.22 | | | | | |
| CILITIES | | | | \$ 20,019,000 | | | | | | \$ 17,609.96 | | | \$ 17,609.96 | | | | 17,609.96 \$ | | | | | 17,609.96 \$ | |
| OTAL OF | FF-SITE LEVIES | | | \$ 145,791,615 | 1136.8 | \$ 128 247 37 | \$ 98 441 77 | \$ 87 489 52 | \$ 87.489.52 | \$ 87 489 52 | \$ 132 035 76 | \$ 133 797 73 | \$ 132 035 76 | \$ 134 193 09 | \$ 166,199.58 | \$ 166 199 58 \$ | 166 199 58 \$ | 175 914 27 | \$ 165.861.34 | \$ 160 448 23 | \$ 137 700 15 | \$ 130 3/8 91 \$ | 123 618 |



Update: April 12, 2023

TABLE 5.1B - RESIDENTIAL AREAS



| Marie Mari | | | | | | | | | | | | \A/AT | ER I EVIES | | | | | |
|---|---|--|---|--|---|--|--|--|---|--|--|---|--|---|---|--|---|---|
| Mart War | | | | | | | | | | | | | | | | | | |
| Column | Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Area | | S1 | S2 | S3 TE1 | TE2 | | | | TW4 | W2A | W2C | W2D |
| | | | | | | , , | (4.1.2) | 31.6 | | | | 17 | 29 | 13.9 | | 4.5 | 11.1 | 8.2 |
| A | | | | | | | | | | | | | | | | | | 419.69 |
| 1 | | | | | | | | | | | | | | | | | | 510.52 2,601.53 |
| The control of the | | | | | | | | \$ 78.25 \$ | 78.25 | \$ 78.25 \$ 7 | 8.25 \$ 7 | | | | 78.25 | | | 78.25 |
| March 1985 Mar | | | ALL | | | | | | | | | | | | | | | 3,078.82 |
| 1. | | | | | | | | \$ 6,685.43 \$ | 6,685.43 | \$ 6,685.43 \$ 6,68 | 5.43 \$ 6,68 | 5.43 \$ 6,68 | 5.43 \$ 6,685.43 | \$ 6,685.43 \$ | 6,685.43 | \$ 6,685.43 | \$ 6,685.43 \$ | 6,685.43 |
| Second Continue | | | | | | | | | | | | | | | | | | |
| Second Second Memory (Control of the Control of t | | | | | | | | | | | | | | | | | | |
| The content of the | | | | | | | \$ 5,541.87 | \$ 5,541.87 \$ | 5,541.87 | \$ 5,541.87 \$ 5,54 | | | 1.87 \$ 5,541.87 | \$ 5,541.87 \$ | | | \$ 5,541.87 \$ | 5,541.87 |
| Section Continue | | | ALL | | | | | | | | | | | | | | | |
| | TOTAL OFF-S | SITE WATER LEVIES | | | \$ 19,503,094 | 1,136.8 | \$ 17,156.14 | \$ 16,127.69 \$ | 16,127.69 | \$ 16,127.69 \$ 16,12 | 7.69 \$ 16,12 | 7.69 \$ 19,65 | 9.42 \$ 19,659.42 | \$ 19,659.42 \$ | 16,127.69 | \$ 19,659.42 | \$ 19,659.42 \$ | 19,659.42 |
| | | | | | | | | | | | | SANIT | ARY LEVIES | | | | | |
| March Marc | | | | | | Repetiting | | | | | | Develop | nent Area (Ha | 3) | | | | |
| Martin | Item | Sanitary Improvements | Contributing Areas | Year Completed | Cost (\$) | Area | | S1 | S2 | S3 TE1 | TE2 | • | | 1 | TW4 | W2A | W2C | W2D |
| 10. | | | | | | (Ha) | (\$7114) | 31.6 | 17.5 | | | | | | | | | 8.2 |
| 10 | | | | | | | | | | | | \$ 1,70 | | | | | | |
| Second | | | | | | | | | | | | | | \$ 809.54 | | | | 809.54 |
| The second content of the content | | | | | | | | | | | - | - | | | | | | 3,744.56 |
| Mapped Defent | | • | | | | | | | | | | | \$ 695.12 | | | \$ 695.12 | \$ 695.12 \$ | 695.12 |
| Secretary Communication Secretary Commun | | | | | | | | | | | | \$ 299 | 3.62 | | | | | |
| March Marc | | | | | | | | | | | | 2,99 | | | | \$ 2,696.26 | \$ 2,696.26 \$ | 2,696.26 |
| According to Acco | | | | | | | | | | | | | \$ 2,143.45 | | | | | 2,143.45 |
| 10.00 1.00 | 3.2.4 | Aurora Lift Station | | | \$ 5,200,000 | | \$ 35,891.77 | | | | | | | | | | | |
| 12 Maria | | | | | | | | \$ 2,512.65 \$ | 2,512.65 | \$ 2,512.65 \$ 2,51 | 2.65 \$ 2,51 | 2.65 \$ 2,51 | | | 2,512.65 | | | 2,512.65 |
| 14 | | | | | | | | | | | | | | | | \$ 1,217.20 | \$ 1,217.20 \$ | 1,217.20 |
| The contract of the contract | | | 7 7 7 7 7 7 7 7 7 | | | | | | | | | | | \$ 8,426.97 \$ | 8,426.97 | | | |
| Second Second Print Second Second Print Second Secon | | | | | | | | | | | | | \$ 1,325.76 | + | | a 1,325.76 | a 1,325.76 \$ | 1,325.76 |
| Second Control Contr | | | | | | | | | | | | | | | | | | |
| Mary Control Prince of Prince Princ | | • | | | | | | | | | | | | | | | | |
| State of plane County from West State (1) and 10 and 1 | | | | | | | | | | | | | | | | | | |
| 100 | 4.2.5 | South Street Sanitary Trunk Extension to McKay Ranch | E5, E6, E7, E8, S2, S3, I8, I9, NE1, NE2, NE3, C11, C12 | 2013 | \$ 260,585 | 497.6 | \$ 523.68 | \$ | 523.68 | \$ 523.68 | | | | | | | | |
| 14 | | | | | | _ | | | | | | | | | | | | |
| 15 15 15 15 15 15 15 15 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | 14,705.88 |
| Second Person Resemble And Control C | | | | | | _ | | | 20 520 67 | ¢ 29.520.67 | | | | | | \$ 14,705.88 | \$ 14,705.88 \$ | 14,705.88 |
| March Marc | | | | | | | | \$ | 20,530.07 | \$ 26,530.67 | | | | | | | | |
| Column C | | | | | | _ | | | | | | | | | | | | |
| Part | 5.2.1 | C11 Lift Station and Force Main | | Future | \$ 950,000 | 54.4 | \$ 17,456.82 | | | | | | | | | | | |
| STORM LEVIES STOR | | | C12, NE3,and 30% of E8 | Future | | | | | | | | | | | | | | |
| Controlling Area Controlling | TOTAL OFF-S | SITE SANITARY LEVIES | | | \$ 31,121,823 | 1136.8 | \$ 27,376.69 | \$ 2,512.65 \$ | 31,567.00 | \$ 31,567.00 \$ 2,51 | 2.65 \$ 2,51 | 2.65 \$ 7,21 | 3.58 \$ 20,875.24 | \$ 12,966.36 \$ | 10,939.62 | \$ 29,850.42 | \$ 29,850.42 \$ | 29,850.42 |
| Controlling Area Controlling | | | | | | | | | | | | STO | RM LEVIES | | | | | |
| Stort Informace Part Par | | | | | | | | | | | | | | | | | | |
| Book | Item | Storm Improvements | Contributing Areas | Year Completed | Cost (\$) | | | 64 | | 00 TF4 | TEO | | | | T14/4 | 14/0.4 | 14/00 | MOD |
| Earl Stand Prof. Extr. Tr. Cl. Cl. Cl. Cl. Cl. Cl. Cl. Cl. Cl. Cl | | | | | | | (\$/Ha) | | | | | | | | | | | |
| 1.52 | 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C7 | 2001 | \$ 734,896 | 67.1 | \$ 10,952.25 | | | | | | | | | | | |
| Such Transformation | | Broadway/Womacks Ext. | | | | | | | | | | | | | | | | |
| 13.2 | | Rolling Hills Lift Station | , | Future | . ,,,,,,,,, | 47.6 | | | | | | | | | | | | 31,512.61 |
| ## SEAR OF PART AS OF COLVES STREET MANDERS STREET | | | | | | | | | | | | \$ 5,52 |).17 | | | \$ 5,520.17 | \$ 5,520.17 \$ | 5,520.17 |
| 1.00 | | | | | | | | | | | - | - | | | | | | |
| Auto a logical Containing 1/30 2016 8 37,471 39 8 2,086,76 1 1 1 1 1 1 1 1 1 | | | | | | | | | | | - | _ | | \$ 17.000 E4 | | | | |
| Monthword Date March 1961 | | | | | | | | | | | | | | | | | | |
| Sad Nomeward From Transk Day Left El 199 NEW 120 Mark 1994 After 200 Mark 1994 A | | | | | | | | | | | | | | _, | | | | |
| | 5.3.3 | Northeast 750mm Trunk | 90% of NE1, 30% NE2, NE3,13% of E8 | | \$ 790,000 | 114.6 | \$ 6,891.50 | | | | | | | | | | | |
| PastFuture Pas | | | 90% of NE1, 30% of NE2 | Future | | | | | | | | | | | | | | |
| PastFuture Pas | TOTAL OFF-S | SITE STORM LEVIES | | | \$ 16,898,948 | 1136.8 | \$ 14,865.37 | 5 - \$ | | \$ - \$ 10,95 | 2.25 \$ 10,95 | 2.25 \$ 37,03 | 2.77 \$ - | \$ 19,982.29 \$ | • | \$ 37,032.77 | \$ 37,032.77 \$ | 37,032.77 |
| PastFuture Pas | | | | | | | | | | | | TRANSPO | RTATION LEV | IES | | | | |
| Rem Transportation Improvements All PastFuture Cost (8) | | | | | | | | | | | | | | | | | | |
| Control of Street Cont | Item | Transportation Improvements | All | Past/Future | Cost (\$) | | | 2. | | | | | · · · | | TW | | W/OO | Wien |
| Total Coff Site Fractions S 59,246,760 198.8 S 199.22 S 51,299.22 S 51,299 | | | | | .,, | | (\$/Ha) | | | | | | | | | | | 8.2 |
| Past/Future | TOTAL OFF-S | SITE TRANSPORTATION LEVIES | | | \$ 58,248,750 | 1136.8 | \$ 51,239.22 | | | | | | | | 51,239.22 | | | |
| Past/Future | | | | | | | | | | | | E 4 6 11 1 | TIEO : E: "== | | | | | |
| PastFuture PastFuture PastFuture PastFuture Cost (s) Area (rie) PastFuture Cost (s) Area (rie) PastFuture Cost (s) Area (rie) PastFuture Cost (s) PastFuture (s) | | | | | | | | | | | | | | | | | | |
| No. Pastruture | | | | | | | Cost per Hectare | | | | | Develop | ment Area (Ha) | | | | | |
| TOTAL OFF-SITE FACILITIES LEVIES 5 20,015,000 1136.8 \$ 17,609.06 \$ | Item | Facilities Improvements | All | Past/Future | Cost (\$) | | | | | | | | | | | | | W2D |
| ## Total Cost (S) Benefiting Area (Ha) S1 S2 S3 TE1 TE2 TW1 TW2 TW3 TW4 W2A W2C W2D | | | | | | , , | • | | | | | | | | | | | |
| Total Cost (5) Benefiting Area (14) S1 S2 S3 TE1 TE2 TW1 TW2 TW3 TW4 W2A W2C W2D | TOTAL OFF | SITE FACILITIES LEVIES | | The second secon | 20,019,000 | 1136.8 | φ 17,609.96 | φ 17,6U9.96 \$ | 17,609.96 | 77,609.96 \$ 17,60 | ə.əo \$ 17,60 | ə.əo ə 17,60 | 17,609.96 | 7/,609.96 \$ | 17,609.96 | 9 17,609.96 | 17,609.96 \$ | 17,609.96 |
| Total Cost (5) Benefiting Area (14) S1 S2 S3 TE1 TE2 TW1 TW2 TW3 TW4 W2A W2C W2D | TOTAL OFF-S | SITE FACILITIES LEVIES | | | | | | | | | | | | | | | | |
| (\$) Sheal | TOTAL OFF-S | SITE FACILITIES LEVIES | | | | | | | | | | TOT | AL LEVIES | | | | | |
| WATER LEVIES \$ 19,603,094 1138.8 \$ 17,156.14 \$ 16,127.69 \$ 16,127.69 \$ 16,127.69 \$ 16,127.69 \$ 19,659.42 \$ 19,659. | TOTAL OFF-S | SITE FACILITIES LEVIES | | | Total Cost | | Average Cost | | | | | | | | | | | |
| SANITARY LEVIES 5 31,121,823 1136.8 \$ 27,376.69 \$ 2,512.65 \$ 31,567.00 \$ 31,56 | TOTAL OFF-S | SITE FACILITIES LEVIES | | | | Benefiting Area | per Hectare | S1 | \$2 | S3 TE1 | TE2 | | | TW3 | TW4 | W2A | W2C | W2D |
| STORM LEVIES \$ 16,898,948 1136.8 \$ 14,865.37 \$ - \$ - \$ 10,952.25 \$ 10,952.25 \$ 37,032.77 \$ - \$ 19,982.9 \$ - \$ 37,032.77 | | | | | (\$) | (Ha) | per Hectare (\$/Ha) | | | | | TW1 | TW2 | | | | | |
| FACILITIES LEVIES \$ 20,019,000 1136.8 \$ 17,609.96 \$ 17 | WATER LEVI | IES | | | (\$) \$ 19,503,094 | (Ha) 1136.8 | per Hectare (\$/Ha) \$ 17,156.14 | \$ 16,127.69 \$ | 16,127.69 | \$ 16,127.69 \$ 16,12 | 7.69 \$ 16,12 | TW1 | TW2 | \$ 19,659.42 \$ | 16,127.69 | \$ 19,659.42 | \$ 19,659.42 \$ | W2D 19,659.42 29,850.42 |
| | WATER LEVII SANITARY LE STORM LEVII | ies Evies | | | (\$) \$ 19,503,094 \$ 31,121,823 | (Ha) 1136.8 1136.8 | per Hectare (\$/Ha) \$ 17,156.14 \$ 27,376.69 | \$ 16,127.69 \$ \$ 2,512.65 \$ | 16,127.69 | \$ 16,127.69 \$ 16,12 \$ 31,567.00 \$ 2,51 \$ - \$ 10,95 | 7.69 \$ 16,12 2.65 \$ 2,51 2.25 \$ 10,98 | TW1 7.69 \$ 19,65 2.65 \$ 7,21 | TW2 9.42 \$ 19,659.42 9.58 \$ 20,875.24 | \$ 19,659.42 \$ \$ 12,966.36 \$ | 16,127.69 10,939.62 | \$ 19,659.42 \$ 29,850.42 | \$ 19,659.42 \$ \$ 29,850.42 \$ | 19,659.42 |
| TOTAL OFF-SITE LEVIES \$ 145,791,615 1136.8 \$ 128,247.37 \$ 87,489.52 \$ 116,543.87 \$ 98,441.77 \$ 98,441.77 \$ 132,759.96 \$ 109,383.85 \$ 121,457.26 \$ 95,916.48 \$ 155,391.80 \$ 155, | WATER LEVII SANITARY LE STORM LEVII TRANSPORT | IES EVIES IES FATION LEVIES | | | \$ 19,503,094 \$ 31,121,823 \$ 16,898,948 \$ 58,248,750 | (Ha) 1136.8 1136.8 1136.8 1136.8 | per Hectare (\$/Ha) \$ 17,156.14 \$ 27,376.69 \$ 14,865.37 \$ 51,239.22 | \$ 16,127.69 \$ \$ 2,512.65 \$ \$ - \$ \$ 51,239.22 \$ | 16,127.69 31,567.00 - 51,239.22 | \$ 16,127.69 \$ 16,12 \$ 31,567.00 \$ 2,51 \$ - \$ 10,95 \$ 51,239.22 \$ 51,23 | 7.69 \$ 16,12 2.65 \$ 2,51 2.25 \$ 10,98 9.22 \$ 51,23 | TW1 7.69 \$ 19,65 2.65 \$ 7,21 2.25 \$ 37,03 9.22 \$ 51,23 | TW2 19,659.42 19,659.42 19,659.42 10,875.24 10,77 10,22 10,23 10 | \$ 19,659.42 \$ \$ 12,966.36 \$ \$ 19,982.29 \$ \$ 51,239.22 \$ | 16,127.69 10,939.62 - 51,239.22 | \$ 19,659.42 \$ 29,850.42 \$ 37,032.77 \$ 51,239.22 | \$ 19,659.42 \$ \$ 29,850.42 \$ \$ 37,032.77 \$ \$ 51,239.22 \$ | 19,659.42 29,850.42 37,032.77 51,239.22 |
| | WATER LEVII SANITARY LE STORM LEVII TRANSPORT. FACILITIES L | IES EVIES IES TATION LEVIES LEVIES | | | (\$) \$ 19,503,094 \$ 31,121,823 \$ 16,898,948 \$ 58,248,750 \$ 20,019,000 | (Ha) 1136.8 1136.8 1136.8 1136.8 | per Hectare (\$/Ha) \$ 17,156.14 \$ 27,376.69 \$ 14,865.37 \$ 51,239.22 \$ 17,609.96 | \$ 16,127.69 \$ \$ 2,512.65 \$ \$ - \$ \$ 51,239.22 \$ \$ 17,609.96 \$ | 16,127.69 31,567.00 - 51,239.22 17,609.96 | \$ 16,127.69 \$ 16,12 \$ 31,567.00 \$ 2,51 \$ - \$ 10,98 \$ 51,239.22 \$ 51,23 \$ 17,609.96 \$ 17,60 | 7.69 \$ 16,12 2.65 \$ 2,51 2.25 \$ 10,95 9.22 \$ 51,23 9.96 \$ 17,60 | TW1 7.69 \$ 19,65 2.65 \$ 7,21 2.25 \$ 37,03 9.22 \$ 51,23 9.96 \$ 17,60 | TW2 | \$ 19,659.42 \$ \$ 12,966.36 \$ \$ 19,982.29 \$ \$ 51,239.22 \$ \$ 17,609.96 \$ | 16,127.69 10,939.62 - 51,239.22 17,609.96 | \$ 19,659.42 \$ 29,850.42 \$ 37,032.77 \$ 51,239.22 \$ 17,609.96 | \$ 19,659.42 \$ \$ 29,850.42 \$ \$ 37,032.77 \$ \$ 51,239.22 \$ \$ 17,609.96 \$ | 19,659.42 29,850.42 37,032.77 51,239.22 17,609.96 |

