

AGENDA

1. WELCOME AND CALL TO ORDER

2. LAND ACKNOWLEDGEMENT

- 2.1 In the spirit of Truth and Reconciliation, the Town of Blackfalds acknowledges that we are on Treaty 6 territory, the ancestral lands of Cree, Saulteaux (So-toe), Blackfoot, Métis, Dene (De-nay) and Nakota Sioux (Sue). We acknowledge all the many First Nations, Métis, Inuit, and non-status peoples whose footsteps have marked these lands since time immemorial.

We recognize the inherent relationships Indigenous communities have with this land and its creatures and commit to supporting reconciliation and healing. We honour the resilience, culture, and contributions of Indigenous peoples, past and present.

As we gather, we pledge to listen, learn, and take meaningful action toward a future based on mutual respect and understanding as we continue on our journey of truth and healing. We recognize that reconciliation is not a single act but a lifelong journey—one that requires accountability, humility, and the centering of Indigenous voices.

3. ADOPTION OF AGENDA

- 3.1 Adoption of the September 15, 2026, Agenda

4. ADOPTION OF MINUTES

- 4.1 Adoption of the August 17, 2026, Meeting Minutes
4.2 Adoption of the August 26, 2026, Meeting Minutes

5. DELEGATIONS

- 5.1 Waterworth Innovations
5.2 Heart of Blackfalds Society – Heart Garden Proposal

6. BUSINESS

- 6.1 Request for Direction, Council Policy – Community Grant Program Policies
6.2 Request for Direction, Proposed Revisions to Off-Site Levy Bylaw 1357.26 for 2nd Reading
6.3 Request for Direction, Annual Budget and Taxation Process Policy
6.4 Request for Direction, Council Policy - Duty to Document

7. CONFIDENTIAL

None

8. ADJOURNMENT

Future Meetings/Events:

- Regular Council Meeting – September 22, 2026
- Standing Committee of Council Meeting – October 7, 2026

MINUTES

A Standing Committee of Council meeting for the Town of Blackfalds was held on Monday, August 17, 2026, at 5018 Waghorn Street in Council Chambers, commencing at 6:00 p.m.

MEMBERS PRESENT

Mayor Laura Svab
Deputy Mayor Jim Sands
Councillor Shane Hanson
Councillor Ryan Brown (*Virtual Attendance*)
Councillor Aaron J. Hoyte
Councillor Cory Twerdoclib
Councillor Brenda Dennis

ATTENDING

Kim Isaak, Chief Administrative Officer
Rick Kreklewich, Director of Community Services (*Acting CAO*)
Darolee Bouteiller, Finance Manager
Aws Al Sammarraie, Engineering Services Manager
Renan Bravo, IT Technician
Jessica Robinson, Legislative Advisor

REGRETS

None

OTHERS PRESENT

Jody Quinn (*item 7.1*)
Doug Quinn (*item 7.1*)

1. WELCOME AND CALL TO ORDER

Deputy Mayor Sands welcomed everyone to the Standing Committee of Council Meeting of August 17, 2026, and called the meeting to order at 6:00 p.m.

2. LAND ACKNOWLEDGEMENT

A Land Acknowledgement was read to recognize that the Town of Blackfalds is on Treaty 6 territory.

3. ADOPTION OF AGENDA

071/26 Mayor Svab moved That Standing Committee of Council receive the agenda for August 17, 2026, as presented.

CARRIED UNANIMOUSLY

4. ADOPTION OF MINUTES

072/26 Councillor Hoyte moved That Standing Committee of Council adopt the Minutes for July 20, 2026, as presented.

CARRIED UNANIMOUSLY

5. DELEGATIONS

None

6. BUSINESS

6.1 Request for Direction, Revised Council Policy - Asset Management

Manager Al Sammarraie presented the revised Asset Management Council Policy for the Committee's consideration.

MINUTES

- 073/26** Councillor Twerdoclib moved That Standing Committee of Council recommend that Council consider approval of the revised Asset Management Council Policy at a future Regular Council Meeting.

CARRIED UNANIMOUSLY

6.2 Report for Committee, Citizen Engagement & Budget Survey

Manager Bouteiller presented the proposed Citizen Engagement and Budget Survey questions and report for the Committee's consideration.

- 074/26** Councillor Hanson moved That Standing Committee of Council receive the Community Engagement Open House Planning report as information and refer the survey to Administration to add Mayor Svab's Question for inclusion in the Budget Survey.

CARRIED UNANIMOUSLY

6.3 Report for Committee, Alberta Municipalities 2026 Resolutions

CAO Isaak provided an administrative overview of the Alberta Municipalities 2026 Resolutions for Council's consideration in advance of voting at the Alberta Municipalities Convention and Trade Show.

- 075/26** Mayor Svab moved That Standing Committee of Council receive the Alberta Municipalities 2026 Resolutions report for information.

CARRIED UNANIMOUSLY

6.4 Request for Direction, Increasing the Authority of the Development Officer

CAO Isaak presented the Committee with the steps required to dissolve the Municipal Planning Commission (MPC), which would necessitate amendments to the Land Use Bylaw.

- 076/26** Councillor Twerdoclib moved That Standing Committee of Council refer the matter to Administration to prepare amendments to the Land Use Bylaw to increase the authority of the Development Officer and bring the proposed amendments forward for Council's consideration at a future Regular Meeting of Council.

CARRIED UNANIMOUSLY

6.5 Request for Direction, Proclamation Policy

CAO Isaak advised that the Town does not have a formal Proclamations Policy and presented a proposed policy for the Committee's consideration.

- 077/26** Councillor Hanson moved That Standing Committee of Council recommend that Council consider the approval of the Proclamations Policy at the September 8, 2026, Regular Meeting of Council.

CARRIED UNANIMOUSLY

RECESS

Deputy Mayor Sands called for a five-minute recess at 7:14 p.m.

STANDING COMMITTEE OF COUNCIL MEETING RETURNED TO ORDER

Deputy Mayor Sands called the Standing Committee of Council Meeting back to order at 7:19 p.m.

MINUTES

7. CONFIDENTIAL

- 078/26** Mayor Svab moved That Standing Committee of Council move to a closed session commencing at 7:19 p.m., in accordance with Section 197(2) of the *Municipal Government Act*, to discuss items 7.1 Ice Agreement and 7.2 Intersection Crossing, as per Sections 19 and 29 of the *Access to Information Act*.

CARRIED UNANIMOUSLY

7.1 Ice Agreement – ATIA Sections 19 – Disclosure Harmful to Business interests of a third party and 29 – Advice from Officials

Closed Session Attendance: Mayor Laura Svab, Deputy Mayor Jim Sands, Councillor Shane Hanson, Councillor Ryan Brown, Councillor Aaron J. Hoyte, Councillor Cory Twerdoclib, Councillor Brenda Dennis, Acting CAO Rick Kreklewich, CAO Kim Isaak, Legislative Advisor Jessica Robinson, Jody Quinn and Doug Quinn.

7.2 Intersection Crossing – ATIA Section 29 – Advice from Officials

Closed Session Attendance: Mayor Laura Svab, Deputy Mayor Jim Sands, Councillor Shane Hanson, Councillor Ryan Brown, Councillor Aaron J. Hoyte, Councillor Cory Twerdoclib, Councillor Brenda Dennis, Acting CAO Kreklewich and CAO Kim Isaak.

- 079/26** Councillor Dennis moved That Standing Committee of Council move to come out of the closed session at 9:03 p.m.

CARRIED UNANIMOUSLY

STANDING COMMITTEE OF COUNCIL MEETING RETURNED TO ORDER

Deputy Mayor Sands called the Standing Committee of Council Meeting back to order at 9:03 p.m.

Standing Committee of Council Meeting Attendance: Mayor Laura Svab, Deputy Mayor Jim Sands, Councillor Shane Hanson, Councillor Ryan Brown, Councillor Aaron J. Hoyte, Councillor Cory Twerdoclib, Councillor Brenda Dennis, Acting CAO Kreklewich and CAO Kim Isaak.

7.2 Intersection Crossing – ATIA Section 29 – Advice from Officials

- 080/26** Councillor Hoyte moved That Standing Committee of Council recommend to Council to discontinue plans for the realignment of South Street with the Blackfalds Crossing Way Intersection.

CARRIED

***Opposed: Councillor Hanson
and Councillor Twerdoclib***

- 081/26** Councillor Hoyte moved That Standing Committee of Council recommend to Council to give unanimous consent to revisit the South Street / Highway 2A Intersection project sooner than the 6-month timeframe as outlined in the Council Procedural Bylaw.

CARRIED

***Opposed: Councillor Hanson
and Councillor Twerdoclib***

8. ADJOURNMENT

Deputy Mayor Sands adjourned the Standing Committee of Council Meeting at 9:11 p.m.

Jim Sands, Deputy Mayor

Kim Isaak, Chief Administrative Officer

MINUTES

A Standing Committee of Council meeting for the Town of Blackfalds was held on Wednesday, August 26, 2026, at 5018 Waghorn Street in Council Chambers, commencing at 6:00 p.m.

MEMBERS PRESENT

Mayor Laura Svab
Deputy Mayor Jim Sands
Councillor Shane Hanson
Councillor Ryan Brown
Councillor Aaron J. Hoyte
Councillor Cory Twerdoclib
Councillor Brenda Dennis

ATTENDING

Kim Isaak, Chief Administrative Officer
Justin de Bresser, Director of Corporate Services
Rick Kreklewich, Director of Community Services
Ken Morrison, Director of Emergency Management & Protective Services
Darolee Bouteiller, Finance Manager
Aws Al Sammarraie, Engineering Services Manager
Jolene Tejkl, Planning & Development Manager
Jordan Bauman, Financial Analyst
Renan Bravo, IT Technician

REGRETS

None

OTHERS PRESENT

None

1. WELCOME AND CALL TO ORDER

Deputy Mayor Sands welcomed everyone to the Standing Committee of Council Meeting of August 26, 2026, and called the meeting to order at 6:00 p.m.

2. LAND ACKNOWLEDGEMENT

A Land Acknowledgement was read to recognize that the Town of Blackfalds is on Treaty 6 territory.

3. ADOPTION OF AGENDA

Standing Committee reviewed the Agenda for August 26, 2026, and amended the Agenda as follows:

- Council Procedures – ATIA Section 28 – Local Public Body Confidences, was added under Confidential item 5.1.

082/26

Councillor Hoyte moved That Standing Committee of Council receive the agenda for August 26, 2026, as amended.

CARRIED UNANIMOUSLY

4. BUSINESS**4.1 Request for Direction, Addition of Standing Committee meeting**

CAO Isaak brought forward recommendations to amend the scheduled Standing Committee of Council Meetings to add a meeting for community groups and organisations to present their annual budgets.

MINUTES

083/26 Councillor Hoyte moved That Standing Committee of Council schedule a Standing Committee for October 7, 2026.

CARRIED UNANIMOUSLY

4.2 Report for Committee, 2027 Budget Discussion

Director de Bresser presented the 2027 Budget Discussion report and sought Council's input on budget priorities and considerations for the development of the 2027-2029 Budget.

084/26 Councillor Twerdoclib moved That Standing Committee of Council receive the 2027 Budget Discussion report as information.

CARRIED UNANIMOUSLY

RECESS

Deputy Mayor Sands called for a short recess at 7:57 p.m.

STANDING COMMITTEE OF COUNCIL MEETING RETURNED TO ORDER

Deputy Mayor Sands called the Standing Committee of Council Meeting back to order at 8:03 p.m.

5. CONFIDENTIAL

5.1 Council Procedures – Section 28 – Local Public Body Confidences

085/26 Councillor Hoyte moved That Standing Committee of Council move to closed session commencing at 8:03 p.m., in accordance with Section 197(2) of the *Municipal Government Act*, to discuss item 5.1 Council Procedures, as per Section 28 of the Access to Information Act.

CARRIED UNANIMOUSLY

Closed Session Attendance: Mayor Laura Svab, Deputy Mayor Jim Sands, Councillor Shane Hanson, Councillor Ryan Brown, Councillor Aaron J. Hoyte, Councillor Cory Twerdoclib, and Councillor Brenda Dennis.

086/26 Councillor Hoyte moved That Standing Committee of Council move to come out of the closed session at 8:59 p.m.

CARRIED UNANIMOUSLY

STANDING COMMITTEE OF COUNCIL MEETING RETURNED TO ORDER

Deputy Mayor Sands called the Standing Committee of Council Meeting back to order at 8:59 p.m.

Standing Committee of Council Meeting Attendance: Mayor Laura Svab, Deputy Mayor Jim Sands, Councillor Shane Hanson, Councillor Ryan Brown, Councillor Aaron J. Hoyte, Councillor Cory Twerdoclib, and Councillor Brenda Dennis.

6. ADJOURNMENT

Deputy Mayor Sands adjourned the Standing Committee of Council Meeting at 8:59 p.m.

Jim Sands, Deputy Mayor

Kim Isaak, Chief Administrative Officer

MEETING DATE: September 15, 2026
PREPARED BY: Jessica Robinson, Legislative Advisor
PRESENTED BY: Emilie Daitl and Cole Carey, Waterworth Innovations
SUBJECT: **Waterworth Innovations**

BACKGROUND

Waterworth Innovations will provide a brief overview to Standing Committee the relationship between Waterworth Innovations and the Town of Blackfalds introducing themselves and their software. Presenting financial forecasted models for water and sewer funds.

ATTACHMENTS

None

APPROVALS



Kim Isaak,
Chief Administrative Officer

Department Director/Author

MEETING DATE: September 15, 2026
PREPARED BY: Jessica Robinson, Legislative Advisor
PRESENTED BY: Tricia Willis and Mackenzie Read, Heart of Blackfalds Society
SUBJECT: **Heart of Blackfalds Society – Heart Garden Proposal**

BACKGROUND

Tricia Willis and Mackenzie Read from the Heart of Blackfalds Society present to Committee their Heart Garden Proposal. This is a passive natural space for education and reflection and are looking for the Town's support and consent.

ATTACHMENTS

- *The Heart Garden Draft Design*

APPROVALS



Kim Isaak,
Chief Administrative Officer

Department Director/Author



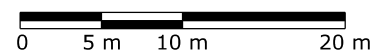
Vista Trail



PROJECT:
THE HEART GARDEN - BLACKFALDS

DRAWING:
- GARDEN DESIGN (DRAFT) -

Date: AUGUST 17, 2026



MEETING DATE: September 15, 2026
PREPARED BY: Rick Kreklewich, Director of Community Services
PRESENTED BY: Rick Kreklewich, Director of Community Services
SUBJECT: **Council Policy – Community Grant Program Policies**

BACKGROUND

The Town currently provides financial assistance to community organizations and initiatives through several funding mechanisms. Over time, the Community Initiatives Grant Policy has been used to support both local community events and larger Provincial and National competitions. As a result, overlap developed between community event funding requests and requests associated with major event attraction and hosting opportunities.

A review of the Town's community funding programs was undertaken to:

- Clarify funding objectives
- Reduce overlap between funding programs
- Improve consistency and transparency in decision-making
- Better align funding requests with Council objectives
- Establish clear eligibility requirements for applicants

Administration reviewed the existing Public Donation Policy and Community Initiatives Grant Policy and developed a revised funding framework that better defines the purpose of each program. Administration also developed the Event Attraction and Hosting Policy to provide a dedicated funding stream for Provincial, Western Canadian, National and International events within the Town of Blackfalds.

DISCUSSION

Administration reviewed the Town's community funding programs to improve clarity, reduce overlap between programs and establish a more consistent approach to evaluating funding requests. The proposed framework separates donation and sponsorship requests, community-based initiatives and major event attraction opportunities to ensure funding requests are considered under the program most closely aligned with their purpose.

As part of the review, the Public Donation Policy was updated to clarify eligibility requirements, evaluation criteria, and accountability measures for donation, sponsorship, fundraising, memorial, and in-kind support requests. The Community Initiatives Grant Policy was revised to focus specifically on local community events, programs, festivals, celebrations, recreation initiatives, arts and culture activities, heritage projects, and community development initiatives.

While the Community Initiatives Grant Policy provided support for local community events, there was no dedicated funding program to support the attraction and hosting of Provincial, Western Canadian, National, and International competitions, showcases, exhibitions and bid-hosted events. This gap is addressed through the newly developed Event Attraction and Hosting Grant Policy.

Together, the three policies establish a coordinated funding framework that provides greater clarity and consistency for applicants, Administration and Council while ensuring requests are evaluated through the funding program that best aligns with their purpose.

STRATEGIC PLAN ALIGNMENT / OTHER MASTER PLAN ALIGNMENT



**Economic Vitality and
Community Prosperity**



**Community Life,
Safety, and Inclusion**



**Leadership,
Engagement and
Advocacy**



**Sustainable Services
and Infrastructure**

The proposed funding framework supports Council's Strategic Plan by aligning community funding programs with the Town's objectives for community development, resident engagement, recreation, culture and responsible governance. The framework also supports opportunities that enhance the profile of Blackfalds, attract visitors and contribute to the social and economic vitality of the community.

FINANCIAL IMPLICATIONS

Funding provided under the Public Donation Policy, Community Initiatives Grant Policy and Event Attraction and Hosting Grant Policy will remain subject to annual Council approval of budget allocations and available funding.

COMMUNICATION / ENGAGEMENT CONSIDERATIONS

Administration will communicate any approved policy changes through the Town's website, funding application materials, and direct communication with community organizations and current grant recipients.

ADMINISTRATIVE RECOMMENDATION

That Standing Committee of Council consider the following motion:

1. That Standing Committee of Council recommend to Council that Council Policy – Public Donation be forwarded to a future Regular Council Meeting for consideration.
2. That Standing Committee of Council recommend to Council that Council Policy – Community Initiatives Grant be forwarded to a future Regular Council Meeting for consideration.
3. That Standing Committee of Council recommend to Council that Council Policy – Event Attraction and Hosting Grant be forwarded to a future Regular Council Meeting for consideration.

ALTERNATIVES

- a) That Standing Committee of Council recommends amendments to the policies presented.
- b) That Standing Committee of Council refer the Community Grant Program Policies item back to Administration for further review.

ATTACHMENTS

- Council Policy – Public Donation
- Council Policy – Community Initiatives Grant
- Council Policy – Event Attraction and Hosting Grant

APPROVALS

Preston Weran,
Acting Chief Administrative Officer



Department Director/Author

PUBLIC DONATION

POLICY NO.:	
DIVISION DEPARTMENT	Community Services
REVIEW PERIOD	Every 4 years or upon Legislative Change

1. POLICY PURPOSE

- 1.1 The purpose of this Policy is to establish a fair, transparent and consistent framework for Council to consider requests for Donations, Sponsorships, charitable causes, Fundraising Initiatives, commemorative projects and other community-focused requests that provide a demonstrated benefit to the residents of the Town of Blackfalds. Through this Policy, the Town may provide discretionary financial support to eligible applicants where the request aligns with community priorities and demonstrates a meaningful public benefit.

2. POLICY STATEMENT

- 2.1 Funding is discretionary, subject to Council-approved budget allocations, and approval in one year does not guarantee funding in future years.
- 2.2 The Town shall administer this Policy in a fair, transparent, equitable and fiscally responsible manner.

3. DEFINITIONS

- 3.1 **“Chief Administrative Officer or CAO”** means the individual appointed by Council to the position of Chief Administrative Officer as per the *Municipal Government Act*.
- 3.2 **“Council”** means the Council of the Town of Blackfalds elected pursuant to the *Local Authorities Election Act* of Alberta, as amended.
- 3.3 **“Donation”** means a financial contribution provided by the Town of Blackfalds without expectation of financial return.
- 3.4 **“Fundraising Initiative”** means a campaign or activity intended to raise funds for a charitable, educational, community, humanitarian or non-profit purpose.

- 3.5 **“In-Kind Support”** means the provision of Town-owned facilities, equipment, materials, services, labour or other municipal resources provided without charge or at a reduced rate.
- 3.6 **“Organizations”** means a group of residents/ratepayers, service clubs, agencies, schools, sports groups, groups sharing a common interest and located in Blackfalds or Lacombe County.
- 3.7 **“Sponsorship”** means financial or In-Kind Support provided by the Town of Blackfalds in exchange for recognition of the Town’s contribution.
- 3.8 **“Town”** means the municipality of the Town of Blackfalds.

4. SCOPE

- 4.1 This Policy applies to requests for:
- 4.1.1 Charitable causes,
 - 4.1.2 Community fundraising initiatives,
 - 4.1.3 Community causes,
 - 4.1.4 Service club projects,
 - 4.1.5 Educational initiatives,
 - 4.1.6 Memorial or commemorative projects,
 - 4.1.7 Humanitarian requests,
 - 4.1.8 Sponsorship requests,
 - 4.1.9 Community recognition initiatives, and
 - 4.1.10 Requests for In-Kind Support.
- 4.2 This Policy does not apply to:
- 4.2.1 Community events,

- 4.2.2 Festivals,
 - 4.2.3 Recreation programs,
 - 4.2.4 Competitions,
 - 4.2.5 Championships,
 - 4.2.6 Tournaments,
 - 4.2.7 Showcases,
 - 4.2.8 Exhibitions,
 - 4.2.9 Bid-hosted events,
 - 4.2.10 Operating grants, or
 - 4.2.11 Requests eligible under another Town funding program.
- 4.3 Administration may redirect applicants to another funding program where a request is determined to be more appropriately considered under the Community Initiatives Grant Policy or Event Attraction and Hosting Grant Policy.

5. AUTHORITY AND RESPONSIBILITIES

- 5.1 Council to:
- 5.1.1 Adopt and support this Policy and any amendments by resolution.
 - 5.1.2 Consider the allocation of grant funding for the successful implementation of this Policy in the annual budget process.
 - 5.1.3 Review and approve requests submitted under this Policy.
- 5.2 Chief Administrative Officer to:
- 5.2.1 Advise Council on the development, implementation, and amendment of this Policy.
 - 5.2.2 Ensure Policy review occurs and verify the implementation of this Policy.

5.3 Administration to:

- 5.3.1 Receive and review requests.
- 5.3.2 Provide recommendations to Council.
- 5.3.3 Redirect applicants to other Town funding programs where appropriate.

6. POLICY

6.1 Applicants requesting funding from this Policy must:

- 6.1.1 Demonstrate a clear community benefit.
- 6.1.2 Identify the intended use of funding.
- 6.1.3 Not be in default of any previous Town of Blackfalds funding agreement.
- 6.1.4 Applicants shall not receive funding from multiple Town of Blackfalds funding programs for the same initiative unless specifically approved by Council.

6.2 Applications will be assessed based on:

- 6.2.1 Community benefit.
- 6.2.2 Alignment with Town priorities.
- 6.2.3 Impact on residents.
- 6.2.4 Purpose of funding request.
- 6.2.5 Availability of other funding sources.
- 6.2.6 Previous support provided by the Town.
- 6.2.7 Available budget.
- 6.2.8 Potential reputational impacts to the Town of Blackfalds.

- 6.3 Requests will be evaluated on their individual merits, available funding and the assessment criteria identified in this Policy.
- 6.4 Council may approve, partially approve or deny requests and the amount awarded may differ from the amount requested.
- 6.5 Funding shall not be provided for:
- 6.5.1 Political Organizations, campaigns or activities
 - 6.5.2 Private business operations.
 - 6.5.3 Event losses, organizational deficits, outstanding debts or debt repayment.
 - 6.5.4 Retroactive requests.
 - 6.5.5 Requests primarily benefiting an individual.
 - 6.5.6 Activities eligible under the Community Initiatives Grant Policy or Event Attraction and Hosting Grant Policy.
- 6.6 Council may require applicants to provide information demonstrating how the funds will be used. Failure to provide requested information may affect future requests for funding.
- 6.7 Where appropriate, recipients shall acknowledge the Town of Blackfalds' contribution in promotional materials, publications, presentations, or other forms of public recognition.

7. EXCLUSIONS

- 7.1 Notwithstanding the provisions of this Policy, Council may approve support for exceptional circumstances where significant public benefit exists and Council determines the request to be in the best interests of the community.

8. RELATED DOCUMENTS

- 8.1 Community Initiatives Grant Policy
- 8.2 Event Attraction and Hosting Grant Policy

9. END OF POLICY

Mayor

Chief Administrative Officer

Date

Date**POLICY RECORD HISTORY**

	Resolution No:	Date
Policy Adopted		
Policy Reviewed		
Policy Revised		

ADMINISTRATIVE REVISIONS

Date	Description

COMMUNITY INITIATIVES GRANT

POLICY NO.:	
DIVISION DEPARTMENT	Community Services
REVIEW PERIOD	Every 4 years or upon Legislative Change

1. POLICY PURPOSE

- 1.1 The purpose of this Policy is to provide financial support to eligible Organizations delivering Community Events, festivals, celebrations, recreation initiatives, arts and culture activities, heritage programs and community development projects that primarily benefit residents of the Town of Blackfalds and contribute to community participation, engagement and quality of life.

2. POLICY STATEMENT

- 2.1 The Town of Blackfalds may provide grant funding to eligible Organizations that deliver initiatives consistent with the objectives of this Policy.
- 2.2 Funding is discretionary, subject to Council-approved budget allocations, and approval in one year does not guarantee funding in future years.

3. DEFINITIONS

- 3.1 **“Chief Administrative Officer or CAO”** means the individual appointed by Council to the position of Chief Administrative Officer as per the *Municipal Government Act*.
- 3.2 **“Community Event”** means a festival, celebration, cultural activity, recreation activity, program, project or initiative intended primarily for local participation and community benefit.
- 3.3 **“Council”** means the Council of the Town of Blackfalds elected pursuant to the *Local Authorities Election Act* of Alberta, as amended.
- 3.4 **“Organizations”** means a group of residents/ratepayers, service clubs, agencies, schools, sports groups, groups sharing a common interest and located in Blackfalds, Lacombe County.

3.5 **“Recreation, Culture and Parks Board and RCP Board”** means the Recreation, Culture and Parks Board that is appointed by Council and meets regularly to discuss matters relating to recreation, culture and parks within the Town of Blackfalds.

3.6 **“Town”** means the municipality of the Town of Blackfalds.

4. SCOPE

4.1 This Policy applies to Organizations hosting Community Events, programs, festivals and initiatives within the Town of Blackfalds.

4.2 Events eligible under the Event Attraction and Hosting Grant Policy shall not be considered under this Policy.

5. AUTHORITY AND RESPONSIBILITIES

5.1 Council to:

5.1.1 Adopt and support this Policy and any amendments by resolution.

5.1.2 Consider the allocation of grant funding through the annual budget process.

5.1.3 Review recommendations from the RCP Board and Administration.

5.1.4 Approve, deny or amend the Community Initiatives Grant requests.

5.2 Chief Administrative Officer to:

5.2.1 Advise Council on the development, implementation, and amendment of this Policy.

5.2.2 Ensure Policy review occurs and verify the implementation of this Policy.

5.3 Administration to:

5.3.1 Receive and review grant applications.

5.3.2 Provide administrative recommendations to the RCP Board and Council.

5.3.3 Advise applicants regarding eligibility requirements.

5.3.4 Redirect applicants to other Town funding programs where appropriate.

5.4 Recreation, Culture and Parks Board to:

5.4.1 Review eligible grant applications.

5.4.2 Provide recommendations to Council regarding grant applications.

6. POLICY

6.1 Organizations seeking Community Initiatives Grant funding are required to submit an application using the prescribed form.

6.2 Organizations must not be in default of any previous Town of Blackfalds funding agreement.

6.3 Organizations shall not receive funding from multiple Town of Blackfalds funding programs for the same initiative unless specifically approved by Council.

6.4 Incomplete applications may be returned to the applicant and may not be considered until all required information is provided.

6.5 Applications will be assessed based on the following criteria:

6.5.1 Demonstrates a community need or community benefit.

6.5.2 Demonstrates community participation and engagement.

6.5.3 Demonstrates a positive and lasting impact on residents.

6.5.4 Enhances recreation, culture, heritage, arts, education or community development opportunities.

6.5.5 Demonstrates volunteer involvement and community support.

6.5.6 Promotes accessibility and inclusiveness.

6.5.7 Demonstrates organizational readiness.

6.5.8 Aligns with Council priorities and strategic objectives.

- 6.6 Organizations must provide a balanced budget showing projected revenues and expenses.
- 6.7 Funding may be used for eligible expenses including:
 - 6.7.1 Facility rentals.
 - 6.7.2 Program supplies and materials.
 - 6.7.3 Event promotion and marketing.
 - 6.7.4 Entertainment and programming costs.
 - 6.7.5 Volunteer support expenses.
 - 6.7.6 Equipment rentals.
 - 6.7.7 Other expenses deemed eligible by Council.
- 6.8 Funding will not be provided for:
 - 6.8.1 Liquor expenses or liquor license fees.
 - 6.8.2 Party Alcohol Liability (PAL) insurance.
 - 6.8.3 Items intended for resale (ie. food, beverages, clothing, etc.).
 - 6.8.4 Event losses, organizational deficits or outstanding debts.
 - 6.8.5 Retroactive funding requests.
 - 6.8.6 Capital purchases.
 - 6.8.7 Political Organizations or activities.
 - 6.8.8 Provincial, Western Canadian, National or International competitions, championships, showcases, bid-hosted events or any other activities eligible under the Event Attraction and Hosting Grant Policy.
- 6.9 Applications will be reviewed by Administration and the RCP Board. Applications will be reviewed at the September, December, March and June RCP Board

Meetings. As such, applications must be submitted no less than two (2) regular RCP Board meetings prior to the meeting at which funding consideration is requested.

- 6.10 Funding is subject to annual budget approval and available resources.
- 6.11 Organizations may receive a maximum of \$2,500 in Community Initiatives Grant funding per calendar year.
- 6.12 Grant funding must be solely used for the purposes outlined in the application and within the approved timeline.
- 6.13 The Town reserves the right to require repayment of all or a portion of approved funding where funds were not used for the purposes approved by Council or where the initiative does not proceed as proposed.
- 6.14 Applications will be evaluated on their individual merits, available funding and the assessment criteria identified in this Policy. Council may award full, partial, or no funding and the amount awarded may differ from the amount requested.
- 6.15 Recipients must acknowledge the Town of Blackfalds' support in promotional materials where appropriate.
- 6.16 Recipients must submit a final report outlining associated costs within ninety (90) days of the initiative completion, including:
 - 6.16.1 Attendance and participation numbers.
 - 6.16.2 Financial summary of revenues and expenses.
 - 6.16.3 Summary of outcomes and achievements.
 - 6.16.4 Description of community benefits realized.
- 6.17 Failure to provide a final report will affect future requests for funding.

7. EXCLUSIONS

- 7.1 Notwithstanding the provisions of this Policy, Council may approve funding for exceptional circumstances or opportunities not otherwise contemplated by this

Policy where Council determines the initiative will provide significant community benefit to the Town of Blackfalds.

8. RELATED DOCUMENTS

8.1 Community Initiatives Grant Application and Guidelines

8.2 Public Donation Policy

8.3 Event Attraction and Hosting Grant Policy

9. END OF POLICY

Mayor

Chief Administrative Officer

Date

Date

POLICY RECORD HISTORY

	Resolution No:	Date
Policy Adopted		
Policy Reviewed		
Policy Revised		

ADMINISTRATIVE REVISIONS

Date	Description

EVENT ATTRACTION AND HOSTING GRANT

POLICY NO.:	
DIVISION DEPARTMENT	Community Services
REVIEW PERIOD	Every 4 years or upon Legislative Change

1. POLICY PURPOSE

- 1.1 The purpose of this Policy is to support the attraction and hosting of Provincial, Western Canadian, National and International Competitions, championships, Showcases, exhibitions and Bid-Hosted Events occurring within the Town of Blackfalds. Through this program, the Town seeks to strengthen event hosting capacity, enhance community profile, generate economic activity, attract visitors, and support opportunities that contribute to the growth and recognition of Blackfalds as a host community.

2. POLICY STATEMENT

- 2.1 The Town of Blackfalds may provide financial assistance to eligible Applicants hosting events that align with the intent of this Policy.
- 2.2 Funding decisions shall be based on event significance, organizational readiness, financial accountability, community benefit and alignment with municipal priorities.
- 2.3 Funding is discretionary, subject to Council-approved budget allocations, and approval in one year does not guarantee funding in future years.
- 2.4 The Town shall administer this program in a fair, transparent, equitable and fiscally responsible manner.

3. DEFINITIONS

- 3.1 **“Applicant”** means an organization, society, association, business, educational institution, Indigenous organization or individual responsible for hosting an eligible event.
- 3.2 **“Bid-Hosted Event”** means an event secured through a formal application, sanctioning, selection or bid process.

- 3.3 **"Canadian Event"** means a National Competition, championship, showcase, exhibition or bid-hosted event occurring in Blackfalds.
- 3.4 **"Chief Administrative Officer or CAO"** means the individual appointed by Council to the position of Chief Administrative Officer as per the *Municipal Government Act*.
- 3.5 **"Competition"** means a competitive event involving participants from multiple jurisdictions and may include sport, cultural, artistic, academic, educational, technological, recreational or other recognized disciplines.
- 3.6 **"Council"** means the Council of the Town of Blackfalds elected pursuant to the *Local Authorities Election Act* of Alberta, as amended.
- 3.7 **"International Event"** means an International Competition, championship, Showcase, exhibition or bid-hosted event occurring in Blackfalds.
- 3.8 **"Provincial Event"** means a Provincial Competition, championship, Showcase, exhibition or bid-hosted event occurring in Blackfalds.
- 3.9 **"Showcase"** means a recognized exhibition, demonstration, presentation, performance, or Competition attracting participants or attendees from outside the local area.
- 3.10 **"Town"** means the municipality of the Town of Blackfalds.
- 3.11 **"Visitor Attraction"** means the ability of an event to draw participants, spectators, officials, volunteers or attendees to Blackfalds from outside the local area.
- 3.12 **"Western Canadian Event"** means a Western Canadian Competition, championship, Showcase, exhibition or bid-hosted event occurring in Blackfalds.

4. SCOPE

- 4.1 This Policy applies to eligible Applicants seeking financial support for Provincial, Western Canadian, National, and International Competitions, championships, Showcases, exhibitions and bid-hosted events occurring within the Town of Blackfalds.
- 4.2 Eligible events may include:
- 4.2.1 Sporting Competitions and championships,

- 4.2.2 Dance, cheerleading and gymnastics Competitions,
 - 4.2.3 Cultural Competitions and Showcases,
 - 4.2.4 Educational, academic, esports and robotics Competitions,
 - 4.2.5 Sanctioned exhibitions and Showcases,
 - 4.2.6 Bid-hosted events, and
 - 4.2.7 Other events approved by Council that align with the intent of this Policy.
- 4.3 This Policy does not apply to:
- 4.3.1 Community festivals and celebrations,
 - 4.3.2 Community markets,
 - 4.3.3 Recreation programs,
 - 4.3.4 Local events,
 - 4.3.5 Regional tournaments or Competitions,
 - 4.3.6 Community development initiatives, or
 - 4.3.7 Activities eligible under the Community Initiatives Grant Policy.