BLACKFALDS

Update: April 12, 2023

TABLE 5.2A - INDUSTRIAL AND COMMERCIAL AREAS



| | | | | | | | | | | | | | WATER LE | EVIES | | | | | | |
|---------------------------|--|---|------------------|--------------------------------|-------------------------|------------------------------------|---|--|-----------------------------|-----------------------------|-----------------------------|-----------------------------|------------------------------|------------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|------------------------|
| | | | | | Benefiting | Cost per Hectare | | | | | | D | evelopment A | Area (HA) | | | | | | |
| Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | 0.9 | I1B 8.5 | 9.8 | 12 16.5 | 2.1 | 14 32.3 | 15 6.8 | 13.8 | 17.9 | 18 19.2 | 19.8 | 110 4.6 | 9.2 | 112 24 |
| 2.1.3 | Brentwood ExtWomacks to Brentwood | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2001 | \$ 42,934 | 102.3 | \$ 419.69 | \$ 419.69 \$ | 419.69 | 9.0 | 16.5 | 2.1 | 32.3 | 6.6 | 13.0 | 14.3 | 19.2 | 19.0 | 4.6 | 419.69 | |
| 2.1.4 | Broadway Extension | N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, I5, I11 | 2002 | \$ 81,173 | 159 | \$ 510.52 | | | | | | \$ | 510.52 | | | | | \$ | 510.52 | |
| 2.1.5 | Brentwood ExtCPR Crossing | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2004 | \$ 266,136 | 102.3 | \$ 2,601.53 | \$ 2,601.53 \$ | 2,601.53 | 70.05 | 70.05 | 70.05 | 70.05 | 70.05 | 70.05 | 70.05 | 70.05 | 70.05 | \$ 70.05 | 2,601.53 | 70.05 |
| 2.1.6 | Upgrade E. Railway Trunk WTP to Minto Regional Water Line | ALL ALL | 2004 2006 | \$ 88,955 \$ 3,500,000 | 1136.8 1136.8 | \$ 78.25 S | \$ 78.25 \$ \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 \$ 3,078.82 \$ | 78.25 3,078.82 |
| | Broadway Ave Reservoir & Booster (Including Fut. Twinning) | ALL | 2006 / Future | \$ 7,600,000 | 1136.8 | \$ 6,685.43 | \$ 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 |
| 4.1.1 | Vista Trail Water Trunk | I1B, I2, I11, I12, I13, C4, C7,W1 | 2011 | \$ 300,299 | 120.2 | \$ 2,498.33 | \$ | 2,498.33 | \$ | 2,498.33 | | | | | | | | \$ | 2,498.33 \$ | 2,498.33 |
| 4.1.2 | South Street Water Trunk | I1B, I2, I11, I12, I13, C4, C7, W1 | 2011 | \$ 242,571 | 120.2 | \$ 2,018.06 | \$ | , | \$ | 2,018.06 | | | | | | | | \$ | 2,018.06 \$ | 2,018.06 |
| 4.1.3 4.1.4 | Duncan Avenue Future East Area Reservoir and Booster Station | I1B, I2, I11, I12, I13, C4, C7 ALL | 2012 Future | \$ 236,026 \$ 6,300,000 | 120.2 1136.8 | \$ 1,963.61 \$ 5,541.87 | \$ 5,541.87 \$ | 1,963.61 5,541.87 \$ | 5,541.87 \$ | 1,963.61 5,541.87 \$ | 5,541.87 \$ | 5,541.87 \$ | 5,541.87 \$ | 5,541.87 \$ | 5,541.87 \$ | 5,541.87 \$ | 5,541.87 \$ | 5,541.87 \$ | 1,963.61 \$ 5,541.87 \$ | 1,963.61 5,541.87 |
| | Broadway Reservoir Water Supply Line (300mm Twinning) | ALL | Future | \$ 845,000 | 1136.8 | \$ 743.31 | \$ 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ | 743.31 |
| | ITE WATER LEVIES | | | \$ 19,503,094 | 1,136.8 | \$ 17,156.14 | \$ 19,148.90 \$ | 25,628.91 \$ | 16,127.69 \$ | 22,607.69 \$ | 16,127.69 \$ | 16,127.69 \$ | 16,638.21 \$ | 16,127.69 \$ | 16,127.69 \$ | 16,127.69 \$ | 16,127.69 \$ | 16,127.69 \$ | 26,139.43 \$ | 22,607.69 |
| | | | | | | | | | | | | | SANITARY I | EVIEC | | | | | | |
| | | | T | T | | | | | | | | | _ | | | | | | | |
| Item | Sanitary Improvements | Contributing Areas | Year Completed | Cost (\$) | Benefiting Area | Cost per Hectare | | | | | | De | velopment / | Агеа (па) | | | | | | |
| | , ,, | | Tour completed | σσστ (ψ) | (Ha) | (\$/Ha) | 0.9 | 11B 8.5 | 9.8 | 12 16.5 | 2.1 | 14 32.3 | 6.8 | 13.8 | 14.9 | 19.2 | 19.8 | 110 4.6 | 9.2 | 112 24.0 |
| 2.2.3 | Lift Station No. 3 Construction | TW1. I1A. I11 | 1997 | \$ 46,268 | 27.1 | \$ 1,707.31 | \$ 1,707.31 | 6.5 | 3.0 | 16.5 | 2.1 | 32.3 | 6.6 | 13.6 | 14.5 | 19.2 | 19.0 | 4.6 | 1,707.31 | 24.0 |
| 2.2.4 | Upgrade Stanley LS | N1, N2, N3, TW2, TW3, W2A, W2C, W2D, I5, I6, I7, I11 | 2000 | \$ 138,188 | 170.7 | \$ 809.54 | .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | | \$ | 809.54 \$ | 809.54 \$ | 809.54 | | | \$ | 809.54 | - |
| 2.2.5 | NW Area LS | TW2, W2A, W2C, W2D | 2000 | \$ 197,713 | 52.8 | \$ 3,744.56 | | | | | | | | | | | | | | |
| 2.2.6 | NW Area LS Forcemain - second phase | TW2, W2A, W2C, W2D | 2003 | \$ 36,702 | 52.8 | \$ 695.12 | | | | | | | | | | | | | | |
| 2.2.7 | Abandon Womacks LS | И1 | 2001 | \$ 6,380 | 9.2 | \$ 693.47 | | | | | | | | | | | | \$ | 693.47 | |
| 3.2.3 | Upgrade LS#3 & new FM | TW1, I1A, I11 | 2005 | \$ 81,263 | 27.1 | \$ 2,998.62 | \$ 2,998.62 | | | | - | | | | | - | | \$ | 2,998.62 | |
| 3.2.11 3.2.2 | NW Area LS forcemain - final phase | W2A, W2C, W2D | 2005 | \$ 64,171 \$ 260,000 | 23.8 | \$ 2,696.26 | | | | | + | - | + | | + | + | - | | 244245 | |
| 3.2.2 | Upgrade Stanley FM Aurora Lift Station | N1, N2, N3, TW2, W2A, W2C, W2D, I11 N1, N2, N3, I7, 65% of N5, N6, C8, C9 | Future Future | \$ 260,000 | 121.3 | \$ 2,143.45 \$ 35,891.77 | | | | | | | | e | 35,891.77 | | | \$ | 2,143.45 | |
| 3.2.5 | 14 LS (plus South Street gravity main) | ALL | 2010 | \$ 2,856,380 | 1136.8 | \$ 2,512.65 | \$ 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 |
| 3.2.6 | Broadway Trunk Upgrade | N1, N2, N3, TW2, TW3, W2A, W2C, W2D I5, I6, I7 | 2022 | \$ 196,578 | 161.5 | \$ 1,217.20 | _,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | ., | | 2,2.2.00 | \$ | 1,217.20 \$ | 1,217.20 \$ | 1,217.20 | , | -, | ., | ,= .= .50 | |
| 3.2.7 | Indiana Street / South Street / Highway 2A Upgrade | N1, N2, N3, TW2, TW3, TW4, I5, I6, I7 | Future | \$ 1,200,000 | 142.4 | \$ 8,426.97 | | | | | | \$ | 8,426.97 \$ | 8,426.97 \$ | 8,426.97 | | | | | |
| 3.2.8 | NW Area LS Generator | TW2, W2A, W2C, W2D | 2012 | \$ 70,000 | 52.8 | \$ 1,325.76 | | | | | | | | | | | | | | |
| 4.2.1 | Vista Trail Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, I1A | 2011 | \$ 269,981 | 127.5 | \$ 2,117.17 | \$ 2,117.17 | | | | | | | | | | | \$ | 2,117.17 \$ | 2,117.17 |
| 4.2.2 | South Street Sanitary Trunk | N4, 35% of N5, I1A, I1B, I1C, I11, I12, I13, I14, C7 | 2011 | \$ 425,001 | 149.6 | \$ 2,840.54 | \$ 2,840.54 \$ | 2,840.54 \$ | 2,840.54 | | | | | | | | | \$ | 2,840.54 \$ | 2,840.54 |
| 4.2.3 | Duncan Avenue Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5 | 2012 | \$ 147,112 | 126.6 | \$ 1,161.84 | | | | | | | | | | | | \$ | 1,161.84 \$ | 1,161.84 |
| 4.2.4 4.2.5 | McKay Ranch (E5) Lift Station and Force Main | E5, E6, E7, E8, NE1, NE2, NE3, C11, C12 | Future | \$ 4,945,500 | 408.3 | \$ 12,112.42 | | | | | | | | | | 500.00 | 500.00 | | | |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ranch S1 and C4 (Blackfalds Crossing) Sanitary Trunk | E5, E6, E7, E8, S2, S3, I8, I9, NE1, NE2, NE3, C11, C12 N4, N5, N6, I1A, I1B, I2, I11, I12, I13, I14, C4, C7 | 2013 Future | \$ 260,585 \$ 1,600,000 | 497.6 217.5 | \$ 523.68 \$ 7,356.32 | \$ 7,356.32 \$ | 7,356.32 | e | 7,356.32 | | | | | \$ | 523.68 \$ | 523.68 | e | 7,356.32 \$ | 7,356.32 |
| 4.2.7 | I13 Lift Station | 113, 114, 35% of N5, N4 | Future | \$ 3,000,000 | 93.4 | \$ 32,113.04 | ψ 7,550.52 ψ | 7,000.02 | 4 | 7,000.02 | | | | | | | | , | 7,550.52 | 1,000.02 |
| 4.2.8 | Valley Ridge Industrial Lift Station | I13, I14, N4, 35% of N5, I12 | Future | \$ 3,000,000 | 117.4 | \$ 25,549.31 | | | | | | | | | | | | | \$ | 25,549.31 |
| 4.2.9 | NW Area Lift Station Pump Upgrade | W2A, W2D, W2C | Future | \$ 350,000 | 23.8 | \$ 14,705.88 | | | | | | | | | | | | | | |
| 4.2.10 | Lakeside Lift Station and Force Main | S2, S3, I9 | Future | \$ 2,000,000 | 70.1 | \$ 28,530.67 | | | | | | | | | | \$ | 28,530.67 | | | |
| 4.2.11 | Broadway / Aurora Trunk (North Area Servicing) | C8, C9, N6, 65% of N5, N2, N3, N1, I7 | Future | \$ 1,800,000 | 144.9 | \$ 12,424.08 | | | | | | | | \$ | 12,424.08 | | | | | |
| 4.2.12 | McKay Ranch North Trunk Oversizing Through Future | E6, E8, NE1, NE2, NE3, C11, C12 | Future | \$ 530,000 | 300.8 | \$ 1,761.97 | | | | | | | | | | | | | | |
| 5.2.1 | C11 Lift Station and Force Main C12 Lift Station Force Main | C11, NE2, and 30% of NE1 C12, NE3, and 30% of E8 | Future Future | \$ 950,000 \$ 1.490.000 | 54.4 122.5 | \$ 17,456.82 \$ 12,159.29 | | | | | | | | | | | | | | |
| | ITE SANITARY LEVIES | | | \$ 31,121,823 | 1136.8 | \$ 27,376.69 | \$ 19,532.61 \$ | 12,709.51 \$ | 5,353.19 \$ | 9,868.97 \$ | 2,512.65 \$ | 2,512.65 \$ | 12,966.36 \$ | 12,966.36 \$ | 61,282.20 \$ | 3,036.33 \$ | 31,567.00 \$ | 2,512.65 \$ | 24,340.90 \$ | 41,537.83 |
| | | | | | | | | | | | | | 07001415 | 7.450 | | | | | | |
| | | | | | | | | | | | | Develor | STORM LE | | | | | | | |
| Item | Storm Improvements | Contributing Areas | V Cl-t-d | 04(0) | Benefiting | Cost per Hectare | | | | | | Develop | ment Area (H | на) | | | 1 | | | |
| item | otoriii iiiproveillelita | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | I1A | I1B | ис | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 110 | 111 | 112 |
| 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C7 | 2001 | \$ 734,896 | 67.1 | \$ 10,952.25 | 0.9 | 8.5 | 9.8 | 16.5 | 2.1 | 32.3 | 6.8 | 13.8 | 14.9 | 19.2 | 19.8 | 4.6 | 9.2 | 24.0 |
| 2.3.2 | Broadway/Womacks Ext. | 15 | 2002 | \$ 228,460 | 13.1 | \$ 17,439.69 | | | | | | \$ | 17,439.69 | | | | | | | |
| 3.3.2 | Rolling Hills Lift Station | W2A, W2C, W2D, TW1, I5 | Future | \$ 1,500,000 | 47.6 | \$ 31,512.61 | | | | | | \$ | 31,512.61 | | | | | | | |
| 4.3.1 | South Street Storm Trunk | TW1, C7, I1B, W2A, W2C, W2D | 2011 | \$ 293,121 | 53.1 | \$ 5,520.17 | \$ | 5,520.17 | | | | | | | | | | | | |
| 4.3.2 | I12 Lift Station and Force Main | I11, I12 | Future | \$ 1,300,000 | 33.2 | \$ 39,156.63 | | | | | - | | | | - | - | | \$ | 39,156.63 \$ | 39,156.63 |
| 4.3.3 | East Area Storm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 | Future | \$ 7,000,000 | 219.4 | \$ 31,910.14 | | | | | + | | | | | | | - | | |
| 4.3.5 5.3.1 | Northwest Stormwater Management System Aurora Heights Oversizing | TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 | Future 2015 | \$ 3,300,000 \$ 37,471 | 190.9 13.9 | \$ 17,286.54 \$ 2,695.76 | | | | | | | | | | | | | | |
| 5.3.1 | Northeast Ditch Outlet to Blackfalds Lake | 90% of NE1, NE2, NE3, C11, C12 | Future | \$ 525,000 | 195.9 | \$ 2,695.76 | | | | | + | 1 | | | | + | | | | |
| 5.3.3 | Northeast 750mm Trunk | 90% of NE1, 30% NE2, NE3,13% of E8 | Future | \$ 790,000 | 114.6 | \$ 6,891.50 | | | | | | | | | | | | | | |
| 5.3.4 | Northeast 675mm Trunk | 90% of NE1, 30% of NE2 | | \$ 1,190,000 | 57.1 | \$ 20,855.24 | | | | | | | | | | | | | | |
| TOTAL OFF-SI | ITE STORM LEVIES | | | \$ 16,898,948 | 1136.8 | \$ 14,865.37 | \$ - \$ | 5,520.17 \$ | - \$ | - \$ | - \$ | - \$ | 48,952.30 \$ | - \$ | - \$ | - \$ | - \$ | - \$ | 39,156.63 \$ | 39,156.63 |
| | | | | | | | | | | | | TRAN | NSPORTATI | ON LEVIES | 3 | | | | | |
| | | | | | | _ | | | | | | | | | | | | | | |
| Item | Transportation Improvements | All | Past/Future | Cost (\$) | Benefiting Area | Cost per Hectare | | | | | | U | evelopment / | чтеа (на) | | | | | | |
| | Transportation improvements | ~ | r astructure | σοστ (ψ) | (Ha) | (\$/Ha) | 0.9 | 11B 8.5 | 11C 9.8 | 12 16.5 | 2.1 | 32.3 | 6.8 | 16 13.8 | 14.9 | 19.2 | 19.8 | 110 4.6 | 9.2 | 112 24.0 |
| TOTAL OFF-SI | ITE TRANSPORTATION LEVIES | | | \$ 58,248,750 | 1136.8 | \$ 51,239.22 | 7.0 | 51,239.22 \$ | | | 51,239.22 \$ | | | | 51,239.22 \$ | | | | 51,239.22 \$ | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | ACILITIES | | | | | | | |
| | | | | | Benefiting | Cost per Hectare | | | | | | D | evelopment / | Area (Ha) | | | | | | |
| Item | Facilities Improvements | All | Past/Future | Cost (\$) | Area (Ha) | (\$/Ha) | I1A | I1B | ис | I2 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | l10 | 111 | l12 |
| TOTAL OFF OF | ITE FACILITIES LEVIES | | | | 44000 | | 0.9 | 8.5 | 9.8 | 16.5 | 2.1 | 32.3 | 6.8 | 13.8 | 14.9 | 19.2 | 19.8 | 4.6 | 9.2 | 24.0 |
| TOTAL OFF-SI | TE LANGITIES LEVIES | | | \$ 20,019,000 | 1136.8 | \$ 17,609.96 | \$ 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 |
| | | | | | | | | | | | | | TOTAL LE | VIES | | | | | | |
| | | | | Total C4 | | Average Cost | | | | | | | | | | | | | | |
| | | | | Total Cost (\$) | Benefiting Area (Ha) | per Hectare (\$/Ha) | I1A | I1B | I1A | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 110 | l11 | l12 |
| WATER LEVIE | ie. | | | | , | (, , | \$ 40.440.00 | 25 620 04 | 16 427 00 - | 22 507 50 | 16 427 00 | 16 427 00 0 | 16 620 04 6 | 16 427 60 6 | 16 127 00 0 | 16 127 00 0 | 16 427 00 | 16 427 00 0 | 26 420 42 | 22 507 00 |
| WATER LEVIES SANITARY LEV | | | | \$ 19,503,094 \$ 31,121,823 | 1136.8 1136.8 | \$ 17,156.14 \$ \$ 27,376.69 \$ | \$ 19,148.90 \$ \$ 19,532.61 \$ | 25,628.91 \$ 12,709.51 \$ | 16,127.69 \$ 5,353.19 \$ | 22,607.69 \$ 9,868.97 \$ | 16,127.69 \$ 2,512.65 \$ | 16,127.69 \$ 2,512.65 \$ | 16,638.21 \$ 12,966.36 \$ | 16,127.69 \$ 12,966.36 \$ | 16,127.69 \$ 61,282.20 \$ | 16,127.69 \$ 3,036.33 \$ | 16,127.69 \$ 31,567.00 \$ | 16,127.69 \$ 2,512.65 \$ | 26,139.43 \$ 24,340.90 \$ | 22,607.69 41,537.83 |
| STORM LEVIE | | | | \$ 16,898,948 | 1136.8 | \$ 14,865.37 | \$ - S | 5,520.17 \$ | - \$ | - \$ | - \$ | - \$ | 48,952.30 \$ | - \$ | - S | - \$ | - \$ | - \$ | 39,156.63 \$ | 39,156.63 |
| | ATION LEVIES | | | \$ 58,248,750 | 1136.8 | \$ 51,239.22 | \$ 51,239.22 \$ | | 51,239.22 \$ | 51,239.22 \$ | | 51,239.22 \$ | 51,239.22 \$ | 51,239.22 \$ | 51,239.22 \$ | 51,239.22 \$ | 51,239.22 \$ | 51,239.22 \$ | | 51,239.22 |
| FACILITIES LE | EVIES | | | \$ 20,019,000 | 1136.8 | \$ 17,609.96 | \$ 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 \$ | 17,609.96 |
| TOTAL OFF | F-SITE LEVIES | | | \$ 145,791,615 | 1136.8 | \$ 128,247.37 | \$ 107,530.69 \$ | 112,707.77 \$ | 90,330.06 \$ | 101,325.85 \$ | 87,489.52 \$ | 87,489.52 \$ | 147,406.05 \$ | 97,943.23 \$ | 146,259.07 \$ | 88,013.20 \$ | 116,543.87 \$ | 87,489.52 \$ | 158,486.14 \$ | 172,151.33 |
| | | | | | | | | | | | | | | | | | | | | |