5. AUTHORITY AND RESPONSIBILITIES

- 5.1 Council to:
- 5.1.1 Adopt and support this Policy by resolution.
 - 5.1.2 Consider the allocation of grant funding through the annual budget process.
 - 5.1.3 Review recommendations received from Administration.
 - 5.1.4 Approve, partially approve or deny funding requests.

5.2 Chief Administrative Officer to:

- 5.2.1 Advise Council on the development, implementation and amendment of this Policy.
- 5.2.2 Ensure Policy review occurs and verify the implementation of this Policy.

5.3 Administration to:

- 5.3.1 Receive and review grant applications.
- 5.3.2 Prepare administrative recommendations for Council consideration.
- 5.3.3 Advise Applicants regarding eligibility requirements.
- 5.3.4 Coordinate support from other municipal departments where appropriate.
- 5.3.5 Redirect Applicants to other Town funding programs where appropriate.

6. POLICY

6.1 Eligible events may be considered for funding up to the following maximum amounts:

- 6.1.1 Provincial Event up to \$3,000
- 6.1.2 Western Canadian Event up to \$4,500
- 6.1.3 Canadian Event up to \$5,500
- 6.1.4 International Event up to \$6,500
- 6.1.5 Funding levels represent maximum grant amounts only and Council retains full discretion when determining grant allocations.

6.2 Applicants will be required to:

- 6.2.1 Host the event within the Town of Blackfalds.
- 6.2.2 Be responsible for organizing and implementing the event.

- 6.2.3 Demonstrate benefits to the community through economic activity, Visitor Attraction, community profile, volunteer engagement, recreation, education, arts, culture or tourism.
- 6.2.4 Demonstrate that the event will provide a measurable community, economic, cultural, educational, recreational or tourism benefit to the Town that extends beyond any private or commercial benefit.
- 6.2.5 Demonstrate the organizational and financial capacity necessary to host the event.
- 6.2.6 Have obtained all required sanctions, endorsements, approvals, or bid authorizations where applicable.
- 6.2.7 Not be in default of any previous Town of Blackfalds funding agreement.
- 6.3 To be eligible for consideration, Applicants must meet the following requirements:
 - 6.3.1 Applications shall be submitted on the prescribed form.
 - 6.3.2 Applications seeking support for a Bid-Hosted Event should consult with the Director of Community Services or designate prior to submitting a bid application to confirm facility availability and municipal support requirements.
 - 6.3.3 Incomplete applications may not be considered.
- 6.4 Applications will be assessed based on:
 - 6.4.1 Event significance and scope.
 - 6.4.2 Number of participants.
 - 6.4.3 Expected visitor attendance.
 - 6.4.4 Community profile and promotional opportunities.
 - 6.4.5 Volunteer involvement and engagement.
 - 6.4.6 Organizational capacity and readiness.

- 6.4.7 Financial viability of the event.
- 6.4.8 Alignment with Council priorities and strategic objectives.
- 6.5 Funding recommendations and grant allocations shall be determined in accordance with the following provisions:
 - 6.5.1 Applications will be evaluated on their individual merits and available funding.
 - 6.5.2 Council may award full, partial or no funding and the amount awarded may differ from the amount requested.
- 6.6 Funding may be used for eligible expenses including:
 - 6.6.1 Facility rentals.
 - 6.6.2 Officials and technical staff.
 - 6.6.3 Event promotion and marketing.
 - 6.6.4 Volunteer support.
 - 6.6.5 Equipment rentals.
 - 6.6.6 Bid preparation costs.
 - 6.6.7 Other expenses deemed eligible by Council that support the successful delivery of the event.
- 6.7 Funding will not be provided for:
 - 6.7.1 Liquor expenses or liquor license fees.
 - 6.7.2 Party Alcohol Liability (PAL) insurance.
 - 6.7.3 Items intended for resale (ie. food, beverages, clothing, etc.).
 - 6.7.4 Prizes and awards.
 - 6.7.5 Regular operating expenses of an organization.

- 6.7.6 Event losses, organizational deficits or outstanding debts.
- 6.7.7 Retroactive funding requests.
- 6.7.8 Capital purchases.
- 6.8 Ineligible events include:
 - 6.8.1 Regional tournaments or Competitions.
 - 6.8.2 Local sporting or recreation events.
 - 6.8.3 Community festivals and celebrations.
 - 6.8.4 Community markets.
 - 6.8.5 Activities eligible under the Community Initiatives Grant Policy.
- 6.9 Funding is subject to annual budget approval and available resources.
- 6.10 Recipients must acknowledge the Town of Blackfalds' support in promotional materials, event publications, social media and other communications where appropriate.
- 6.11 Recipients must submit a final report within ninety (90) days of the event completion, including:
 - 6.11.1 Attendance and participation numbers.
 - 6.11.2 Visitor estimates.
 - 6.11.3 Financial summary of revenues and expenses.
 - 6.11.4 Summary of outcomes and achievements.
 - 6.11.5 Description of promotional, economic or community benefits realized.
- 6.12 Failure to provide a final report will affect future requests for funding.

7. EXCLUSIONS

- 7.1 Notwithstanding the provisions of this Policy, Council may approve funding for exceptional circumstances or opportunities not otherwise contemplated by this Policy where Council determines the event will provide significant community, cultural, educational, economic, tourism or reputational benefit to the Town of Blackfalds.

8. RELATED DOCUMENTS

- 8.1 Event Attraction and Hosting Grant Application and Guidelines
- 8.2 Community Initiatives Grant Policy
- 8.3 Public Donation Policy

9. END OF POLICY

Mayor

Chief Administrative Officer

Date

Date

POLICY RECORD HISTORY

	Resolution No:	Date
Policy Adopted		
Policy Reviewed		
Policy Revised		

ADMINISTRATIVE REVISIONS

Date	Description

MEETING DATE: September 15, 2026

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

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

SUBJECT: **Proposed Revisions to Off-Site Levy Bylaw 1357.26 for 2nd Reading**

BACKGROUND

The Town's Off-Site Levy ("**OSL**") Bylaw 1190/15 requires an update.

At the June 9th, 2026 Meeting, Council gave First Reading to Bylaw 1357.26 - Off-Site Levy Bylaw, as presented. We have now completed the stakeholder engagement in the month of July. Engagement included the creation of a project website, a survey and the open house on July 23rd. There were also email responses received and one in-person meeting held in August.

DISCUSSION

The Town must ensure that development pays for development or allocate tax dollars to help fund these development focused projects. The Off-Site Levy Bylaw is our main tool to recover infrastructure costs relating to development. The intent of this Bylaw is to ensure that each parcel within the Town shares fairly in these costs. This updated report clearly identifies the specific infrastructure, park or recreation project, the benefiting area, and the estimated construction costs. Unfortunately, this update has resulted in the average Off-Site Levies rates increasing by 4.19% per year. When we engaged the stakeholders, this increase was understandable but very concerning for the community. After careful consideration, we have provided a plan to reduce these rates under the report. This was done with the following revisions:

1. Parcel W3 is to be added back in. It's not known why, but this was decided a few years ago to remove it by mistake. This will reduce the levies by a minor amount as this parcel is now contributing to the overall costs.
2. Facilities levies are included in full (100%), but it should be considered that the Town pay for a portion of these projects since the existing Town users benefit and many of the projects have already been paid for. For this discussion, Stantec has created a basic table that shows what 25% and 50% reductions will look like on the final average levies.

Scenario	Average Off-Site Levies Rate	Reduction (%)
Current Draft	\$135,933.86	0%
25% Facilities Reduction *	\$131,439.79	3.3%
50% Facilities Reduction *	\$126,945.72	6.6%

**Administration notes that, historically, development for the Town of Blackfalds has funded development-related costs. In light of the proposed Facility Reduction rate above, a larger portion of tax dollars will be needed to subsidize the rate, but it is defensible as the existing users benefit from these amenities.

3. The \$20M ring road amount included constructing the initial two lanes for ~\$20M was originally included in this update. This is needed possibly too far in the future, so we remove it. This reduced the average levies.
4. The report currently phases the increase annually from 80% to 90% to 100% over the first three years. A fourth year/phase was added starting at 70% in 2027, 80% in 2028, 90% in 2029 and 100% in 2030 to help further buffer these rate increases.

Table 6.3 – Phased Off-Site Levies Rate Increases

Year	Off-Site Levy Rate (Average)
2027 (70%)	\$95,153.70/Ha
2028 (80%)	\$108,747.09/Ha
2029 (90%)	\$122,340.47/Ha
2030 (100%)	\$135,933.86/Ha

5. We added projects maps to help orientate where each project is within town to improve transparency at the end of the report.

Below are some other considerations that were discussed but not changed in this updated report or being recommended for consideration:

1. We did discuss the consideration to transfer levies payment to “lot level” cost. This was not changed in this report as each lot would have to pay it and the optics are negative for developers or the Town when OSL costs show up on their invoices and pricing information above the sticker price of the lots. This type of hidden cost for lot buyers would not be generally excepted and would be very difficult to administer over time. Legal also suggested that this would be difficult to manage.
2. Of note, the elimination of the recreation contribution fee of \$1,150 per residential lot and replacement with the facilities levies is fairly notable in the broad picture. Those fees look like an increase in levies, but the residential developers have been contributing with our request for contributions since 2005. These contributions were not included in any of the previous totals in past years.
3. Discussions were had regarding adding the section of Broadway Avenue within the ASP boundaries of Aurora Heights as a Collector roadway. This was not entertained by Administration but could be changed in the future. We will look at this in detail under the new Traffic Masterplan work and may revise this roadway and levies at a later date.
4. With the topography of Blackfalds, we need more lift stations and adequate outlet storm systems in place that most municipalities need to build. This increases our exposure to higher than “average” OSL across Alberta for the most part.
5. Building Code costs have escalated at the same time as construction costs; market expectations have not kept up with these increased costs to build.
6. We emphasized what developers are sheltered from (Highway 2A and 597 Improvements)

Comparable Blackfalds off-site levy rates are summarized below for reference:

Table 6.4 - Historical Average Off-site 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	\$89,107/Ha	24.4%
2027	\$135,933.86/Ha	3.53%

Comparable Alberta municipal off-site levy rates are summarized below for reference.

2026 Off-Site Levies Report Update

Comparison to Other Communities

September 4, 2026

Municipality / Area	Weighted Average or Range, per Ha (\$)*	Year	Approximate Population	Facilities Category	Levy Components
City of Calgary - Greenfield	\$ 609,059	2024	1,600,000	Yes	Roads, Water, Sanitary, Storm, Fire, Police, Transit, Library,
City of Chestermere	\$ 409,910	2025	31,671	Yes	Roads, Water, Sanitary, Storm, Recreation, Fire, Library
Town of Cochrane	\$357,677 to \$458,941	2027	39,397	Yes	Roads, Water, Sanitary, Storm, Facilities
City of St. Albert	\$287,976 to \$539,717	2022	74,730	No	Roads, Water, Sanitary, Storm
City of Lethbridge	\$ 318,000	2026	113,700	Yes	Roads, Water, Sanitary, Storm
Town of Okotoks	\$ 278,870	2025	33,482	Yes	Roads, Water, Sanitary, Facilities
City of Beaumont	\$ 272,815	2026	26,305	No	Roads, Water, Sanitary, Fire
City of Red Deer	\$27,494.53 - \$498,267.82	2026	115,409	Yes	Roads, Water, Sanitary, Storm, Fire
Town of High River	\$ 234,000	2023	15,518	No	Roads, Water, Sanitary
Town of Devon	\$ 215,000	2023	6,965	No	Roads, Water, Sanitary
City of Lloydminster	\$ 172,973	2026	21,295	No	Roads, Water, Sanitary, Storm
City of Leduc	\$ 171,660	2025	39,966	Yes	Roads, Water, Sanitary, Fire
Town of Strathmore	\$ 165,342	2024	16,416	No	Roads, Water, Sanitary, Storm
Town of Blackfalds	\$ 135,934	2026	~12,000	No	Roads, Water, Sanitary, Storm, Facility
City of Spruce Grove	\$ 128,994	2023	44,575	No	Roads, Water, Sanitary, Storm
Town of Redcliff	\$ 109,205	2016	5,916	No	Roads, Water, Sanitary, Storm
City of Fort Saskatchewan	\$ 104,140	2017	30,575	No	Roads, Water, Sanitary, Storm
Leduc County	\$ 103,128	2025	16,400	No	Roads, Water, Sanitary
City of Medicine Hat	\$ 102,000	2023	68,714	No	Roads, Water, Sanitary, Storm
Town of Calmar	\$ 95,700	2020	2,345	No	Roads, Water, Sanitary
Lacombe County - Blackfalds JEA	\$ 95,000	2016	N/A	No	Roads, Water, Sanitary, Storm
Town of Sylvan Lake	\$ 90,404	2024	17,897	No	Roads, Water, Sanitary, Storm
Springbrook (Red Deer County)	\$73,942.04-114,101.24	2025	22,076	No	Roads, Water, Sanitary, Storm
City of Cold Lake	\$ 84,057	2012	17,518	No	Roads, Water, Sanitary, Storm
City of Brooks	\$ 81,414	2023	17,537	No	Roads, Water, Sanitary, Storm
City of Lacombe	\$59,298 to \$101,399	2026	14,733	Yes	Roads, Water, Sanitary, Storm, Facilities (Only \$2.875M)
Town of Edson	\$21,022 to \$102,394	2017	8,692	No	Roads, Water, Sanitary, Storm
Lacombe County - Lacombe JEA	\$ 77,288	2017	N/A	No	Roads, Water, Sanitary, Storm
Town of Stony Plain	\$ 74,949	2021	19,662	Yes	Roads, Water, Sanitary, Recreation
Town of Ponoka	\$42,397 to \$48,996	2014	8,388	No	Roads, Water, Sanitary, Storm
Town of Innisfail	\$14,190 to \$23,996	2016	8,736	No	Roads, Water, Sanitary

STRATEGIC PLAN ALIGNMENT / OTHER MASTER PLAN ALIGNMENT**Economic Vitality and
Community Prosperity****Community Life,
Safety, and Inclusion****Leadership,
Engagement and
Advocacy****Sustainable Services
and Infrastructure**

This amendment to the Bylaw directly supports the Town of Blackfalds Strategic Plan by sustaining long-term service reliability, stewarding financial and physical resources to support long-term sustainability. By fairly recovering these costs, we are also encouraging economic vitality and community prosperity.

FINANCIAL IMPLICATIONS

Average OSL Rate at 1st Reading was: \$139,925.31/Ha.

Updated Average OSL Rate in the OSL report for 2nd Reading is: \$135,933.86/Ha

If Standing Committee of Council supports a 25% Facilities Reduction, the rate changes to \$131,439.79/Ha and at 50% it changes to \$126,945.72/Ha.

COMMUNICATION / ENGAGEMENT CONSIDERATIONS

The Bylaw revisions are proposed to proceed through second reading. We will provide an updated table and rates along with “what we heard” on the project website and encourage the developers that provided specific feedback to review these revisions; however, no additional engagement is planned.

ADMINISTRATIVE RECOMMENDATION

That Standing Committee of Council consider the following motion:

1. That Standing Committee of Council recommend that Administration revise the Off-Site Levies report's average rate to _____, to be used for Second Reading of the Offsite Levy Bylaw.

Example Options:

Option 1: \$135,933.86/Ha: or

Option 2: \$131,439.79/Ha: or

Option 3: \$126,945.72/Ha

ALTERNATIVES

- a) That Standing Committee refer the report to set the rates for the Off-Site Levy Bylaw 1357.26 back to Administration.

ATTACHMENTS

- *2026 Off-Site Levies Report – April 20, 2026, Stantec*
- *2026 Offsite Levies Report Update – 20260828 draft Stantec*
- *What We Heard – Summary of Comments and Emails responses from Stakeholders*

APPROVALS



Preston Weran,
Acting Chief Administrative Officer



Department Director/Author

2026 Off-Site Levies Report – April 20, 2026, Stantec



2026 Off-Site Levies Report

Prepared for Town of Blackfalds
Issued for Review



File #: 110170062

April 20, 2026

Table of Contents

1.0	INTRODUCTION	1
1.1	BACKGROUND.....	1
1.2	IMPOSITION OF OFF-SITE LEVIES	1
1.3	STUDY AREA	2
1.4	FUTURE UPDATES	3
2.0	PREVIOUSLY COMPLETED IMPROVEMENTS	4
3.0	FUTURE IMPROVEMENTS.....	7
4.0	INCORPORATION OF TRANSPORTATION LEVIES	10
5.0	MUNICIPAL FACILITIES	11
6.0	OVERALL OFF-SITE LEVIES BY AREA	13
6.1	HISTORICAL AVERAGE OFF-SITE LEVIES RATES.....	14

APPENDICES

Appendix A – Deep Utilities Levies
 Appendix B – Transportation Levies

LIST OF TABLES

Table 2.1 – Previously Completed Water Improvements
 Table 2.2 - Previously Completed Sanitary Improvements
 Table 2.3 – Previously Completed Stormwater Management Improvements
 Table 3.1 – Future Water Improvements
 Table 3.2 – Future Sanitary Improvements
 Table 3.3 – Future Stormwater Management Improvements
 Table 4.1 – Transportation Costs
 Table 5.1 – Facilities Projects
 Table 6.1a – Residential Areas
 Table 6.1b – Residential Areas
 Table 6.2a – Industrial and Commercial Areas
 Table 6.2B – Industrial and Commercial Areas
 Table 6.3 – Phased Off-Site Levies Rate Increases
 Table 6.4 - Historical Average Off-site Levies Rates
 Table 7.1 Off-Site Levies in Other Alberta Communities

LIST OF FIGURES

Figure 1.0 – 2026 Off-Site Levies Areas

Introduction

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 seven occasions: 1992, 1999, 2001, 2005, 2008, 2014, and 2016.

The study objectives include the following:

- Review the Master Plans 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 contribution for water and wastewater excess capacity into the levies.
- Calculate the appropriate off-site levies to be applied to the various development areas.
- Review the previous off-site levies reports. 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.

As defined in Section 648 of the *Province of Alberta Municipal Government Act*, dated April 1, 2023:

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

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

Introduction

- c.1) New or expanded roads required for or impacted by a subdivision or development;*
- c.2) Subject to the regulations, new or expanded transportation infrastructure required to connect, or to improve the connection of, municipal roads to provincial highways resulting from a subdivision or development.*
- d) Land required for or in connection with any facilities described in clauses (a) to (c.1).*

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

- a) New or expanded community recreation facilities;*
- b) New or expanded fire hall facilities;*
- c) New or expanded police station facilities;*
- d) New or expanded libraries.*

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, the following guidelines have been adopted 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 an *expansion*. Thus, no off-site levy should be imposed in such instances.

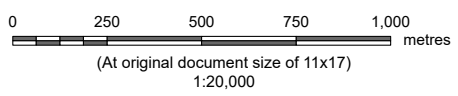
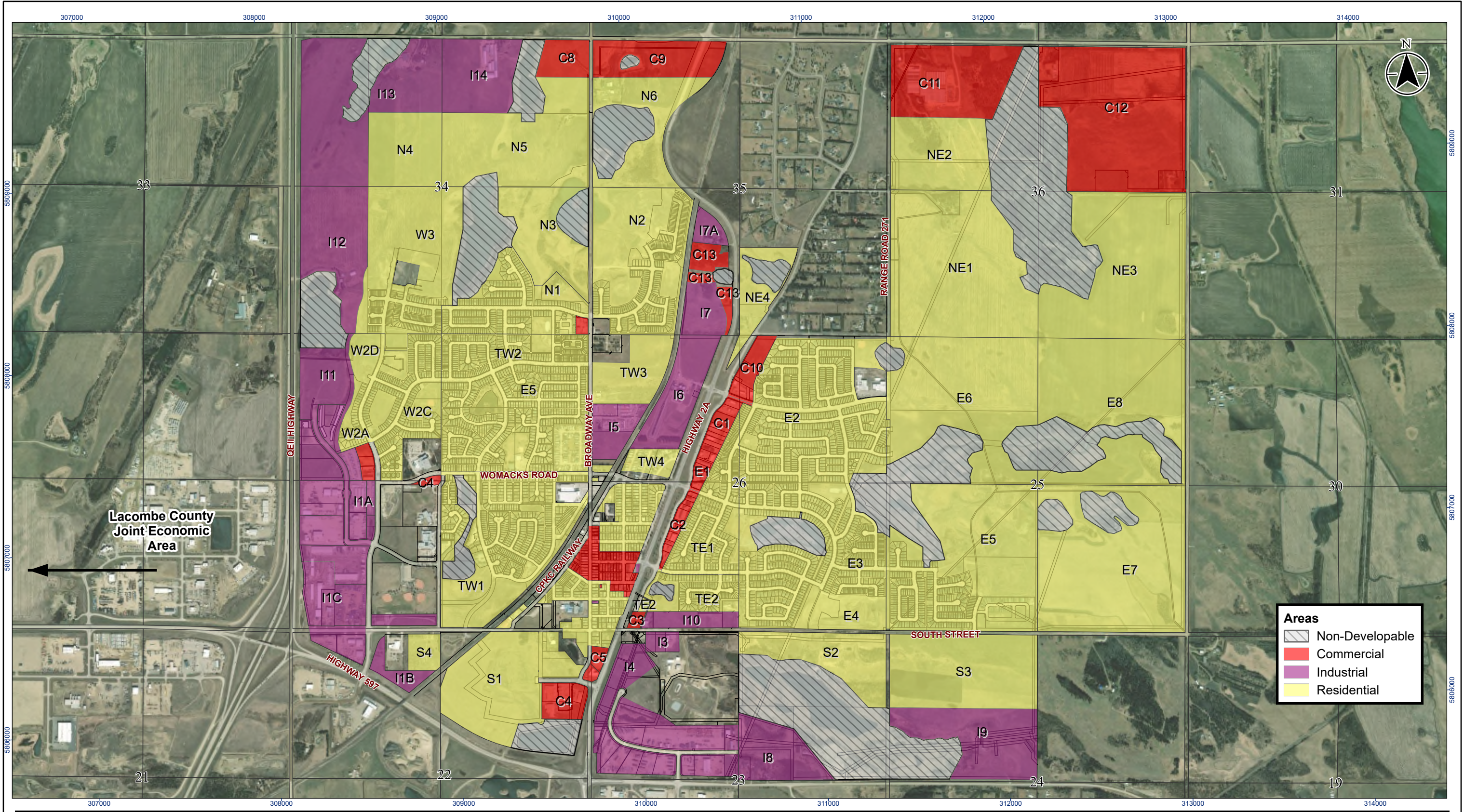
1.3 STUDY AREA

The study area for the off-site levies review includes the current land uses 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 1,140 ha. The growth areas include approximately:

- 777 ha of residential land;
- 224 ha of industrial land; and
- 139 ha of commercial land.

In consultation with the Town, there were areas identified as “Non-developable 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. Future area structure plans will define the limits more accurately. The



Notes
1. Coordinate System: NAD 1983 UTM Zone 12N
2. Background: Aerial imagery from The Town of Blackfalds, 2016

Introduction

CPKC tracks, Highway 2A, and other known road rights-of-way or Public lands are also not included in the areas.

In the previous report (*2015 Off-Site Levies Report, March 2, 2016*), the northeast area parcels (NE2, NE3, C11, and C12) were identified as “*Long Term Development Horizon*” lands that would be developed so far in the future that they could not be expected to contribute to major short and medium term infrastructure improvements. As such, they were previously excluded. Those parcels are now considered close enough to be constructed and are now included in this report.

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.

1.4 FUTURE UPDATES

Ideally, off-site levies are updated approximately every two years, but that can vary depending on the extents of changes occurring, including but not limited to:

- completed developments;
- completed construction of projects in which off-site levies are collected for;
- new land use plans;
- changes to master plans (water, wastewater, stormwater, transportation); and
- general inflation.

At the time of this report, the Town’s water, wastewater, and transportation master plans are all being updated. If there are important changes to the long-term infrastructure plans identified in those updates, this report will be updated shortly after those are finalized.

Previously Completed Improvements

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	\$ 42,137	100.4	\$ 420
2.1.4	Broadway Extension	N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, I5, I11	2002	\$ 84,848	166.2	\$ 511
2.1.5	Brentwood Ext.- CPR Crossing	TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B, I11	2004	\$ 23,505	100.4	\$ 234
2.1.6	Upgrade E. Railway Trunk WTP to Minto	ALL	2004	\$ 89,228	1,140.3	\$ 78
2.1.7	Regional Water Line	ALL	2006	\$ 3,500,000	1,140.3	\$ 3,069
2.1.8	Broadway Ave Reservoir & Booster (Including Fut. Twinning)	ALL	2006/2026 /Future	\$8,300,000	1,140.3	\$ 7,279
4.1.1	Vista Trail Water Trunk	I1B, I2, I11, I12, I13, C4, S4, W1	2011	\$ 300,299	110.4	\$ 2,720
4.1.2	South Street Water Trunk	I1B, I2, I11, I12, I13, C4, S4, W1	2011	\$ 242,571	110.4	\$ 2,197
4.1.3	Duncan Avenue	I1B, I2, I11, I12, I13, C4, S4	2012	\$ 236,026	110.4	\$ 2,138

Previously Completed Improvements

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, I5, I6, I7, I7A, C13, I11	2000	\$ 142,965	176.6	\$ 810
2.2.5	NW Area LS	TW2, W2A, W2C, W2D	2000	\$ 197,713	52.8	\$ 3,745
2.2.6	NW Area LS Forcemain - second phase	TW2, W2A, W2C, W2D	2003	\$ 36,702	52.8	\$ 695
2.2.7	Abandon Womacks LS	I11	2001	\$ 6,380	9.2	\$ 693
3.2.3	Upgrade LS#3 & new FM	TW1, I1A, I11	2005	\$ 81,263	27.1	\$ 2,999
3.2.5	I4 LS (plus South Street gravity main)	ALL	2010	\$ 2,856,380	1,140.3	\$ 2,505
3.2.6	Broadway Trunk Upgrade	N1, N2, N3, TW2, TW3, W2A, W2C, W2D I5, I6, I7, I7A, C13	2022	\$ 196,578	167.4	\$ 1,174
3.2.8	NW Area LS Generator	TW2, W2A, W2C, W2D	2012	\$ 70,000	52.8	\$ 1,326
3.2.11	NW Area LS forcemain - final phase	W2A, W2C, W2D	2005	\$ 64,171	23.8	\$ 2,696
4.2.1	Vista Trail Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5, I1A	2011	\$ 269,981	116.4	\$ 2,319
4.2.2	South Street Sanitary Trunk	N4, 35% of N5, I1A, I1B, I1C, I11, I12, I13, I14, S4	2011	\$ 425,001	138.2	\$ 3,075
4.2.3	Duncan Avenue Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5	2012	\$ 147,112	115.5	\$ 1,274
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	412.7	\$ 631
4.2.6	S1 and C4 (Blackfalds Crossing) Sanitary Trunk	N4, N5, N6, S4, I1A, I1B, I2, I11, I12, I13, I14, C4, C7	2025	\$1,480,689	198.3	\$ 7,467

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, S4	2001	\$734,896	67.1	\$ 10,952
2.3.2	Broadway / Womacks Ext.	I 5	2002	\$228,460	13.1	\$ 17,440
4.3.1	South Street Storm Trunk	TW1, S4, I1B, W2A, W2C, W2D	2011	\$293,121	53.1	\$ 5,552
5.3.1	Aurora Heights Oversizing	TW3	2015	\$37,471	12.0	\$ 3,123

Future Improvements

3.0 Future Improvements

Future water, sanitary, and stormwater management improvements have been identified in the following reports:

- Town of Blackfalds 2016 Water Model Update
- Town of Blackfalds 2015 Wastewater Master Plan
- Town of Blackfalds Northwest Area Master Stormwater Management Plan
- Town of Blackfalds East Area Master Stormwater Management Plan

Tables 3.1 through 3.3 below summarize the future 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 in the appendices, 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)
4.1.4	Future East Area Reservoir and Booster Station	ALL	\$ 6,300,000	1,140.3	\$ 5,525
4.1.5	Water Supply Line (300mm Twinning)	ALL	\$ 845,000	1,140.3	\$ 741

Future Improvements

Table 3-2 - Future Sanitary Improvements

Item	Sanitary Improvements	Contributing Areas	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)
3.2.2	Upgrade Stanley FM	N1, N2, N3, TW2, W2A, W2C, W2D, I11	\$ 260,000	130.4	\$ 1,994
3.2.4	Aurora Lift Station	N1, N2, N3, 65% of N5, N6, I7, I7A, C8, C9, C13	\$ 2,500,000	130.2	\$ 49,159
3.2.7	Indiana Street / South Street / Highway 2A Upgrade	N1, N2, N3, TW2, TW3, TW4, I5, I6, I7, I7A, C13	\$ 1,200,000	136.4	\$ 8,798
4.2.4	McKay Ranch (E5) Lift Station, Force Main, and Oversizing	E5, E6, E7, E8, NE1, NE2, NE3, C11, C12	\$ 4,945,500	328.0	\$ 18,612
4.2.7	I13 Lift Station	I13, I14, 35% of N5, N4	\$ 3,000,000	84.9	\$ 35,332
4.2.8	Valley Ridge Industrial Lift Station	I13, I14, N4, 35% of N5, I12	\$ 3,000,000	106.3	\$ 28,219
4.2.9	NW Area Lift Station Pump Upgrade	W2A, W2C, W2D	\$ 350,000	23.8	\$ 14,706
4.2.10	Lakeside Lift Station and Force Main	S2, S3, I9	\$2,000,000	71.7	\$ 27,894
4.2.11	Broadway / Aurora Trunk (North Area Servicing)	C8, C9, N6, 65% of N5, N2, N3, N1, I7, I7A, C13	\$1,800,000	130.2	\$ 13,186
4.2.12	McKay Ranch North Trunk Oversizing Through Future	E6, E8, NE1, NE2, NE3, C11, C12	\$ 530,000	212.8	\$ 2,490
5.2.1	C11 Lift Station and Force Main	C11, NE2, and 30% of NE1	\$ 950,000	63.5	\$ 14,956
5.2.2	McKay Ranch North Trunk Oversizing Through Future	C12, NE3, and 30% of E8	\$1,490,000	123.5	\$ 12,061

Future Improvements

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	\$ 2,100,000	47.6	\$ 44,118
4.3.2	I12 Lift Station and Force Main	I11, I12	\$ 2,100,000	30.6	\$ 68,627
4.3.3a	East Area Storm Trunk (Conveyance)	E5, E6, E7, 87% of E8, C10, C1, 10% of NE1, NE4, C13	\$ 6,875,047	237.6	\$ 28,940
4.3.3b	East Area Storm Trunk (Detention)	E6, E7, 87% of E8, C10, C1, 10% of NE1	\$ 2,673,629	168.2	\$ 15,899
4.3.5	Northwest Stormwater Management System	TW3, N1, N2, N3, N4, N5, N6, NE4, C8, C9, C13, I14	\$ 6,000,000	191.9	\$ 31,266
5.3.2	Northeast Ditch Outlet to Blackfalds Lake	90% of NE1, NE2, NE3, C11, C12	\$ 656,250	206.0	\$ 3,186
5.3.3	Northeast 750mm Trunk	90% of NE1, 30% NE2, NE3, 13% of E8	\$ 980,000	114.6	\$ 8,549
5.3.4	Northeast 675mm Trunk	90% of NE1, 30% of NE2	\$ 1,490,000	57.1	\$ 26,113

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 and other intersection upgrades that will be required to accommodate future growth. More specifically, the improvements that will be funded by the road off-site levies include:

- The widening of the existing Broadway Avenue from Womacks Road to the south end of SE-34-39-37-W4M;
- The extension of Broadway Avenue from Aspen Lakes Boulevard to Twp Rd 40-0;
- Womacks Road improvements from Highway 2A to Broadway Avenue, including the railway crossing relocation (includes 2021-2023 work plus another future upgrade);
- The construction of Vista Trail;
- The construction of the southeast arterial road from Hwy 597 to South Street;
- The construction of two lanes of the arterial road on the town limits;
- The construction of the arterial by McKay Ranch, extending from South Street to the north Town limit;
- The extension of Cottonwood Drive to the east town limit;
- Upgrades of East Railway Street from South Street to Womacks Road;
- Various intersection improvements.

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

Some roads are classified as four-lane urban collector undivided roadways. Unlike the arterials, these roads will provide more direct access to the adjacent developments, and a larger percentage of the traffic using them are for the nearby developments. As such, the developers will be required to pay for 50% of those costs while the remaining 50% will be recovered through off-site levies.

The levy amounts were based on the cost structure in which the Town will pay 25% of the cost to build the arterial 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%) would be recovered within the annexation limits and the other 37.5% will be recovered as part of future annexation plans (if it occurs).

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 Transportation

Municipal Facilities

has completed functional plans to expand Highway 2A through Blackfalds. 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)
\$60,923,750	1,140.3	\$53,427.83

5.0 Municipal Facilities

The Municipal Government Act was updated in 2021 to allow levies to be accommodated for municipal facilities. This includes:

- a) New or expanded community recreation facilities;
- b) New or expanded fire hall facilities;
- c) New or expanded police station facilities;
- d) New or expanded libraries.

The facilities will be a benefit to the entire Town because the entire community will be able to use them. The facilities and associated costs are summarized in the table below.

Table 5-1 – Facilities Projects

Past Projects	
Playgrounds	\$ 350,000
Trail Development	\$ 172,000
Skatepark at Pine Cr.	\$ 80,000
Aspen Pond Upgrade	\$ 25,000
Inclusive Park Parking Lot	\$ 65,000
Eagle Builders Centre	\$ 10,500,000
All Star Parking Lot	\$ 250,000
Tutty Pond Development	\$ 154,043.37

Municipal Facilities

Past Projects	
Wadey Centre	\$ 959,920.98 (excludes grants)
Duncan Ave Extension Upgrade	\$ 1,270,969.40
2 Outdoor Rinks	\$ 700,000
RV Dump Station	\$ 180,000
Cottonwood Ball Diamond	\$ 150,000
Dog Park	\$ 300,000
Inclusive Playground	\$ 380,000
Community Centre Expansion	\$ 1,600,000
Duncan/Vista Dry Pond	\$ 518,363.52
Food Bank Renovations	\$ 185,000
Border Paving Plaza	\$ 225,578.57 (grants factored in)
Football Field	\$ 514,637.05
Future Projects	
Playground Surfacing	\$ 65,000
Running Track	\$ 2,100,000
Trail Development	\$ 250,000
Playground	\$ 150,000
Total Past and Future Included	\$ 21,145,513

Overall Off-Site Levies by Area

6.0 Overall Off-Site Levies by Area

The costs of the improvements noted in Sections 2, 3, 4, and 5 were assigned to their respective benefiting areas to determine the appropriate total off-site levies for each area. Tables 6.1A, 6.1B, 6.2A, and 6.2B present the cost components of each levy, including the transportation and facilities levies, 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 fewer 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 off-site levies for each development area are displayed in Tables 6.1A, 6.1B, 6.2A, and 6.2B.