BLACKFALDS

Update: April 12, 2023

TABLE 5.2B - INDUSTRIAL AND COMMERCIAL AREAS DRAFT



| | | | | | | | | | | | | | ATER LEVIE | | | | | | |
|---|--|---|--|--|---|---|---|---|--|---|--|--|--|--|---|--|--|--|--|
| Item | Water Improvements | Contributing Areas | Year Completed | Cost (\$) | Benefiting Area | Cost per Hectare | 142 | 144 | 04 | 60 | 02 | | opment Area | | 00 | 00 | 040 | 044 | 040 |
| | | | roar completed | 3001 (V) | (Ha) | (\$/Ha) | 113 46.4 | 114 16.2 | C1 8.3 | C2 6.9 | C3 0.7 | C4 11.8 | C5 0.9 | C7 3.8 | C8 7.1 | C9 14.2 | C10 5.1 | C11 16.5 | C12 56.5 |
| 2.1.3 | Brentwood ExtWomacks to Brentwood | TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2001 | \$ 42,934 | 102.3 | \$ 419.69 | | | | | | | | | | | | | |
| 2.1.4 | Broadway Extension Brentwood ExtCPR Crossing | N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, I5, I11 TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11 | 2002 2004 | \$ 81,173 \$ 266,136 | 159 102.3 | \$ 510.52 \$ 2,601.53 | | | | | | | | | | | | | |
| 2.1.6 | Upgrade E. Railway Trunk WTP to Minto | ALL | 2004 | \$ 88,955 | 1136.8 | \$ 78.25 \$ | 78.25 | 78.25 | 78.25 \$ | 78.25 \$ | 78.25 | 78.25 | \$ 78.25 \$ | 78.25 \$ | 78.25 | 78.25 \$ | 78.25 \$ | 78.25 \$ | \$ 78.25 |
| 2.1.7 | Regional Water Line | ALL | 2006 | \$ 3,500,000 | 1136.8 | \$ 3,078.82 \$ | 3,078.82 \$ | 3,078.82 \$ 6,685.43 \$ | | 3,078.82 \$ | 3,078.82 | 3,078.82 | \$ 3,078.82 \$ \$ 6,685.43 \$ | | 3,078.82 \$ | 3,078.82 \$ | 3,078.82 \$ | 3,078.82 \$ | \$ 3,078.82 |
| 2.1.8 4.1.1 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) Vista Trail Water Trunk | ALL I1B, I2, I11, I12, I13, C4, C7,W1 | 2006 / Future 2011 | \$ 7,600,000 \$ 300,299 | 1136.8 120.2 | \$ 6,685.43 \$ \$ 2,498.33 \$ | 6,685.43 \$ 2,498.33 | 5 6,685.43 | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 | 6,685.43 2,498.33 | \$ 6,685.43 \$ | 6,685.43 \$ 2,498.33 | 6,685.43 | 6,685.43 \$ | 6,685.43 \$ | 6,685.43 \$ | \$ 6,685.43 |
| 4.1.2 | South Street Water Trunk | I1B, I2, I11, I12, I13, C4, C7, W1 | 2011 | \$ 242,571 | 120.2 | \$ 2,018.06 \$ | \$ 2,018.06 | | | | \$ | 2,018.06 | \$ | 2,018.06 | | | | | |
| 4.1.3 4.1.4 | Duncan Avenue Future East Area Reservoir and Booster Station | I1B, I2, I11, I12, I13, C4, C7 ALL | 2012 Future | \$ 236,026 \$ 6,300,000 | 120.2 1136.8 | \$ 1,963.61 \$ \$ 5,541.87 \$ | 5 1,963.61 5 5,541.87 \$ | 5,541.87 | 5,541.87 \$ | 5,541.87 \$ | 5,541.87 | 1,963.61 5,541.87 | \$ 5,541.87 \$ | 1,963.61 5,541.87 \$ | 5,541.87 | 5,541.87 \$ | 5,541.87 \$ | 5,541.87 \$ | \$ 5,541.87 |
| 4.1.5 | Broadway Reservoir Water Supply Line (300mm Twinning) F-SITE WATER LEVIES | ALL | Future | \$ 845,000 | 1136.8 | \$ 743.31 \$ \$ 17,156.14 \$ | 743.31 \$ | 743.31 \$ | 743.31 \$ 16,127.69 \$ | 743.31 \$ | 743.31 S | 743.31 | \$ 743.31 \$ | 743.31 \$ | 743.31 | 743.31 \$ | 743.31 \$ | 743.31 \$ | \$ 743.31 |
| OTAL OFF | -SITE WATER LEVIES | | | \$ 19,503,094 | 1,136.8 | \$ 17,156.14 | \$ 22,607.69 \$ | 16,127.69 | 16,127.69 \$ | 16,127.69 \$ | 16,127.69 | 22,607.69 | \$ 16,127.69 \$ | 22,607.69 \$ | 16,127.69 | 16,127.69 \$ | 16,127.69 \$ | 16,127.69 \$ | \$ 16,127.69 |
| | | | | | | | | | | | | SAN | IITARY LEVI | ES | | | | | |
| | | | | | Benefiting | Cost per Hectare | | | | | | Develo | pment Area | (Ha) | | | | | |
| Item | Sanitary Improvements | Contributing Areas | Year Completed | Cost (\$) | Area (Ha) | (\$/Ha) | 113 46.4 | 114 16.2 | C1 8.3 | C2 6.9 | C3 0.7 | C4 11.8 | C5 0.9 | C7 3.8 | C8 7.1 | C9 14.2 | C10 5.1 | C11 16.5 | C12 56.5 |
| 2.2.3 | Lift Station No. 3 Construction | TW1, I1A, I11 | 1997 | \$ 46,268 | 27.1 | \$ 1,707.31 | 46.4 | 16.2 | 8.3 | 6.9 | 0.7 | 11.8 | 0.9 | 3.8 | 7.1 | 14.2 | 5.1 | 16.5 | 56.5 |
| 2.2.4 | Upgrade Stanley LS | N1, N2, N3, TW2, TW3, W2A, W2C, W2D, I5, I6, I7, I11 | 2000 | \$ 138,188 | 170.7 | \$ 809.54 | | | | | | | | | | | | | |
| 2.2.5 | NW Area LS | TW2, W2A, W2C, W2D | 2000 | \$ 197,713 | 52.8 | \$ 3,744.56 | | | | | | | | | | | | | |
| 2.2.6 | NW Area LS Forcemain - second phase Abandon Womacks LS | TW2, W2A, W2C, W2D | 2003 2001 | \$ 36,702 \$ 6,380 | 52.8 9.2 | \$ 695.12 \$ 693.47 | | | | | | | | | | | | | |
| 3.2.3 | Upgrade LS#3 & new FM | TW1, I1A, I11 | 2005 | \$ 81,263 | 27.1 | \$ 2,998.62 | | | | | | | | | | | | - | |
| 3.2.11 | NW Area LS forcemain - final phase | W2A, W2C, W2D | 2005 | \$ 64,171 | 23.8 | \$ 2,696.26 | | | | | | | | | | | | | |
| 3.2.2 | Upgrade Stanley FM | N1, N2, N3, TW2, W2A, W2C, W2D, I11 | Future | \$ 260,000 | 121.3 | \$ 2,143.45 | | | | | | | | | | | | | |
| 3.2.4 | Aurora Lift Station | N1, N2, N3, I7, 65% of N5, N6, C8, C9 | Future | \$ 5,200,000 | 144.9 | \$ 35,891.77 | 0.540.05 | 0.540.05 | 0.540.05 | 254005 | 0.540.05 | 0.540.05 | 0.5/0.05 | 0.540.05 | 35,891.77 | 35,891.77 | 2.540.05 | 0.540.05 | 0 |
| 3.2.5 | I4 LS (plus South Street gravity main) Broadway Trunk Upgrade | ALL N1, N2, N3, TW2, TW3, W2A, W2C, W2D I5, I6, I7 | 2010 2022 | \$ 2,856,380 \$ 196,578 | 1136.8 161.5 | \$ 2,512.65 \$ \$ 1,217.20 | 3 2,512.65 \$ | 2,512.65 | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 | 2,512.65 | \$ 2,512.65 \$ | 2,512.65 \$ | 2,512.65 | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 \$ | \$ 2,512.65 |
| 3.2.7 | Indiana Street / South Street / Highway 2A Upgrade | N1, N2, N3, TW2, TW3, TW4, I5, I6, I7 | Future | \$ 1,200,000 | 142.4 | \$ 8,426.97 | | | | | | | | | | | | | |
| 3.2.8 | NW Area LS Generator | TW2, W2A, W2C, W2D | 2012 | \$ 70,000 | 52.8 | \$ 1,325.76 | | | | | | | | | | | | | |
| 4.2.1 | Vista Trail Sanitary Trunk | I11, I12, I13, I14, N4, 35% of N5, I1A | 2011 | \$ 269,981 | 127.5 | \$ 2,117.17 | 3 2,117.17 \$ | 2,117.17 | | | | | | | | | | | |
| 4.2.2 | South Street Sanitary Trunk | N4, 35% of N5, I1A, I1B, I1C, I11, I12, I13, I14, C7 | 2011 | \$ 425,001 \$ 147,112 | 149.6 | \$ 2,840.54 \$ | 3 2,840.54 \$ | 2,840.54 | | | | | \$ | 2,840.54 | | | | | |
| 4.2.4 | Duncan Avenue Sanitary Trunk McKay Ranch (E5) Lift Station and Force Main | I11, I12, I13, I14, N4, 35% of N5 E5, E6, E7, E8, NE1, NE2, NE3, C11, C12 | 2012 Future | \$ 147,112 \$ 4,945,500 | 126.6 408.3 | \$ 1,161.84 \$ \$ 12,112.42 | 1,161.84 \$ | 1,161.84 | | | | | | | | | 9 | 12,112.42 \$ | \$ 12,112.42 |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ranch | E5, E6, E7, E8, S2, S3, I8, I9, NE1, NE2, NE3, C11, C12 | 2013 | \$ 260,585 | 497.6 | \$ 523.68 | | | | | | | | | | | \$ | 523.68 \$ | \$ 523.68 |
| 4.2.6 | S1 and C4 (Blackfalds Crossing) Sanitary Trunk | N4, N5, N6, I1A, I1B, I2, I11, I12, I13, I14, C4, C7 | Future | \$ 1,600,000 | 217.5 | \$ 7,356.32 \$ | 7,356.32 | 7,356.32 | | | \$ | 7,356.32 | \$ | 7,356.32 | | | | | |
| 4.2.7 | I13 Lift Station | I13, I14, 35% of N5, N4 | Future | \$ 3,000,000 | 93.4 | \$ 32,113.04 \$ | 32,113.04 | 32,113.04 | | | | | | | | | | | |
| 4.2.8 4.2.9 | Valley Ridge Industrial Lift Station | I13, I14, N4, 35% of N5, I12 W2A, W2D, W2C | Future Future | \$ 3,000,000 \$ 350,000 | 117.4 | \$ 25,549.31 \$ \$ 14,705.88 | \$ 25,549.31 \$ | 25,549.31 | | | | | | | | | | | |
| 4.2.10 | NW Area Lift Station Pump Upgrade Lakeside Lift Station and Force Main | W2A, W2D, W2C S2, S3, I9 | Future | \$ 2,000,000 | 23.8 70.1 | \$ 28,530.67 | | | | | | | | | | | | | |
| 4.2.11 | Broadway / Aurora Trunk (North Area Servicing) | C8, C9, N6, 65% of N5, N2, N3, N1, I7 | Future | \$ 1,800,000 | 144.9 | \$ 12,424.08 | | | | | | | | \$ | 12,424.08 | 12,424.08 | \$ | - | |
| 4.2.12 | McKay Ranch North Trunk Oversizing Through Future | E6, E8, NE1, NE2, NE3, C11, C12 | Future | \$ 530,000 | 300.8 | \$ 1,761.97 | | | | | | | | | | | \$ | 1,761.97 \$ | \$ 1,761.97 |
| 5.2.1 5.2.2 | C11 Lift Station and Force Main | C11, NE2, and 30% of NE1 C12, NE3, and 30% of E8 | Future Future | \$ 950,000 \$ 1.490,000 | 54.4 122.5 | \$ 17,456.82 \$ 12,159.29 | | | | | | | | | | | \$ | 17,456.82 | \$ 12,159.29 |
| | C12 Lift Station Force Main F-SITE SANITARY LEVIES | 012, 1120, and 00 7 01 20 | Future | \$ 31,121,823 | 1136.8 | \$ 27,376.69 \$ | \$ 73,650.87 \$ | 73,650.87 | 2,512.65 \$ | 2,512.65 \$ | 2,512.65 | 9,868.97 | \$ 2,512.65 \$ | 12,709.51 \$ | 50,828.50 | 50,828.50 \$ | 2,512.65 \$ | 34,367.54 \$ | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | ORM LEVIE | > | | | | | |
| Item | Storm Improvements | Contributing Areas | Year Completed | Cost (\$) | Benefiting Area | Cost per Hectare | | | | | | | nt Area (Ha) | | | | | | |
| | | | Tour Completed | σου (ψ) | (Ha) | (\$/Ha) | I13 46.4 | 114 16.2 | C1 8.3 | C2 6.9 | C3 0.7 | C4 11.8 | C5 0.9 | C7 3.8 | C8 7.1 | C9 14.2 | C10 5.1 | C11 16.5 | C12 56.5 |
| 2.3.1 | East Area Det. Pond | E1,TE1, TE2, C1, C2, C7 | 2001 | \$ 734,896 | 67.1 | \$ 10,952.25 | 40.4 | 10.2 | 10,952.25 \$ | 10,952.25 | 0 | 11.0 | \$ | 10,952.25 | | 14.2 | 0.1 | 10.0 | 00.0 |
| 2.3.2 | Broadway/Womacks Ext. | 15 | 2002 | \$ 228,460 | 13.1 | \$ 17,439.69 | | | | | | | | | | | | | |
| 3.3.2 | Rolling Hills Lift Station | W2A, W2C, W2D, TW1, I5 | Future | \$ 1,500,000 | 47.6 | | | | | | | | | | | | | | |
| 4.3.1 | South Street Storm Trunk 112 Lift Station and Force Main | TW1, C7, I1B, W2A, W2C, W2D | 2011 | | | \$ 31,512.61 | | | | | | | | | | | | | |
| 4.3.3 | | 144 140 | | \$ 293,121 | 53.1 | \$ 5,520.17 | | | | | | | \$ | 5,520.17 | | | | | |
| | East Area Storm Trunk | I11, I12 E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 | Future | \$ 1,300,000 | 33.2 | \$ 5,520.17 \$ 39,156.63 | | 9 | 31,910.14 | | | | \$ | 5,520.17 | | \$ | 31,910.14 | | |
| 4.3.5 | East Area Storm Trunk Northwest Stormwater Management System | <u> </u> | | | | \$ 5,520.17 | | § 17,286.54 | 31,910.14 | | | | | 5,520.17 | 17,286.54 | \$ 17,286.54 | 31,910.14 | | |
| 5.3.1 | Northwest Stormwater Management System Aurora Heights Oversizing | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 | Future Future Future 2015 | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 | 33.2 219.4 190.9 13.9 | \$ 5,520.17 \$ 39,156.63 \$ 31,910.14 \$ 17,286.54 \$ 2,695.76 | \$ | \$ 17,286.54 | 31,910.14 | | | | \$ | 5,520.17 | 17,286.54 | \$ 17,286.54 | 31,910.14 | | |
| 5.3.1 5.3.2 | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 | Future Future Future 2015 Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 | 33.2 219.4 190.9 13.9 195.9 | \$ 5,520.17 \$ 39,156.63 \$ 31,910.14 \$ 17,286.54 \$ 2,695.76 \$ 2,680.49 | | \$ 17,286.54 | 31,910.14 | | | | \$ | 5,520.17 | 17,286.54 | \$ 17,286.54 | 31,910.14 | 2,680.49 \$ | \$ 2,680.49 |
| 5.3.1 | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 | Future Future Future 2015 Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 | 33.2 219.4 190.9 13.9 | \$ 5,520.17 \$ 39,156.63 \$ 31,910.14 \$ 17,286.54 \$ 2,695.76 | \$ | 5 17,286.54 | 31,910.14 | | | | \$ | 5,520.17 | 17,286.54 | \$ 17,286.54 | 31,910.14 | 2,680.49 \$ | \$ 2,680.49 |
| 5.3.1 5.3.2 5.3.3 5.3.4 | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3,13% of E8 | Future Future Future 2015 Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 | 33.2 219.4 190.9 13.9 195.9 114.6 | \$ 5,520.17 \$ 39,156.63 \$ 31,910.14 \$ 17,286.54 \$ 2,695.76 \$ 2,680.49 \$ 6,891.50 | . \$ | 5 17,286.54 S | | 10,952.25 \$ | | - | \$. \$ | 5,520.17 \$ \$ | 17,286.54 \$ | | 31,910.14 \$ 31,910.14 \$ | 2,680.49 \$ | |
| 5.3.1 5.3.2 5.3.3 5.3.4 | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3,13% of E8 | Future Future Future 2015 Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 1,190,000 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 | \$ 5,520.17 \$ 39,156.63 \$ 31,910.14 \$ 17,286.54 \$ 2,695.76 \$ 2,680.49 \$ 6,891.50 \$ 20,855.24 | - \$ | | | 10,952.25 \$ | | TRANCR | \$ - \$ | 16,472.42 \$ | | | s | | |
| 5.3.1 5.3.2 5.3.3 5.3.4 | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3,13% of E8 | Future Future Future 2015 Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 1,190,000 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 | \$ 5,520.17 \$ 39,156.63 \$ 31,910.14 \$ 17,286.54 \$ 2,695.76 \$ 2,680.49 \$ 6,891.50 \$ 20,855.24 | . \$ | | | 10,952.25 \$ | - 1 | | s - s | 16,472.42 \$ | | | s | | |
| 5.3.1 5.3.2 5.3.3 5.3.4 | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 1,190,000 \$ 16,898,948 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 | \$ 5,520.17 \$ 39,156.63 \$ 31,910.14 \$ 17,286.54 \$ 2,695.76 \$ 2,680.49 \$ 6,891.50 \$ 20,855.24 \$ 14,865.37 | | 17,286.54 | i 42,862.39 \$ | | - 1 | Devel | opment Area | 16,472.42 \$ LEVIES (Ha) | 17,286.54 \$ | 17,286.54 \$ | 31,910.14 \$ | 2,680.49 \$ | \$ 2,680.49 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3,13% of E8 | Future Future Future 2015 Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 1,190,000 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 | \$ 5,520.17 \$ 39,156.63 \$ 31,910.14 \$ 17,286.54 \$ 2,695.76 \$ 2,680.49 \$ 6,891.50 \$ 20,855.24 \$ 14,865.37 | S - S | | | 10,952.25 \$ C2 6.9 | - 1 C3 0.7 | | | 16,472.42 \$ | | | s | 2,680.49 \$ | \$ 2,680.49 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 1,190,000 \$ 16,898,948 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 | \$ 5,520.17 \$ 39,156.63 \$ 31,910.14 \$ 17,286.54 \$ 2,695.76 \$ 2,680.49 \$ 6,891.50 \$ 20,855.24 \$ 14,865.37 | 113 46.4 | 114 116.2 | 6 42,862.39 \$ C1 8.3 | C2 | | C4 11.8 | opment Area | 16,472.42 \$ LEVIES (Ha) C7 | 17,286.54 \$ C8 7.1 | 17,286.54 \$ C9 14.2 | 31,910.14 \$ C10 5.1 | 2,680.49 \$ | \$ 2,680.49 C12 56.5 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk F-SITE STORM LEVIES Transportation Improvements | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 11,90,000 \$ 16,898,948 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,680,49 \$ 6,891,50 \$ 20,855,24 \$ 14,865,37 \$ Cost per Hectare (\$/Ha) | 113 46.4 | 114 116.2 | 6 42,862.39 \$ C1 8.3 | C2 6.9 | 0.7 | C4 11.8 51,239.22 | 0pment Area C5 0.9 \$ 51,239.22 \$ | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ | 17,286.54 \$ C8 7.1 | 17,286.54 \$ C9 14.2 | 31,910.14 \$ C10 5.1 | 2,680.49 \$ C11 16.5 | \$ 2,680.49 C12 56.5 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk F-SITE STORM LEVIES Transportation Improvements | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 11,90,000 \$ 16,898,948 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,680,49 \$ 6,891,50 \$ 20,855,24 \$ 14,865,37 \$ Cost per Hectare (\$/Ha) | 113 46.4 | 114 116.2 | 6 42,862.39 \$ C1 8.3 | C2 6.9 | 0.7 | C4 11.8 51,239.22 | 0pment Area C5 0.9 \$ 51,239.22 \$ | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ | 17,286.54 \$ C8 7.1 | 17,286.54 \$ C9 14.2 | 31,910.14 \$ C10 5.1 | 2,680.49 \$ C11 16.5 | \$ 2,680.49 C12 56.5 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,900,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 11,90,000 \$ 11,90,000 \$ 16,896,948 Cost (\$) \$ 58,248,750 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 Benefiting Area (Ha) | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,695,76 \$ 2,685,24 \$ 6,891,50 \$ 20,855,24 \$ 14,865,37 \$ Cost per Hectare (\$Ha) \$ 5,1,239,22 \$ | 113 46.4 \$ 51,239.22 \$ | 114 16.2 151,239.22 | C1 8.3 5 1,239.22 \$ | C2 6.9 51,239.22 \$ | 0.7 51,239.22 \$ | C4 11.8 51,239.22 FAC Devel | opment Area C5 0.9 \$ 51,239.22 \$ ILITIES LEV opment Area | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ IES (Ha) | 17,286.54 \$ C8 7.1 51,239.22 \$ | C9 14.2 \$ 51,239.22 \$ | 31,910.14 \$ C10 5.1 51,239.22 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ | \$ 2,680.49 C12 56.5 \$ 51,239.22 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk F-SITE STORM LEVIES Transportation Improvements | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 11,90,000 \$ 16,898,948 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 Benefiting Area (Ha) | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,680,49 \$ 6,891,50 \$ 20,855,24 \$ 14,865,37 \$ Cost per Hectare (\$/Ha) | 113 46.4 \$ 51,239.22 \$ | 114 16.2 5 51,239.22 \$ | C1 8.3 51,239.22 \$ | C2 6.9 51,239.22 \$ | 0.7 51,239.22 \$ | C4 11.8 51,239.22 FAC Devel | opment Area C5 0.9 \$ 51,239.22 \$ ILITIES LEV opment Area C5 | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ ES (Ha) C7 | 17,286.54 \$ C8 7.1 51,239.22 \$ | C9 14.2 \$1,239.22 \$ | C10 5.1 51,239.22 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ | C12 56.5 51,239.22 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,900,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 11,90,000 \$ 11,90,000 \$ 16,896,948 Cost (\$) \$ 58,248,750 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 Benefiting Area (Ha) | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,695,76 \$ 2,685,24 \$ 6,891,50 \$ 20,855,24 \$ 14,865,37 \$ Cost per Hectare (\$Ha) \$ 5,1,239,22 \$ | 113 46.4 \$ 51,239.22 \$ | 114 16.2 114 16.2 114 16.2 | C1 8.3 51,239.22 \$ | C2 6.9 51,239.22 \$ | 0.7 51,239.22 \$ | C4 11.8 51,239.22 FAC Devel | 0pment Area C5 0.9 \$ 51,239.22 \$ ILITIES LEV 0pment Area C5 0.9 | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ IES (Ha) C7 3.8 | 17,286.54 \$ C8 7.1 51,239.22 \$ | C9 14.2 51,239.22 \$ | 31,910.14 \$ C10 5.1 51,239.22 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ | C12 56.5 \$ 51,239.22 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 11,90,000 \$ 16,998,948 Cost (\$) Cost (\$) | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 Benefiting Area (Ha) | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,695,76 \$ 2,685,24 \$ 0,891,50 \$ 20,855,24 \$ 14,865,37 \$ 14,865,37 \$ 51,239,22 \$ | 113 46.4 5 51,239.22 \$ | 114 16.2 114 16.2 114 16.2 | C1 8.3 51,239.22 \$ | C2 6.9 51,239.22 \$ | 0.7 51,239.22 \$ | Devel C4 11.8 51,239.22 FAC Devel C4 11.8 17,609.96 | opment Area | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ ES (Ha) C7 3.8 17,609.96 \$ | 17,286.54 \$ C8 7.1 51,239.22 \$ | C9 14.2 51,239.22 \$ | 31,910.14 \$ C10 5.1 51,239.22 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ C11 16.5 | C12 56.5 \$ 51,239.22 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 11,90,000 \$ 16,998,948 Cost (\$) Cost (\$) | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 