							WATER LEVIES																			
Item	Water Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)																			
							E1	E2	E3	E4	E5	E6	E7	E8	N1	N2	N3	N4	N5	N6	NE1	NE2	NE3	NE4		
							2.7	56.2	31.3	12.7	57.7	48.3	57.5	49.8	5.9	37.8	24.7	16.4	36.6	17.8	56.4	21	51.1	6.9		
2.1.3	Brentwood Ext.-Womacks to Brentwood	TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11	2001	\$ 42,137	100.4	\$ 419.69																				
2.1.4	Broadway Extension	N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, I5, I11	2002	\$ 84,848	166.2	\$ 510.52									\$ 510.52	\$ 510.52	\$ 510.52									
2.1.5	Brentwood Ext.-CPR Crossing	TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11	2004	\$ 23,505	100.4	\$ 234.11																				
2.1.6	Upgrade E. Railway Trunk WTP to Minto	ALL	2004	\$ 89,228	1140.3	\$ 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	\$ 78.25	\$ 78.25	\$ 78.25	\$ 78.25	\$ 78.25	
2.1.7	Regional Water Line	ALL	2006	\$ 3,500,000	1140.3	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	
2.1.8	Broadway Ave Reservoir & Booster (Including Fut. Twinning)	ALL	2006 / 2026 / Future	\$ 8,300,000	1140.3	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	
4.1.1	Vista Trail Water Trunk	I1B, I2, I11, I12, I13, C4, S4,W1	2011	\$ 300,299	110.4	\$ 2,720.10																				
4.1.2	South Street Water Trunk	I1B, I2, I11, I12, I13, C4, S4, W1	2011	\$ 242,571	110.4	\$ 2,197.20																				
4.1.3	Duncan Avenue	I1B, I2, I11, I12, I13, C4, S4	2012	\$ 236,026	110.4	\$ 2,137.92																				
4.1.4	Future East Area Reservoir and Booster Station	ALL	Future	\$ 6,300,000	1140.3	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86		
4.1.5	Broadway Reservoir Water Supply Line (300mm Twinning)	ALL	Future	\$ 845,000	1140.3	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	
TOTAL OFF-SITE WATER LEVIES				\$ 19,963,615	1,140.3	\$ 17,507.34	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 17,202.82	\$ 17,202.82	\$ 17,202.82	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	

							SANITARY LEVIES																			
Item	Sanitary Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)																			
							E1	E2	E3	E4	E5	E6	E7	E8	N1	N2	N3	N4	N5	N6	NE1	NE2	NE3	NE4		
							2.7	56.2	31.3	12.7	57.7	48.3	57.5	49.8	5.9	37.8	24.7	16.4	36.6	17.8	56.4	21.0	51.1	6.9		
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, TW2, TW3, W2A, W2C, W2D, I5, I6, I7, I7A, C13, I11	2000	\$ 142,965	176.6	\$ 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	I11	2001	\$ 6,380	9.2	\$ 693.47																				
3.2.2	Upgrade Stanley FM	N1, N2, N3, TW2, W2A, W2C, W2D, I11	Future	\$ 260,000	130.4	\$ 1,993.87									\$ 1,993.87	\$ 1,993.87	\$ 1,993.87									
3.2.3	Upgrade LS#3 & new FM	TW1, I1A, I11	2005	\$ 81,263	27.1	\$ 2,998.62																				
3.2.4	Aurora Lift Station	N1, N2, N3, 65% of N5, N6, I7, I7A, C8, C9, C13	Future	\$ 6,400,000	141.2	\$ 45,328.99									\$ 45,328.99	\$ 45,328.99	\$ 45,328.99		\$ 29,463.84	\$ 45,328.99						
3.2.5	I4 LS (plus South Street gravity main)	ALL	2010	\$ 2,856,380	1140.3	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	
3.2.6	Broadway Trunk Upgrade	N1, N2, N3, TW2, TW3, W2A, W2C, W2D, I5, I6, I7, I7A, C13	2022	\$ 196,578	167.4	\$ 1,174.30									\$ 1,174.30	\$ 1,174.30	\$ 1,174.30									
3.2.7	Indiana Street / South Street / Highway 2A Upgrade	N1, N2, N3, TW2, TW3, TW4, I5, I6, I7, I7A, C13	Future	\$ 1,200,000	147.4	\$ 8,141.11									\$ 8,141.11	\$ 8,141.11	\$ 8,141.11									
3.2.8	NW Area LS Generator	TW2, W2A, W2C, W2D	2012	\$ 70,000	52.8	\$ 1,325.76																				
3.2.11	NW Area LS forcemain - final phase	W2A, W2C, W2D	2005	\$ 64,171	23.8	\$ 2,696.26																				
4.2.1	Vista Trail Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5, I1A	2011	\$ 269,981	116.4	\$ 2,319.23												\$ 2,319.23	\$ 811.73							
4.2.2	South Street Sanitary Trunk	N4, 35% of N5, I1A, I1B, I1C, I11, I12, I13, I14, S4	2011	\$ 425,001	138.2	\$ 3,075.04												\$ 3,075.04	\$ 1,076.26							
4.2.3	Duncan Avenue Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5	2012	\$ 147,112	115.5	\$ 1,273.59												\$ 1,273.59	\$ 445.76							
4.2.4	McKay Ranch (E5) Lift Station and Force Main	E5, E6, E7, E8, NE1, NE2, NE3, C11, C12	Future	\$ 6,104,689	424.9	\$ 14,367.35					\$ 14,367.35	\$ 14,367.35	\$ 14,367.35	\$ 14,367.35								\$ 14,367.35	\$ 14,367.35	\$ 14,367.35		
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	509.6	\$ 511.35					\$ 511.35	\$ 511.35	\$ 511.35	\$ 511.35							\$ 511.35	\$ 511.35	\$ 511.35			
4.2.6	S1 and C4 (Blackfalds Crossing) Sanitary Trunk	N4, N5, N6, S4, I1A, I1B, I2, I11, I12, I13, I14, C4, C7	2025	\$ 1,480,689	198.3	\$ 7,466.92												\$ 7,466.92	\$ 7,466.92	\$ 7,466.92						
4.2.7	I13 Lift Station	I13, I14, 35% of N5, N4	Future	\$ 3,000,000	84.9	\$ 35,331.53												\$ 35,331.53	\$ 12,366.03							
4.2.8	Valley Ridge Industrial Lift Station	I13, I14, N4, 35% of N5, I12	Future	\$ 3,000,000	106.3	\$ 28,219.36												\$ 28,219.36	\$ 9,876.78							
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	71.7	\$ 27,894.00																				
4.2.11	Broadway / Aurora Trunk (North Area Servicing)	C8, C9, N6, 65% of N5, N2, N3, N1, I7, I7A, C13	Future	\$ 1,800,000	141.2	\$ 12,748.78									\$ 12,748.78	\$ 12,748.78	\$ 12,748.78		\$ 8,286.71	\$ 12,748.78						
4.2.12	McKay Ranch North Trunk Oversizing Through Future	E6, E8, NE1, NE2, NE3, C11, C12	Future	\$ 530,000	309.7	\$ 1,711.33					\$ 1,711.33		1,711.33								\$ 1,711.33	\$ 1,711.33	\$ 1,711.33			
5.2.1	C11 Lift Station and Force Main	C11, NE2, and 30% of NE1	Future	\$ 950,000	63.5	\$ 14,955.92															\$ 4,486.78	\$ 14,955.92				
5.2.2	C12 Lift Station Force Main	C12, NE3, and 30% of E8	Future	\$ 1,490,000	123.5	\$ 12,060.87									\$ 3,618.26								\$ 12,060.87			
TOTAL OFF-SITE SANITARY LEVIES					1140.3	\$ 29,261.14	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 17,383.64	\$ 19,094.98	\$ 17,383.64	\$ 22,713.24	\$ 72,701.52	\$ 72,701.52	\$ 72,701.52	\$ 80,190.59	\$ 72,298.96	\$ 68,049.62	\$ 23,581.75	\$ 34,050.90	\$ 31,155.85	\$ 2,504.94		

							STORM LEVIES																			
Item	Storm Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)																			
							E1	E2	E3	E4	E5	E6	E7	E8	N1	N2	N3	N4	N5	N6	NE1	NE2	NE3	NE4		
							2.7	56.2	31.3	12.7	57.7	48.3	57.5	49.8	5.9	37.8	24.7	16.4	36.6	17.8	56.4	21.0	51.1	6.9		
2.3.1	East Area Det. Pond	E1,TE1, TE2, C1, C2, S4	2001	\$ 734,896	37.2	\$ 19,755.27	\$ 19,755.27																			
2.3.2	Broadway/Womacks Ext.	I5	2002	\$ 228,460	6.8	\$ 33,597.06																				
3.3.2	Rolling Hills Lift Station	W2A, W2C, W2D, TW1, I5	Future	\$ 2,100,000	47.6	\$ 44,117.65																				
4.3.1	South Street Storm Trunk	TW1, S4, I1B, W2A, W2C, W2D	2011	\$ 293,121	52.8	\$ 5,551.53																				
4.3.2	I12 (Duncan Avenue) Lift Station and Force Main	I11, I12	Future	\$ 2,100,000	30.6	\$ 68,627.45																				
4.3.3a	East Area Storm Trunk (Conveyance)	E5, E6, E7, 87% of E8, C10, C1, 10% of NE1, NE4, C13	Future	\$ 6,875,047	237.6	\$ 28,939.52			\$ 28,939.52	\$ 28,939.52	\$ 28,939.52	\$ 25,177.39							\$ 2,893.95				\$ 28,939.52			
4.3.3b	East Area Storm Trunk (Detention)	E6, E7, 87% of E8, C10, C1, 10% of NE1	Future	\$ 2,673,629	168.2	\$ 15,898.75			\$ 15,898.75	\$ 15,898.75	\$ 13,831.91								\$ 1,589.88							
4.3.5	Northwest Stormwater Management System	TW3, N1, N2, N3, N4, N5, N6, NE4, C8, C9, C13, I14	Future	\$ 6,000,000	191.9	\$ 31,266.28								\$ 31,266.28	\$ 31,266.28	\$ 31,266.28	\$ 31,266.28	\$ 31,266.28	\$ 31,266.28				\$ 31,266.28			
5.3.1	Aurora Heights Oversizing	TW3	2015	\$ 37,471	12.0	\$ 3,122.58																				
5.3.2	Northeast Ditch Outlet to Blackfalds Lake	90% of NE1, NE2, NE3, C11, C12	Future	\$ 656,250	206.0	\$ 3,186.30														\$ 2,867.67	\$ 3,186.30	\$ 3,186.30				
5.3.3	Northeast 750mm Trunk	90% of NE1, 30% NE2, NE3,13% of E8	Future	\$ 980,000	114.6	\$ 8,548.95						\$ 1,111.36								\$ 7,694.05	\$ 2,564.68	\$ 8,548.95				
5.3.4	Northeast 675mm Trunk	90% of NE1, 30% of NE2	Future	\$ 1,490,000	57.1	\$ 26,112.86														\$ 23,501.58	\$ 7,833.86					
TOTAL OFF-SITE STORM LEVIES					\$ 24,168,874	1140.3	\$ 21,195.19	\$ 19,755.27	\$ -	\$ -	\$ -	\$ -	\$ 28,939.52	\$ 44,838.27	\$ 44,838.27	\$ 40,120.66	\$ 31,266.28	\$ 31,266.28	\$ 31,266.28	\$ 31,266.28	\$ 31,266.28	\$ 31,266.28	\$ 36,547.13	\$ 13,584.84	\$ 11,735.25	\$ 60,205.81

							WATER LEVIES												
Item	Water Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (HA)												
							S1	S2	S3	S4	TE1	TE2	TW1	TW2	TW3	TW4	W2A	W2C	W2D
							31.6	17.5	32.8	3.5	10.6	5.2	17	29	12	3.8	4.5	11.1	8.2
2.1.3	Brentwood Ext.-Womacks to Brentwood	TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11	2001	\$ 42,137	100.4	\$ 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, I5, I11	2002	\$ 84,848	166.2	\$ 510.52							\$ 510.52	\$ 510.52	\$ 510.52		\$ 510.52	\$ 510.52	\$ 510.52
2.1.5	Brentwood Ext.-CPR Crossing	TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11	2004	\$ 23,505	100.4	\$ 234.11							\$ 234.11	\$ 234.11	\$ 234.11		\$ 234.11	\$ 234.11	\$ 234.11
2.1.6	Upgrade E. Railway Trunk WTP to Minto	ALL	2004	\$ 89,228	1140.3	\$ 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	1140.3	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37
2.1.8	Broadway Ave Reservoir & Booster (Including Fut. Twinning)	ALL	2006 / 2026 / Future	\$ 8,300,000	1140.3	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79
4.1.1	Vista Trail Water Trunk	I1B, I2, I11, I12, I13, C4, S4,W1	2011	\$ 300,299	110.4	\$ 2,720.10				\$ 2,720.10									
4.1.2	South Street Water Trunk	I1B, I2, I11, I12, I13, C4, S4, W1	2011	\$ 242,571	110.4	\$ 2,197.20				\$ 2,197.20									
4.1.3	Duncan Avenue	I1B, I2, I11, I12, I13, C4, S4	2012	\$ 236,026	110.4	\$ 2,137.92				\$ 2,137.92									
4.1.4	Future East Area Reservoir and Booster Station		Future	\$ 6,300,000	1140.3	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86
4.1.5	Broadway Reservoir Water Supply Line (300mm Twinning)	ALL	Future	\$ 845,000	1140.3	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03
TOTAL OFF-SITE WATER LEVIES				\$ 19,963,615	1,140.3	\$ 17,507.34	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 23,747.52	\$ 16,692.30	\$ 16,692.30	\$ 17,856.62	\$ 17,856.62	\$ 17,856.62	\$ 16,692.30	\$ 17,856.62	\$ 17,856.62	\$ 17,856.62

							SANITARY LEVIES												
Item	Sanitary Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)												
							S1	S2	S3	S4	TE1	TE2	TW1	TW2	TW3	TW4	W2A	W2C	W2D
							31.6	17.5	32.8	3.5	10.6	5.2	17.0	29.0	12.0	3.8	4.5	11.1	8.2
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, TW2, TW3, W2A, W2C, W2D, I5, I6, I7, I7A, C13, I11	2000	\$ 142,965	176.6	\$ 809.54						\$ 1,707.31				\$ 809.54	\$ 809.54	\$ 809.54	
2.2.5	NW Area LS	TW2, W2A, W2C, W2D	2000	\$ 197,713	52.8	\$ 3,744.56										\$ 809.54	\$ 809.54	\$ 809.54	
2.2.6	NW Area LS Forcemain - second phase	TW2, W2A, W2C, W2D	2003	\$ 36,702	52.8	\$ 695.12										\$ 3,744.56	\$ 3,744.56	\$ 3,744.56	
2.2.7	Abandon Womacks LS	I11	2001	\$ 6,380	9.2	\$ 693.47										\$ 695.12	\$ 695.12	\$ 695.12	
3.2.2	Upgrade Stanley FM	N1, N2, N3, TW2, W2A, W2C, W2D, I11	Future	\$ 260,000	130.4	\$ 1,993.87										\$ 1,993.87	\$ 1,993.87	\$ 1,993.87	
3.2.3	Upgrade LS#3 & new FM	TW1, I1A, I11	2005	\$ 81,263	27.1	\$ 2,998.62										\$ 2,998.62			
3.2.4	Aurora Lift Station	N1, N2, N3, 65% of N5, N6, I7, I7A, C8, C9, C13	Future	\$ 6,400,000	141.2	\$ 45,328.99											\$ 1,993.87	\$ 1,993.87	\$ 1,993.87
3.2.5	I4 LS (plus South Street gravity main)	ALL	2010	\$ 2,856,380	1140.3	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	
3.2.6	Broadway Trunk Upgrade	N1, N2, N3, TW2, TW3, W2A, W2C, W2D I5, I6, I7, I7A, C13	2022	\$ 196,578	167.4	\$ 1,174.30										\$ 1,174.30	\$ 1,174.30	\$ 1,174.30	
3.2.7	Indiana Street / South Street / Highway 2A Upgrade	N1, N2, N3, TW2, TW3, TW4, I5, I6, I7, I7A, C13	Future	\$ 1,200,000	147.4	\$ 8,141.11										\$ 8,141.11	\$ 8,141.11	\$ 8,141.11	
3.2.8	NW Area LS Generator	TW2, W2A, W2C, W2D	2012	\$ 70,000	52.8	\$ 1,325.76										\$ 1,325.76	\$ 1,325.76	\$ 1,325.76	
3.2.11	NW Area LS forcemain - final phase	W2A, W2C, W2D	2005	\$ 64,171	23.8	\$ 2,696.26										\$ 1,325.76	\$ 1,325.76	\$ 1,325.76	
4.2.1	Vista Trail Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5, I1A	2011	\$ 269,981	116.4	\$ 2,319.23										\$ 2,696.26	\$ 2,696.26	\$ 2,696.26	
4.2.2	South Street Sanitary Trunk	N4, 35% of N5, I1A, I1B, I1C, I11, I12, I13, I14, S4	2011	\$ 425,001	138.2	\$ 3,075.04				\$ 3,075.04									
4.2.3	Duncan Avenue Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5	2012	\$ 147,112	115.5	\$ 1,273.59													
4.2.4	McKay Ranch (E5) Lift Station and Force Main	E5, E6, E7, E8, NE1, NE2, NE3, C11, C12	Future	\$ 6,104,689	424.9	\$ 14,367.35													
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	509.6	\$ 511.35		\$ 511.35	\$ 511.35										
4.2.6	S1 and C4 (Blackfalds Crossing) Sanitary Trunk	N4, N5, N6, S4, I1A, I1B, I2, I11, I12, I13, I14, C4, C7	2025	\$ 1,480,689	198.3	\$ 7,466.92				\$ 7,466.92									
4.2.7	I13 Lift Station	I13, I14, 35% of N5, N4	Future	\$ 3,000,000	84.9	\$ 35,331.53													
4.2.8	Valley Ridge Industrial Lift Station	I13, I14, N4, 35% of N5, I12	Future	\$ 3,000,000	106.3	\$ 28,219.36													
4.2.9	NW Area Lift Station Pump Upgrade	W2A, W2D, W2C	Future	\$ 350,000	23.8	\$ 14,705.88											\$ 14,705.88	\$ 14,705.88	\$ 14,705.88
4.2.10	Lakeside Lift Station and Force Main	S2, S3, I9	Future	\$ 2,000,000	71.7	\$ 27,894.00		\$ 27,894.00	\$ 27,894.00										
4.2.11	Broadway / Aurora Trunk (North Area Servicing)	C8, C9, N6, 65% of N5, N2, N3, N1, I7, I7A,C13	Future	\$ 1,800,000	141.2	\$ 12,748.78													
4.2.12	McKay Ranch North Trunk Oversizing Through Future	E6, E8, NE1, NE2, NE3, C11, C12	Future	\$ 530,000	309.7	\$ 1,711.33													
5.2.1	C11 Lift Station and Force Main	C11, NE2, and 30% of NE1	Future	\$ 950,000	63.5	\$ 14,955.92													
5.2.2	C12 Lift Station Force Main	C12, NE3, and 30% of E8	Future	\$ 1,490,000	123.5	\$ 12,060.87													
TOTAL OFF-SITE SANITARY LEVIES				\$ 33,366,478	1140.3	\$ 29,261.14	\$ 2,504.94	\$ 30,910.29	\$ 30,910.29	\$ 13,046.89	\$ 2,504.94	\$ 2,504.94	\$ 7,210.87	\$ 20,389.19	\$ 12,629.89	\$ 10,646.05	\$ 29,650.22	\$ 29,650.22	\$ 29,650.22

							STORM LEVIES												
Item	Storm Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)												
							S1	S2	S3	S4	TE1	TE2	TW1	TW2	TW3	TW4	W2A	W2C	W2D
							31.6	17.5	32.8	3.5	10.6	5.2	17.0	29.0	12.0	3.8	4.5	11.1	8.2
2.3.1	East Area Det. Pond	E1,TE1, TE2, C1, C2, S4	2001	\$ 734,896	37.2	\$ 19,755.27				\$ 19,755.27	\$ 19,755.27	\$ 19,755.27							
2.3.2	Broadway/Womacks Ext.	I5	2002	\$ 228,460	6.8	\$ 33,597.06													
3.3.2	Rolling Hills Lift Station	W2A, W2C, W2D, TW1, I5	Future	\$ 2,100,000	47.6	\$ 44,117.65							\$ 44,117.65			\$ 44,117.65	\$ 44,117.65	\$ 44,117.65	
4.3.1	South Street Storm Trunk	TW1, S4, I1B, W2A, W2C, W2D	2011	\$ 293,121	52.8	\$ 5,551.53			\$ 5,551.53				\$ 5,551.53			\$ 5,551.53	\$ 5,551.53	\$ 5,551.53	
4.3.2	I12 (Duncan Avenue) Lift Station and Force Main	I11, I12	Future	\$ 2,100,000	30.6	\$ 68,627.45													
4.3.3a	East Area Storm Trunk (Conveyance)	E5, E6, E7, 87% of E8, C10, C1, 10% of NE1, NE4, C13	Future	\$ 6,875,047	237.6	\$ 28,939.52													
4.3.3b	East Area Storm Trunk (Detention)	E6, E7, 87% of E8, C10, C1, 10% of NE1	Future	\$ 2,673,629	168.2	\$ 15,898.75													
4.3.5	Northwest Stormwater Management System	TW3, N1, N2, N3, N4, N5, N6, NE4, C8, C9, C13, I14	Future	\$ 6,000,000	191.9	\$ 31,266.28									\$ 31,266.28				
5.3.1	Aurora Heights Oversizing	TW3	2015	\$ 37,471	12.0	\$ 3,122.58									\$ 3,122.58				
5.3.2	Northeast Ditch Outlet to Blackfalds Lake	90% of NE1, NE2, NE3, C11, C12	Future	\$ 656,250	206.0	\$ 3,186.30													
5.3.3	Northeast 750mm Trunk	90% of NE1, 30% NE2, NE3,13% of E8	Future	\$ 980,000	114.6	\$ 8,548.95													
5.3.4	Northeast 675mm Trunk	90% of NE1, 30% of NE2	Future	\$ 1,490,000	57.1	\$ 26,112.86													
TOTAL OFF-SITE STORM LEVIES				\$ 24,168,874	1140.3	\$ 21,195.19	\$ -	\$ -	\$ -	\$ 25,306.80	\$ 19,755.27	\$ 19,755.27	\$ 49,669.18	\$ -	\$ 34,388.87	\$ -	\$ 49,669.18	\$ 49,669.18	\$ 49,669.18

							TRANSPORTATION LEVIES																			
Item	Transportation Improvements	All	Past/Future	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)																			
							S1	S2	S3		S4	TE1	TE2	TW1	TW2	TW3	TW4	W2A	W2C	W2D						
							31.6	17.5	32.8		3.5	10.6	5.2	17.0	29.0	12.0	3.8	4.5	11.1	8.2						
TOTAL OFF-SITE TRANSPORTATION LEVIES				\$	60,923,750	1140.3	\$	53,427.83	\$	53,427.83	\$	53,427.83	\$	53,427.83	\$	53,427.83	\$	53,427.83	\$	53,427.83	\$	53,427.83	\$	53,427.83	\$	53,427.83

							WATER LEVIES															
Item	Water Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (HA)															
							I1A	I1B	I1C	I2	I3	I4	I5	I6	I7	I7A	I8	I9	I10	I11	I12	
							0.9	8.5	9.8	16.5	2.1	31.0	6.8	13.8	6.2	2.6	13.0	21.4	4.6	9.2	21.4	
2.1.3	Brentwood Ext.-Womacks to Brentwood	TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11	2001	\$ 42,137	100.4	\$ 419.69	\$ 419.69	\$ 419.69											\$ 419.69			
2.1.4	Broadway Extension	N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, I5, I11	2002	\$ 84,848	166.2	\$ 510.52						\$ 510.52							\$ 510.52			
2.1.5	Brentwood Ext.-CPR Crossing	TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11	2004	\$ 23,505	100.4	\$ 234.11	\$ 234.11	\$ 234.11											\$ 234.11			
2.1.6	Upgrade E. Railway Trunk WTP to Minto	ALL	2004	\$ 89,228	1140.3	\$ 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	1140.3	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37		
2.1.8	Broadway Ave Reservoir & Booster (Including Fut. Twinning)	ALL	2006 / 2026 / Future	\$ 8,300,000	1140.3	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79		
4.1.1	Vista Trail Water Trunk	I1B, I2, I11, I12, I13, C4, S4,W1	2011	\$ 300,299	110.4	\$ 2,720.10	\$ 2,720.10	\$ 2,720.10	\$ 2,720.10									\$ 2,720.10	\$ 2,720.10			
4.1.2	South Street Water Trunk	I1B, I2, I11, I12, I13, C4, S4, W1	2011	\$ 242,571	110.4	\$ 2,197.20	\$ 2,197.20	\$ 2,197.20	\$ 2,197.20									\$ 2,197.20	\$ 2,197.20			
4.1.3	Duncan Avenue	I1B, I2, I11, I12, I13, C4, S4	2012	\$ 236,026	110.4	\$ 2,137.92	\$ 2,137.92	\$ 2,137.92	\$ 2,137.92									\$ 2,137.92	\$ 2,137.92			
4.1.4	Future East Area Reservoir and Booster Station	ALL	Future	\$ 6,300,000	1140.3	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86			
4.1.5	Broadway Reservoir Water Supply Line (300mm Twinning)	ALL	Future	\$ 845,000	1140.3	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03			
TOTAL OFF-SITE WATER LEVIES						\$ 19,963,615	1,140.3	\$ 17,507.34	\$ 17,346.10	\$ 24,401.32	\$ 16,692.30	\$ 23,747.52	\$ 16,692.30	\$ 16,692.30	\$ 17,202.82	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 24,911.84	\$ 73,747.52		

							SANITARY LEVIES														
Item	Sanitary Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)														
							I1A	I1B	I1C	I2	I3	I4	I5	I6	I7	I7A	I8	I9	I10	I11	I12
							0.9	8.5	9.8	16.5	2.1	31.0	6.8	13.8	6.2	2.6	13.0	21.4	4.6	9.2	21.4
2.2.3	Lift Station No. 3 Construction	TW1, I1A, I11	1997	\$ 46,288	27.1	\$ 1,707.31	\$ 1,707.31												\$ 1,707.31		
2.2.4	Upgrade Stanley LS	N1, N2, N3, TW2, TW3, W2A, W2C, W2D, I5, I6, I7, I7A, C13, I11	2000	\$ 142,965	176.6	\$ 809.54						\$ 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 Foremain - second phase	TW2, W2A, W2C, W2D	2003	\$ 36,702	52.8	\$ 695.12															
2.2.7	Abandon Wornacks LS	I11	2001	\$ 6,380	9.2	\$ 693.47													\$ 693.47		
3.2.2	Upgrade Stanley FM	N1, N2, N3, TW2, W2A, W2C, W2D, I11	Future	\$ 260,000	130.4	\$ 1,993.87													\$ 1,993.87		
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		
3.2.4	Aurora Lift Station	N1, N2, N3, 65% of N5, N6, I7, I7A, C8, C9, C13	Future	\$ 6,400,000	141.2	\$ 45,328.99									\$ 45,328.99	\$ 45,328.99					
3.2.5	I4 LS (plus South Street gravity main)	ALL	2010	\$ 2,856,380	1140.3	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	
3.2.6	Broadway Trunk Upgrade	N1, N2, N3, TW2, TW3, W2A, W2C, W2D I5, I6, I7, I7A, C13	2022	\$ 196,578	167.4	\$ 1,174.30						\$ 1,174.30	\$ 1,174.30	\$ 1,174.30	\$ 1,174.30						
3.2.7	Indiana Street / South Street / Highway 2A Upgrade	N1, N2, N3, TW2, TW3, TW4, I5, I6, I7, I7A, C13	Future	\$ 1,200,000	147.4	\$ 8,141.11						\$ 8,141.11	\$ 8,141.11	\$ 8,141.11	\$ 8,141.11						
3.2.8	NW Area LS Generator	TW2, W2A, W2C, W2D	2012	\$ 70,000	52.8	\$ 1,325.76															
3.2.11	NW Area LS forcemain - final phase	W2A, W2C, W2D	2005	\$ 64,171	23.8	\$ 2,696.26															
4.2.1	Vista Trail Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5, I1A	2011	\$ 269,981	116.4	\$ 2,319.23	\$ 2,319.23												\$ 2,319.23	\$ 2,319.23	
4.2.2	South Street Sanitary Trunk	N4, 35% of N5, I1A, I1B, I1C, I11, I12, I13, I14, S4	2011	\$ 425,001	138.2	\$ 3,075.04	\$ 3,075.04	\$ 3,075.04	\$ 3,075.04										\$ 3,075.04	\$ 3,075.04	
4.2.3	Duncan Avenue Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5	2012	\$ 147,112	115.5	\$ 1,273.59													\$ 1,273.59	\$ 1,273.59	
4.2.4	McKay Ranch (E5) Lift Station and Force Main	E5, E6, E7, E8, NE1, NE2, NE3, C11, C12	Future	\$ 6,104,689	424.9	\$ 14,367.35															
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	509.6	\$ 511.35									\$ 511.35	\$ 511.35					
4.2.6	S1 and C4 (Blackfalds Crossing) Sanitary Trunk	N4, N5, N6, S4, I1A, I1B, I2, I11, I12, I13, I14, C4, C7	2025	\$ 1,480,689	198.3	\$ 7,466.92	\$ 7,466.92	\$ 7,466.92	\$ 7,466.92										\$ 7,466.92	\$ 7,466.92	
4.2.7	I13 Lift Station	I13, I14, 35% of N5, N4	Future	\$ 3,000,000	84.9	\$ 35,331.53															
4.2.8	Valley Ridge Industrial Lift Station	I13, I14, N4, 35% of N5, I12	Future	\$ 3,000,000	106.3	\$ 28,219.36													\$ 28,219.36		
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	71.7	\$ 27,894.00										\$ 27,894.00					
4.2.11	Broadway / Aurora Trunk (North Area Servicing)	C8, C9, N6, 65% of N5, N2, N3, N1, I7, I7A, C13	Future	\$ 1,800,000	141.2	\$ 12,748.78								\$ 12,748.78	\$ 12,748.78						
4.2.12	McKay Ranch North Trunk Oversizing Through Future	E6, E8, NE1, NE2, NE3, C11, C12	Future	\$ 530,000	309.7	\$ 1,711.33															
5.2.1	C11 Lift Station and Force Main	C11, NE2, and 30% of NE1	Future	\$ 950,000	63.5	\$ 14,955.92															
5.2.2	C12 Lift Station Force Main	C12, NE3, and 30% of E8	Future	\$ 1,490,000	123.5	\$ 12,060.87															
TOTAL OFF-SITE SANITARY LEVIES				\$ 33,366,478	1140.3	\$ 29,261.14	\$ 20,072.05	\$ 13,046.89	\$ 5,579.98	\$ 9,971.85	\$ 2,504.94	\$ 2,504.94	\$ 12,629.89	\$ 12,629.89	\$ 70,707.66	\$ 70,707.66	\$ 3,016.29	\$ 30,910.29	\$ 2,504.94	\$ 24,842.51	\$ 44,859.90

							STORM LEVIES															
Item	Storm Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)															
							I1A	I1B	I1C	I2	I3	I4	I5	I6	I7	I7A	I8	I9	I10	I11	I12	
							0.9	8.5	9.8	16.5	2.1	31.0	6.8	13.8	6.2	2.6	13.0	21.4	4.6	9.2	21.4	
2.3.1	East Area Det. Pond	E1,TE1, TE2, C1, C2, S4	2001	\$ 734,896	37.2	\$ 19,755.27																
2.3.2	Broadway/Womacks Ext.	I5	2002	\$ 228,460	6.8	\$ 33,597.06						\$ 33,597.06										
3.3.2	Rolling Hills Lift Station	W2A, W2C, W2D, TW1, I5	Future	\$ 2,100,000	47.6	\$ 44,117.65						\$ 44,117.65										
4.3.1	South Street Storm Trunk	TW1, S4, I1B, W2A, W2C, W2D	2011	\$ 293,121	52.8	\$ 5,551.53		\$ 5,551.53														
4.3.2	I12 (Duncan Avenue) Lift Station and Force Main	I11, I12	Future	\$ 2,100,000	30.6	\$ 68,627.45																
4.3.3a	East Area Storm Trunk (Conveyance)	E5, E6, E7, 87% of E8, C10, C1, 10% of NE1, NE4, C13	Future	\$ 6,875,047	237.6	\$ 28,939.52																
4.3.3b	East Area Storm Trunk (Detention)	E6, E7, 87% of E8, C10, C1, 10% of NE1	Future	\$ 2,673,629	168.2	\$ 15,898.75																
4.3.5	Northwest Stormwater Management System	TW3, N1, N2, N3, N4, N5, N6, NE4, C8, C9, C13, I14	Future	\$ 6,000,000	191.9	\$ 31,266.28																
5.3.1	Aurora Heights Oversizing	TW3	2015	\$ 37,471	12.0	\$ 3,122.58																
5.3.2	Northeast Ditch Outlet to Blackfalds Lake	90% of NE1, NE2, NE3, C11, C12	Future	\$ 656,250	206.0	\$ 3,186.30																
5.3.3	Northeast 750mm Trunk	90% of NE1, 30% NE2, NE3,13% of E8	Future	\$ 980,000	114.6	\$ 8,548.95																
5.3.4	Northeast 675mm Trunk	90% of NE1, 30% of NE2	Future	\$ 1,490,000	57.1	\$ 26,112.86																
TOTAL OFF-SITE STORM LEVIES				\$ 24,168,874	1140.3	\$ 21,195.19	\$ -	\$ 5,551.53	\$ -	\$ -	\$ -	\$ -	\$ 77,714.71	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68,627.45	\$ 68,627.45	

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						TOTAL LEVIES															
				Total Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	I1A	I1B	I1A	I2	I3	I4	I5	I6	I7	I7	I8	I9	I10	I11	I12
WATER LEVIES				\$ 19,963.615	1140.3	\$ 17,507.34	\$ 17,346.10	\$ 24,401.32	\$ 16,692.30	\$ 23,747.52	\$ 16,692.30	\$ 16,692.30	\$ 17,202.82	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 24,911.84	\$ 23,747.52
SANITARY LEVIES				\$ 33,366.478	1140.3	\$ 29,261.14	\$ 20,072.05	\$ 13,046.89	\$ 5,579.98	\$ 9,971.85	\$ 2,504.94	\$ 2,504.94	\$ 12,629.89	\$ 12,629.89	\$ 70,707.66	\$ 70,707.66	\$ 3,016.29	\$ 30,910.29	\$ 2,504.94	\$ 24,842.51	\$ 44,859.07
STORM LEVIES				\$ 24,168.874	1140.3	\$ 21,195.19	\$ -	\$ 5,551.53	\$ -	\$ -	\$ -	\$ -	\$ 77,714.71	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68,627.45	\$ 68,627.45
TRANSPORTATION LEVIES				\$ 60,923,750	1140.3	\$ 53,427.83	\$ 53,427.83	\$ 53,427.83	\$ 53,427.83	\$ 53,427.83	\$ 53,427.83	\$ 53,427.83	\$ 53,427.83	\$ 53,427.83	\$ 53,427.83	\$ 53,427.83	\$ 53,427.83	\$ 53,427.83	\$ 53,427.83	\$ 53,427.83	\$ 53,427.83
FACILITIES LEVIES				\$ 21,145.513	1140.3	\$ 18,543.82	\$ 18,543.82	\$ 18,543.82	\$ 18,543.82	\$ 18,543.82	\$ 18,543.82	\$ 18,543.82	\$ 18,543.82	\$ 18,543.82	\$ 18,543.82	\$ 18,543.82	\$ 18,543.82	\$ 18,543.82	\$ 18,543.82	\$ 18,543.82	\$ 18,543.82
2028 OFF-SITE LEVIES (100%)				\$ 159,568,230.00	1140.3	\$ 139,935.31	\$ 109,389.79	\$ 114,971.39	\$ 94,243.92	\$ 105,691.02	\$ 91,168.88	\$ 91,168.88	\$ 179,519.06	\$ 101,293.83	\$ 159,371.60	\$ 159,371.60	\$ 91,680.23	\$ 119,574.23	\$ 91,168.88	\$ 190,353.45	\$ 209,205.68
2027 OFF-SITE LEVIES (90%)				\$ 143,611,407.00	1140.3	\$ 125,941.78	\$ 98,450.81	\$ 103,474.25	\$ 84,819.53	\$ 95,121.91	\$ 82,051.99	\$ 82,051.99	\$ 161,567.15	\$ 91,164.45	\$ 143,434.44	\$ 143,434.44	\$ 82,512.21	\$ 107,616.81	\$ 82,051.99	\$ 171,318.10	\$ 188,285.11
2026 OFF-SITE LEVIES (80%)				\$ 127,654,584.00	1140.3	\$ 111,948.25	\$ 87,511.83	\$ 91,977.11	\$ 75,395.13	\$ 84,552.81	\$ 72,935.10	\$ 72,935.10	\$ 143,615.25	\$ 81,035.07	\$ 127,497.28	\$ 127,497.28	\$ 73,344.18	\$ 95,659.39	\$ 72,935.10	\$ 152,282.76	\$ 167,364.55

							WATER LEVIES												
Item	Water Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (HA)												
							I13	I14	C1	C2	C3	C4	C5	C8	C9	C10	C11	C12	C13
							39.5	16.2	8.3	6.9	0.7	11.8	0.9	5.5	12.1	5.1	25.6	57.5	4.8
2.1.3	Brentwood Ext.-Womacks to Brentwood	TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11	2001	\$ 42,137	100.4	\$ 419.69													
2.1.4	Broadway Extension	N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, I5, I11	2002	\$ 84,848	166.2	\$ 510.52													
2.1.5	Brentwood Ext.-CPR Crossing	TW1, TW2, TW3, W2A, W2C, W2D, I1A, I1B,I11	2004	\$ 23,505	100.4	\$ 234.11													
2.1.6	Upgrade E. Railway Trunk WTP to Minto	ALL	2004	\$ 89,228	1140.3	\$ 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	1140.3	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37	\$ 3,069.37
2.1.8	Broadway Ave Reservoir & Booster (Including Fut. Twinning)	ALL	2006 / 2026 / Future	\$ 8,300,000	1140.3	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79	\$ 7,278.79
4.1.1	Vista Trail Water Trunk	I1B, I2, I11, I12, I13, C4, S4,W1	2011	\$ 300,299	110.4	\$ 2,720.10	\$ 2,720.10					\$ 2,720.10							
4.1.2	South Street Water Trunk	I1B, I2, I11, I12, I13, C4, S4, W1	2011	\$ 242,571	110.4	\$ 2,197.20	\$ 2,197.20					\$ 2,197.20							
4.1.3	Duncan Avenue	I1B, I2, I11, I12, I13, C4, S4	2012	\$ 236,026	110.4	\$ 2,137.92	\$ 2,137.92					\$ 2,137.92							
4.1.4	Future East Area Reservoir and Booster Station		Future	\$ 6,300,000	1140.3	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86	\$ 5,524.86
4.1.5	Broadway Reservoir Water Supply Line (300mm Twinning)	ALL	Future	\$ 845,000	1140.3	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03	\$ 741.03
TOTAL OFF-SITE WATER LEVIES				\$ 19,963,615	1,140.3	\$ 17,507.34	\$ 23,747.52	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 23,747.52	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30	\$ 16,692.30

							SANITARY LEVIES												
Item	Sanitary Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)												
							I13	I14	C1	C2	C3	C4	C5	C8	C9	C10	C11	C12	C13
							39.5	16.2	8.3	6.9	0.7	11.8	0.9	5.5	12.1	5.1	25.6	57.5	4.8
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, TW2, TW3, W2A, W2C, W2D, I5, I6, I7, I7A, C13, I11	2000	\$ 142,965	176.6	\$ 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	I11	2001	\$ 6,380	9.2	\$ 693.47													
3.2.2	Upgrade Stanley FM	N1, N2, N3, TW2, W2A, W2C, W2D, I11	Future	\$ 260,000	130.4	\$ 1,993.87													
3.2.3	Upgrade LS#3 & new FM	TW1, I1A, I11	2005	\$ 81,263	27.1	\$ 2,998.62													
3.2.4	Aurora Lift Station	N1, N2, N3, 65% of N5, N6, I7, I7A, C8, C9, C13	Future	\$ 6,400,000	141.2	\$ 45,328.99							\$ 45,328.99	\$ 45,328.99				\$ 45,328.99	
3.2.5	I4 LS (plus South Street gravity main)	ALL	2010	\$ 2,856,380	1140.3	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94
3.2.6	Broadway Trunk Upgrade	N1, N2, N3, TW2, TW3, W2A, W2C, W2D I5, I6, I7, I7A, C13	2022	\$ 196,578	167.4	\$ 1,174.30													\$ 1,174.30
3.2.7	Indiana Street / South Street / Highway 2A Upgrade	N1, N2, N3, TW2, TW3, TW4, I5, I6, I7, I7A, C13	Future	\$ 1,200,000	147.4	\$ 8,141.11													\$ 8,141.11
3.2.8	NW Area LS Generator	TW2, W2A, W2C, W2D	2012	\$ 70,000	52.8	\$ 1,325.76													
3.2.11	NW Area LS forcemain - final phase	W2A, W2C, W2D	2005	\$ 64,171	23.8	\$ 2,696.26													
4.2.1	Vista Trail Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5, I1A	2011	\$ 269,981	116.4	\$ 2,319.23	\$ 2,319.23	\$ 2,319.23											
4.2.2	South Street Sanitary Trunk	N4, 35% of N5, I1A, I1B, I1C, I11, I12, I13, I14, S4	2011	\$ 425,001	138.2	\$ 3,075.04	\$ 3,075.04	\$ 3,075.04											
4.2.3	Duncan Avenue Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5	2012	\$ 147,112	115.5	\$ 1,273.59	\$ 1,273.59	\$ 1,273.59											
4.2.4	McKay Ranch (E5) Lift Station and Force Main	E5, E6, E7, E8, NE1, NE2, NE3, C11, C12	Future	\$ 6,104,689	424.9	\$ 14,367.35											\$ 14,367.35	\$ 14,367.35	
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	509.6	\$ 511.35											\$ 511.35	\$ 511.35	
4.2.6	S1 and C4 (Blackfalds Crossing) Sanitary Trunk	N4, N5, N6, S4, I1A, I1B, I2, I11, I12, I13, I14, C4, C7	2025	\$ 1,480,689	198.3	\$ 7,466.92	\$ 7,466.92	\$ 7,466.92				\$ 7,466.92							
4.2.7	I13 Lift Station	I13, I14, 35% of N5, N4	Future	\$ 3,000,000	84.9	\$ 35,331.53	\$ 35,331.53	\$ 35,331.53											
4.2.8	Valley Ridge Industrial Lift Station	I13, I14, N4, 35% of N5, I12	Future	\$ 3,000,000	106.3	\$ 28,219.36	\$ 28,219.36	\$ 28,219.36											
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	71.7	\$ 27,894.00													
4.2.11	Broadway / Aurora Trunk (North Area Servicing)	C8, C9, N6, 65% of N5, N2, N3, N1, I7, I7A,C13	Future	\$ 1,800,000	141.2	\$ 12,748.78								\$ 12,748.78	\$ 12,748.78				\$ 12,748.78
4.2.12	McKay Ranch North Trunk Oversizing Through Future	E6, E8, NE1, NE2, NE3, C11, C12	Future	\$ 530,000	309.7	\$ 1,711.33											\$ 1,711.33	\$ 1,711.33	
5.2.1	C11 Lift Station and Force Main	C11, NE2, and 30% of NE1	Future	\$ 950,000	63.5	\$ 14,955.92											\$ 14,955.92		
5.2.2	C12 Lift Station Force Main	C12, NE3, and 30% of E8	Future	\$ 1,490,000	123.5	\$ 12,060.87											\$ 12,060.87		
TOTAL OFF-SITE SANITARY LEVIES				\$ 33,366,478	1140.3	\$ 29,261.14	\$ 80,190.59	\$ 80,190.59	\$ 2,504.94	\$ 2,504.94	\$ 2,504.94	\$ 9,971.85	\$ 2,504.94	\$ 60,582.70	\$ 60,582.70	\$ 2,504.94	\$ 34,050.90	\$ 31,155.85	\$ 70,707.60

							STORM LEVIES													
Item	Storm Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)													
							I13	I14	C1	C2	C3	C4	C5	C8	C9	C10	C11	C12	C13	
							39.5	16.2	8.3	6.9	0.7	11.8	0.9	5.5	12.1	5.1	25.6	57.5	4.8	
2.3.1	East Area Det. Pond	E1,TE1, TE2, C1, C2, S4	2001	\$ 734,896	37.2	\$ 19,755.27			\$ 19,755.27	\$ 19,755.27										
2.3.2	Broadway/Womacks Ext.	I5	2002	\$ 228,460	6.8	\$ 33,597.06														
3.3.2	Rolling Hills Lift Station	W2A, W2C, W2D, TW1, I5	Future	\$ 2,100,000	47.6	\$ 44,117.65														
4.3.1	South Street Storm Trunk	TW1, S4, I1B, W2A, W2C, W2D	2011	\$ 293,121	52.8	\$ 5,551.53														
4.3.2	I12 (Duncan Avenue) Lift Station and Force Main	I11, I12	Future	\$ 2,100,000	30.6	\$ 68,627.45														
4.3.3a	East Area Storm Trunk (Conveyance)	E5, E6, E7, 87% of E8, C10, C1, 10% of NE1, NE4, C13	Future	\$ 6,875,047	237.6	\$ 28,939.52			\$ 28,939.52						\$ 28,939.52				\$ 28,939.52	
4.3.3b	East Area Storm Trunk (Detention)	E6, E7, 87% of E8, C10, C1, 10% of NE1	Future	\$ 2,673,629	168.2	\$ 15,898.75			\$ 15,898.75						\$ 15,898.75					
4.3.5	Northwest Stormwater Management System	TW3, N1, N2, N3, N4, N5, N6, NE4, C8, C9, C13, I14	Future	\$ 6,000,000	191.9	\$ 31,266.28		\$ 31,266.28						\$ 31,266.28	\$ 31,266.28					
5.3.1	Aurora Heights Oversizing	TW3	2015	\$ 37,471	12.0	\$ 3,122.58														
5.3.2	Northeast Ditch Outlet to Blackfalds Lake	90% of NE1, NE2, NE3, C11, C12	Future	\$ 656,250	206.0	\$ 3,186.30											\$ 3,186.30	\$ 3,186.30		
5.3.3	Northeast 750mm Trunk	90% of NE1, 30% NE2, NE3,13% of E8	Future	\$ 980,000	114.6	\$ 8,548.95														
5.3.4	Northeast 675mm Trunk	90% of NE1, 30% of NE2	Future	\$ 1,490,000	57.1	\$ 26,112.86														
TOTAL OFF-SITE STORM LEVIES				\$ 24,168,874	1140.3	\$ 21,195.19	\$ -	\$ 31,266.28	\$ 64,593.54	\$ 19,755.27	\$ -	\$ -	\$ -	\$ 31,266.28	\$ 31,266.28	\$ 44,838.27	\$ 3,186.30	\$ 3,186.30	\$ 28,939.52	

Overall Off-Site Levies by Area

To dampen the impact of the off-site levy rate increases to developers, it is proposed to phase the increase of the levies over a three-year span as shown in Table 6.3 below. The 2024 and 2025 values are included at the bottom of Table 6.1 as well.

Table 6.3 – Phased Off-Site Levies Rate Increases

Year	Off-Site Levy Rate (Average)
2026 (80%)	\$111,948.25/Ha
2027 (90%)	\$125,941.78/Ha
2028 (100%)	\$139,935.31/Ha

Historical Average Off-Site Levies Rates

The Town of Blackfalds' historical off-site levies rates and approximate average annual increases are summarized in Table 6.4 below.

Table 6.4 - Historical Average Off-site 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	\$89,107/Ha	24.4%
2026	\$139,935.31/Ha	4.19%

From the previous report (*2015 Off-Site Levies Report, Published March 2, 2016*) to 2026, the rates have increased, on average, by approximately 4.19% per year (3.53% with the 80%/90%/100% transition from 2026 to 2028). This includes the new facilities costs that have been added as part of this update. For comparison, if the levies did not include the new levies for facilities, the average off-site levy rate would be \$121,391.49, which would be approximately a 2.85% average annual increase (2.44% with the 80%/90%/100% transition from 2026 to 2028).

APPENDIX A – DEEP UTILITIES LEVIES

APPENDIX A

Town of Blackfalds
2026 Off-site Levies Update
Prepared by: Stantec Consulting



Sec.	Water Improvement	Item	Cost
2.1.3	Brentwood Extension - Womacks to Brentwood	2008 Rate to Remain Unchanged	\$ 42,137
2.1.4	Broadway Extension	2008 Rate to Remain Unchanged	\$ 84,848
2.1.5	CPR Crossing Installation	2008 Rate to Remain Unchanged	\$ 23,505
2.1.6	Upgrade East Railway Trunk	2008 Rate to Remain Unchanged	\$ 89,228
2.1.7	Regional Water Line	Construction (Total Cost to Town including Grants GST (0%))	\$ 3,500,000 \$ - Total \$ 3,500,000
2.1.8	Broadway Ave Reservoir & Booster (Including Fut. Twinning)	New Reservoir/Pump Station including engineering & contingency(2006) Land Acquisition (2006) Assumed Grant 2007 (44.07%) Total Phase 2 Budget Grant Phase 2 County Contribution (41%) Phase 2 Future Pump Upgrades Administration Fee (5%) GST (0%)	\$ 7,650,179 \$ 80,000 \$ (3,406,690) \$ 7,342,544 \$ (2,314,486) \$ (2,061,504) \$ 600,000 \$ 364,502 \$ - Total \$ 8,300,000
3.1.2	Womacks Rd /Gregg Street Trunk Main	Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%)	\$ 107,856 \$ 10,786 \$ 28,178 \$ 14,741 \$ - Total \$ 248,561
4.1.1	Vista Trail Water Trunk	Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%)	\$ 248,695 \$ - \$ 37,304 \$ 14,300 \$ - Total \$ 300,299
4.1.2	South Street Trunk	Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%)	\$ 200,887 \$ - \$ 30,133 \$ 11,551 \$ - Total \$ 242,571
4.1.3	Duncan Avenue Trunk	Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%)	\$ 195,467 \$ - \$ 29,320 \$ 11,239 \$ - Total \$ 236,026

APPENDIX A

4.1.4	Future East Area Reservoir and Booster Station	Construction	\$ 8,232,000
		Contingency (10%)	\$ 823,200
		Engineering (15%)	\$ 1,234,800
		Funding (-38.8%)	\$ (3,992,520)
		GST (0%)	\$ -
		Total	\$ 6,300,000
4.1.5	Water Supply Line (300mm Twinning)	Construction	\$ 644,000
		Contingency (10%)	\$ 64,400
		Engineering (15%)	\$ 96,600
		Administration Fee (5%)	\$ 40,250
		GST (0%)	\$ -
		Total	\$ 845,000

APPENDIX A

Town of Blackfalds
2026 Off-site Levies Update
Prepared by: Stantec Consulting

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	\$ 142,965
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
3.2.1	Wastewater Treatment Plant (WWTP) Upgrades	Lagoon Facility Expansion (Aeration and Polishing Cells)	\$ 2,376,220
		Engineering (15%)	\$ 356,433
		Contingency (10%)	\$ 237,622
		Assumed Grant (44.07%)	\$ (1,309,000)
		Administration Fee (5%)	\$ 83,064
		GST (0%)	\$ -
		Total	\$ 1,744,339
3.2.2	Upgrade Forcemain from Stanley Street LS	Construction	\$ 200,000
		Contingency (10%)	\$ 20,000
		Engineering (15%)	\$ 30,000
		Administration Fee (5%)	\$ 12,500
		GST (0%)	\$ -
		Total	\$ 260,000
3.2.4	Aurora Lift Station and Force Main	Construction	\$ 4,300,000
		Forcemain (1km)	\$ 600,000
		Contingency (10%)	\$ 490,000
		Engineering (15%)	\$ 735,000
		Administration Fee (5%)	\$ 306,250
		GST (0%)	\$ -
		Total	\$ 6,400,000

APPENDIX A

Town of Blackfalds
2026 Off-site Levies Update
Prepared by: Stantec Consulting

Sec.	Sanitary Improvement	Item	Cost
3.2.5	I4 LS (plus South Street gravity main)	Construction	\$ 3,837,945
		Backup Generator	\$ 53,150
		Contingency (10%)	\$ 389,110
		Engineering (15%)	\$ 583,664
		Assumed Grant (44.07%)	\$ (2,143,507)
		Administration Fee (5%)	\$ 136,018
		GST (0%)	\$ -
		Total	\$ 2,856,380
3.2.6	Broadway Trunk Upgrade	Construction	\$ 162,798
		Contingency (10%)	\$ -
		Engineering (15%)	\$ 24,420
		Administration Fee (5%)	\$ 9,361
		GST (0%)	\$ -
		Total	\$ 196,578
3.2.7	Indiana Street/ South Street/ Highway 2A Upgrade	Construction	\$ 950,000
		Contingency (10%)	\$ 95,000
		Engineering (15%)	\$ 142,500
		Administration Fee (5%)	\$ 59,375
		GST (0%)	\$ -
		Total	\$ 1,200,000
3.2.8	NW Area LS Generator	Construction - Forcemain	\$ 53,000
		Contingency (10%)	\$ 5,300
		Engineering (15%)	\$ 7,950
		Administration Fee (5%)	\$ 3,313
		GST (0%)	\$ -
		Total	\$ 70,000
3.2.9	Regional Forcemain to Red Deer	Cost provided by Town	\$ 6,000,000
		Total	\$ 6,000,000
4.2.1	Vista Trail	Construction	\$ 223,587
		Contingency (0%)	\$ -
		Engineering (15%)	\$ 33,538
		Administration Fee (5%)	\$ 12,856
		GST (0%)	\$ -
		Total	\$ 269,981

APPENDIX A

Town of Blackfalds
2026 Off-site Levies Update
Prepared by: Stantec Consulting

Sec.	Sanitary Improvement	Item	Cost
4.2.2	South Street	Construction	\$ 351,968
		Contingency (0%)	\$ -
		Engineering (15%)	\$ 52,795
		Administration Fee (5%)	\$ 20,238
		GST (0%)	\$ -
		Total	\$ 425,001
4.2.3	Duncan Avenue	Construction	\$ 121,832
		Contingency (0%)	\$ -
		Engineering (15%)	\$ 18,275
		Administration Fee (5%)	\$ 7,005
		GST (0%)	\$ -
		Total	\$ 147,112
4.2.4	Mckay Ranch (E5) Lif Station and Force Main	Construction, Inc. Contingency	\$ 4,300,000
		Engineering Services	\$ 528,275
		Force Main (Ing. Eng and Cont)	\$ 600,000
		Power	\$ 100,000
		Future Pump Upgrades	\$ 300,000
		Administration Fee (5%)	\$ 276,414
		GST (0%)	\$ -
		Total	\$ 6,104,689
4.2.5	South Street Sanitary Trunk Extension to McKay Ridge	Construction	\$ 260,585
4.2.6	I13 Lift Station	Construction	\$ 2,300,000
		Contingency (10%)	\$ 230,000
		Engineering (15%)	\$ 345,000
		Administration Fee (5%)	\$ 143,750
		GST (0%)	\$ -
		Total	\$ 3,000,000

APPENDIX A

Town of Blackfalds
2026 Off-site Levies Update
Prepared by: Stantec Consulting

Sec.	Sanitary Improvement	Item	Cost
4.2.7	Valley Ridge Industrial Lift Station	Construction	\$ 2,300,000
		Contingency (10%)	\$ 230,000
		Engineering (15%)	\$ 345,000
		Administration Fee (5%)	\$ 143,750
		GST (0%)	\$ -
		Total	\$ 3,000,000
4.2.8	NW Area Lift Station Pump Upgrade	Construction	\$ 270,000
		Contingency (10%)	\$ 27,000
		Engineering (15%)	\$ 40,500
		Administration Fee (5%)	\$ 16,875
		GST (0%)	\$ -
		Total	\$ 350,000
4.2.9	Lakeside Lift Station and Force Main	Construction	\$ 1,500,000
		Contingency (10%)	\$ 150,000
		Engineering (15%)	\$ 225,000
		Administration Fee (5%)	\$ 93,750
		GST (0%)	\$ -
		Total	\$ 2,000,000
4.2.10	Broadway / Aurora Trunk	Construction	\$ 1,713,750
		Contingency (10%)	\$ 171,375
		Engineering (15%)	\$ 257,063
		Administration Fee (5%)	\$ 107,109
		GST (0%)	\$ -
		Total	\$ 2,250,000
4.2.11	McKay Ranch North Trunk Oversizing through Future	Construction	\$ 400,000
		Contingency (10%)	\$ 40,000
		Engineering (15%)	\$ 60,000
		Administration Fee (5%)	\$ 25,000
		GST (0%)	\$ -
		Total	\$ 530,000
5.2.1	C11 Lift Station and Force Main	Construction	\$ 500,000
		Force Main	\$ 280,000
		Contingency (10%)	\$ 50,000
		Engineering (15%)	\$ 75,000
		Administration Fee (5%)	\$ 45,250
		GST (0%)	\$ -
		Total	\$ 950,000

APPENDIX A

Town of Blackfalds
2026 Off-site Levies Update
Prepared by: Stantec Consulting

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%)	\$ 70,750
		GST (0%)	
		Total	\$ 7,288
			\$ -
			\$ 1,490,000

APPENDIX A

Town of Blackfalds
2026 Off-site Levies Update
Prepared by: Stantec Consulting



Sec.	Storm Improvement	Item	Cost
2.3.1	East Area Detention Pond	Construction	\$ 734,896
		Total	\$ 734,896
2.3.2	Broadway/Womacks Ext	Construction	\$ 228,460
		Total	\$ 228,460
3.3.2	Rolling Hills Lift Station	Storm Retention	\$ 190,000
		Lift Station	\$ 1,582,250
		Contingency (10%)	\$ 177,225
		Engineering (15%)	\$ 265,838
		Administration (5%)	\$ 110,766
		GST (0%)	\$ -
		Total	\$ 2,100,000
4.3.1	South Street Storm Trunk	Construction	\$ 223,330
		Contingency (10%)	\$ 22,333
		Engineering (15%)	\$ 33,500
		Administration (5%)	\$ 13,958
		GST (0%)	\$ -
		Total	\$ 293,121
4.3.2	I12 (Duncan Avenue) Lift Station and Force Main	Construction	\$ 1,582,250
		Contingency (10%)	\$ 158,225
		Engineering (15%)	\$ 237,338
		Administration (5%)	\$ 98,891
		GST (0%)	\$ -
		Total	\$ 2,100,000
4.3.3	East Area Storm Trunk	Construction to date	\$ 6,897,502
		Future Construction Inc. Contingency	\$ 3,000,000
		Land and Legal	\$ 500,000
		Wetland Compensation	\$ 271,756
		Water Monitoring Program	\$ 100,000
		Engineering, Including Future	\$ 1,181,863
		Grant	\$ (3,000,000)
		Administration (5%)	\$ 597,556
		GST (0%)	\$ -
		Total	\$ 9,548,676
		Conveyance (72%)	\$ 6,875,047
		Detention (28%)	\$ 2,673,629
4.3.5	Highway 2A Lift Station, Force main and Crossing	Construction	\$ 760,000
		Contingency (10%)	\$ 76,000
		Engineering (15%)	\$ 114,000
		Administration Fee (5%)	\$ 47,500
		GST (0%)	\$ -
		Total	\$ 1,000,000
4.3.6	Northwest Storm Project	Construction	\$ 4,575,000
		Contingency (10%)	\$ 457,500
		Engineering (15%)	\$ 686,250
		Administration Fee (5%)	\$ 285,938
		GST (0%)	\$ -
		Total	\$ 6,000,000

APPENDIX A

5.3.1	Aurora Heights Oversizing	Construction	\$	37,471
		Contingency (0%)	\$	-
		Engineering (0%)	\$	-
		Administration (0%)	\$	-
		GST (0%)	\$	-
		Total	\$	37,471
5.3.2	Northeast Ditch Outlet to Blackfalds Lake	Construction	\$	500,000
		Contingency (10%)	\$	50,000
		Engineering (15%)	\$	75,000
		Administration (5%)	\$	31,250
		GST (0%)	\$	-
		Total	\$	656,250
5.3.3	Northeast 750mm Trunk	Construction	\$	750,000
		Contingency (10%)	\$	75,000
		Engineering (15%)	\$	112,500
		Administration (5%)	\$	46,875
		GST (0%)	\$	-
		Total	\$	980,000
5.3.4	Northeast 675mm Trunk	Construction	\$	1,137,500
		Contingency (10%)	\$	113,750
		Engineering (15%)	\$	170,625
		Administration (5%)	\$	71,094
		GST (0%)	\$	-
		Total	\$	1,490,000

APPENDIX B – TRANSPORTATION LEVIES

Arterial and Major Collector Roadways	Approximate Cost (\$)
Vista Trail	\$ 2,915,250
Broadway Avenue - Womacks Road to Twp Rd 40-0	\$ 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
Broadway Avenue - Aspen Lakes Boulevard to Twp Rd. 40-0	\$ 4,875,000
East Railway Street Upgrades	\$ 3,575,000
QEH 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)	\$ 6,600,000
Highway 2A Upgrades	\$ 14,625,000
Total	\$ 57,998,750

Intersection Signalizations and Other General Upgrades	Approximate 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	\$ 57,998,750
Other General Upgrades	\$ 2,925,000
Total	\$ 60,923,750

Items in orange are not included in total, but are being discussed.

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 Aspen Lakes Boulevard	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
Broadway Avenue - Aspen Lakes Boulevard to Twp Rd. 40-0	4-Lane UCU	1,500	5,000	30%	50.0%	\$ 4,875,000
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%	75.0%	\$ 6,600,000
Upgrade Highway 2A	4-Lane UAD	2,000	7,500	30%	75.0%	\$ 14,625,000
				Total		\$ 80,423,750

INTER-SECTION #	FUNDING SOURCE	INTERSECTION	COSTS	INTER-SECTION #	FUNDING SOURCE	INTERSECTION	COSTS
16	Levies	Intersection Upgrade (22,500 Pop. Horizon)		35	Developer	Intersection Upgrade (16,500 Pop. Horizon)	
		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
17	Levies	Intersection Upgrade (22,500 Pop. Horizon)		1	AT	Intersection Update (12,000 & 16,500 & 22,500 Pop.)	
		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	Upgrade (16,500 & 22,500 Pop. Horizon)		2	AT	Intersection Upgrade (12,000 & 16,500 Pop. Horizon)	
		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	Intersection Upgrade (22,500 pop. Horizon)		3	AT	Intersection Upgrade (16,500 & 22,500 Pop. Horizon)	
		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 (12,000 & 22,500 Pop. Horizon)		37	AT	Highway 2A & South St Intersection Upgrade (12,000 & 16,500 Pop. Horizon)	
		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%)	\$112,500.00			Contingency (15%)	\$247,500.00
		TOTAL	\$975,000.00			TOTAL	\$2,145,000.00
26	AT	Highway 597 & Industrial Way Intersection Upgrade (12,000 & 16,500 & 22,500 Pop. Horizon)		6	AT	Highway 2A & Broadway Ave Intersection Upgrade (12,000 & 16,500 & 22,500 Pop. Horizon)	
		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. Horizon)		22	Levies	Parkwood Rd & Panorama Dr Intersection Upgrade (12,000 Pop. Horizon)	
		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	Womack Rd & CPR Crossing including Broadway/East Railway (12,000, 16,500 & 22,500 Pop. Horizon)		33	Developer	East Railway St & Highway 597 Intersection Upgrade (22,500 Pop. Horizon)	
		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
		CPR Rail	\$824,583.75			TOTAL	\$1,430,000.00
		Administration (5%)	\$219,384.62				
		Engineering Fee (10%)	\$430,769.23	33	Levies	Pedestrian Bridge Across Highway 2A	
		Contingency (15%)	\$646,153.85			Construction	\$2,307,692.31
		Future Realignment and Upgrade to 4 Lanes				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				
		(Included as Arterial Upgrade Now)					

CAPITAL IMPROVEMENTS SUMMARY	
Developer Owned	\$2,990,000
Town Levy Funding	\$5,925,000
Alberta Transportation	\$16,055,000
TOTAL	\$24,970,000



2026 Off-Site Levies Report

Prepared for Town of Blackfalds
Issued for Review



File #: 110170062

September 4, 2026

Table of Contents

1.0	INTRODUCTION	1
1.1	BACKGROUND.....	1
1.2	IMPOSITION OF OFF-SITE LEVIES	1
1.3	STUDY AREA	2
1.4	FUTURE UPDATES	3
2.0	PREVIOUSLY COMPLETED IMPROVEMENTS	4
3.0	FUTURE IMPROVEMENTS.....	7
4.0	INCORPORATION OF TRANSPORTATION LEVIES	10
5.0	MUNICIPAL FACILITIES	11
6.0	OVERALL OFF-SITE LEVIES BY AREA	13
6.1	HISTORICAL AVERAGE OFF-SITE LEVIES RATES.....	14

APPENDICES

Appendix A – Deep Utilities Levies
 Appendix B – Transportation Levies
 Appendix C – Project Location Figures

LIST OF TABLES

Table 2.1 – Previously Completed Water Improvements
 Table 2.2 - Previously Completed Sanitary Improvements
 Table 2.3 – Previously Completed Stormwater Management Improvements
 Table 3.1 – Future Water Improvements
 Table 3.2 – Future Sanitary Improvements
 Table 3.3 – Future Stormwater Management Improvements
 Table 4.1 – Transportation Costs
 Table 5.1 – Facilities Projects
 Table 6.1a – Residential Areas
 Table 6.1b – Residential Areas
 Table 6.2a – Industrial and Commercial Areas
 Table 6.2B – Industrial and Commercial Areas
 Table 6.3 – Phased Off-Site Levies Rate Increases
 Table 6.4 - Historical Average Off-site Levies Rates
 Table 7.1 Off-Site Levies in Other Alberta Communities

LIST OF FIGURES

Figure 1.0 – 2026 Off-Site Levies Areas

Introduction

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 seven occasions: 1992, 1999, 2001, 2005, 2008, 2014, and 2016.

The study objectives include the following:

- Review the Master Plans 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 contribution for water and wastewater excess capacity into the levies.
- Calculate the appropriate off-site levies to be applied to the various development areas.
- Review the previous off-site levies reports. 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.

As defined in Section 648 of the *Province of Alberta Municipal Government Act*, dated April 1, 2023:

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

- a) New or expanded facilities for the storage, transmission, treatment or supplying of water;*
- b) New or expanded facilities for the treatment, movement or disposal of sanitary sewage;*
- c) New or expanded storm sewer drainage facilities;*
- c.1) New or expanded roads required for or impacted by a subdivision or development;*

Introduction

c.2) Subject to the regulations, new or expanded transportation infrastructure required to connect, or to improve the connection of, municipal roads to provincial highways resulting from a subdivision or development.

d) Land required for or in connection with any facilities described in clauses (a) to (c.1).

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

- a) New or expanded community recreation facilities;*
- b) New or expanded fire hall facilities;*
- c) New or expanded police station facilities;*
- d) New or expanded libraries.*

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, the following guidelines have been adopted 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 an *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 current land uses 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 1,140 ha. The growth areas include approximately:

- 777 ha of residential land;
- 224 ha of industrial land; and
- 139 ha of commercial land.

In consultation with the Town, there were areas identified as “Non-developable 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. Future area structure plans will define the limits more accurately. The CPKC tracks, Highway 2A, and other known road rights-of-way or Public lands are also not included in the areas.

Introduction

In the previous report (*2015 Off-Site Levies Report, March 2, 2016*), the northeast area parcels (NE2, NE3, C11, and C12) were identified as “*Long Term Development Horizon*” lands that would be developed so far in the future that they could not be expected to contribute to major short and medium term infrastructure improvements. As such, they were previously excluded. Those parcels are now considered close enough to be constructed and are now included in this report.