Benefiting Area (Ha) | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,680,49 \$ 6,891,50 \$ 20,855,24 \$ 14,865,37 \$ Cost per Hectare (s/Ha) \$ 51,239,22 \$ 14,865,37 | 113 46.4 5 51,239.22 \$ | 114 16.2 114 16.2 114 16.2 | C1 8.3 51,239.22 \$ | C2 6.9 51,239.22 \$ | 0.7 51,239.22 \$ | Devel C4 11.8 51,239.22 FAC Devel C4 11.8 17,609.96 | 0pment Area C5 0.9 \$ 51,239.22 \$ ILITIES LEV 0pment Area C5 0.9 | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ ES (Ha) C7 3.8 17,609.96 \$ | 17,286.54 \$ C8 7.1 51,239.22 \$ | C9 14.2 51,239.22 \$ | 31,910.14 \$ C10 5.1 51,239.22 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ C11 16.5 | C12 56.5 \$ 51,239.22 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 1,190,000 \$ 16,898,948 Cost (\$) \$ 58,248,750 | 33.2 219.4 190.9 13.9 195.9 114.6 57.1 1136.8 Benefiting Area (Ha) | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,680,49 \$ 6,891,50 \$ 20,855,24 \$ 14,865,37 \$ Cost per Hectare (\$/Ha) \$ 51,239,22 \$ Cost per Hectare (\$/Ha) \$ 17,609,96 \$ | 113 46.4 5 51,239.22 \$ | 114 16.2 114 16.2 114 16.2 | C1 8.3 51,239.22 \$ | C2 6.9 51,239.22 \$ | 0.7 51,239.22 \$ | Devel C4 11.8 51,239.22 FAC Devel C4 11.8 17,609.96 | opment Area | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ ES (Ha) C7 3.8 17,609.96 \$ | 17,286.54 \$ C8 7.1 51,239.22 \$ | C9 14.2 51,239.22 \$ | 31,910.14 \$ C10 5.1 51,239.22 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ C11 16.5 | C12 56.5 \$ 51,239.22 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 1,190,000 \$ 16,898,948 Cost (\$) \$ 58,248,750 | 33.2 219.4 190.9 13.9 13.9 195.9 114.6 57.1 1136.8 Benefiting Area (Ha) 1136.8 Benefiting Area (Ha) | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,695,76 \$ 2,685,24 \$ 14,865,37 \$ 14,865,37 \$ 51,239,22 \$ Cost per Hectare (\$/Ha) \$ 17,609,96 \$ 17,609,96 | 113 46.4 5 51,239.22 \$ 113 46.4 5 17,609.96 \$ | 114 16.2 5 51,239.22 \$ 114 16.2 6 17,609.96 \$ | C1 8.3 51,239.22 \$ C1 8.3 6 17,609.96 \$ | C2 6.9 51,239.22 5 C2 6.9 17,609.96 5 | 0.7 51,239.22 \$ C3 0.7 17,609.96 \$ | C4 11.8 51,239.22 FAC Devel C4 11.8 17,609.96 | 05 0.9 \$ 51,239.22 \$ ILITIES LEV Opment Area C5 0.9 \$ 17,609.96 \$ OTAL LEVIES | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ ES (Ha) C7 3.8 17,609.96 \$ | C8 7.1 51,239.22 \$ C8 7.1 17,609.96 \$ | C9 14.2 \$1.239.22 \$ C9 14.2 \$1.239.22 \$ C9 14.2 \$1.7,609.96 \$ | 31,910.14 \$ C10 5.1 51,239.22 \$ C10 6.1 17,609.96 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ C11 16.5 17,609.96 \$ | \$ 2,680.49 C12 56.5 \$ 51,239.22 C12 56.5 \$ 17,609.96 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunksite STORM LEVIES Transportation Improvements F-site TRANSPORTATION LEVIES Facilities Improvements site FACILITIES LEVIES | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,900,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 11,90,000 \$ 11,90,000 \$ 16,898,948 Cost (\$) \$ 58,248,750 Total Cost (\$) \$ 20,019,000 | 33.2 219.4 190.9 13.9 135.9 145.6 57.1 1136.8 Benefiting Area (Ha) 1136.8 Benefiting Area (Ha) 1136.8 | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 1,2695,76 \$ 2,685,76 \$ 2,685,76 \$ 2,085,524 \$ 14,865,37 \$ 14,865,37 \$ 17,669,96 \$ 17,609,96 \$ 17,609,96 \$ 17,156,14 \$ 17,156,14 | 113 46.4 5 51,239.22 \$ 113 46.4 5 17,609.96 \$ | 114 16.2 51,239.22 114 16.2 17,609.96 114 114 | C1 8.3 5 17,609.96 \$ | C2 6.9 51,239.22 \$ C2 6.9 17,609.96 \$ | C3 | C4 11.8 51,239.22 FAC Devel C4 11.8 17,609.96 TC C4 22,607.69 | opment Area C5 0.9 \$ 51,239.22 ILITIES LEV opment Area C5 0.9 \$ 17,609.96 S 16,127.69 \$ 16,127.69 \$ 16,127.69 | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ IES (Ha) C7 3.8 17,609.96 \$ C7 22,607.69 \$ | C8 7.1 51,239.22 \$ C8 7.1 17,609.96 \$ | C9 14.2 17,609.96 \$ C9 14.2 17,609.96 \$ | \$ 31,910.14 \$ C10 | 2,680.49 \$ C11 16.5 51,239.22 \$ C11 16.5 17,609.96 \$ | C12 56.5 \$ 51,239.22 C12 56.5 \$ 17,609.96 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 1,190,000 \$ 16,898,948 Cost (\$) \$ 58,248,750 | 33.2 219.4 190.9 13.9 13.9 195.9 114.6 57.1 1136.8 Benefiting Area (Ha) 1136.8 Benefiting Area (Ha) | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,695,76 \$ 2,685,24 \$ 14,865,37 \$ 14,865,37 \$ 51,239,22 \$ Cost per Hectare (\$/Ha) \$ 17,609,96 \$ 17,609,96 | 113 46.4 5 51,239.22 \$ 113 46.4 5 17,609.96 \$ | 114 16.2 5 51,239.22 \$ 114 16.2 6 17,609.96 \$ | C1 8.3 5 17,609.96 \$ C1 5.39.22 \$ C1 5.39.22 \$ | C2 6.9 51,239.22 \$ C2 6.9 17,609.96 \$ C2 16,127.69 \$ 2,512.65 \$ | 0.7 51,239.22 \$ C3 0.7 17,609.96 \$ | C4 11.8 51,239.22 FAC Devel C4 11.8 17,609.96 | opment Area | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ ES (Ha) C7 3.8 17,609.96 \$ | C8 7.1 51,239.22 \$ C8 7.1 17,609.96 \$ | C9 14.2 \$1.239.22 \$ C9 14.2 \$1.239.22 \$ C9 14.2 \$1.7,609.96 \$ | 31,910.14 \$ C10 5.1 51,239.22 \$ C10 6.1 17,609.96 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ C11 16.5 17,609.96 \$ | \$ 2,680.49 C12 56.5 \$ 51,239.22 C12 56.5 \$ 17,609.96 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF- Item OTAL OFF- VATER LEV ANITARY L TORM LEV | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,900,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 17,90,000 \$ 11,190,000 \$ 16,898,948 Cost (\$) Cost (\$) Total Cost (\$) \$ 20,019,000 | 33.2 219.4 199.9 199.9 13.9 195.9 114.6 57.1 1136.8 Benefiting Area (Ha) 1136.8 Benefiting Area (Ha) 1136.8 | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 1,2895,76 \$ 2,680,76 \$ 2,685,24 \$ 14,865,37 \$ Cost per Hectare (\$\(\frac{1}{3}\)Ha) \$ 51,239,22 \$ 4 Average Cost per Hectare (\$\(\frac{1}{3}\)Ha) \$ 17,609,96 \$ 3 | 113 46.4 5 51,239.22 \$ 113 46.4 5 17,609.96 \$ | 114 16.2 114 16.2 117,609.96 3 114 15 16,127.69 3 17,609.96 3 | C1 8.3 51,239.22 \$ C1 8.3 6 17,609.96 \$ C1 6 16,127.69 \$ 6 2,512.65 \$ 6 42,862.39 \$ | C2 6.9 51,239.22 \$ C2 6.9 17,609.96 \$ | C3 0.7 17,609.96 \$ C3 16,127.69 \$ 2,512.65 \$ | C4 11.8 51,239.22 FAC Devel C4 11.8 17,609.96 TC C4 22,607.69 9,868.97 | opment Area CS 0.9 \$ 51,239.22 \$ ILITIES LEV opment Area C5 0.9 \$ 17,609.96 \$ TAL LEVIES CS \$ 16,127.69 \$ 2,512.65 \$ \$ 2,512.65 \$ | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ ES (Ha) C7 22,607.89 \$ 12,709.51 \$ 16,472.42 \$ | C8 7.1 51,239.22 \$ C8 7.1 17,609.96 \$ C8 16,127.69 \$ 50,628.50 \$ 17,285.54 \$ | C9 14.2 \$ C9 14.2 \$ 17,286.54 \$ C9 14.2 \$ 17,699.96 \$ C9 14.2 \$ 17,699.96 \$ 16,127.89 \$ 16,127.89 \$ 17,286.50 \$ 17,286.54 \$ | C10 5.1 17,609.96 \$ C10 16,127.69 \$ 2,512.65 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ C11 16.5 17,609.96 \$ C11 16,127.69 \$ 34,367.54 \$ | \$ 2,680.49 C12 56.5 \$ 51,239.22 C12 56.5 \$ 17,609.96 C12 \$ 16,127.69 \$ 29,070.01 |
| 5.3.1 5.3.2 5.3.3 5.3.4 OTAL OFF. Item OTAL OFF. OTAL OFF. OTAL OFF. OTAL OFF. ACID TRANSPORTALEV ANITARY L TORM LEV RANSPORTAL ACID TIES ACID TIES | Northwest Stormwater Management System Aurora Heights Oversizing Northeast Ditch Outlet to Blackfalds Lake Northeast 750mm Trunk Northeast 675mm Trunk | E5, E6, E7, 87% of E8, C10, C1, 10% of NE1 TW3, N1, N2, N3, N4, N5, N6, C8, C9, I14 TW3 90% of NE1, NE2, NE3, C11, C12 90% of NE1, 30% NE2, NE3, 13% of E8 90% of NE1, 30% of NE2 | Future Future Future 2015 Future Future Future Future Future | \$ 1,300,000 \$ 7,000,000 \$ 3,300,000 \$ 3,300,000 \$ 37,471 \$ 525,000 \$ 790,000 \$ 11,90,000 \$ 16,898,948 Cost (\$) \$ 20,019,000 Total Cost (\$) \$ 19,603,094 \$ 31,121,823 \$ 16,898,948 | 33.2 219.4 190.9 113.9 195.9 114.6 57.1 1136.8 Benefiting Area (Ha) 1136.8 Benefiting Area (Ha) 1136.8 | \$ 5,520,17 \$ 39,156,63 \$ 31,910,14 \$ 17,286,54 \$ 2,695,76 \$ 2,695,76 \$ 2,695,76 \$ 2,085,24 \$ 14,865,37 \$ Cost per Hectare (\$/Ha) \$ 17,609,96 \$ 17,156,14 \$ 27,376,69 \$ 14,865,37 | 113 46.4 5 51,239.22 \$ 113 46.4 5 17,609.96 \$ 113 6 22,607.69 \$ 5 73,650.87 \$ 6 - \$ 6 5 51,239.22 \$ 7 17,609.96 \$ | 114 16.2 5 51,239.22 \$ 114 16.2 6 17,609.96 \$ 114 114 114 114 115.2 117,609.96 \$ 117,286.64 \$ 117,286.64 \$ 117,286.64 \$ 117,286.64 \$ 117,286.64 \$ 117,286.64 \$ 117,286.98 \$ | C1 8.3 5 17,609.96 \$ C1 | C2 6.9 51,239.22 \$ C2 6.9 17,609.96 \$ C2 16,127.69 \$ 2,512.65 \$ 10,952.25 \$ 51,239.25 \$ 51,239.25 \$ | C3 | C4 11.8 51,239.22 FAC Devel C4 11.8 17,609.96 TC C4 22,607.69 9,868.97 - 51,239.22 17,609.96 | opment Area C5 0.9 \$ 51,239.22 \$ ILITIES LEV opment Area C5 0.9 \$ 17,609.96 \$ OTAL LEVIES CS \$ 16,127.69 \$ \$ 2,512.65 \$ \$ 5,512.65 \$ \$ 5,1239.22 \$ | 16,472.42 \$ LEVIES (Ha) C7 3.8 51,239.22 \$ IT,609.96 \$ C7 22,607.69 \$ 12,709.51 \$ 16,472.42 \$ 51,239.25 \$ 17,609.96 \$ | C8 7.1 51,239.22 17,609.96 17,285.50 17,285.50 17,285.90 17,609.96 17,609.96 | C9 14.2 51,239.22 \$ C9 14.2 17,609.96 \$ C9 14.2 17,609.96 \$ | C10 5.1 51,239,22 \$ C10 10,51 17,609,96 \$ C10 16,127,69 \$ 2,512,65 \$ 31,910,14 \$ 17,609,96 \$ | 2,680.49 \$ C11 16.5 51,239.22 \$ C11 16.5 17,609.96 \$ C11 2,680.49 \$ | \$ 2,680.49 C12 56.5 \$ 51,239.22 C12 \$ 16,127.69 \$ 29,070.01 \$ 2,680.49 |