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.

1.4 FUTURE UPDATES

Ideally, off-site levies are updated approximately every two years, but that can vary depending on the extents of changes occurring, including but not limited to:

- completed developments;
- completed construction of projects in which off-site levies are collected for;
- new land use plans;
- changes to master plans (water, wastewater, stormwater, transportation); and
- general inflation.

At the time of this report, the Town’s water, wastewater, and transportation master plans are all being updated. If there are important changes to the long-term infrastructure plans identified in those updates, this report will be updated shortly after those are finalized.

Previously Completed Improvements

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. The physical locations of all the off-site levies items are illustrated in the figures in Appendix C.

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, W3, I1A, I1B, I11	2001	\$ 57,246	136.4	\$ 420
2.1.4	Broadway Extension	N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, W3, I5, I11	2002	\$ 103,227	202.2	\$ 511
2.1.5	Brentwood Ext.- CPR Crossing	TW1, TW2, TW3, W2A, W2C, W2D, W3, I1A, I1B, I11	2004	\$ 31,933	136.4	\$ 234
2.1.6	Upgrade E. Railway Trunk WTP to Minto	ALL	2004	\$ 92,045	1,176.3	\$ 78
2.1.7	Regional Water Line	ALL	2006	\$ 3,500,000	1,176.3	\$ 2,975
2.1.8	Broadway Ave Reservoir & Booster (Including Fut. Twinning)	ALL	2006/2026 /Future	\$8,300,000	1,176.3	\$ 7,056
4.1.1	Vista Trail Water Trunk	I1B, I2, I11, I12, I13, C4, S4, W1	2011	\$ 300,299	110.4	\$ 2,720
4.1.2	South Street Water Trunk	I1B, I2, I11, I12, I13, C4, S4, W1	2011	\$ 242,571	110.4	\$ 2,197
4.1.3	Duncan Avenue	I1B, I2, I11, I12, I13, C4, S4	2012	\$ 236,026	110.4	\$ 2,138

Previously Completed Improvements

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, W3, I5, I6, I7, I7A, C13, I11	2000	\$ 172,108	212.6	\$ 810
2.2.5	NW Area LS	TW2, W2A, W2C, W2D, W3	2000	\$ 332,517	88.8	\$ 3,745
2.2.6	NW Area LS Forcemain - second phase	TW2, W2A, W2C, W2D, W3	2003	\$ 61,727	88.8	\$ 695
2.2.7	Abandon Womacks LS	I11	2001	\$ 6,380	9.2	\$ 693
3.2.3	Upgrade LS#3 & new FM	TW1, I1A, I11	2005	\$ 81,263	27.1	\$ 2,999
3.2.5	I4 LS (plus South Street gravity main)	ALL	2010	\$ 2,856,380	1,176.3	\$ 2,428
3.2.6	Broadway Trunk Upgrade	N1, N2, N3, TW2, TW3, W2A, W2C, W2D, W3, I5, I6, I7, I7A, C13	2022	\$ 196,578	203.4	\$ 966.46
3.2.8	NW Area LS Generator	TW2, W2A, W2C, W2D, W3	2012	\$ 70,000	88.8	\$ 788.29
3.2.11	NW Area LS forcemain - final phase	W2A, W2C, W2D, W3	2005	\$ 161,236	59.8	\$ 2,696
4.2.1	Vista Trail Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5, I1A	2011	\$ 269,981	116.4	\$ 2,319
4.2.2	South Street Sanitary Trunk	N4, 35% of N5, I1A, I1B, I1C, I11, I12, I13, I14, S4	2011	\$ 425,001	138.2	\$ 3,075
4.2.3	Duncan Avenue Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5	2012	\$ 147,112	115.5	\$ 1,274
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	412.7	\$ 631
4.2.6	S1 and C4 (Blackfalds Crossing) Sanitary Trunk	N4, N5, N6, S4, I1A, I1B, I2, I11, I12, I13, I14, C4, C7	2025	\$1,480,689	198.3	\$ 7,467

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, S4	2001	\$734,896	67.1	\$ 10,952
2.3.2	Broadway / Womacks Ext.	I 5	2002	\$228,460	13.1	\$ 17,440
4.3.1	South Street Storm Trunk	TW1, S4, I1B, W2A, W2C, W2D	2011	\$293,121	53.1	\$ 5,552
5.3.1	Aurora Heights Oversizing	TW3	2015	\$37,471	12.0	\$ 3,123

Future Improvements

3.0 Future Improvements

Future water, sanitary, and stormwater management improvements have been identified in the following reports:

- Town of Blackfalds 2016 Water Model Update
- Town of Blackfalds 2015 Wastewater Master Plan
- Town of Blackfalds Northwest Area Master Stormwater Management Plan
- Town of Blackfalds East Area Master Stormwater Management Plan

Tables 3.1 through 3.3 below summarize the future 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 in the appendices, no assumed Provincial and Federal grants are included in the estimates.

The physical locations of all the off-site levies items are illustrated in the figures in Appendix C.

Table 3-1 - Future Water Improvements

Item	Water Improvements	Contributing Areas	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)
4.1.4	Future East Area Reservoir and Booster Station	ALL	\$ 6,300,000	1,176.3	\$ 5,356
4.1.5	Water Supply Line (300mm Twinning)	ALL	\$ 845,000	1,176.3	\$ 718

Future Improvements

Table 3-2 - Future Sanitary Improvements

Item	Sanitary Improvements	Contributing Areas	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)
3.2.2	Upgrade Stanley FM	N1, N2, N3, TW2, W2A, W2C, W2D, W3 I11	\$ 260,000	166.4	\$ 1,563
3.2.4	Aurora Lift Station	N1, N2, N3, 65% of N5, N6, I7, I7A, C8, C9, C13	\$ 2,500,000	130.2	\$ 49,159
3.2.7	Indiana Street / South Street / Highway 2A Upgrade	N1, N2, N3, TW2, TW3, TW4, I5, I6, I7, I7A, C13	\$ 1,200,000	183.4	\$ 6,543
4.2.4	McKay Ranch (E5) Lift Station, Force Main, and Oversizing	E5, E6, E7, E8, NE1, NE2, NE3, C11, C12	\$ 4,945,500	328.0	\$ 18,612
4.2.7	I13 Lift Station	I13, I14, 35% of N5, N4	\$ 3,000,000	84.9	\$ 35,332
4.2.8	Valley Ridge Industrial Lift Station	I13, I14, N4, 35% of N5, I12	\$ 3,000,000	106.3	\$ 28,219
4.2.9	NW Area Lift Station Pump Upgrade	W2A, W2C, W2D, W3	\$ 350,000	59.8	\$ 5,853
4.2.10	Lakeside Lift Station and Force Main	S2, S3, I9	\$2,000,000	71.7	\$ 27,894
4.2.11	Broadway / Aurora Trunk (North Area Servicing)	C8, C9, N6, 65% of N5, N2, N3, N1, I7, I7A, C13	\$1,800,000	130.2	\$ 13,186
4.2.12	McKay Ranch North Trunk Oversizing Through Future	E6, E8, NE1, NE2, NE3, C11, C12	\$ 530,000	212.8	\$ 2,490
5.2.1	C11 Lift Station and Force Main	C11, NE2, and 30% of NE1	\$ 950,000	63.5	\$ 14,956
5.2.2	McKay Ranch North Trunk Oversizing Through Future	C12, NE3, and 30% of E8	\$1,490,000	123.5	\$ 12,061

Future Improvements

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	\$ 2,100,000	47.6	\$ 44,118
4.3.2	I12 Lift Station and Force Main	I11, I12	\$ 2,100,000	30.6	\$ 68,627
4.3.3a	East Area Storm Trunk (Conveyance)	E5, E6, E7, 87% of E8, C10, C1, 10% of NE1, NE4, C13	\$ 6,875,047	237.6	\$ 28,940
4.3.3b	East Area Storm Trunk (Detention)	E6, E7, 87% of E8, C10, C1, 10% of NE1	\$ 2,673,629	168.2	\$ 15,899
4.3.5	Northwest Stormwater Management System	W3, TW3, N1, N2, N3, N4, N5, N6, NE4, C8, C9, C13, I14	\$ 6,000,000	227.9	\$ 26,327
5.3.2	Northeast Ditch Outlet to Blackfalds Lake	90% of NE1, NE2, NE3, C11, C12	\$ 656,250	206.0	\$ 3,186
5.3.3	Northeast 750mm Trunk	90% of NE1, 30% NE2, NE3, 13% of E8	\$ 980,000	114.6	\$ 8,549
5.3.4	Northeast 675mm Trunk	90% of NE1, 30% of NE2	\$ 1,490,000	57.1	\$ 26,113

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 and other intersection upgrades that will be required to accommodate future growth. More specifically, the improvements that will be funded by the road off-site levies include:

- The widening of the existing Broadway Avenue from Womacks Road to the south end of SE-34-39-37-W4M;
- The extension of Broadway Avenue from Aspen Lakes Boulevard to Twp Rd 40-0;
- Womacks Road improvements from Highway 2A to Broadway Avenue, including the railway crossing relocation (includes 2021-2023 work plus another future upgrade);
- The construction of Vista Trail;
- The construction of the arterial by McKay Ranch, extending from South Street to the north Town limit;
- The extension of Cottonwood Drive to the east town limit;
- Upgrades of East Railway Street from South Street to Womacks Road;
- Various intersection improvements.

The physical locations of all the off-site levies items are illustrated in the figures in Appendix C.

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

Some roads are classified as four-lane urban collector undivided roadways. Unlike the arterials, these roads will provide more direct access to the adjacent developments, and a larger percentage of the traffic using them are for the nearby developments. As such, the developers will be required to pay for 50% of those costs while the remaining 50% will be recovered through off-site levies.

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

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 Transportation and Economic Corridors has completed functional plans to expand Highway 2A through Blackfalds. 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)
\$60,923,750	1,176.3	\$51,792.70

Municipal Facilities

5.0 Municipal Facilities

The Municipal Government Act was updated in 2021 to allow levies to be accommodated for municipal facilities. This includes:

- a) New or expanded community recreation facilities;
- b) New or expanded fire hall facilities;
- c) New or expanded police station facilities;
- d) New or expanded libraries.

The facilities will be a benefit to the entire Town because the entire community will be able to use them. The facilities and associated costs are summarized in the table below. **Over the full municipal area, this leads to an off-site levy amount of \$17,976.29/ha.**

The physical locations of all the off-site levies items are illustrated in the figures in Appendix C.

Table 5-1 – Facilities Projects

Past Projects	
Playgrounds	\$ 350,000
Trail Development	\$ 172,000
Skatepark at Pine Cr.	\$ 80,000
Aspen Pond Upgrade	\$ 25,000
Inclusive Park Parking Lot	\$ 65,000
Eagle Builders Centre	\$ 10,500,000
All Star Parking Lot	\$ 250,000
Tutty Pond Development	\$ 154,043.37
Wadey Centre	\$ 959,920.98 (excludes grants)
Duncan Ave Extension Upgrade	\$ 1,270,969.40
2 Outdoor Rinks	\$ 700,000
RV Dump Station	\$ 180,000

Municipal Facilities

Past Projects	
Cottonwood Ball Diamond	\$ 150,000
Dog Park	\$ 300,000
Inclusive Playground	\$ 380,000
Community Centre Expansion	\$ 1,600,000
Duncan/Vista Dry Pond	\$ 518,363.52
Food Bank Renovations	\$ 185,000
Border Paving Plaza	\$ 225,578.57 (grants factored in)
Football Field	\$ 514,637.05
Future Projects	
Playground Surfacing	\$ 65,000
Running Track	\$ 2,100,000
Trail Development	\$ 250,000
Playground	\$ 150,000
Total Past and Future Included	\$ 21,145,513

Overall Off-Site Levies by Area

6.0 Overall Off-Site Levies by Area

The costs of the improvements noted in Sections 2, 3, 4, and 5 were assigned to their respective benefiting areas to determine the appropriate total off-site levies for each area. Tables 6.1A, 6.1B, 6.2A, and 6.2B present the cost components of each levy, including the transportation and facilities levies, 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 fewer 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 unserved.
- 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 off-site levies for each development area are displayed in Tables 6.1A, 6.1B, 6.2A, and 6.2B.

							WATER LEVIES																			
Item	Water Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)																			
							E1	E2	E3	E4	E5	E6	E7	E8	N1	N2	N3	N4	N5	N6	NE1	NE2	NE3	NE4		
							2.7	56.2	31.3	12.7	57.7	48.3	57.5	49.8	5.9	37.8	24.7	16.4	36.6	17.8	56.4	21	51.1	6.9		
2.1.3	Brentwood Ext.-Womacks to Brentwood	TW1, TW2, TW3, W2A, W2C, W2D, W3, I1A, I1B,I11	2001	\$ 57,246	136.4	\$ 419.69																				
2.1.4	Broadway Extension	N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, W3 I5, I11	2002	\$ 103,227	202.2	\$ 510.52									\$ 510.52	\$ 510.52	\$ 510.52									
2.1.5	Brentwood Ext.-CPR Crossing	TW1, TW2, TW3, W2A, W2C, W2D, W3, I1A, I1B,I11	2004	\$ 31,933	136.4	\$ 234.11																				
2.1.6	Upgrade E. Railway Trunk WTP to Minto	ALL	2004	\$ 92,045	1176.3	\$ 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	\$ 78.25	\$ 78.25	\$ 78.25	\$ 78.25	\$ 78.25	
2.1.7	Regional Water Line	ALL	2006	\$ 3,500,000	1176.3	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	
2.1.8	Broadway Ave Reservoir & Booster (Including Fut. Twinning)	ALL	2006 / 2026 / Future	\$ 8,300,000	1176.3	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	
4.1.1	Vista Trail Water Trunk	I1B, I2, I11, I12, I13, C4, S4, W1	2011	\$ 300,299	110.4	\$ 2,720.10																				
4.1.2	South Street Water Trunk	I1B, I2, I11, I12, I13, C4, S4, W1	2011	\$ 242,571	110.4	\$ 2,197.20																				
4.1.3	Duncan Avenue	I1B, I2, I11, I12, I13, C4, S4	2012	\$ 236,026	110.4	\$ 2,137.92																				
4.1.4	Future East Area Reservoir and Booster Station	ALL	Future	\$ 6,300,000	1176.3	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78		
4.1.5	Broadway Reservoir Water Supply Line (300mm Twinning)	ALL	Future	\$ 845,000	1176.3	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	
TOTAL OFF-SITE WATER LEVIES							\$ 20,008,348	1,176.3	\$ 17,009.56	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,894.36	\$ 16,894.36	\$ 16,894.36	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84

							SANITARY LEVIES																				
Item	Sanitary Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)																				
							E1	E2	E3	E4	E5	E6	E7	E8	N1	N2	N3	N4	N5	N6	NE1	NE2	NE3	NE4			
							2.7	56.2	31.3	12.7	57.7	48.3	57.5	49.8	5.9	37.8	24.7	16.4	36.6	17.8	56.4	21.0	51.1	6.9			
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, TW2, TW3, W2A, W2C, W2D, W3, I5, I6, I7, I7A, C13, I11	2000	\$ 172,108	212.6	\$ 809.54									\$ 809.54	\$ 809.54	\$ 809.54										
2.2.5	NW Area LS	TW2, W2A, W2C, W2D, W3	2000	\$ 332,517	88.8	\$ 3,744.56																					
2.2.6	NW Area LS Forcemain - second phase	TW2, W2A, W2C, W2D, W3	2003	\$ 61,727	88.8	\$ 695.12																					
2.2.7	Abandon Womacks LS	I11	2001	\$ 6,380	9.2	\$ 693.47																					
3.2.2	Upgrade Stanley FM	N1, N2, N3, TW2, W2A, W2C, W2D, W3, I11	Future	\$ 260,000	166.4	\$ 1,562.50									\$ 1,562.50	\$ 1,562.50	\$ 1,562.50										
3.2.3	Upgrade LS#3 & new FM	TW1, I1A, I11	2005	\$ 81,263	27.1	\$ 2,998.62																					
3.2.4	Aurora Lift Station	N1, N2, N3, 65% of N5, N6, I7, I7A, C8, C9, C13	Future	\$ 6,400,000	141.2	\$ 45,328.99									\$ 45,328.99	\$ 45,328.99	\$ 45,328.99		\$ 29,463.84	\$ 45,328.99							
3.2.5	I4 LS (plus South Street gravity main)	ALL	2010	\$ 2,856,380	1176.3	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	
3.2.6	Broadway Trunk Upgrade	N1, N2, N3, TW2, TW3, W2A, W2C, W2D, W3, I5, I6, I7, I7A, C13	2022	\$ 196,578	203.4	\$ 966.46									\$ 966.46	\$ 966.46	\$ 966.46										
3.2.7	Indiana Street / South Street / Highway 2A Upgrade	N1, N2, N3, TW2, TW3, TW4, W3, I5, I6, I7, I7A, C13	Future	\$ 1,200,000	183.4	\$ 6,543.08									\$ 6,543.08	\$ 6,543.08	\$ 6,543.08										
3.2.8	NW Area LS Generator	TW2, W2A, W2C, W2D, W3	2012	\$ 70,000	88.8	\$ 788.29																					
3.2.11	NW Area LS forcemain - final phase	W2A, W2C, W2D, W3	2005	\$ 161,236	59.8	\$ 2,696.26																					
4.2.1	Vista Trail Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5, I1A	2011	\$ 269,981	116.4	\$ 2,319.23												\$ 2,319.23	\$ 811.73								
4.2.2	South Street Sanitary Trunk	N4, 35% of N5, I1A, I1B, I1C, I11, I12, I13, I14, S4	2011	\$ 425,001	138.2	\$ 3,075.04												\$ 3,075.04	\$ 1,076.26								
4.2.3	Duncan Avenue Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5	2012	\$ 147,112	115.5	\$ 1,273.59												\$ 1,273.59	\$ 445.76								
4.2.4	McKay Ranch (E5) Lift Station and Force Main	E5, E6, E7, E8, NE1, NE2, NE3, C11, C12	Future	\$ 6,104,689	424.9	\$ 14,367.35				\$ 14,367.35	\$ 14,367.35	\$ 14,367.35	\$ 14,367.35	\$ 14,367.35									\$ 14,367.35	\$ 14,367.35	\$ 14,367.35		
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	509.6	\$ 511.35				\$ 511.35	\$ 511.35	\$ 511.35	\$ 511.35	\$ 511.35							\$ 511.35	\$ 511.35	\$ 511.35	\$ 511.35	\$ 511.35		
4.2.6	S1 and C4 (Blackfalds Crossing) Sanitary Trunk	N4, N5, N6, S4, I1A, I1B, I2, I11, I12, I13, I14, C4, C7	2025	\$ 1,480,689	198.3	\$ 7,466.92												\$ 7,466.92	\$ 7,466.92	\$ 7,466.92							
4.2.7	I13 Lift Station	I13, I14, 35% of N5, N4	Future	\$ 3,000,000	84.9	\$ 35,331.53												\$ 35,331.53	\$ 12,366.03								
4.2.8	Valley Ridge Industrial Lift Station	I13, I14, N4, 35% of N5, I12	Future	\$ 3,000,000	106.3	\$ 28,219.36												\$ 28,219.36	\$ 9,876.78								
4.2.9	NW Area Lift Station Pump Upgrade	W2A, W2D, W2C, W3	Future	\$ 350,000	59.8	\$ 5,852.84																					
4.2.10	Lakeside Lift Station and Force Main	S2, S3, I9	Future	\$ 2,000,000	71.7	\$ 27,894.00																					
4.2.11	Broadway / Aurora Trunk (North Area Servicing)	C8, C9, N6, 65% of N5, N2, N3, N1, I7, I7A, C13	Future	\$ 1,800,000	141.2	\$ 12,748.78									\$ 12,748.78	\$ 12,748.78	\$ 12,748.78		\$ 8,266.71	\$ 12,748.78							
4.2.12	McKay Ranch North Trunk Oversizing Through Future	E6, E8, NE1, NE2, NE3, C11, C12	Future	\$ 530,000	309.7	\$ 1,711.33						\$ 1,711.33	\$ 1,711.33	\$ 1,711.33							\$ 1,711.33	\$ 1,711.33	\$ 1,711.33	\$ 1,711.33	\$ 1,711.33		
5.2.1	C11 Lift Station and Force Main	C11, NE2, and 30% of NE1	Future	\$ 950,000	63.5	\$ 14,955.92															\$ 4,486.78	\$ 14,955.92					
5.2.2	C12 Lift Station Force Main	C12, NE3, and 30% of E8	Future	\$ 1,490,000	123.5	\$ 12,060.87									\$ 3,618.26									\$ 12,060.87			
TOTAL OFF-SITE SANITARY LEVIES							1176.3	\$ 33,652,515	\$ 28,608.79	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 17,306.98	\$ 19,018.32	\$ 17,306.98	\$ 22,636.58	\$ 70,387.62	\$ 70,387.62	\$ 70,387.62	\$ 80,113.93	\$ 72,222.30	\$ 67,972.96	\$ 23,505.09	\$ 33,974.23	\$ 31,079.19	\$ 2,428.27

							STORM LEVIES																			
Item	Storm Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)																			
							E1	E2	E3	E4	E5	E6	E7	E8	N1	N2	N3	N4	N5	N6	NE1	NE2	NE3	NE4		
							2.7	56.2	31.3	12.7	57.7	48.3	57.5	49.8	5.9	37.8	24.7	16.4	36.6	17.8	56.4	21.0	51.1	6.9		
2.3.1	East Area Det. Pond	E1,TE1, TE2, C1, C2, S4	2001	\$ 734,896	37.2	\$ 19,755.27	\$ 19,755.27																			
2.3.2	Broadway/Womacks Ext.	I 5	2002	\$ 228,460	6.8	\$ 33,597.06																				
3.3.2	Rolling Hills Lift Station	W2A, W2C, W2D, TW1, I5	Future	\$ 2,100,000	47.6	\$ 44,117.65																				
4.3.1	South Street Storm Trunk	TW1, S4, I1B, W2A, W2C, W2D	2011	\$ 293,121	52.8	\$ 5,551.53																				
4.3.2	I12 (Duncan Avenue) Lift Station and Force Main	I11, I12	Future	\$ 2,100,000	30.6	\$ 68,627.45																				
4.3.3a	East Area Storm Trunk (Conveyance)	E5, E6, E7, 87% of E8, C10, C1, 10% of NE1, NE4, C13	Future	\$ 6,875,047	237.6	\$ 28,939.52				\$ 28,939.52	\$ 28,939.52	\$ 28,939.52	\$ 25,177.39							\$ 2,893.95				\$ 28,939.52		
4.3.3b	East Area Storm Trunk (Detention)	E6, E7, 87% of E8, C10, C1, 10% of NE1	Future	\$ 2,673,629	168.2	\$ 15,898.75					\$ 15,898.75	\$ 15,898.75	\$ 13,831.91							\$ 1,589.88					\$ 28,939.52	
4.3.5	Northwest Stormwater Management System	W3, TW3, N1, N2, N3, N4, N5, N6, NE4, C8, C9, C13, I14	Future	\$ 6,000,000	227.9	\$ 26,327.34								\$ 26,327.34	\$ 26,327.34	\$ 26,327.34	\$ 26,327.34	\$ 26,327.34	\$ 26,327.34					\$ 26,327.34		
5.3.1	Aurora Heights Oversizing	TW3	2015	\$ 37,471	12.0	\$ 3,122.58																				
5.3.2	Northeast Ditch Outlet to Blackfalds Lake	90% of NE1, NE2, NE3, C11, C12	Future	\$ 656,250	206.0	\$ 3,186.30														\$ 2,867.67	\$ 3,186.30	\$ 3,186.30				
5.3.3	Northeast 750mm Trunk	90% of NE1, 30% NE2, NE3,13% of E8	Future	\$ 980,000	114.6	\$ 8,548.95							\$ 1,111.36							\$ 7,694.05	\$ 2,564.68	\$ 8,548.95				
5.3.4	Northeast 675mm Trunk	90% of NE1, 30% of NE2	Future	\$ 1,490,000	57.1	\$ 26,112.86														\$ 23,501.58	\$ 7,833.86					
TOTAL OFF-SITE STORM LEVIES							\$ 24,168,874	1176.3	\$ 20,646.52	\$ 19,755.27	\$ -	\$ -	\$ -	\$ 28,939.52	\$ 44,838.27	\$ 44,838.27	\$ 40,120.66	\$ 26,327.34	\$ 26,327.34	\$ 26,327.34	\$ 26,327.34	\$ 26,327.34	\$ 36,547.13	\$ 13,584.84	\$ 11,735.25	\$ 55,266.88

							WATER LEVIES													
Item	Water Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (HA)													
							S1	S2	S3	S4	TE1	TE2	TW1	TW2	TW3	TW4	W2A	W2C	W2D	W3
							31.6	17.5	32.8	3.5	10.6	5.2	17	29	12	3.8	4.5	11.1	8.2	36
2.1.3	Brentwood Ext.-Womacks to Brentwood	TW1, TW2, TW3, W2A, W2C, W2D, W3, I1A, I1B,I11	2001	\$ 57,246	136.4	\$ 419.69						\$ 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	\$ 103,227	202.2	\$ 510.52						\$ 510.52	\$ 510.52	\$ 510.52		\$ 510.52	\$ 510.52	\$ 510.52	\$ 510.52	
2.1.5	Brentwood Ext.-CPR Crossing	TW1, TW2, TW3, W2A, W2C, W2D, W3, I1A, I1B,I11	2004	\$ 31,933	136.4	\$ 234.11						\$ 234.11	\$ 234.11	\$ 234.11		\$ 234.11	\$ 234.11	\$ 234.11	\$ 234.11	
2.1.6	Upgrade E. Railway Trunk WTP to Minto	ALL	2004	\$ 92,045	1176.3	\$ 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	1176.3	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	
2.1.8	Broadway Ave Reservoir & Booster (Including Fut. Twinning)	ALL	2006 / 2026 / Future	\$ 8,300,000	1176.3	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	
4.1.1	Vista Trail Water Trunk	I1B, I2, I11, I12, I13, C4, S4,W1	2011	\$ 300,299	110.4	\$ 2,720.10			\$ 2,720.10											
4.1.2	South Street Water Trunk	I1B, I2, I11, I12, I13, C4, S4, W1	2011	\$ 242,571	110.4	\$ 2,197.20			\$ 2,197.20											
4.1.3	Duncan Avenue	I1B, I2, I11, I12, I13, C4, S4	2012	\$ 236,026	110.4	\$ 2,137.92			\$ 2,137.92											
4.1.4	Future East Area Reservoir and Booster Station	ALL	Future	\$ 6,300,000	1176.3	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	
4.1.5	Broadway Reservoir Water Supply Line (300mm Twinning)	ALL	Future	\$ 845,000	1176.3	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	
TOTAL OFF-SITE WATER LEVIES						\$ 20,008,348	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 23,239.06	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 17,348.16	\$ 17,348.16	\$ 16,183.84	\$ 17,348.16	\$ 17,348.16	

							SANITARY LEVIES																			
Item	Sanitary Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)																			
							S1	S2	S3	S4	TE1	TE2	TW1	TW2	TW3	TW4	W2A	W2C	W2D	W3						
							31.6	17.5	32.8	3.5	10.6	5.2	17.0	29.0	12.0	3.8	4.5	11.1	8.2	36.0						
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, TW2, TW3, W2A, W2C, W2D, W3, I5, I6, I7, I7A, C13, I11	2000	\$ 172,108	212.6	\$ 809.54								\$ 809.54	\$ 809.54		\$ 809.54	\$ 809.54	\$ 809.54	\$ 809.54	\$ 809.54	\$ 809.54	\$ 809.54	\$ 809.54	\$ 809.54	\$ 809.54
2.2.5	NW Area LS	TW2, W2A, W2C, W2D, W3	2000	\$ 332,517	98.8	\$ 3,744.56								\$ 3,744.56		809.54		\$ 3,744.56	\$ 3,744.56	\$ 3,744.56	\$ 3,744.56	\$ 3,744.56	\$ 3,744.56	\$ 3,744.56	\$ 3,744.56	\$ 3,744.56
2.2.6	NW Area LS Foremain - second phase	TW2, W2A, W2C, W2D, W3	2003	\$ 61,727	88.8	\$ 695.12								\$ 695.12				\$ 695.12	\$ 695.12	\$ 695.12	\$ 695.12	\$ 695.12	\$ 695.12	\$ 695.12	\$ 695.12	\$ 695.12
2.2.7	Abandon Wormacks LS	I11	2001	\$ 6,380	9.2	\$ 693.47												\$ 695.12	\$ 695.12	\$ 695.12	\$ 695.12	\$ 695.12	\$ 695.12	\$ 695.12	\$ 695.12	\$ 695.12
3.2.2	Upgrade Stanley FM	N1, N2, N3, TW2, W2A, W2C, W2D, W3, I11	Future	\$ 260,000	166.4	\$ 1,562.50								\$ 1,562.50				\$ 1,562.50	\$ 1,562.50	\$ 1,562.50	\$ 1,562.50	\$ 1,562.50	\$ 1,562.50	\$ 1,562.50	\$ 1,562.50	\$ 1,562.50
3.2.3	Upgrade LS#3 & new FM	TW1, I1A, I11	2005	\$ 81,263	27.1	\$ 2,996.62							\$ 2,996.62													
3.2.4	Aurora Lift Station	N1, N2, N3, 65% of N5, N6, I7, I7A, C8, C9, C13	Future	\$ 6,400,000	141.2	\$ 45,328.99																				
3.2.5	I4 LS (plus South Street gravity main)	ALL	2010	\$ 2,856,380	1176.3	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27
3.2.6	Broadway Trunk Upgrade	N1, N2, N3, TW2, TW3, W2A, W2C, W2D, W3, I5, I6, I7, I7A, C13	2022	\$ 196,578	203.4	\$ 966.46								\$ 966.46	\$ 966.46		\$ 966.46	\$ 966.46	\$ 966.46	\$ 966.46	\$ 966.46	\$ 966.46	\$ 966.46	\$ 966.46	\$ 966.46	\$ 966.46
3.2.7	Indiana Street / South Street / Highway 2A Upgrade	N1, N2, N3, TW2, TW3, TW4, W3, I5, I6, I7, I7A, C13	Future	\$ 1,200,000	183.4	\$ 6,543.08								\$ 6,543.08	\$ 6,543.08	\$ 6,543.08		\$ 6,543.08	\$ 6,543.08	\$ 6,543.08	\$ 6,543.08	\$ 6,543.08	\$ 6,543.08	\$ 6,543.08	\$ 6,543.08	\$ 6,543.08
3.2.8	NW Area LS Generator	TW2, W2A, W2C, W2D, W3	2012	\$ 70,000	88.8	\$ 788.29								\$ 788.29				\$ 788.29	\$ 788.29	\$ 788.29	\$ 788.29	\$ 788.29	\$ 788.29	\$ 788.29	\$ 788.29	\$ 788.29
3.2.11	NW Area LS foremain - final phase	W2A, W2C, W2D, W3	2005	\$ 161,236	59.8	\$ 2,696.26												\$ 2,696.26	\$ 2,696.26	\$ 2,696.26	\$ 2,696.26	\$ 2,696.26	\$ 2,696.26	\$ 2,696.26	\$ 2,696.26	\$ 2,696.26
4.2.1	Vista Trail Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5, I1A	2011	\$ 269,981	116.4	\$ 2,319.23																				
4.2.2	South Street Sanitary Trunk	N4, 35% of N5, I1A, I1B, I1C, I11, I12, I13, I14, S4	2011	\$ 425,001	138.2	\$ 3,075.04			\$ 3,075.04																	
4.2.3	Duncan Avenue Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5	2012	\$ 147,112	115.5	\$ 1,273.59																				
4.2.4	McKay Ranch (E5) Lift Station and Force Main	E5, E6, E7, E8, NE1, NE2, NE3, C11, C12	Future	\$ 6,104,689	424.9	\$ 14,367.35																				
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	509.6	\$ 511.35																				
4.2.6	S1 and C4 (Blackfalds Crossing) Sanitary Trunk	N4, N5, N6, S4, I1A, I1B, I2, I11, I12, I13, I14, C4, C7	2025	\$ 1,480,689	198.3	\$ 7,466.92				\$ 7,466.92																
4.2.7	I13 Lift Station	I13, I14, 35% of N5, N4	Future	\$ 3,000,000	84.9	\$ 35,331.53																				
4.2.8	Valley Ridge Industrial Lift Station	I13, I14, N4, 35% of N5, I12	Future	\$ 3,000,000	106.3	\$ 28,219.36																				
4.2.9	NW Area Lift Station Pump Upgrade	W2A, W2D, W2C, W3	Future	\$ 350,000	59.8	\$ 5,852.84												\$ 5,852.84	\$ 5,852.84	\$ 5,852.84	\$ 5,852.84	\$ 5,852.84	\$ 5,852.84	\$ 5,852.84	\$ 5,852.84	\$ 5,852.84
4.2.10	Lakeside Lift Station and Force Main	S2, S3, I9	Future	\$ 2,000,000	71.7	\$ 27,894.00				\$ 27,894.00	\$ 27,894.00															
4.2.11	Broadway / Aurora Trunk (North Area Servicing)	C8, C9, N6, 65% of N5, N2, N3, N1, I7, I7A, C13	Future	\$ 1,800,000	141.2	\$ 12,748.78																				
4.2.12	McKay Ranch North Trunk Oversizing Through Future	E6, E8, NE1, NE2, NE3, C11, C12	Future	\$ 530,000	309.7	\$ 1,711.33																				
5.2.1	C11 Lift Station and Force Main	C11, NE2, and 30% of NE1	Future	\$ 950,000	63.5	\$ 14,955.92																				
5.2.2	C12 Lift Station Force Main	C12, NE3, and 30% of E8	Future	\$ 1,490,000	123.5	\$ 12,060.87																				
TOTAL OFF-SITE SANITARY LEVIES					\$ 33,662,515	1176.3	\$ 28,608.79	\$ 2,428.27	\$ 30,833.63	\$ 30,833.63	\$ 12,970.23	\$ 2,428.27	\$ 2,428.27	\$ 7,134.20	\$ 17,537.82	\$ 10,747.35	\$ 8,971.35	\$ 19,543.85	\$ 19,543.85	\$ 19,543.85	\$ 19,543.85	\$ 19,543.85	\$ 19,543.85	\$ 26,086.92		