APPENDIX A



| Sec. | Water Improvement | Item | | Cost |
|-----------|---|---|---|---|
| 2.1.3 | Brentwood Extension - Womacks to Brentwood | 2008 Rate to Remain Unchanged | \$ | 42,934 |
| 2.1.4 | Broadway Extension | 2008 Rate to Remain Unchanged | \$ | 81,173 |
| 2.1.5 | CPR Crossing Installation | 2008 Rate to Remain Unchanged | \$ | 266,136 |
| 2.1.6 | Upgrade East Railway Trunk | 2008 Rate to Remain Unchanged | \$ | 88,955 |
| 2.1.7 | Regional Water Line | Construction (Total Cost to Town including Grants GST (0%) | \$ | 3,500,000 - 3,500,000 |
| 2.1.8 | Broadway Ave Reservoir & Booster (Including Fut. Twinning) | New Reservoir/Pump Station including engineering & contingency(2006) Land Acquisition (2006) Twin Reservoir - Phase 2 (2023) Upgrade Pumps for Twinning of Reservoir (2023) Contingency for 2020 upgrade (10%) Engineering for 2020 upgrade (15%) Assumed Grant (44.07%) Administration Fee (5%) GST (0%) Total | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 7,650,179 80,000 3,200,000 600,000 380,000 570,000 (5,500,015) 624,009 - 7,600,000 |
| | | | | |
| >**< | Womacks Rd /Gregg Street Frunk Main | Construction | \$ | 107,856 |
| | Womacks Rd./Gregg Street Frunk Main | Contingency (10%) | \$ \$ | 18,786 |
| | Womacks Rd./Gregg Street Trunk Main | Contingency (10%) Engineering (15%) | \s\\s\\s | 18,786 18,786 28,178 |
| | Womacks Rd./Gregg Street Trunk Main | Contingency (10%) Engineering (15%) Administration ⊨ee (5%) | \cdot | 167,856 16,786 26,178 11,741 |
| ** | Womacks Rd /Gregg Street Trunk Main | Contingency (10%) Engineering (15%) | | 107,856 18,786 26,178 14,741 246,561 |
| 4.1.1 | Womacks Rd //Gregg Street Trunk Main Vista Trail Water Trunk | Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) Total Construction Contingency (0%) Engineering (15%) Administration Fee (5%) | \$ \$ \$ | 248,561 248,561 248,561 248,561 248,695 - 37,304 14,300 |
| 4.1.1 | | Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) Total Construction Contingency (0%) Engineering (15%) | \$ \$ \$ \$ \$ | 248,695 - 37,304 |
| 4.1.1 | | Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%) Total Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%) | \$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$ | 248,695 - 37,304 14,300 - 300,299 200,887 - 30,133 11,551 |
| | Vista Trail Water Trunk | Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) Total Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%) Total Construction Contingency (0%) Engineering (15%) Administration Fee (5%) Engineering (15%) Administration Fee (5%) | \$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$ | 248,695 - 37,304 14,300 - 300,299 200,887 - 30,133 |

APPENDIX A

| 4.1.4 | Future East Area Reservoir and Booster Station | Construction Contingency (10%) Engineering (15%) Funding (-38.8%) GST (0%) | \$ \$ | 8,232,000 823,200 1,234,800 3,992,520) |
|-------|--|--|----------------------------------|---|
| | | | Total \$ 6 | 5,300,000 |
| 4.1.5 | Water Supply Line (300mm Twinning) | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 644,000 64,400 96,600 40,250 - 845,000 |

APPENDIX A



| Sec. | Sanitary Improvement | Item | | Cost |
|--------|--|--|--|---|
| 2.2.3 | Lift Station no. 3 Construction | 2008 to Remain Unchanged | \$ | 46,268 |
| 2.2.4 | Upgrade Stanley LS | 2008 to Remain Unchanged | \$ | 138,188 |
| 2.2.5 | NW Area LS | 2008 to Remain Unchanged | \$ | 197,713 |
| 2.2.6 | NW Area LS Forcemain - second phase | 2008 to Remain Unchanged | \$ | 36,702 |
| 2.2.7 | Abandon Womacks LS | 2008 to Remain Unchanged | \$ | 6,380 |
| 3.2.3 | Upgrade LS#3 & new FM | 2008 to Remain Unchanged | \$ | 81,263 |
| 3.2.11 | NW Area LS forcemain - final phase | 2008 to Remain Unchanged | \$ | 64,171 |
| \$2.h | Wastewater Treatment Plant (WWTP) Upgrades | Lagoon Facility Expansion (Aeration and Polishing Cells) Engineering (45%) Contingency (40%) Assumed Grant (44.07%) Administration Fee (5%) GST (0%) | (4)(4)(4)(4)(4)(4)(4)(4)(4)(4)(4)(4)(4)(| 2,376,220 956,433 237,622 (1,389,000) 83,064 |
| >< | | | tal \$ | 1,744,339 |
| 3.2.2 | Upgrade Forcemain from Stanley Street LS | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ tal \$ | 200,000 20,000 30,000 12,500 - 260,000 |
| 3.2.4 | Aurora Lift Station and Force Main | Construction Forcemain (1km) Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ tal \$ | 3,600,000 350,000 395,000 592,500 246,875 - 5,200,000 |

APPENDIX A



| Sec. | Sanitary Improvement | Item | | Cost |
|-----------------|--|---|--|---|
| 3.2.5 | I4 LS (plus South Street gravity main) | Construction Backup Generator Contingency (10%) Engineering (15%) Assumed Grant (44.07%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ \$ \$ Total \$ | 3,837,945 53,150 389,110 583,664 (2,143,507) 136,018 - 2,856,380 |
| 3.2.6 | Broadway Trunk Upgrade | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ \$ \$ \$ | 162,798 - 24,420 9,361 - 196,578 |
| 3.2.7 | Indiana Street/ South Street/ Highway 2A Upgrade | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 950,000 95,000 142,500 59,375 - 1,200,000 |
| 3.2.8 | NW Area LS Generator | Construction - Forcemain Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 53,000 5,300 7,950 3,313 - 70,000 |
| >> 2 | Regional Forcemain to Red Decr | Cost provided by Town | \$ | 6,000,000 |
| $>\!\!<$ | | | Total \$ | 6,060,000 |
| 4.2.1 | Vista Trail | Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 223,587 - 33,538 12,856 - 269,981 |

APPENDIX A



| Sec. | Sanitary Improvement | ltem | | Cost |
|-------|--|---|----------------------------------|---|
| 4.2.2 | South Street | Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 351,968 - 52,795 20,238 - 425,001 |
| 4.2.3 | Duncan Avenue | Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 121,832 - 18,275 7,005 - 147,112 |
| 4.2.4 | Mckay Ranch (E5) Lif Station and Force Main | Construction Force Main Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 3,600,000 210,000 360,000 540,000 235,500 - 4,945,500 |
| 4.2.5 | South Street Sanitary Trunk Extension to McKay Ridge | Construction | \$ | 260,585 |
| 4.2.6 | S1 and C4 Sanitary Trunk | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 1,248,150 124,815 187,223 78,009 - 1,600,000 |
| 4.2.7 | I13 Lift Station | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 2,300,000 230,000 345,000 143,750 - 3,000,000 |

APPENDIX A



| Sec. | Sanitary Improvement | Item | | Cost |
|--------|---|--|----------------------------------|--|
| 4.2.8 | Valley Ridge Industrial Lift Station | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 2,300,000 230,000 345,000 143,750 - 3,000,000 |
| 4.2.9 | NW Area Lift Station Pump Upgrade | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 270,000 27,000 40,500 16,875 - 350,000 |
| 4.2.10 | Lakeside Lift Station and Force Main | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 1,500,000 150,000 225,000 93,750 - 2,000,000 |
| 4.2.11 | Broadway / Aurora Trunk | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 1,713,750 171,375 257,063 107,109 - 2,250,000 |
| 4.2.12 | McKay Ranch North Trunk Oversizing through Future | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 400,000 40,000 60,000 25,000 - 530,000 |
| 5.2.1 | C11 Lift Station and Force Main | Construction Force Main Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) | \$ \$ \$ \$ Total \$ | 500,000 280,000 50,000 75,000 45,250 - 950,000 |

APPENDIX A



| Sec. | Sanitary Improvement | Item | | Cost |
|-------|---------------------------------|-------------------------------------|----------|-----------|
| 5.2.2 | C12 Lift Station and Force Main | Construction | \$ | 500,000 |
| | | Contingency (10%) | \$ | 840,000 |
| | | Engineering (15%) | \$ | 75,000 |
| | | Administration Fee (5%) GST (0%) | \$ | 70,750 |
| | | , , | Total \$ | 7,288 |
| | | | \$ | - |
| | | | \$ | 1,490,000 |

APPENDIX A



| Sec. | Storm Improvement | Item | Cost |
|-------|--|---|---|
| 2.3.1 | East Area Detention Pond | Construction Total | \$ 734,896 \$ 734,896 |
| 2.3.2 | Broadway/Womacks Ext | Construction Total | \$ 228,460 \$ 228,460 |
| 3.3.2 | Rolling Hills Lift Station | Storm Retention Lift Station Contingency (10%) Engineering (15%) Administration (5%) GST (0%) Total | \$ 190,000 \$ 950,000 \$ 114,000 \$ 171,000 \$ 71,250 \$ - \$ 1,500,000 |
| 4.3.1 | South Street Storm Trunk | Construction Contingency (10%) Engineering (15%) Administration (5%) GST (0%) Total | \$ 223,330 \$ 22,333 \$ 33,500 \$ 13,958 \$ - \$ 293,121 |
| 4.3.2 | I12 Lift Station and Force Main | Construction Contingency (10%) Engineering (15%) Administration (5%) GST (0%) Total | \$ 950,000 \$ 95,000 \$ 142,500 \$ 59,375 \$ - \$ 1,300,000 |
| 4.3.3 | East Area Storm Trunk | Construction Contingency (10%) Engineering (15%) Administration (5%) GST (0%) Total | \$ 5,250,000 \$ 525,000 \$ 787,500 \$ 328,125 \$ - \$ 6,890,625 |
| 4.3.5 | Highway 2A Lift Station, Force main and Crossing | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) Total | \$ 760,000 \$ 76,000 \$ 114,000 \$ 47,500 \$ - \$ 1,000,000 |
| 4.3.6 | Northwest Storm Project | Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%) Total | \$ 2,515,000 \$ 251,500 \$ 377,250 \$ 157,188 \$ - \$ 3,300,000 |
| 5.3.1 | Aurora Heights Oversizing | Construction Contingency (0%) Engineering (0%) Administration (0%) | \$ 37,471 \$ - \$ - \$ - |