STORM LEVIES																				
Item	Storm Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefitting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)													
							S1	S2	S3	S4	TE1	TE2	TW1	TW2	TW3	TW4	W2A	W2C	W2D	W3
							31.6	17.5	32.8	3.5	10.6	5.2	17.0	29.0	12.0	3.8	4.5	11.1	8.2	36.0
2.3.1	East Area Det. Pond	E1,TE1, TE2, C1, C2, S4	2001	\$ 734,896	37.2	\$ 19,755.27				\$ 19,755.27	\$ 19,755.27	\$ 19,755.27								
2.3.2	Broadway/Womacks Ext.	I5	2002	\$ 228,460	6.8	\$ 33,597.06														
3.3.2	Rolling Hills Lift Station	W2A, W2C, W2D, TW1, I5	Future	\$ 2,100,000	47.6	\$ 44,117.65							\$ 44,117.65				\$ 44,117.65	\$ 44,117.65	\$ 44,117.65	
4.3.1	South Street Storm Trunk	TW1, S4, I1B, W2A, W2C, W2D	2011	\$ 293,121	52.8	\$ 5,551.53			\$ 5,551.53				\$ 5,551.53				\$ 5,551.53	\$ 5,551.53	\$ 5,551.53	
4.3.2	I12 (Duncan Avenue) Lift Station and Force Main	I11, I12	Future	\$ 2,100,000	30.6	\$ 68,627.46														
4.3.3a	East Area Storm Trunk (Conveyance)	E5, E6, E7, 87% of E8, C10, C1, 10% of NE1, NE4, C13	Future	\$ 6,875,047	237.6	\$ 28,939.52														
4.3.3b	East Area Storm Trunk (Detention)	E6, E7, 87% of E8, C10, C1, 10% of NE1	Future	\$ 2,673,629	168.2	\$ 15,898.75														
4.3.5	Northwest Stormwater Management System	W3, TW3, N1, N2, N3, N4, N5, N6, NE4, C8, C9, C13, I14	Future	\$ 6,000,000	227.9	\$ 26,327.34									\$ 26,327.34					\$ 26,327.34
5.3.1	Aurora Heights Oversizing	TW3	2015	\$ 37,471	12.0	\$ 3,122.58									\$ 3,122.58					
5.3.2	Northeast Ditch Outlet to Blackfalds Lake	90% of NE1, NE2, NE3, C11, C12	Future	\$ 656,250	206.0	\$ 3,186.30														
5.3.3	Northeast 750mm Trunk	90% of NE1, 30% NE2, NE3,13% of E8	Future	\$ 980,000	114.6	\$ 8,548.95														
5.3.4	Northeast 675mm Trunk	90% of NE1, 30% of NE2	Future	\$ 1,490,000	57.1	\$ 26,112.86														
TOTAL OFF-SITE STORM LEVIES				\$ 24,165,874	1175.3	\$ 20,546.52	\$ -	\$ -	\$ -	\$ 25,306.80	\$ 19,755.27	\$ 19,755.27	\$ 49,669.18	\$ -	\$ 29,449.92	\$ -	\$ 49,669.18	\$ 49,669.18	\$ 49,669.18	\$ 26,327.34

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						TOTAL LEVIES														
			Total Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	S1	S2	S3	S4	TE1	TE2	TW1	TW2	TW3	TW4	W2A	W2C	W2D	W3	
WATER LEVIES			\$ 20,006,348	1176.3	\$ 17,009.56	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 23,239.06	\$ 16,183.84	\$ 16,183.84	\$ 17,348.16	\$ 17,348.16	\$ 17,348.16	\$ 16,183.84	\$ 17,348.16	\$ 17,348.16	\$ 17,348.16	\$ 17,348.16	
SANITARY LEVIES			\$ 33,652,515	1176.3	\$ 28,608.79	\$ 2,428.27	\$ 30,833.63	\$ 30,833.63	\$ 12,970.23	\$ 2,428.27	\$ 2,428.27	\$ 7,134.20	\$ 17,537.82	\$ 10,747.35	\$ 8,971.35	\$ 19,543.85	\$ 19,543.85	\$ 19,543.85	\$ 26,086.92	
STORM LEVIES			\$ 24,168,874	1176.3	\$ 20,546.52	\$ -	\$ -	\$ -	\$ 25,306.80	\$ 19,755.27	\$ 19,755.27	\$ 49,669.18	\$ -	\$ 29,449.92	\$ -	\$ 49,669.18	\$ 49,669.18	\$ 49,669.18	\$ 26,327.34	
TRANSPORTATION LEVIES			\$ 60,923,750	1176.3	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	
FACILITIES LEVIES			\$ 21,145,513	1176.3	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	
2030 OFF-SITE LEVIES (100%)			\$ 159,898,999.80	1176.3	\$ 135,933.86	\$ 88,381.10	\$ 116,786.46	\$ 116,786.46	\$ 131,285.08	\$ 108,136.37	\$ 108,136.37	\$ 143,920.53	\$ 104,654.96	\$ 127,314.42	\$ 94,924.18	\$ 156,330.17	\$ 156,330.17	\$ 156,330.17	\$ 139,531.40	
2029 OFF-SITE LEVIES (90%)			\$ 143,909,099.82	1176.3	\$ 122,340.47	\$ 79,542.99	\$ 105,107.81	\$ 105,107.81	\$ 118,156.57	\$ 97,322.73	\$ 97,322.73	\$ 129,528.48	\$ 94,189.47	\$ 114,582.97	\$ 85,431.76	\$ 140,697.16	\$ 140,697.16	\$ 140,697.16	\$ 125,578.26	
2028 OFF-SITE LEVIES (80%)			\$ 127,919,199.84	1176.3	\$ 108,747.09	\$ 70,704.88	\$ 93,429.16	\$ 93,429.16	\$ 105,028.07	\$ 86,509.10	\$ 86,509.10	\$ 115,136.43	\$ 83,723.97	\$ 101,851.53	\$ 75,939.34	\$ 125,064.14	\$ 125,064.14	\$ 125,064.14	\$ 111,625.12	
2027 OFF-SITE LEVIES (70%)			\$ 111,929,299.86	1176.3	\$ 95,153.70	\$ 61,866.77	\$ 81,750.52	\$ 81,750.52	\$ 91,899.56	\$ 75,695.46	\$ 75,695.46	\$ 100,744.37	\$ 73,258.47	\$ 89,120.09	\$ 66,446.92	\$ 109,431.12	\$ 109,431.12	\$ 109,431.12	\$ 97,671.99	

							WATER LEVIES											
Item	Water Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)											
							I1A	I1B	I1C	I2	I3	I4	I5	I6	I7	I7A	I8	I9
							0.9	8.5	9.8	16.5	2.1	31.0	6.8	13.8	6.2	2.6	13.0	21.4
2.1.3	Brentwood Ext.-Womacks to Brentwood	TW1, TW2, TW3, W2A, W2C, W2D, W3, I1A, I1B, I11	2001	\$ 57,246	136.4	\$ 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	\$ 103,227	202.2	\$ 510.52							\$ 510.52					\$ 510.52
2.1.5	Brentwood Ext.-CPR Crossing	TW1, TW2, TW3, W2A, W2C, W2D, W3, I1A, I1B, I11	2004	\$ 31,933	136.4	\$ 234.11	\$ 234.11	\$ 234.11										\$ 234.11
2.1.6	Upgrade E. Railway Trunk WTP to Minto	ALL	2004	\$ 92,045	1176.3	\$ 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	1176.3	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43
2.1.8	Broadway Ave Reservoir & Booster (Including Fut. Twinning)	ALL	2006 / 2026 / Future	\$ 8,300,000	1176.3	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02
4.1.1	Vista Trail Water Trunk	I1B, I2, I11, I12, I13, C4, S4, W1	2011	\$ 300,299	110.4	\$ 2,720.10		\$ 2,720.10		\$ 2,720.10								\$ 2,720.10
4.1.2	South Street Water Trunk	I1B, I2, I11, I12, I13, C4, S4, W1	2011	\$ 242,571	110.4	\$ 2,197.20		\$ 2,197.20		\$ 2,197.20								\$ 2,197.20
4.1.3	Duncan Avenue	I1B, I2, I11, I12, I13, C4, S4	2012	\$ 236,026	110.4	\$ 2,137.92		\$ 2,137.92		\$ 2,137.92								\$ 2,137.92
4.1.4	Future East Area Reservoir and Booster Station	ALL	Future	\$ 6,300,000	1176.3	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78
4.1.5	Broadway Reservoir Water Supply Line (300mm Twinning)	ALL	Future	\$ 845,000	1176.3	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35
TOTAL OFF-SITE WATER LEVIES				\$ 20,008,348	1,176.3	\$ 17,009.56	\$ 16,837.64	\$ 23,892.86	\$ 16,183.84	\$ 23,239.06	\$ 16,183.84	\$ 16,183.84	\$ 16,694.36	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 24,403.38

							SANITARY LEVIES											
Item	Sanitary Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)											
							I1A	I1B	I1C	I2	I3	I4	I5	I6	I7	I7A	I8	I9
							0.9	8.5	9.8	16.5	2.1	31.0	6.8	13.8	6.2	2.6	13.0	21.4
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
2.2.4	Upgrade Stanley LS	N1, N2, N3, TW2, TW3, W2A, W2C, W2D, W3, I5, I6, I7, I7A, C13, I11	2000	\$ 172,108	212.6	\$ 809.54							\$ 809.54	\$ 809.54	\$ 809.54	\$ 809.54		\$ 809.54
2.2.5	NW Area LS	TW2, W2A, W2C, W2D, W3	2000	\$ 332,517	88.8	\$ 3,744.56												
2.2.6	NW Area LS Forcemain - second phase	TW2, W2A, W2C, W2D, W3	2003	\$ 61,727	88.8	\$ 695.12												
2.2.7	Abandon Womacks LS	I11	2001	\$ 6,380	9.2	\$ 693.47												\$ 693.47
3.2.2	Upgrade Stanley FM	N1, N2, N3, TW2, W2A, W2C, W2D, W3, I11	Future	\$ 260,000	166.4	\$ 1,562.50												\$ 1,562.50
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
3.2.4	Aurora Lift Station	N1, N2, N3, 65% of N5, N6, I7, I7A, C8, C9, C13	Future	\$ 6,400,000	141.2	\$ 45,328.99									\$ 45,328.99	\$ 45,328.99		
3.2.5	I4 LS (plus South Street gravity main)	ALL	2010	\$ 2,856,380	1176.3	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27
3.2.6	Broadway Trunk Upgrade	N1, N2, N3, TW2, TW3, W2A, W2C, W2D, W3, I5, I6, I7, I7A, C13	2022	\$ 196,578	203.4	\$ 966.46							\$ 966.46	\$ 966.46	\$ 966.46	\$ 966.46		
3.2.7	Indiana Street / South Street / Highway 2A Upgrade	N1, N2, N3, TW2, TW3, TW4, W3, I5, I6, I7, I7A, C13	Future	\$ 1,200,000	183.4	\$ 6,543.08							\$ 6,543.08	\$ 6,543.08	\$ 6,543.08	\$ 6,543.08		
3.2.8	NW Area LS Generator	TW2, W2A, W2C, W2D, W3	2012	\$ 70,000	88.8	\$ 788.29												
3.2.11	NW Area LS forcemain - final phase	W2A, W2C, W2D, W3	2005	\$ 161,236	59.8	\$ 2,696.26												
4.2.1	Vista Trail Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5, I1A	2011	\$ 269,981	116.4	\$ 2,319.23	\$ 2,319.23											\$ 2,319.23
4.2.2	South Street Sanitary Trunk	N4, 35% of N5, I1A, I1B, I1C, I11, I12, I13, I14, S4	2011	\$ 425,001	138.2	\$ 3,075.04	\$ 3,075.04	\$ 3,075.04	\$ 3,075.04									\$ 3,075.04
4.2.3	Duncan Avenue Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5	2012	\$ 147,112	115.5	\$ 1,273.59												\$ 1,273.59
4.2.4	McKay Ranch (E5) Lift Station and Force Main	E5, E6, E7, E8, NE1, NE2, NE3, C11, C12	Future	\$ 6,104,689	424.9	\$ 14,367.35												
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	509.6	\$ 511.35										\$ 511.35	\$ 511.35	
4.2.6	S1 and C4 (Blackfalds Crossing) Sanitary Trunk	N4, N5, N6, S4, I1A, I1B, I2, I11, I12, I13, I14, C4, C7	2025	\$ 1,480,689	198.3	\$ 7,466.92	\$ 7,466.92	\$ 7,466.92										\$ 7,466.92
4.2.7	I13 Lift Station	I13, I14, 35% of N5, N4	Future	\$ 3,000,000	84.9	\$ 35,331.53												
4.2.8	Valley Ridge Industrial Lift Station	I13, I14, N4, 35% of N5, I12	Future	\$ 3,000,000	106.3	\$ 28,219.36												\$ 28,219.36
4.2.9	NW Area Lift Station Pump Upgrade	W2A, W2D, W2C, W3	Future	\$ 350,000	59.8	\$ 5,852.84												
4.2.10	Lakeside Lift Station and Force Main	S2, S3, I9	Future	\$ 2,000,000	71.7	\$ 27,894.00											\$ 27,894.00	
4.2.11	Broadway / Aurora Trunk (North Area Servicing)	C8, C9, N6, 65% of N5, N2, N3, N1, I7, I7A, C13	Future	\$ 1,800,000	141.2	\$ 12,748.78									\$ 12,748.78	\$ 12,748.78		
4.2.12	McKay Ranch North Trunk Oversizing Through Future	E6, E8, NE1, NE2, NE3, C11, C12	Future	\$ 530,000	309.7	\$ 1,711.33												
5.2.1	C11 Lift Station and Force Main	C11, NE2, and 30% of NE1	Future	\$ 950,000	63.5	\$ 14,955.92												
5.2.2	C12 Lift Station Force Main	C12, NE3, and 30% of E8	Future	\$ 1,490,000	123.5	\$ 12,060.87												
TOTAL OFF-SITE SANITARY LEVIES				\$ 33,652,515	1176.3	\$ 28,608.79	\$ 19,995.39	\$ 12,970.23	\$ 5,503.32	\$ 9,895.19	\$ 2,428.27	\$ 2,428.27	\$ 10,747.35	\$ 10,747.35	\$ 68,825.12	\$ 68,825.12	\$ 2,939.63	\$ 30,833.63

							STORM LEVIES											
Item	Storm Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)											
							I1A	I1B	I1C	I2	I3	I4	I5	I6	I7	I7A	I8	I9
							0.9	8.5	9.8	16.5	2.1	31.0	6.8	13.8	6.2	2.6	13.0	21.4
2.3.1	East Area Det. Pond	E1, TE1, TE2, C1, C2, S4	2001	\$ 734,896	37.2	\$ 19,755.27												
2.3.2	Broadway/Womacks Ext.	I5	2002	\$ 228,460	6.9	\$ 33,597.06							\$ 33,597.06					
3.3.2	Rolling Hills Lift Station	W2A, W2C, W2D, TW1, I5	Future	\$ 2,100,000	47.6	\$ 44,117.65							\$ 44,117.65					
4.3.1	South Street Storm Trunk	TW1, S4, I1B, W2A, W2C, W2D	2011	\$ 293,921	52.8	\$ 5,551.53		\$ 5,551.53										
4.3.2	I12 (Duncan Avenue) Lift Station and Force Main	I11, I12	Future	\$ 2,100,000	30.6	\$ 68,627.45												\$ 68,627.45
4.3.3a	East Area Storm Trunk (Conveyance)	E5, E6, E7, 87% of E8, C10, C1, 10% of NE1, NE4, C13	Future	\$ 6,875,047	237.6	\$ 28,939.52												
4.3.3b	East Area Storm Trunk (Detention)	E6, E7, 87% of E8, C10, C1, 10% of NE1	Future	\$ 2,673,629	168.2	\$ 15,898.75												
4.3.5	Northwest Stormwater Management System	W3, TW3, N1, N2, N3, N4, N5, N6, NE4, C8, C9, C13, I14	Future	\$ 6,000,000	227.9	\$ 26,327.34												
5.3.1	Aurora Heights Oversizing	TW3	2015	\$ 37,471	12.0	\$ 3,122.58												
5.3.2	Northeast Ditch Outlet to Blackfalds Lake	90% of NE1, NE2, NE3, C11, C12	Future	\$ 655,250	206.0	\$ 3,186.30												
5.3.3	Northeast 750mm Trunk	90% of NE1, 30% NE2, NE3, 13% of E8	Future	\$ 980,000	114.6	\$ 8,548.95												
5.3.4	Northeast 675mm Trunk	90% of NE1, 30% of NE2	Future	\$ 1,490,000	57.1	\$ 26,112.86												
TOTAL OFF-SITE STORM LEVIES				\$ 24,168,874	1176.3	\$ 20,546.62	\$ -	\$ 5,551.53	\$ -	\$ -	\$ -	\$ -	\$ 77,714.71	\$ -	\$ -	\$ -	\$ -	\$ 68,627.45

							TRANSPORTATION LEVIES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Item	Transportation Improvements	All	Past/Future	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
							I1A	I1B	I1C	I2	I3	I4	I5	I6	I7	I7A	I8	I9	I10	I11	I12																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
							0.9	8.5	9.8	16.5	2.1	31.0	6.8	13.8	6.2	2.6	13.0	21.4	4.6	9.2	21.4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
TOTAL OFF-SITE TRANSPORTATION LEVIES				\$	60,923,750	1176.3	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	51,792.70	\$	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							WATER LEVIES												
Item	Water Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (HA)												
							I13	I14	C1	C2	C3	C4	C5	C8	C9	C10	C11	C12	C13
							39.5	16.2	8.3	6.9	0.7	11.8	0.9	5.5	12.1	5.1	25.6	57.5	4.8
2.1.3	Brentwood Ext.-Womacks to Brentwood	TW1, TW2, TW3, W2A, W2C, W2D, W3, I1A, I1B,I11	2001	\$ 57,246	136.4	\$ 419.69													
2.1.4	Broadway Extension	N1, N2, N3, TW1, TW2, TW3, W2A, W2C, W2D, W3 I5, I11	2002	\$ 103,227	202.2	\$ 510.52													
2.1.5	Brentwood Ext.-CPR Crossing	TW1, TW2, TW3, W2A, W2C, W2D, W3, I1A, I1B,I11	2004	\$ 31,933	136.4	\$ 234.11													
2.1.6	Upgrade E. Railway Trunk WTP to Minto	ALL	2004	\$ 92,045	1176.3	\$ 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	1176.3	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43	\$ 2,975.43
2.1.8	Broadway Ave Reservoir & Booster (Including Fut. Twinning)	ALL	2006 / 2026 / Future	\$ 8,300,000	1176.3	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02	\$ 7,056.02
4.1.1	Vista Trail Water Trunk	I1B, I2, I11, I12, I13, C4, S4,W1	2011	\$ 300,299	110.4	\$ 2,720.10	\$ 2,720.10					\$ 2,720.10							
4.1.2	South Street Water Trunk	I1B, I2, I11, I12, I13, C4, S4, W1	2011	\$ 242,571	110.4	\$ 2,197.20	\$ 2,197.20					\$ 2,197.20							
4.1.3	Duncan Avenue	I1B, I2, I11, I12, I13, C4, S4	2012	\$ 236,026	110.4	\$ 2,137.92	\$ 2,137.92					\$ 2,137.92							
4.1.4	Future East Area Reservoir and Booster Station	ALL	Future	\$ 6,300,000	1176.3	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78	\$ 5,355.78
4.1.5	Broadway Reservoir Water Supply Line (300mm Twinning)	ALL	Future	\$ 845,000	1176.3	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35	\$ 718.35
TOTAL OFF-SITE WATER LEVIES				\$ 20,008,348	1,176.3	\$ 17,009.56	\$ 23,239.06	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 23,239.06	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84

							SANITARY LEVIES												
Item	Sanitary Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)												
							I13	I14	C1	C2	C3	C4	C5	C8	C9	C10	C11	C12	C13
							39.5	16.2	8.3	6.9	0.7	11.8	0.9	5.5	12.1	5.1	25.6	57.5	4.8
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, TW2, TW3, W2A, W2C, W2D, W3, I5, I6, I7, I7A, C13, I11	2000	\$ 172,108	212.6	\$ 809.54												\$ 809.54	
2.2.5	NW Area LS	TW2, W2A, W2C, W2D, W3	2000	\$ 332,517	88.8	\$ 3,744.56													
2.2.6	NW Area LS Forcemain - second phase	TW2, W2A, W2C, W2D, W3	2003	\$ 61,727	88.8	\$ 695.12													
2.2.7	Abandon Womacks LS	I11	2001	\$ 6,380	9.2	\$ 693.47													
3.2.2	Upgrade Stanley FM	N1, N2, N3, TW2, W2A, W2C, W2D, W3, I11	Future	\$ 260,000	166.4	\$ 1,562.50													
3.2.3	Upgrade LSF3 & new FM	TW1, I1A, I11	2005	\$ 81,263	27.1	\$ 2,998.62													
3.2.4	Aurora Lift Station	N1, N2, N3, 65% of N5, N6, I7, I7A, C8, C9, C13	Future	\$ 6,400,000	141.2	\$ 45,328.99							\$ 45,328.99	\$ 45,328.99				\$ 45,328.99	
3.2.5	H LS (plus South Street gravity main)	ALL	2010	\$ 2,856,380	1176.3	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27
3.2.6	Broadway Trunk Upgrade	N1, N2, N3, TW2, TW3, W2A, W2C, W2D, W3, I5, I6, I7, I7A, C13	2022	\$ 196,578	203.4	\$ 966.46													\$ 966.46
3.2.7	Indiana Street / South Street / Highway 2A Upgrade	N1, N2, N3, TW2, TW3, TW4, W3, I5, I6, I7, I7A, C13	Future	\$ 1,200,000	183.4	\$ 6,543.08													\$ 6,543.08
3.2.8	NW Area LS Generator	TW2, W2A, W2C, W2D, W3	2012	\$ 70,000	88.8	\$ 788.29													
3.2.11	NW Area LS forcemain - final phase	W2A, W2C, W2D, W3	2005	\$ 161,236	59.8	\$ 2,696.26													
4.2.1	Vista Trail Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5, I1A	2011	\$ 269,981	116.4	\$ 2,319.23	\$ 2,319.23	\$ 2,319.23											
4.2.2	South Street Sanitary Trunk	N4, 35% of N5, I1A, I1B, I1C, I11, I12, I13, I14, S4	2011	\$ 425,001	138.2	\$ 3,075.04	\$ 3,075.04	\$ 3,075.04											
4.2.3	Duncan Avenue Sanitary Trunk	I11, I12, I13, I14, N4, 35% of N5	2012	\$ 147,112	115.5	\$ 1,273.59	\$ 1,273.59												
4.2.4	McKay Ranch (E5) Lift Station and Force Main	E5, E6, E7, E8, NE1, NE2, NE3, C11, C12	Future	\$ 6,104,689	424.9	\$ 14,367.35											\$ 14,367.35	\$ 14,367.35	
4.2.5	South Street Sanitary Trunk Extension to McKay Ranch	E5, E6, E7, E8, SZ, S3, I8, I9, NE1, NE2, NE3, C11, C12	2013	\$ 260,585	509.6	\$ 511.35											\$ 511.35	\$ 511.35	
4.2.6	S1 and C4 (Blackfalds Crossing) Sanitary Trunk	N4, N5, N6, S4, I1A, I1B, I2, I11, I12, I13, I14, C4, C7	2025	\$ 1,480,689	198.3	\$ 7,466.92	\$ 7,466.92	\$ 7,466.92			\$ 7,466.92								
4.2.7	I13 Lift Station	I13, I14, 35% of N5, N4	Future	\$ 3,000,000	84.9	\$ 35,331.53	\$ 35,331.53	\$ 35,331.53											
4.2.8	Valley Ridge Industrial Lift Station	I13, I14, N4, 35% of N5, I12	Future	\$ 3,000,000	106.3	\$ 28,219.36	\$ 28,219.36	\$ 28,219.36											
4.2.9	NW Area Lift Station Pump Upgrade	W2A, W2D, W2C, W3	Future	\$ 350,000	59.8	\$ 5,852.84													
4.2.10	Lakeside Lift Station and Force Main	S2, S3, I9	Future	\$ 2,000,000	71.7	\$ 27,894.00													
4.2.11	Broadway / Aurora Trunk (North Area Servicing)	C8, C9, N6, 65% of N5, N2, N3, N1, I7, I7A, C13	Future	\$ 1,800,000	141.2	\$ 12,748.78						\$ 12,748.78	\$ 12,748.78					\$ 12,748.78	
4.2.12	McKay Ranch North Trunk Oversizing Through Future	E6, E8, NE1, NE2, NE3, C11, C12	Future	\$ 530,000	30.9	\$ 1,711.33											\$ 1,711.33	\$ 1,711.33	
5.2.1	C11 Lift Station and Force Main	C11, NE2, and 30% of NE1	Future	\$ 950,000	63.5	\$ 14,955.92											\$ 14,955.92		
5.2.2	C12 Lift Station Force Main	C12, NE3, and 30% of E8	Future	\$ 1,490,000	123.5	\$ 12,060.87											\$ 12,060.87		
TOTAL OFF-SITE SANITARY LEVIES					1176.3	\$ 28,608.79	\$ 80,113.93	\$ 80,113.93	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 9,895.19	\$ 2,428.27	\$ 60,506.04	\$ 60,506.04	\$ 2,428.27	\$ 33,974.23	\$ 31,079.19	\$ 68,825.19

							STORM LEVIES															
Item	Storm Improvements	Contributing Areas	Year Completed	Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	Development Area (Ha)															
							I13	I14	C1	C2	C3	C4	C5	C8	C9	C10	C11	C12	C13			
							39.5	16.2	8.3	6.9	0.7	11.8	0.9	5.5	12.1	5.1	25.6	57.5	4.8			
2.3.1	East Area Det. Pond	E1,TE1, TE2, C1, C2, S4	2001	\$ 734,896	37.2	\$ 19,755.27			\$ 19,755.27	\$ 19,755.27												
2.3.2	Broadway/Womacks Ext.	I5	2002	\$ 228,460	6.8	\$ 33,597.06																
3.3.2	Rolling Hills Lift Station	W2A, W2C, W2D, TW1, I5	Future	\$ 2,100,000	47.6	\$ 44,117.65																
4.3.1	South Street Storm Trunk	TW1, S4, I1B, W2A, W2C, W2D	2011	\$ 293,121	52.8	\$ 5,551.53																
4.3.2	I12 (Duncan Avenue) Lift Station and Force Main	I11, I12	Future	\$ 2,100,000	30.6	\$ 68,627.45																
4.3.3a	East Area Storm Trunk (Conveyance)	E5, E6, E7, 87% of E8, C10, C1, 10% of NE1, NE4, C13	Future	\$ 6,875,047	237.6	\$ 28,939.52			\$ 28,939.52							\$ 28,939.52		\$ 28,939.52				
4.3.3b	East Area Storm Trunk (Detention)	E6, E7, 87% of E8, C10, C1, 10% of NE1	Future	\$ 2,673,629	168.2	\$ 15,898.75			\$ 15,898.75							\$ 15,898.75						
4.3.5	Northwest Stormwater Management System	W3, TW3, N1, N2, N3, N4, N5, N6, NE4, C8, C9, C13, I14	Future	\$ 6,000,000	227.9	\$ 26,327.34		\$ 26,327.34						\$ 26,327.34	\$ 26,327.34							
5.3.1	Aurora Heights Oversizing	TW3	2015	\$ 37,471	12.0	\$ 3,122.58																
5.3.2	Northeast Ditch Outlet to Blackfalds Lake	90% of NE1, NE2, NE3, C11, C12	Future	\$ 656,250	206.0	\$ 3,186.30											\$ 3,186.30	\$ 3,186.30				
5.3.3	Northeast 750mm Trunk	90% of NE1, 30% NE2, NE3,13% of E8	Future	\$ 980,000	114.6	\$ 8,548.95																
5.3.4	Northeast 675mm Trunk	90% of NE1, 30% of NE2	Future	\$ 1,490,000	57.1	\$ 26,112.86																
TOTAL OFF-SITE STORM LEVIES							\$ 24,168,874	1176.3	\$ 20,546.52	\$ -	\$ 26,327.34	\$ 64,593.54	\$ 19,755.27	\$ -	\$ -	\$ -	\$ 26,327.34	\$ 26,327.34	\$ 44,838.27	\$ 3,186.30	\$ 3,186.30	\$ 28,939.52

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							TOTAL LEVIES												
				Total Cost (\$)	Benefiting Area (Ha)	Cost per Hectare (\$/Ha)	I13	I14	C1	C2	C3	C4	C5	C8	C9	C10	C11	C12	C13
WATER LEVIES				\$ 20,008,348	1176.3	\$ 17,009.56	\$ 23,239.06	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 23,239.06	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84	\$ 16,183.84
SANITARY LEVIES				\$ 33,652,515	1176.3	\$ 28,608.79	\$ 80,113.93	\$ 80,113.93	\$ 2,428.27	\$ 2,428.27	\$ 2,428.27	\$ 9,895.19	\$ 2,428.27	\$ 60,506.04	\$ 60,506.04	\$ 2,428.27	\$ 33,974.23	\$ 31,079.19	\$ 68,825.12
STORM LEVIES				\$ 24,168,874	1176.3	\$ 20,546.82	\$ 26,327.34	\$ 64,593.54	\$ 19,755.27	\$ -	\$ -	\$ -	\$ -	\$ 26,327.34	\$ 26,327.34	\$ 44,838.27	\$ 3,186.30	\$ 3,186.30	\$ 28,939.52
TRANSPORTATION LEVIES				\$ 60,923,750	1176.3	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70	\$ 51,792.70
FACILITIES LEVIES				\$ 21,145,513	1176.3	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29	\$ 17,976.29
2030 OFF-SITE LEVIES (100%)				\$ 159,898,999.80	1176.3	\$ 135,933.86	\$ 173,121.98	\$ 192,394.09	\$ 152,974.84	\$ 108,136.37	\$ 88,381.10	\$ 102,903.24	\$ 88,381.10	\$ 172,786.20	\$ 172,786.20	\$ 133,219.38	\$ 123,113.36	\$ 120,218.31	\$ 183,717.47
2029 OFF-SITE LEVIES (90%)				\$ 143,909,099.82	1176.3	\$ 122,340.47	\$ 155,809.78	\$ 173,154.68	\$ 137,677.18	\$ 97,322.73	\$ 79,542.99	\$ 92,612.92	\$ 79,542.99	\$ 155,507.58	\$ 155,507.58	\$ 119,897.44	\$ 110,802.02	\$ 108,196.48	\$ 165,345.72
2028 OFF-SITE LEVIES (80%)				\$ 127,919,199.84	1176.3	\$ 108,747.09	\$ 138,497.58	\$ 153,915.28	\$ 122,379.72	\$ 86,509.10	\$ 70,704.88	\$ 82,322.59	\$ 70,704.88	\$ 138,228.96	\$ 138,228.96	\$ 106,575.50	\$ 98,490.69	\$ 96,174.65	\$ 146,973.97
2027 OFF-SITE LEVIES (70%)				\$ 111,929,299.86	1176.3	\$ 95,153.70	\$ 121,185.39	\$ 134,675.87	\$ 107,082.25	\$ 75,695.46	\$ 61,866.77	\$ 72,032.27	\$ 61,866.77	\$ 120,950.34	\$ 120,950.34	\$ 93,253.56	\$ 86,179.35	\$ 84,152.82	\$ 128,602.22

Overall Off-Site Levies by Area

To dampen the impact of the off-site levy rate increases to developers, it is proposed to phase the increase of the levies over a three-year span as shown in Table 6.3 below. These values are included at the bottom of Table 6.1 as well.

Table 6.3 – Phased Off-Site Levies Rate Increases

Year	Off-Site Levy Rate (Average)
2027 (70%)	\$95,153.70/Ha
2028 (80%)	\$108,747.09/Ha
2029 (90%)	\$122,340.47/Ha
2030 (100%)	\$135,933.86/Ha

Historical Average Off-Site Levies Rates

The Town of Blackfalds' historical off-site levies rates and approximate average annual increases are summarized in Table 6.4 below.

Table 6.4 - Historical Average Off-site 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	\$89,107/Ha	24.4%
2027	\$135,933.86/Ha	3.53%

From the previous report (2015 Off-Site Levies Report, Published March 2, 2016) to 2027, the rates have increased, on average, by approximately 3.58 % per year (3.05% with the 70%/80%/90%/100% transition from 2027 to 2030). This includes the new facilities costs that have been added as part of this update. For comparison, if the levies did not include the new levies for facilities, the average off-site levy rate would be \$117,957.57/Ha, which would be approximately a 2.37% average annual increase (1.89% with the 70%/80%/90%/100% transition from 2026 to 2029).

APPENDIX A – DEEP UTILITIES LEVIES

APPENDIX A

Town of Blackfalds
2026 Off-site Levies Update
Prepared by: Stantec Consulting



Sec.	Water Improvement	Item	Cost
2.1.3	Brentwood Extension - Womacks to Brentwood	2008 Rate to Remain Unchanged	\$ 57,246
2.1.4	Broadway Extension	2008 Rate to Remain Unchanged	\$ 103,227
2.1.5	CPR Crossing Installation	2008 Rate to Remain Unchanged	\$ 31,933
2.1.6	Upgrade East Railway Trunk	2008 Rate to Remain Unchanged	\$ 92,045
2.1.7	Regional Water Line	Construction (Total Cost to Town including Grants GST (0%))	\$ 3,500,000 \$ - Total \$ 3,500,000
2.1.8	Broadway Ave Reservoir & Booster (Including Fut. Twinning)	New Reservoir/Pump Station including engineering & contingency(2006) Land Acquisition (2006) Assumed Grant 2007 (44.07%) Total Phase 2 Budget Grant Phase 2 County Contribution (41%) Phase 2 Future Pump Upgrades Administration Fee (5%) GST (0%)	\$ 7,650,179 \$ 80,000 \$ (3,406,690) \$ 7,342,544 \$ (2,314,486) \$ (2,061,504) \$ 600,000 \$ 364,502 \$ - Total \$ 8,300,000
3.1.2	Womacks Rd /Gregg Street Trunk Main	Construction Contingency (10%) Engineering (15%) Administration Fee (5%) GST (0%)	\$ 107,856 \$ 10,786 \$ 26,178 \$ 11,741 \$ - Total \$ 246,561
4.1.1	Vista Trail Water Trunk	Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%)	\$ 248,695 \$ - \$ 37,304 \$ 14,300 \$ - Total \$ 300,299
4.1.2	South Street Trunk	Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%)	\$ 200,887 \$ - \$ 30,133 \$ 11,551 \$ - Total \$ 242,571
4.1.3	Duncan Avenue Trunk	Construction Contingency (0%) Engineering (15%) Administration Fee (5%) GST (0%)	\$ 195,467 \$ - \$ 29,320 \$ 11,239 \$ - Total \$ 236,026

APPENDIX A

4.1.4	Future East Area Reservoir and Booster Station	Construction	\$ 8,232,000
		Contingency (10%)	\$ 823,200
		Engineering (15%)	\$ 1,234,800
		Funding (-38.8%)	\$ (3,992,520)
		GST (0%)	\$ -
		Total	\$ 6,300,000
4.1.5	Water Supply Line (300mm Twinning)	Construction	\$ 644,000
		Contingency (10%)	\$ 64,400
		Engineering (15%)	\$ 96,600
		Administration Fee (5%)	\$ 40,250
		GST (0%)	\$ -
		Total	\$ 845,000

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APPENDIX A

Town of Blackfalds
2026 Off-site Levies Update
Prepared by: Stantec Consulting

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	\$ 172,108
2.2.5	NW Area LS	2008 to Remain Unchanged	\$ 332,517
2.2.6	NW Area LS Forcemain - second phase	2008 to Remain Unchanged	\$ 61,727
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	\$ 161,236
3.2.1	Wastewater Treatment Plant (WWTP) Upgrades	Lagoon Facility Expansion (Aeration and Polishing Cells)	\$ 2,376,220
		Engineering (15%)	\$ 356,433
		Contingency (10%)	\$ 237,622
		Assumed Grant (44.07%)	\$ (1,388,000)
		Administration Fee (5%)	\$ 83,064
		GST (0%)	\$ -
		Total	\$ 1,744,339
3.2.2	Upgrade Forcemain from Stanley Street LS	Construction	\$ 200,000
		Contingency (10%)	\$ 20,000
		Engineering (15%)	\$ 30,000
		Administration Fee (5%)	\$ 12,500
		GST (0%)	\$ -
		Total	\$ 260,000
3.2.4	Aurora Lift Station and Force Main	Construction	\$ 4,300,000
		Forcemain (1km)	\$ 600,000
		Contingency (10%)	\$ 490,000
		Engineering (15%)	\$ 735,000
		Administration Fee (5%)	\$ 306,250
		GST (0%)	\$ -
		Total	\$ 6,400,000

APPENDIX A

Town of Blackfalds
2026 Off-site Levies Update
Prepared by: Stantec Consulting

Sec.	Sanitary Improvement	Item	Cost
3.2.5	I4 LS (plus South Street gravity main)	Construction	\$ 3,837,945
		Backup Generator	\$ 53,150
		Contingency (10%)	\$ 389,110
		Engineering (15%)	\$ 583,664
		Assumed Grant (44.07%)	\$ (2,143,507)
		Administration Fee (5%)	\$ 136,018
		GST (0%)	\$ -
		Total	\$ 2,856,380
3.2.6	Broadway Trunk Upgrade	Construction	\$ 162,798
		Contingency (10%)	\$ -
		Engineering (15%)	\$ 24,420
		Administration Fee (5%)	\$ 9,361
		GST (0%)	\$ -
		Total	\$ 196,578
3.2.7	Indiana Street/ South Street/ Highway 2A Upgrade	Construction	\$ 950,000
		Contingency (10%)	\$ 95,000
		Engineering (15%)	\$ 142,500
		Administration Fee (5%)	\$ 59,375
		GST (0%)	\$ -
		Total	\$ 1,200,000
3.2.8	NW Area LS Generator	Construction - Forcemain	\$ 53,000
		Contingency (10%)	\$ 5,300
		Engineering (15%)	\$ 7,950
		Administration Fee (5%)	\$ 3,313
		GST (0%)	\$ -
		Total	\$ 70,000
3.2.9	Regional Forcemain to Red Deer	Cost provided by Town	\$ 6,000,000
		Total	\$ 6,000,000
4.2.1	Vista Trail	Construction	\$ 223,587
		Contingency (0%)	\$ -
		Engineering (15%)	\$ 33,538
		Administration Fee (5%)	\$ 12,856
		GST (0%)	\$ -
		Total	\$ 269,981

APPENDIX A

Town of Blackfalds
2026 Off-site Levies Update
Prepared by: Stantec Consulting

Sec.	Sanitary Improvement	Item	Cost
4.2.2	South Street	Construction	\$ 351,968
		Contingency (0%)	\$ -
		Engineering (15%)	\$ 52,795
		Administration Fee (5%)	\$ 20,238
		GST (0%)	\$ -
		Total	\$ 425,001
4.2.3	Duncan Avenue	Construction	\$ 121,832
		Contingency (0%)	\$ -
		Engineering (15%)	\$ 18,275
		Administration Fee (5%)	\$ 7,005
		GST (0%)	\$ -
		Total	\$ 147,112
4.2.4	Mckay Ranch (E5) Lif Station and Force Main	Construction, Inc. Contingency	\$ 4,300,000
		Engineering Services	\$ 528,275
		Force Main (Ing. Eng and Cont)	\$ 600,000
		Power	\$ 100,000
		Future Pump Upgrades	\$ 300,000
		Administration Fee (5%)	\$ 276,414
		GST (0%)	\$ -
		Total	\$ 6,104,689
4.2.5	South Street Sanitary Trunk Extension to McKay Ridge	Construction	\$ 260,585
4.2.6	I13 Lift Station	Construction	\$ 2,300,000
		Contingency (10%)	\$ 230,000
		Engineering (15%)	\$ 345,000
		Administration Fee (5%)	\$ 143,750
		GST (0%)	\$ -
		Total	\$ 3,000,000

APPENDIX A

Town of Blackfalds
2026 Off-site Levies Update
Prepared by: Stantec Consulting

Sec.	Sanitary Improvement	Item	Cost
4.2.7	Valley Ridge Industrial Lift Station	Construction	\$ 2,300,000
		Contingency (10%)	\$ 230,000
		Engineering (15%)	\$ 345,000
		Administration Fee (5%)	\$ 143,750
		GST (0%)	\$ -
		Total	\$ 3,000,000
4.2.8	NW Area Lift Station Pump Upgrade	Construction	\$ 270,000
		Contingency (10%)	\$ 27,000
		Engineering (15%)	\$ 40,500
		Administration Fee (5%)	\$ 16,875
		GST (0%)	\$ -
		Total	\$ 350,000
4.2.9	Lakeside Lift Station and Force Main	Construction	\$ 1,500,000
		Contingency (10%)	\$ 150,000
		Engineering (15%)	\$ 225,000
		Administration Fee (5%)	\$ 93,750
		GST (0%)	\$ -
		Total	\$ 2,000,000
4.2.10	Broadway / Aurora Trunk	Construction	\$ 1,713,750
		Contingency (10%)	\$ 171,375
		Engineering (15%)	\$ 257,063
		Administration Fee (5%)	\$ 107,109
		GST (0%)	\$ -
		Total	\$ 2,250,000
4.2.11	McKay Ranch North Trunk Oversizing through Future	Construction	\$ 400,000
		Contingency (10%)	\$ 40,000
		Engineering (15%)	\$ 60,000
		Administration Fee (5%)	\$ 25,000
		GST (0%)	\$ -
		Total	\$ 530,000
5.2.1	C11 Lift Station and Force Main	Construction	\$ 500,000
		Force Main	\$ 280,000
		Contingency (10%)	\$ 50,000
		Engineering (15%)	\$ 75,000
		Administration Fee (5%)	\$ 45,250
		GST (0%)	\$ -
		Total	\$ 950,000

APPENDIX A

Town of Blackfalds
2026 Off-site Levies Update
Prepared by: Stantec Consulting

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%)	\$ 70,750
		GST (0%)	
		Total	\$ 7,288
			\$ -
			\$ 1,490,000

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APPENDIX A

Town of Blackfalds
2026 Off-site Levies Update
Prepared by: Stantec Consulting



Sec.	Storm Improvement	Item	Cost
2.3.1	East Area Detention Pond	Construction	\$ 734,896
		Total	\$ 734,896
2.3.2	Broadway/Womacks Ext	Construction	\$ 228,460
		Total	\$ 228,460
3.3.2	Rolling Hills Lift Station	Storm Retention	\$ 190,000
		Lift Station	\$ 1,582,250
		Contingency (10%)	\$ 177,225
		Engineering (15%)	\$ 265,838
		Administration (5%)	\$ 110,766
		GST (0%)	\$ -
		Total	\$ 2,100,000
4.3.1	South Street Storm Trunk	Construction	\$ 223,330
		Contingency (10%)	\$ 22,333
		Engineering (15%)	\$ 33,500
		Administration (5%)	\$ 13,958
		GST (0%)	\$ -
		Total	\$ 293,121
4.3.2	I12 (Duncan Avenue) Lift Station and Force Main	Construction	\$ 1,582,250
		Contingency (10%)	\$ 158,225
		Engineering (15%)	\$ 237,338
		Administration (5%)	\$ 98,891
		GST (0%)	\$ -
		Total	\$ 2,100,000
4.3.3	East Area Storm Trunk	Construction to date	\$ 6,897,502
		Future Construction Inc. Contingency	\$ 3,000,000
		Land and Legal	\$ 500,000
		Wetland Compensation	\$ 271,756
		Water Monitoring Program	\$ 100,000
		Engineering, Including Future	\$ 1,181,863
		Grant	\$ (3,000,000)
		Administration (5%)	\$ 597,556
		GST (0%)	\$ -
		Total	\$ 9,548,676
		Conveyance (72%)	\$ 6,875,047
		Detention (28%)	\$ 2,673,629
4.3.5	Highway 2A Lift Station, Force main and Crossing	Construction	\$ 760,000
		Contingency (10%)	\$ 76,000
		Engineering (15%)	\$ 114,000
		Administration Fee (5%)	\$ 47,500
		GST (0%)	\$ -
		Total	\$ 1,000,000
4.3.6	Northwest Storm Project	Construction	\$ 4,575,000
		Contingency (10%)	\$ 457,500
		Engineering (15%)	\$ 686,250
		Administration Fee (5%)	\$ 285,938
		GST (0%)	\$ -
		Total	\$ 6,000,000

APPENDIX A

5.3.1	Aurora Heights Oversizing	Construction	\$	37,471
		Contingency (0%)	\$	-
		Engineering (0%)	\$	-
		Administration (0%)	\$	-
		GST (0%)	\$	-
		Total	\$	37,471
5.3.2	Northeast Ditch Outlet to Blackfalds Lake	Construction	\$	500,000
		Contingency (10%)	\$	50,000
		Engineering (15%)	\$	75,000
		Administration (5%)	\$	31,250
		GST (0%)	\$	-
		Total	\$	656,250
5.3.3	Northeast 750mm Trunk	Construction	\$	750,000
		Contingency (10%)	\$	75,000
		Engineering (15%)	\$	112,500
		Administration (5%)	\$	46,875
		GST (0%)	\$	-
		Total	\$	980,000
5.3.4	Northeast 675mm Trunk	Construction	\$	1,137,500
		Contingency (10%)	\$	113,750
		Engineering (15%)	\$	170,625
		Administration (5%)	\$	71,094
		GST (0%)	\$	-
		Total	\$	1,490,000

APPENDIX B – TRANSPORTATION LEVIES

Arterial and Major Collector Roadways	Approximate Cost (\$)
Vista Trail	\$ 2,915,250
Broadway Avenue - Womacks Road to Twp Rd 40-0	\$ 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)	#REF!
Broadway Avenue - Aspen Lakes Boulevard to Twp Rd. 40-0	\$ 4,875,000
East Railway Street Upgrades	\$ 3,575,000
QEH 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)	\$ 6,600,000
Highway 2A Upgrades	\$ 14,625,000
Total	#REF!

Intersection Signalizations and Other General Upgrades	Approximate 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	#REF!
Other General Upgrades	\$ 2,925,000
Total	#REF!

Items in orange are not included in total, but are being discussed.

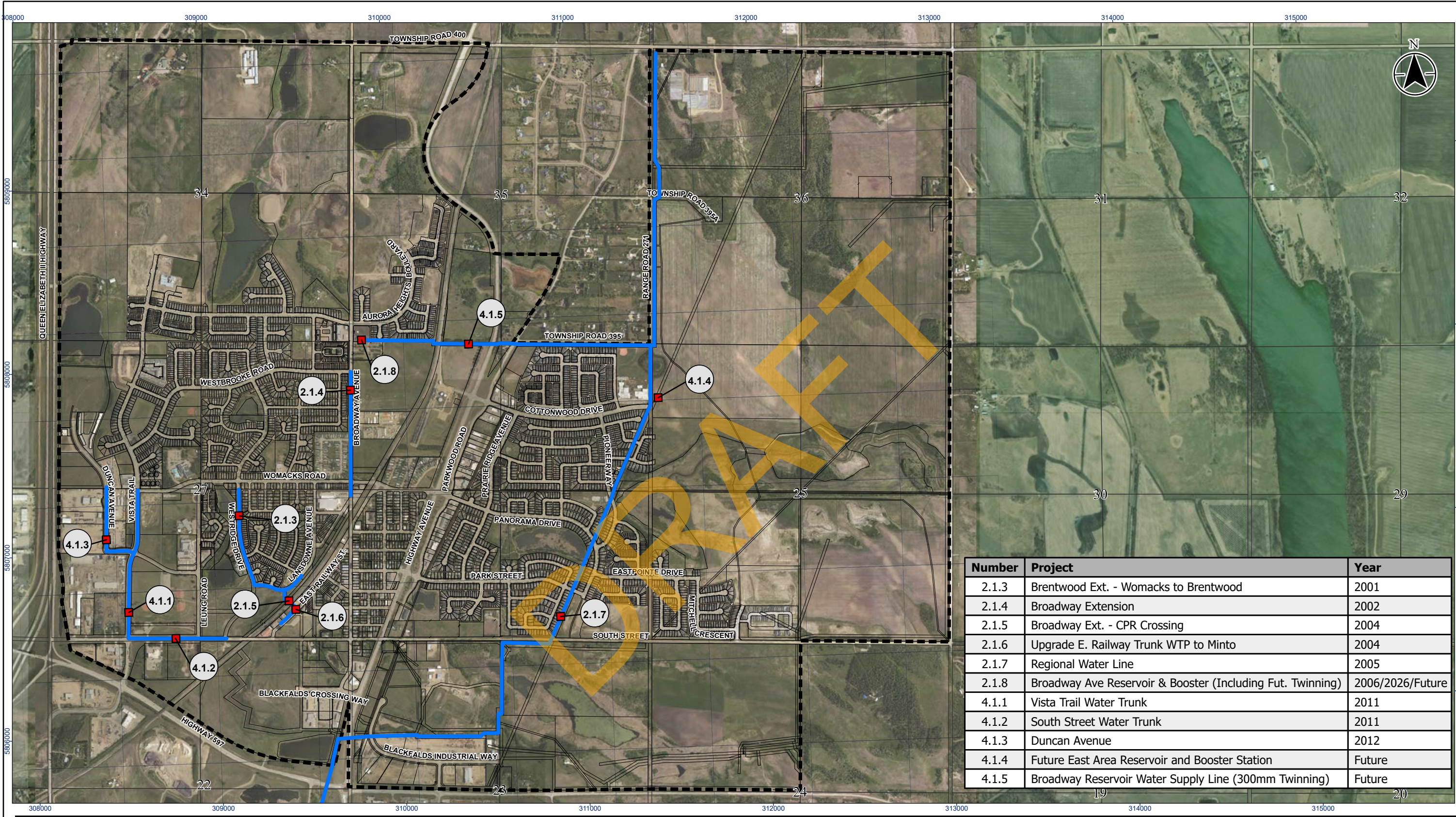
Arterial Roadway	Classification	Length (m)	Unit Rate (\$/m)	Administration, Professional Services, and Contingency	% Levy Funded	Levy Amount (\$)
Vista Trail	4-Lane UAU	1,300	2,300	30%	75.0%	\$ 2,915,250
Broadway Avenue - Womacks Road to Aspen Lakes Boulevard	4-Lane UAU	900	2,300	30%	75.0%	\$ 2,018,250
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
Broadway Avenue - Aspen Lakes Boulevard to Twp Rd. 40-0	4-Lane UCU	1,500	5,000	30%	50.0%	\$ 4,875,000
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%	75.0%	\$ 6,600,000
Upgrade Highway 2A	4-Lane UAD	2,000	7,500	30%	75.0%	\$ 14,625,000
Total						\$ 60,260,750

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INTER-SECTION #	FUNDING SOURCE	INTERSECTION	COSTS	INTER-SECTION #	FUNDING SOURCE	INTERSECTION	COSTS
16	Levies	Vista Trail & Womacks Rd Intersection Upgrade		35	Developer	Broadway Ave & Collector Rd 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
17	Levies	Vista Trail & Duncan Ave Intersection Upgrade		1	AT	Highway 2A & Cottonwood 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
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 Intersection Upgrade		3	AT	Highway 2A & Park St 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
		East Railway St & South St Intersection Upgrade (12,000 & 22,500 Pop. Horizon)		37	AT	Highway 2A & South St Intersection Upgrade (12,000 & 16,500 Pop. Horizon)	
25	Developer	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%)	\$112,500.00			Contingency (15%)	\$247,500.00
		TOTAL	\$975,000.00			TOTAL	\$2,145,000.00
		Highway 597 & Industrial Way Intersection Upgrade (12,000 & 16,500 & 22,500 Pop. Horizon)		6	AT	Highway 2A & Broadway Ave Intersection Upgrade (12,000 & 16,500 & 22,500 Pop. Horizon)	
26	AT	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
		Broadway Ave & Westbrooke Rd Intersection Upgrade (22,500 Pop. Horizon)		22	Levies	Parkwood Rd & Panorama Dr Intersection Upgrade (12,000 Pop. Horizon)	
8	Levies	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
		Womacks Rd & CPR Crossing, including Broadway/East Railway (12,000, 16,500 & 22,500 Pop. Horizon)		33	Developer	East Railway St & Highway 597 Intersection Upgrade (22,500 Pop. Horizon)	
9-11, 34	Levies	Construction	\$1,100,000.00			Construction	\$1,100,000.00
		Administration (5%)	\$55,000.00			Administration (5%)	\$55,000.00
		Engineering Fee (10%)	\$110,000.00			Engineering Fee (10%)	\$110,000.00
		Contingency (15%)	\$165,000.00			Contingency (15%)	\$165,000.00
		TOTAL	\$1,430,000.00			TOTAL	\$1,430,000.00
		2021-2022 Costs		33	Levies	Pedestrian Bridge Across Highway 2A	
		Road Construction (Seh B, D, C)	\$1,477,285.55			Construction	\$2,307,692.31
		Land	\$1,705,823.01			Administration (5%)	\$115,384.62
		Fortis Relocations and Illumination	\$300,000.00			Engineering Fee (10%)	\$230,769.23
		CP-Rail	\$824,583.75			Contingency (15%)	\$346,153.85
		Administration (5%)	\$215,384.62			TOTAL	\$3,000,000.00
		Engineering Fee (10%)	\$430,769.23				
		Contingency (15%)	\$646,153.85				
		Future Realignment and Upgrade to 4 Lanes					
		Construction and land	\$2,500,000.00				
		Administration (5%)	\$125,000.00				
		Engineering Fee (10%)	\$250,000.00				
		Contingency (15%)	\$375,000.00				
		TOTAL	\$8,850,000.00				
		(Included as Arterial Upgrade Now)					

CAPITAL IMPROVEMENTS SUMMARY	
Developer Owned	\$2,990,000
Town Levy Funding	\$5,925,000
Alberta Transportation	\$16,055,000
TOTAL	\$24,970,000

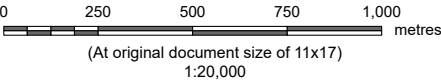
APPENDIX C – PROJECT LOCATIONS



Number	Project	Year
2.1.3	Brentwood Ext. - Womacks to Brentwood	2001
2.1.4	Broadway Extension	2002
2.1.5	Broadway Ext. - CPR Crossing	2004
2.1.6	Upgrade E. Railway Trunk WTP to Minto	2004
2.1.7	Regional Water Line	2005
2.1.8	Broadway Ave Reservoir & Booster (Including Fut. Twinning)	2006/2026/Future
4.1.1	Vista Trail Water Trunk	2011
4.1.2	South Street Water Trunk	2011
4.1.3	Duncan Avenue	2012
4.1.4	Future East Area Reservoir and Booster Station	Future
4.1.5	Broadway Reservoir Water Supply Line (300mm Twinning)	Future

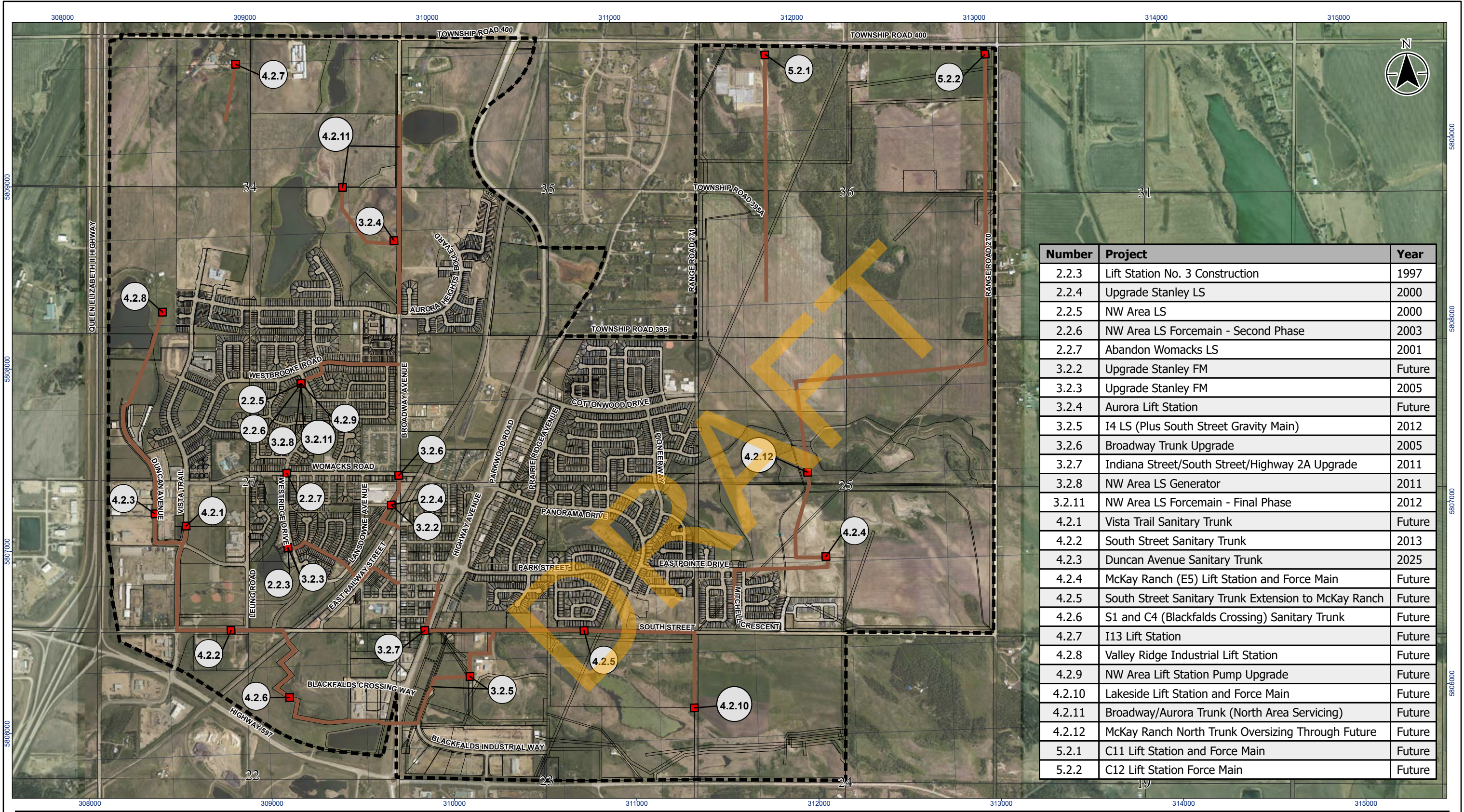


- Notes**
1. Coordinate System: NAD 1983 UTM Zone 12N
 2. Background: Aerial imagery from The Town of Blackfalds, 2026
 3. Thematic Data: Stantec, 2026

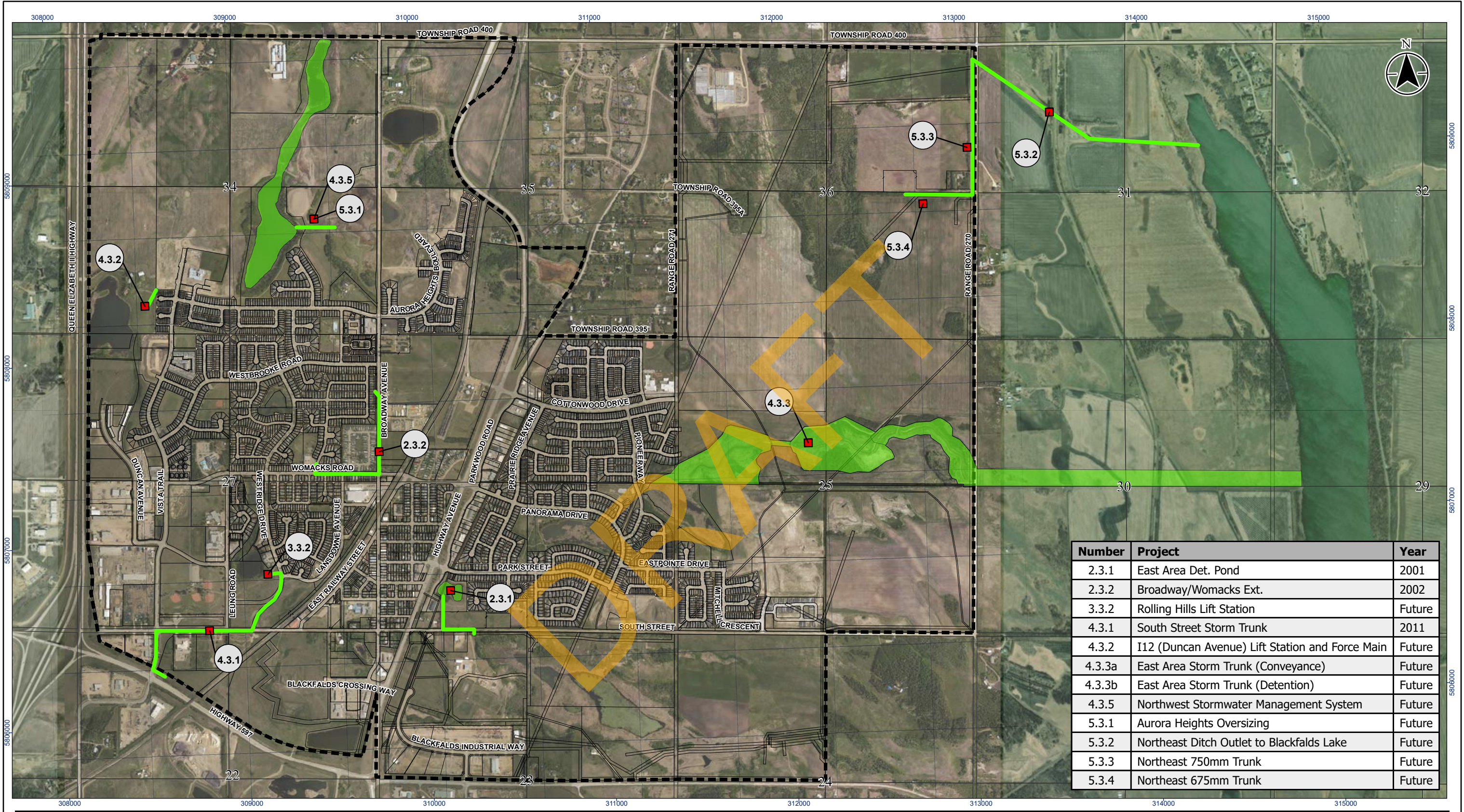


Client/Project 110170040 - REV A
Town of Blackfalds
2026 Off-Site Levies Report
Prepared by AL on 2026-08-25
TR by BVH on 2026-08-25

Figure No. C-1
Title
WATER OFFSITE LEVY PROJECTS



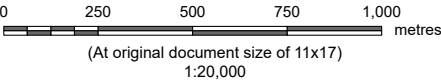
Number	Project	Year
2.2.3	Lift Station No. 3 Construction	1997
2.2.4	Upgrade Stanley LS	2000
2.2.5	NW Area LS	2000
2.2.6	NW Area LS Forcemain - Second Phase	2003
2.2.7	Abandon Womacks LS	2001
3.2.2	Upgrade Stanley FM	Future
3.2.3	Upgrade Stanley FM	2005
3.2.4	Aurora Lift Station	Future
3.2.5	I4 LS (Plus South Street Gravity Main)	2012
3.2.6	Broadway Trunk Upgrade	2005
3.2.7	Indiana Street/South Street/Highway 2A Upgrade	2011
3.2.8	NW Area LS Generator	2011
3.2.11	NW Area LS Forcemain - Final Phase	2012
4.2.1	Vista Trail Sanitary Trunk	Future
4.2.2	South Street Sanitary Trunk	2013
4.2.3	Duncan Avenue Sanitary Trunk	2025
4.2.4	McKay Ranch (E5) Lift Station and Force Main	Future
4.2.5	South Street Sanitary Trunk Extension to McKay Ranch	Future
4.2.6	S1 and C4 (Blackfalds Crossing) Sanitary Trunk	Future
4.2.7	I13 Lift Station	Future
4.2.8	Valley Ridge Industrial Lift Station	Future
4.2.9	NW Area Lift Station Pump Upgrade	Future
4.2.10	Lakeside Lift Station and Force Main	Future
4.2.11	Broadway/Aurora Trunk (North Area Servicing)	Future
4.2.12	McKay Ranch North Trunk Oversizing Through Future	Future
5.2.1	C11 Lift Station and Force Main	Future
5.2.2	C12 Lift Station Force Main	Future



Number	Project	Year
2.3.1	East Area Det. Pond	2001
2.3.2	Broadway/Womacks Ext.	2002
3.3.2	Rolling Hills Lift Station	Future
4.3.1	South Street Storm Trunk	2011
4.3.2	I12 (Duncan Avenue) Lift Station and Force Main	Future
4.3.3a	East Area Storm Trunk (Conveyance)	Future
4.3.3b	East Area Storm Trunk (Detention)	Future
4.3.5	Northwest Stormwater Management System	Future
5.3.1	Aurora Heights Oversizing	Future
5.3.2	Northeast Ditch Outlet to Blackfalds Lake	Future
5.3.3	Northeast 750mm Trunk	Future
5.3.4	Northeast 675mm Trunk	Future



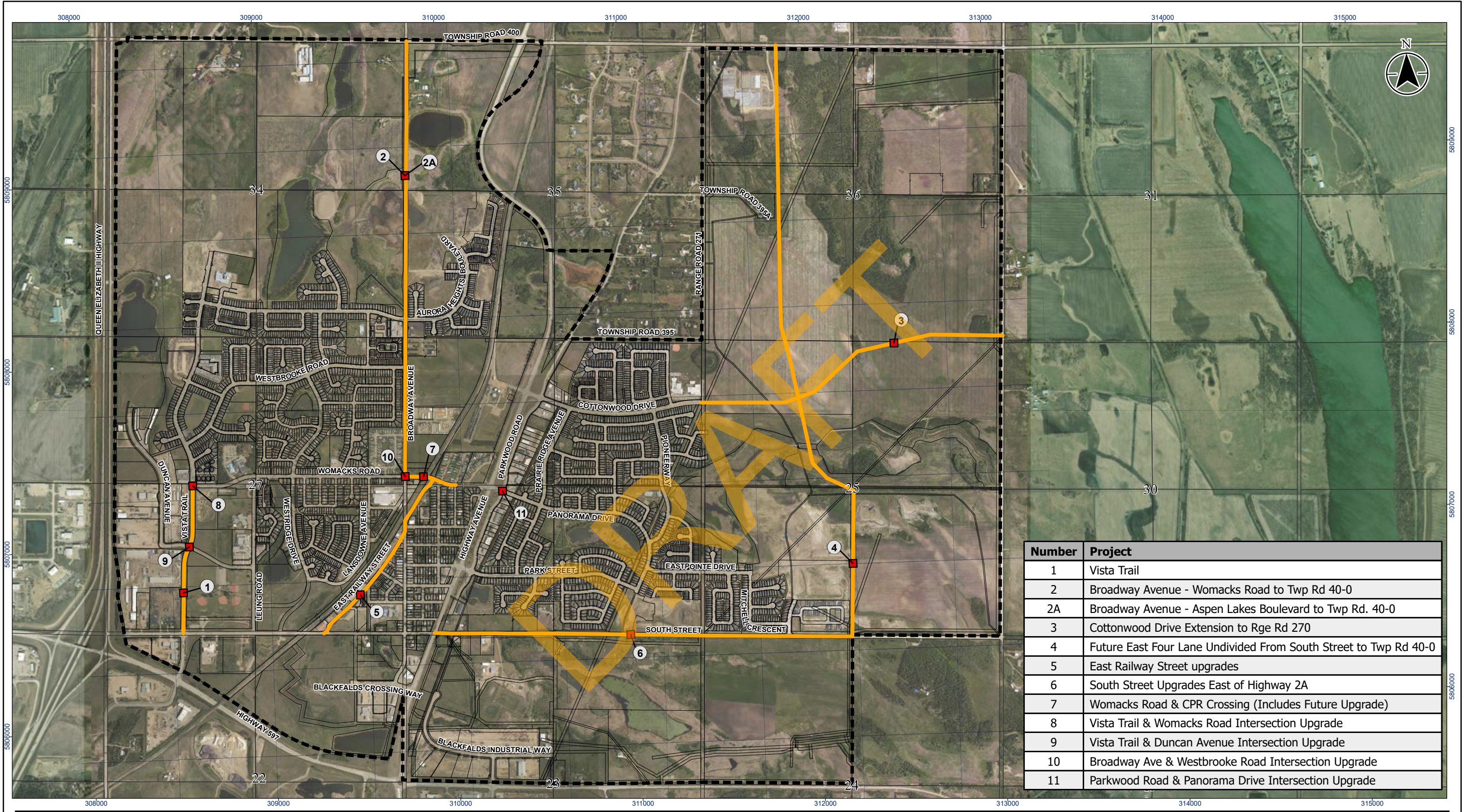
Notes
1. Coordinate System: NAD 1983 UTM Zone 12N
2. Background: Aerial imagery from The Town of Blackfalds, 2023
3. Thematic Data: Town of Blackfalds, 2025



Client/Project
Town of Blackfalds
2026 Off-Site Levies Report

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Prepared by AL on 2026-08-25
TR by BVH on 2026-08-25

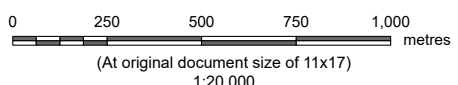
Figure No.
C-3
Title
STORM OFFSITE LEVY PROJECTS



Number	Project
1	Vista Trail
2	Broadway Avenue - Womacks Road to Twp Rd 40-0
2A	Broadway Avenue - Aspen Lakes Boulevard to Twp Rd. 40-0
3	Cottonwood Drive Extension to Rge Rd 270
4	Future East Four Lane Undivided From South Street to Twp Rd 40-0
5	East Railway Street upgrades
6	South Street Upgrades East of Highway 2A
7	Womacks Road & CPR Crossing (Includes Future Upgrade)
8	Vista Trail & Womacks Road Intersection Upgrade
9	Vista Trail & Duncan Avenue Intersection Upgrade
10	Broadway Ave & Westbrooke Road Intersection Upgrade
11	Parkwood Road & Panorama Drive Intersection Upgrade



Notes
1. Coordinate System: NAD 1983 UTM Zone 12N
2. Background: Town of Blackfalds, 2026
3. Thematic Data: Stantec, 2026



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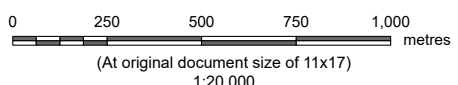
Figure No. **C-4**
Title
TRANSPORTATION OFFSITE LEVY PROJECTS



Number	Project
	Playgrounds
	Trail Development
3	Skatepark at Pine Crescent
4	Aspen Pond Upgrade
5	Inclusive Park Parking Lot
6	Eagle Builders Centre
7	Stirling Industries Park - Parking Lot
8	Tutty Pond Development
9	Wadey Centre
10	Duncan Avenue Extension Upgrade
	2 Outdoor Rinks
12	RV Dump Station
13	Cottonwood Ball Diamond
14	Off-Leash Dog Park
	Inclusive Playground
16	Community Centre Expansion
17	Duncan/Vista Dry Pond
18	Food Bank Renovations
19	Border Paving Plaza
20	Football Field
	Playground Surfacing (Future)
22	Running Track (Future)
	Trail Development (Future)
	Playground (Future)



Notes
1. Coordinate System: NAD 1983 UTM Zone 12N
2. Background: Town of Blackfalds, 2026
3. Thematic Data: Stantec, 2026



Client/Project
Town of Blackfalds
2026 Off-Site Levies Report

110170040 - REV A
Prepared by AL on 2026-08-25
TR by BVH on 2026-08-25

Figure No.
C-5

Title
FACILITIES OFFSITE LEVY PROJECTS

OSL Engagement – What we Heard – June 20th to August 12th, 2026:

Survey Responses:

1. Just ensure that developers are paying their fair share of costs. We cannot expect Prov or Fed funding to propel all growth that we're going to experience over next 10 years. Also need to be mindful of neighboring municipalities competing for developers. Cost factor is part of the decision-making, but so are clear costs structures and bylaws that allow them to operate with predictability. Let's not forget the distinct advantage we have as a "desirable community" in Central Alberta.
2. New Infrastructure Funding Should Be Applied Before Increasing Levies The proposed levy increase should also be reconsidered in light of newly announced senior-government infrastructure funding. The federal government has launched the Build Communities Strong Fund, which will provide \$51 billion over 10 years starting in 2026–27, plus \$3 billion per year ongoing, for public infrastructure that supports housing, economic prosperity, transit, recreation, health, education, and climate adaptation. The Town of Blackfalds should reconsider the scale of the proposed 2026 off-site levy increase. While it is understood that the current bylaw has not been updated for many years and that infrastructure costs have increased, the proposed increase from the current average of \$89,107.33/ha to \$139,935.31/ha represents an increase of approximately \$50,828/ha, or roughly 57%. The majority of the increase comes from the Transportation Levies with an increase 79%! For example The City of Lacombe's arterial road projects are generally allocated at only 45% developer benefit, recognizing that arterial road improvements also benefit existing residents. Table B.2 "Blackfalds Arterial Roadway Network" identifies several roadways that are identified as arterial yet the percentage of developer levy funded is 75%. That needs to be looked at. Additionally, the proposed \$53,427/Ha Transportation Levy would be the highest levy by far in Central Alberta.
3. New Infrastructure Funding Should Be Applied Before Increasing Levies The proposed levy increase should also be reconsidered in light of newly announced senior-government infrastructure funding. The federal government has launched the Build Communities Strong Fund, which will provide \$51 billion over 10 years starting in 2026–27, plus \$3 billion per year ongoing, for public infrastructure that supports housing, economic prosperity, transit, recreation, health, education, and climate adaptation.