APPENDIX A

| | | GST (0%) | | \$ - |
|-------|---|---------------------|-------|------------------|
| | | | Total | \$ 37,471 |
| 5.3.2 | Northeast Ditch Outlet to Blackfalds Lake | Construction | | \$ 400,000 |
| | | Contingency (10%) | | \$ 40,000 |
| | | Engineering (15%) | | \$ 60,000 |
| | | Administration (5%) | | \$ 25,000 |
| | | GST (0%) | | \$ - |
| | | | Total | \$ 525,000 |
| 5.3.3 | Northeast 750mm Trunk | Construction | | \$ 600,000 |
| | | Contingency (10%) | | \$ 60,000 |
| | | Engineering (15%) | | \$ 90,000 |
| | | Administration (5%) | | \$ 37,500 |
| | | GST (0%) | | \$, <u> </u> |
| | | , | Total | \$ 790,000 |
| 5.3.4 | Northeast 675mm Trunk | Construction | | \$ 910,000 |
| | | Contingency (10%) | | \$ 91,000 |
| | | Engineering (15%) | | \$ 136,500 |
| | | Administration (5%) | | \$ 56,875 |
| | | GST (0%) | | \$ - |
| | | | Total | \$ 1,190,000 |



Table B.1 - Transportation Levies Summary



| Arterial and Major Collector Roadways | Appro | oximate Cost (\$) |
|---|-------|----------------------|
| Vista Trail | \$ | 2,915,250 |
| Broadway Avenue - Womacks Road to Aurora | \$ | 2,018,250 |
| Cottonwood Drive Extension to Rge Rd 270 | \$ | 2,915,250 |
| Future East Four Lane Undivided from South Street to Twp Rd 40-0 | \$ | 7,624,500 |
| Future Four Lane Divided Arterial Around Town Limits (Initial Two Lanes Only) | \$ | 20,163,000 |
| East Railway Street Upgrades | \$ | 3,575,000 |
| QEII and Twp Rd. 40-0 Right-in/Right-Out Connection | \$ | 7,800,000 |
| South Street Upgrades East of Highway 2A | \$ | 7,312,500 |
| Womacks Road & CPR Crossing (Includes Future Upgrade) | \$ | 8,800,000 |
| Highway 2A Upgrades | \$ | 14,625,000 |
| Total | \$ | 55,323,750 |

| Intersection Signalizations and Other General Upgrades | Аррі | roximate Cost (\$) |
|--|------|-----------------------|
| Vista Trail & Womacks Road Intersection Upgrade | \$ | 585,000 |
| Vista Trail & Duncan Avenue Intersection Upgrade | \$ | 585,000 |
| Vista Trail & South Street Intersection Upgrade | \$ | 585,000 |
| Broadway Ave & Westbrooke Road Intersection Upgrade | \$ | 585,000 |
| Highway 2A Pedestrian Bridge | \$ | 3,000,000 |
| Parkwood Road & Panorama Drive Intersection Upgrade | \$ | 585,000 |
| Total | \$ | 2,925,000 |

| Summary | Total | |
|------------------------|-------|------------|
| Arterial Roadway | \$ | 55,323,750 |
| Other General Upgrades | \$ | 2,925,000 |
| Total | \$ | 58,248,750 |

Items in orange are not included in total, but are being discussed.



Table B.2 - Arterial Roadway Network



| Arterial Roadway | Classification | Length (m) | Unit Rate (\$/m) | Administration, Professional Services, and Contingency | % Levy Funded | Levy Amount (\$) |
|--|----------------|---------------|---------------------|--|------------------|---------------------|
| Vista Trail | 4-Lane UAU | 1,300 | 2,300 | 30% | 75.0% | \$ 2,915,250 |
| Broadway Avenue - Womacks Road to Aurora | 4-Lane UAU | 900 | 2,300 | 30% | 75.0% | \$ 2,018,250 |
| Cottonwood Drive Extension to Rge Rd 270 | 4-Lane UAU | 1,300 | 2,300 | 30% | 75.0% | \$ 2,915,250 |
| Future East Four Lane Undivided from South Street to Twp Rd 400 | 4-Lane UAU | 3,400 | 2,300 | 30% | 75.0% | \$ 7,624,500 |
| Future Four Lane Divided Around Town Limits (Initial Two Lanes Only) | 4-Lane UAD | 9,400 | 4,400 | 30% | 37.5% | \$ 20,163,000 |
| East Railway Street Upgrades | 4-Lane UCU | 1,100 | 5,000 | 30% | 50.0% | \$ 3,575,000 |
| QEII and Twp Rd. 40-0 Right-in/Right-Out Connection | Arterial | 1,600 | 5,000 | 30% | 75.0% | \$ 7,800,000 |
| South Street Upgrades East of Highway 2A | 4-Lane UCU | 2,250 | 5,000 | 30% | 50.0% | \$ 7,312,500 |
| Womacks Road & CPR Crossing (Including Future Upgrade) | 4-Lane UAD | 500 | 13,615 | 30% | 100.0% | \$ 8,800,000 |
| Upgrade Highway 2A | 4-Lane UAD | 2,000 | 7,500 | 30% | 75.0% | \$ 14,625,000 |
| | | | | Total | | \$ 77,748,750 |



Table B.3 TOWN OF BLACKFALDS TRANSPORTATION MASTER PLAN GENERAL UPGRADES



| INTER- SECTION # | FUNDING SOURCE | INTERSECTION | SECTION COSTS | | FUNDING SOURCE INTERSECTION | | COSTS | |
|------------------------|-------------------|--|--------------------------------|----|--------------------------------|--|---|--|
| 16 | Levies | Vista Trail & Womacks Rd | | 35 | Developer | Broadway Ave & Collector Rd | | |
| | | Intersection Upgrade | 4450.000.00 | | | Intersection Upgrade | 4.50.000.00 | |
| | | Construction | \$450,000.00 | | | Construction | \$450,000.00 | |
| | | Administration (5%) | \$22,500.00 | | | Administration (5%) | \$22,500.00 | |
| | | Engineering Fee (10%) | \$45,000.00 | | | Engineering Fee (10%) | \$45,000.00 | |
| | | Contingency (15%) TOTAL | \$67,500.00 \$585,000.00 | | | Contingency (15%) TOTAL | \$67,500.00 \$585,000.00 | |
| 17 | Levies | Vista Trail & Duncan Ave | 4363,860.00 | 1 | AT | Highway 2A & Cottonwood Dr | 7303,000.00 | |
| 17 | LEVIES | Intersection Upgrade | | _ | Ai | Intersection Update | | |
| | | Construction | \$450,000.00 | | | Construction | \$1,650,000.00 | |
| | | Administration (5%) | \$22,500.00 | | | Administration (5%) | \$82,500.00 | |
| | | Engineering Fee (10%) | \$45,000.00 | | | Engineering Fee (10%) | \$165,000.00 | |
| | | Contingency (15%) | \$67,500.00 | | | Contingency (15%) | \$247,500.00 | |
| | | TOTAL | \$585,000.00 | | | TOTAL | \$2,145,000.00 | |
| 18 | Levies | Vista Trail & South St Intersection | | 2 | AT | | , , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | |
| 10 | Levies | Upgrade | | 2 | AI | Highway 2A & Panorama Dr Intersection Upgrade | | |
| | | Construction | \$450,000.00 | | | Construction | \$1,650,000.00 | |
| | | Administration (5%) | \$22,500.00 | | | Administration (5%) | \$82,500.00 | |
| | | | | | | | \$165,000.00 | |
| | | Engineering Fee (10%) | \$45,000.00 | | | Engineering Fee (10%) | \$247,500.00 | |
| | | Contingency (15%) TOTAL | \$67,500.00 \$585,000.00 | | | Contingency (15%) TOTAL | \$2,145,000.00 | |
| | | | \$303,000.00 | | | | 72,143,000.00 | |
| 19 | AT | Vista Trail & Highway 597 | | 3 | AT | Highway 2A & Park St | | |
| | | Intersection Upgrade | | | | Intersection Upgrade | | |
| | | Construction | \$3,000,000.00 | | | Construction | \$1,650,000.00 | |
| | | Administration (5%) | \$150,000.00 | | | Administration (5%) | \$82,500.00 | |
| | | Engineering Fee (10%) | \$300,000.00 | | | Engineering Fee (10%) | \$165,000.00 | |
| | | Contingency (15%) | \$450,000.00 | | | Contingency (15%) | \$247,500.00 | |
| | | TOTAL | \$3,900,000.00 | | | TOTAL | \$2,145,000.00 | |
| 25 | Developer | East Railway St & South St Intersection Upgrade | | 37 | AT | Highway 2A & South St Intersection Upgrade | | |
| | | Construction | \$750,000.00 | | | Construction | \$1,650,000.00 | |
| | | Administration (5%) | \$37,500.00 | | | Administration (5%) | \$82,500.00 | |
| | | Engineering Fee (10%) | \$75,000.00 | | | Engineering Fee (10%) | \$165,000.00 | |
| | | | \$112,500.00 | | | | \$247,500.00 | |
| | | Contingency (15%) TOTAL | \$975,000.00 | | | Contingency (15%) TOTAL | \$2,145,000.00 | |
| 26 | AT | Highway 597 & Industrial Way | | 6 | AT | Highway 2A & Broadway Ave | | |
| 20 | Ai | Intersection Upgrade | | 0 | Α. | Intersection Upgrade | | |
| | | Construction | \$1,100,000.00 | | | Construction | \$1,650,000.00 | |
| | | Administration (5%) | \$55,000.00 | | | Administration (5%) | \$82,500.00 | |
| | | Engineering Fee (10%) | \$110,000.00 | | | Engineering Fee (10%) | \$165,000.00 | |
| | | Contingency (15%) | \$165,000.00 | | | Contingency (15%) | \$247,500.00 | |
| | | TOTAL | \$1,430,000.00 | | | TOTAL | \$2,145,000.00 | |
| 8 | Levies | Broadway Ave & Westbrooke Rd | | 22 | Levies | Parkwood Rd & Panorama Dr | | |
| | | Intersection Upgrade (22,500 Pop. | | | | Intersection Upgrade | | |
| | | Construction | \$450,000.00 | | | Construction | \$450,000.00 | |
| | | Administration (5%) | \$22,500.00 | | | Administration (5%) | \$22,500.00 | |
| | | Engineering Fee (10%) | \$45,000.00 | | | Engineering Fee (10%) | \$45,000.00 | |
| | | Contingency (15%) | \$67,500.00 | | | Contingency (15%) | \$67,500.00 | |
| | | TOTAL | \$585,000.00 | | | TOTAL | \$585,000.00 | |
| 9, 11, 34 | Levies | Womacks Rd & CPR Crossing, | | 33 | Developer | East Railway St & Highway 597 | | |
| | | Including Broadway/East Railway 2021-2022 Costs | | | | Intersection Upgrade (22,500 Construction | \$1,100,000.00 | |
| | | Road Construction (Sch B, D, C) | \$1,477,285.55 | | | Administration (5%) | | |
| | | | | | | | \$55,000.00 | |
| | | Fortis Relocations and Illumination | \$1,705,823.01 \$300,000.00 | | | Engineering Fee (10%) Contingency (15%) | \$110,000.00 \$165,000.00 | |
| | | CP Rail | \$824,583.75 | | | TOTAL | \$1,430,000.00 | |
| | | Administration (5%) | \$215,384.62 | | | IOIAL | 31,430,000.00 | |
| | | , , | | 33 | Levies | Pedestrian Bridge Across | | |
| | | Engineering Fee (10%) | \$430,769.23 | | | Highway 2A | 4 | |
| | | Contingency (15%) | \$646,153.85 | | | Construction | \$2,307,692.31 | |
| | | Future Realignment and Upgrade to | | | | Administration (5%) | \$115,384.62 | |
| | | | | | | F | \$230,769.23 | |
| | | Construction and land | \$2,500,000.00 | | | Engineering Fee (10%) | | |
| | | Administration (5%) | \$125,000.00 | | | Contingency (15%) | \$346,153.85 | |
| | | Administration (5%) Engineering Fee (10%) | \$125,000.00 \$250,000.00 | | | | \$346,153.85 | |
| | | Administration (5%) | \$125,000.00 | | | Contingency (15%) | \$346,153.85 \$3,000,000.00 | |

| CAPITAL IMPROVEMENTS SUMMARY | | | | |
|------------------------------|--------------|--|--|--|
| Developer Owned | \$2,990,000 | | | |
| Town Levy Funding | \$5,925,000 | | | |
| Alberta Transportation | \$16,055,000 | | | |
| TOTAL | \$24,970,000 | | | |