Summary of point discussed at the Open House on July 23rd, 2026 6pm-8pm

1. Developers all commented that if the OSL costs proposed, that these costs will impede development,
2. Add a map to show location of capital projects,
3. Add W3 area back in,
4. Remove the paving of ring road from this version (delete project for now),
5. Road projects should have 50% tax dollars supporting it (means raising taxes),
6. Lobbying province for grants for these projects is really important,
7. The proforma doesn't work, with these increases,
8. Equitable OSLs throughout region, COL has lower rates,
9. Recreation Contribution should have 50% tax dollars supporting it (means raising taxes),
10. Discussed levies on Highway 2A and noted savings there, but province should be paying for this. That is the traditional thought, but AEC doesn't do those types of deals anymore. We are sheltering the developers from these project costs,
11. Town is ran very well and you guys have still grown through the downturn,
12. Hold off on the levies update for another year or 2 to let the market catch up with costs,
13. Wait until new homes are build on, then charge the levies on each lot instead, saving markups that developer and homebuilders are charging the homeowners. (Not sure if MGA allows this- will follow up with legal)

There were 4 developers and 5 Council members there. It was a great conversation, and everyone was very engaged.

Email Responses:

1. Peter Chouhan <chouhanp@gmail.com>

Sent: July 30, 2026 7:08 PM

Hi Preston,

It was great seeing you last Thursday. I have attached a letter to this email to serve as my feedback on the proposed Blackfalds offsite levy. I believe the deadline was July 30th, 2026. I think I made it. LOL.

Feedback on Town of Blackfalds Proposed 2026 Offsite Levy Bylaw

Date: July 29, 2026

From: Peter Chouhan, Innate Projects Corporation

To: Preston Weran

Subject: Comments on Proposed Offsite Levy Bylaw

Dear Preston,

Thank you for hosting the July 23 feedback session on the proposed Blackfalds Offsite Levy Bylaw. It was helpful to meet with Town staff and council members in person. I also appreciate the opportunity to comment alongside other local developers, and I support the positions expressed by Melcor, GS Communities, and Elkay Developments.

Summary of Concern

I have reviewed the proposed levies as they apply to my **30-acre parcel** north of the ME Global site (west of Hwy 2A). While I recognize construction cost inflation and the need to update levies, the proposed increases are substantial and risk sterilizing near-term development on our lands. Under the draft bylaw, the offsite levy per hectare is approximately:

- **\$188,311** for land designated as C13
- **\$159,371** for land designated as I7

Regional Comparables and Competitiveness

- **Aspelund Industrial Park:** Proposed Blackfalds levies are materially higher than Aspelund's rate of **\$96,225/ha**, placing Blackfalds at a competitive disadvantage relative to Lacombe County industrial lands.
- **City of Red Deer:** Our C13 levy exceeds Red Deer's average levy of **\$164,400/ha**.
- **City of Lacombe:** Lacombe funds a portion of infrastructure from general revenues and grants, meaning developers pay roughly **45%** of new infrastructure costs. Lacombe's current levy is **\$84,600/ha** (net developable area). Lacombe initially proposed \$115,000/ha but reduced it after developer consultation. They also allow levy payment to be deferred until after construction and only charge on net developable land.

For context, Lacombe's levy rose only **7.2%** from 2013 to 2024, whereas Blackfalds' average levy would increase from **\$89,107 (2015)** to **\$139,935 (2026)**—a **57% increase** over a similar 11-year period. At \$139,935/ha, Blackfalds' levy would be roughly **65% higher** than Lacombe's current rate. These differences will make our parcel uncompetitive in the region and will likely discourage development activity.

Market Impact

Blackfalds is already showing signs of slowing growth: home sales have declined year-over-year and inventory has increased. The town's growth advantage has historically been its proximity to Red Deer and competitive offsite costs. A large levy increase risks undermining that advantage and slowing the town's economic momentum.

Transportation Projects and Prioritization

I reviewed the transportation projects included in the levy schedule and question the timing and priority of the proposed east–west arterial to Range Road 270. That project could be deferred until demand warrants residential expansion east of Cottonwoods.

I propose the Town instead prioritize a connector that improves east–west connectivity across Hwy 2A and the railway. Specifically, I am advocating for a road from the **Hwy 2A / Cottonwood Drive intersection** that runs along the northern boundary of the ME Global site, across the rail line, to **Aurora Heights**. This connector would immediately relieve pressure on southern crossings and serve new and existing residents more effectively.

Grant Funding Opportunity

As noted in Glenn Fraser's memo, there are federal and provincial funding programs available for water and wastewater projects. I encourage the Town to pursue these grants. On July 29th, **\$500 million in federal and \$480 million in provincial funding** was

announced specifically for water and wastewater infrastructure projects in Alberta. Applying for these available grants could materially lower the amount that must be recovered through developer levies.

Requested Action

We respectfully request that Council and administration revise the draft bylaw to:

- Reassess levy rates using regional comparables and net developable area where appropriate.
- Charge the offsite levies only after construction is complete.
- Reconsider project prioritization for transportation levies and adopt the connector proposal described above.
- Aggressively pursue grant funding and other non-levy revenue sources to offset infrastructure costs.

Balancing fiscal responsibility with competitive, sustainable growth will better serve the Town and its development partners. I am available to meet with you and staff to review the parcel-specific calculations and to discuss alternative levy structures or timing that would preserve development viability.

Sincerely,

Peter Chouhan

Innate Projects Corporation

Lacombe sets new development levy rates

Published 9:30 pm Tuesday, September 26, 2023

Lacombe city council has set new rates developers pay to help cover the cost of necessary infrastructure.

The approved levies are significantly lower than first proposed last year, reflecting feedback from developers, property owners and the business community. When the city reached out to them last fall they heard concerns proposed rates were too high and kicked in too soon.

Some tweaks were made to the list of projects to be covered by levies and estimated future project costs were revised downward in many cases as more precise cost forecasts were completed.

Under the new levy bylaw unanimously passed on Monday by city council, the city will pick up **55 per cent of cost for water infrastructure, arterial roads and public facilities** leaving developers to pay 45 per cent.

“Overall, these changes resulted in a significant reduction in the initially proposed offsite levy rates,” said engineering services manager Amber Mitchell, adding the numbers were “based on sound engineering principles and are fair and balanced.”

The **average levy increase of 7.3 per cent to \$84,600** is significantly lower than the 46 per cent hike to \$115,100 originally proposed. The previous average levy rate set in 2013 was **about \$78,900**.

“Another major impact of these changes is that they result in more equitable rates across the city,” said Mitchell.

Where previously the maximum rate was 6.4 times higher than the lowest rate, that differential has now been changed to 1.7 times.

Among 10 comparison communities, **Lacombe will have the third lowest levy rates**. Only Stony Plain and Olds are lower. **Olds’s rates are \$9,800 to \$13,300 and Stony Plain is at \$79,500**. The highest levies are paid in Cochrane, where developers are charged an average of \$250,000 per hectare.

Mayor Grant Creasey said, “I do think this is a fair adjustment, certainly to the original proposal.”

While no one wants to pay more, the rates still leave Lacombe as one of the province’s most attractive places to develop, he added.

To further reduce the financial pressure on developers, the new rates will not kick in until Jan. 1, 2024. **Rates will be phased in over three years, with developers paying 35 per cent of the increase in the first year, 70 per cent in the second and 100 per cent in third and future years.**

To ensure, developers are not hit hard by a sharp increase in inflation, rates will be increased each year to smooth out any development cost hikes.

Developers will also have the option of deferring levy payments until construction is completed.

2. Strategic Project Services Ltd <ron.strategic@gmail.com>

Sent: July 9, 2026 9:44 AM

Hi Preston,

Thanks for letting us know about the review. We recognize that costs have increased and the offsite levy projects need to be updated to account for the current development plans and as such the Levy reviews must occur regularly. We have a few comments:

1. The Town of Blackfalds must bear in mind the impact the levies have on development costs and the developer's ability to provide options for low-cost housing. The costs for design, servicing and housing construction have increased greatly over the last few years and it is imperative that the Town, along with the Development community work together to keep costs in check.

2. Aurora Heights would like to open discussions with the Town regarding the improvements to Broadway Avenue.

a. Broadway Avenue functions as a regional corridor that services the west half of Town and access to Highway 2A to the north.

b. Your master plan shows Broadway Avenue, south of Aspen Lakes Boulevard, as an arterial roadway and then switching to a 4 lane urban collector to the north through our project.

c. We are not allowed to front residential development onto the roadway, similar to the collector roads in other developments. As such there is no financial benefit to the developer to building it which further supports our claim that Broadway will be treated as an arterial roadway through our development. Also the cross-section required by the Town for Broadway Avenue is for an arterial roadway. This is in recognition of the role the roadway will play for the NW sector of Town.

d. Long term traffic volumes will also reach near arterial volumes and in fact we believe they would if your consultant recognizes that the residents of the west side of town will prefer taking Broadway Avenue instead of crossing east through town to Highway 2A

when traveling north. Broadway Avenue will become the primary route to the north end of town for the land west of the railway tracks.

e. Similar future roadways in other sector of Town that collect existing and future traffic and carrying them to the town limits been designated arterial roadways and included in the Transportation list of Projects and as such are built by the off-site levy.

f. This levy is applied to all developable lands and Aurora is required to pay toward the construction of these roads for other sectors of Town while the Town is currently requiring Aurora Heights to pay for the entire cost to construct Broadway Avenue. We do not feel this is fair. Broadway will be used by the entire Town the same as the other major roadways and as such it should be an off-site levy project. If possible, we would like to meet with you and your team to discuss Broadway Avenue further. Please let us know when you would be available to meet.

Ron Henschel

3. Bruce Gowling <bruce@elkaydevelopments.com>

Sent: June 29, 2026 4:49 PM

Bruce Email 1

Hi Preston, happy Monday and all the best for Canada Day to everyone.

I guess my only comments would be that despite the elapsed time, of 16 years, is that despite this much time passing we can't seem to make the economics work at the old rate little alone the new rate.

- Which is unfortunate because we think Blackfalds is a great place to raise a family.
 - We can't understand why it has yet to be discovered like how it was at one point having 200-400 permits per year for new construction. It has great amenities and many new schools.

- Every day you hear people across the county talking about affordable housing, yet Blackfalds certainly provides such options.
- We have been tracking resales for 12 years, via a local relator Dale Russell. YTD resale is down 26% this year. Reports attached.

If I can use an analogy, one might be advocating for oneself in that: close to no new home building permits at the old rates versus the same under the new proposed rate is still close to zero revenue for the levies.

Right now, there are large sections being build out as rentals by investors and their ability to absorb more levies is perhaps different that individual buyers.

One could argue there are already too many rentals in a few highly concentrated sections of town in terms of the long-term quality of the neighborhoods, now and ten years down the road when all the vinyl siding degrades.

- We understand costs have increased for sure, but the property tax mill rate in Blackfalds is already very high, 30% more than Calgary for a similarly priced home, and in some cases close to double.

I was looking at the present lot pricing in the area about a week ago and the lots are selling for a bit cheaper today than 16 years ago or about the same. Which indicates a lack of demand

Building costs have increased from ~ \$203 per sq. ft to the \$279-280 range.

Thus, any increases in consumer selling prices have been consumed by home construction costs and lot servicing costs.

It was only just recently we started kicking around that idea maybe... the economics might start to work again in the next 3-5 years. Increasing the levies would likely push this out many more years.

I am just speculating and it's a side discussion than the levies itself, but if Blackfalds were to attract more high wage local employment; Medical/professional facilities/employers, this might drive housing demand and individuals that can afford more expensive ownership, that's this would create the demand need to increase the levies.

Kindly,

Bruce

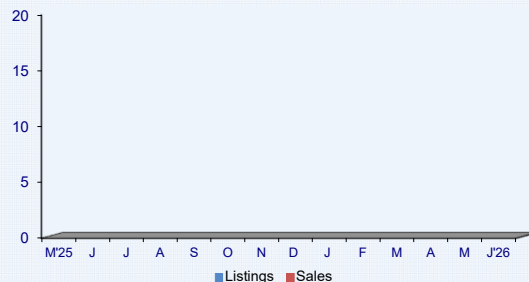
Attachments: BF Stats, BF Stats May 2026 Prince Range

Blackfalds Listings and Sales by Price Range

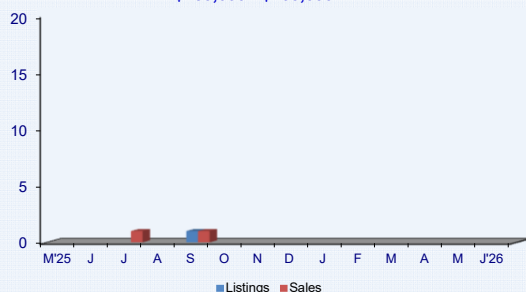
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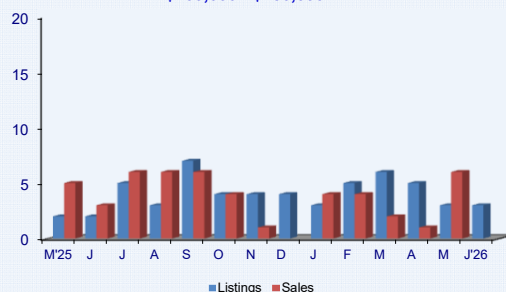
\$100,000 - \$150,000



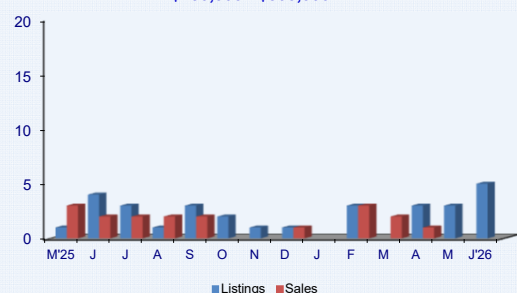
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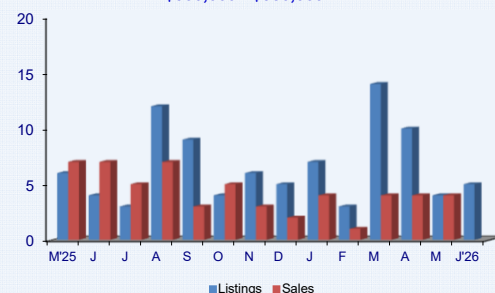
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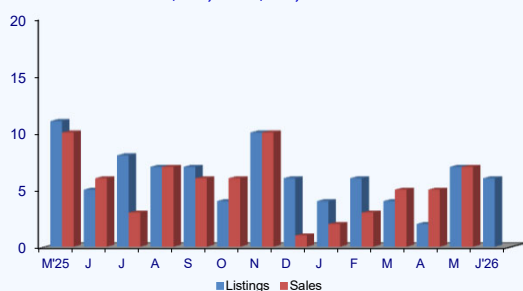
\$250,000 - \$300,000



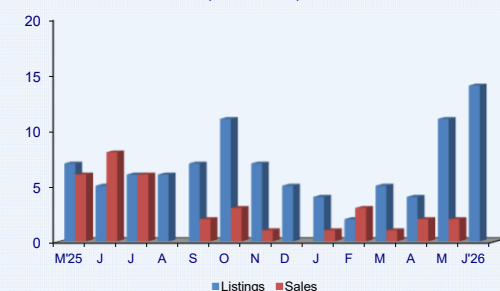
\$300,000 - \$350,000



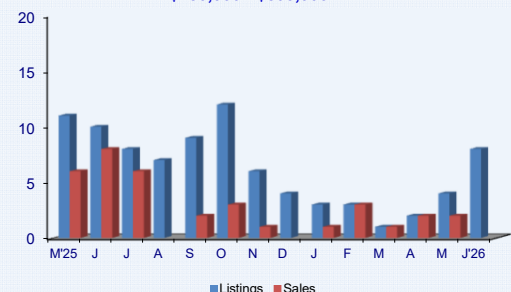
\$350,000 - \$400,000



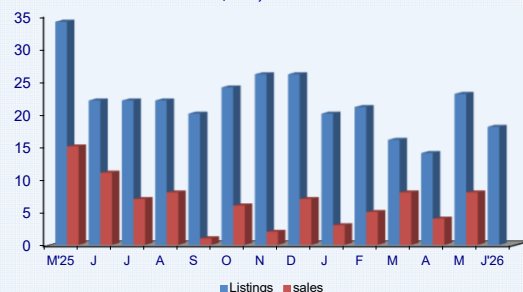
\$400,000 - \$450,000



\$450,000 - \$500,000



\$500,000 +

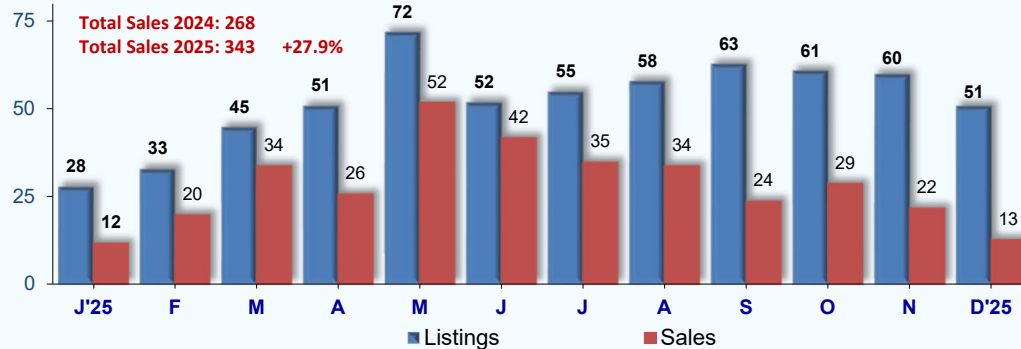




Blackfalds Market Update May 31, 2026

RE/MAX® real estate central alberta

Blackfalds Residential MLS® Listings & Sales - 2025



The blue bars represent the total number of active listings in this market at the beginning of the month.

The red bars represent the total number of sales during that month.

CMHC defines a balanced market as one where 20-40% of active listings sell each month.

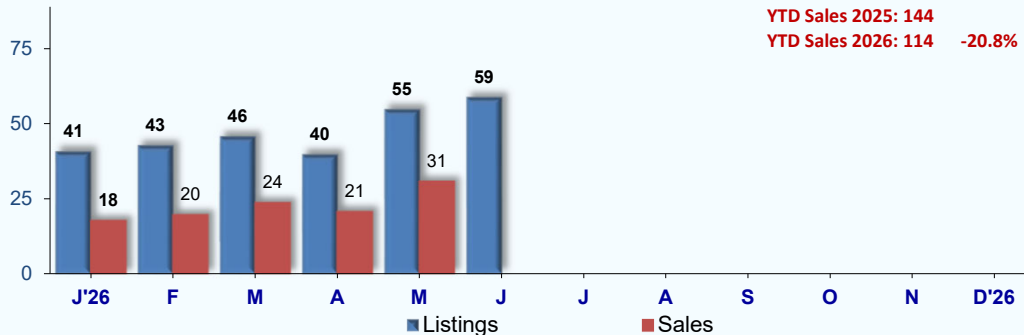
Current Sales to Listing Ratio:

54.4%

The market favours:

Sellers

Blackfalds Residential MLS® Listings & Sales - 2026



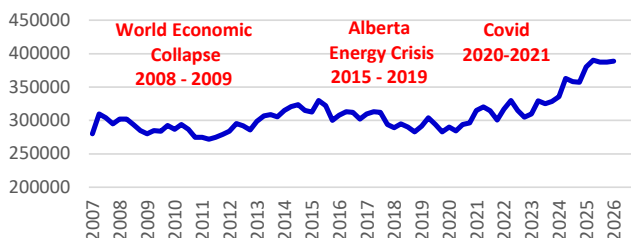
Central Alberta's housing market continued to gain momentum in May, with residential sales increasing to 456 transactions across the region, up from 410 in April and significantly stronger than the winter months. At the same time, active listings climbed to 1,336 at the beginning of June, providing buyers with more choice while still maintaining generally balanced market conditions. Most communities remain in either balanced or seller-favoured territory, with particularly strong demand in Red Deer, Blackfalds, and Penhold.

While sales activity remains healthy, year-to-date sales are generally running below the exceptional pace experienced in 2025. Across most Central Alberta municipalities, sales are modestly lower than last year, although inventory levels have improved and continue to move closer to long-term norms. Entry-level and mid-priced homes remain the most active segments of the market, while higher-priced properties are also seeing steady demand, particularly in Sylvan Lake and rural areas.

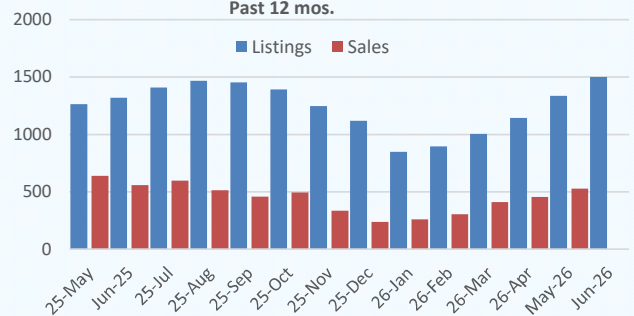
From an economic perspective, Alberta continues to benefit from strong population growth, ongoing interprovincial migration, and a relatively stable employment environment. Lower interest rates compared with a year ago have improved affordability and buyer confidence, helping support housing demand across the province. While economic uncertainty and trade concerns continue to create some caution among consumers, Alberta's economy remains one of the strongest in Canada, and those fundamentals are expected to provide continued support for the Central Alberta real estate market through the remainder of 2026.

Median Residential MLS Sales Price by 1/4

Red Deer, Sylvan Lake, Lacombe, Ponoka, Innisfail, RMH, Blackfalds & Penhold



Central Alberta Residential MLS Listings and Sales Past 12 mos.



This information is obtained from independent research of Blackfalds MLS® activity and does not necessarily represent all activity in the market. We believe the information herein represents an accurate picture of the market although we don't warrant it to be so.

Bruce Email 2

Another item to consider in the deliberations is the proposed changes to the National Building Code, which entail significant cost increases \$\$\$\$.

Please see the BILD Document attached.

Unlike in the early last century (1900-1930s), when homes were built of brick and stone and could have a practical lifespan of 150 years or more, there is so much focus on homes that will likely be knocked down in 50-70 years. Can one really say that today's homes are much better than those of the 1950s, aside from energy efficiency, which more or less applies equally to new or retrofitted homes?

Why put the costs up so much for a stick-frame house with cheap siding?

- As we can see the homes built in the 1940's and 1950's are being knocked down over the last 20 years. That is the likely situation for home building today, as they still use only stick-frame walls and even cheaper siding.

It creates more wealth for the average person having a low-cost home ownership entry point into the housing market than gold-plated houses that only the minority can afford.

- It's scary to say, but Canada is becoming Europe 2.0 for housing, and that's not a good thing.

Most of us won't be around to see it, but all the developments/homes that are built with less than brick, stone, or hardy board-type siding are the slums of the future.

It's bigger than all of us, but if the government really wanted to make a difference, they would find a way to **greatly reduce costs** while incentivizing the industry to build with brick, stone and cement board products. As these types of buildings and communities generally improve over time, the exact opposite is true for inferior building products, which deteriorate over time and spiral into slums.

Images attached

Kindly,

Bruce

Attachments: BILD Document, Brownstone final pic, IMG 6330, Stock Photo Brownstone building, poster, May 19-2023.



2025 NATIONAL BUILDING CODE

Recommendations

*Detailed Review of Proposed Code Changes
and Cost Impacts*



June 2026



2025 National Building Code Recommendations

June 2026

TABLE OF CONTENTS

1. EXECUTIVE SUMMARY	2
1.1 Executive Summary	2
1.2 Summary Tables.....	3
2. NATIONAL CODE PROCESS & PRIORITIES.....	5
2.1 Structural Issues.....	5
2.2 Recommendations.....	6
3. UNSUPPORTED ITEMS IMPACTING EVERY NEW HOME	7
3.1 Accessibility.....	7
3.2 Climatic Data and Structural Design.....	11
3.3 Lateral Load Requirements	12
3.4 Radon and Soil Gas Mitigation	13
3.5 Building Envelope.....	15
3.6 Operational Greenhouse Gas Emissions	17
4. OTHER CHANGES & ITEMS OF NOTE	18
4.1 Alteration to Existing Buildings	18
4.2 Accessibility.....	19
4.3 Energy Efficiency	20
4.4 Structural Design.....	20
5. CLOSING	21

1. EXECUTIVE SUMMARY

1.1 Executive Summary

BILD Alberta recommends that the Government of Alberta pause adoption of the 2025 National Building Code until the issues identified in this submission are resolved and the province has completed a thorough cost-benefit analysis of its impacts.

The 2025 National Building Code introduces significant changes at a time when housing affordability remains under considerable strain. BILD Alberta estimates that the non-energy changes add between approximately \$17,852 and \$39,668 in new construction costs to a representative 2,500 sq.ft. single-family home. Combined with progression to energy Tier 5 (Alberta is currently at Tier 1), this rises to roughly \$128,218 – a substantial increase that could place a new home out of reach for many Albertans.

This situation is exacerbated by an increasingly compressed code development cycle that lacks the appropriate level of assessment, due diligence, and issue resolution. While many concerns could be addressed through further revision, several provisions are problematic, costly, or incomplete as written. More complex compliance pathways risk moving low-rise housing away from the repeatable, prescriptive practices intended to keep Part 9 homes affordable, and toward bespoke design, additional review cycles, and greater reliance on professional involvement.

The result is higher housing costs, constructability challenges, and interpretive uncertainty that will delay projects. Compounding this, some provisions advance ahead of the standards they reference, because funding or publication timing did not allow those standards to be updated within the cycle. The 2024 radon standards illustrate the issue: though published, they were not incorporated, even though they would have better aligned key requirements such as venting clearances between new and existing housing.

The analysis and recommendations that follow are grounded in direct engagement with Alberta builders and technical experts, BILD Alberta staff participation in National Code Committee meetings (where representation was permitted), and ongoing engagement with our national body, the Canadian Home Builders Association (CHBA). Builders have been clear and consistent about what they need: provisions that are practical to build, affordable, enforceable, and applied consistently, without narrowing the choices available to homebuyers or ignoring conditions on the ground in Alberta.

Harmonization is meant to spare provinces and territories the cost of developing their own codes, establish a consistent rule set that lets suppliers and manufacturers innovate and sell across Canada, enable builders and trades to work across markets, and give everyone free access to the codes. Increasingly, however, national code development is rushed, incomplete, and insufficiently focused on affordability, leaving provincial governments, builders, municipalities, and building officials to close the resulting gaps. Given the considerable resources invested in code development, it is reasonable to expect that new requirements are properly vetted, both nationally and regionally, and aligned with the standards they depend on. At present, that is not happening – speed is taking priority over quality.

BILD Alberta supports the premise of code harmonization, but that support is contingent on a development process that is rigorous and focused on affordability. Section 2 of this submission sets out a series of recommendations to achieve a better outcome for Albertans and Canadians alike. Until those changes take hold, BILD Alberta encourages the Government of Alberta to use its constitutional authority to vary the national code wherever doing so serves the interests of Albertans.

1.2 Summary Tables

Unsupported Changes Impacting Every New Home

The following table summarizes the most significant changes in the 2025 National Building Code, estimated to add between \$17,852 and \$39,668 in construction costs alone to a standard single-detached home. This figure excludes energy efficiency requirements, which at Tier 5 (Alberta is currently at Tier 1) can bring the total to as much as \$128,218.

Beyond hard costs, there are significant unknowns tied to adopting provisions that have not been finalized or fully vetted. These provisions carry the potential for interpretive and constructability challenges, and in some cases may force a complete redesign of all housing products – reducing livable space or requiring developers to lower density and provide larger lots. Until these changes have been properly vetted, the full scale of the impact on housing affordability is unknown.

Full details surrounding each item are provided in Section 3 of this report.

Table 1: Unsupported Changes Impacting Every New Home			
Code Change	Estimated Cost Impact	Other Impacts / Issues	Position & Rationale
Accessibility & Visitability <i>Section 3.1</i>	Codes Canada: \$994 BILD Alberta: \$660-\$1,185	Constructability Design flexibility Interpretative issues	Do not support – additional costs impacting affordability, creation of construction and design challenges impacting livable space, layout and lot sizes.
Climatic Data and Structural Design <i>Section 3.2</i>	Codes Canada: \$8,195 BILD Alberta: \$4,098-\$5,748	Insufficient assessment	Do not support – additional costs impacting affordability, uncertainty of construction / building science impacts.
Lateral Load Requirements <i>Section 3.3</i>	Codes Canada: \$2,956 BILD Alberta: \$10,559-\$30,000+	Constructability Interpretative issues Insufficient assessment	Do not support – further assessment and refinements required to avoid cost and constructability impacts.
Radon and Soil Gas Mitigation <i>Section 3.4</i>	Codes Canada: \$1,000 BILD Alberta: \$2,145	Constructability Insufficient assessment	Do not support – current requirements insufficient. Recommend development of Alberta-specific requirements that support more functional and flexible solutions.
Building Envelope <i>Section 3.5</i>	Codes Canada: \$0 BILD Alberta: \$390-\$590	Inconsistent requirements	Do not support – additional costs impacting affordability, and reference standards are not aligned.
Operational Greenhouse Gas Emissions <i>Section 3.6</i>	Codes Canada: \$21,750 BILD Alberta: \$30,232	Interpretative issues Insufficient assessment	Do not support – additional costs impacting affordability, solar photovoltaic is not recognized and further assessment required.

Notes:

1. BILD Alberta costs were derived through use of information provided by CHBA National and direct engagement and analysis from Alberta builders. In many instances, the multiple potential design permutations made costing difficult, which has been noted (where applicable) in the report.
2. Costs associated with changes to Operational Greenhouse Gas Emissions have not been included in the overall cost impact, as these are captured through the Tiered Energy Efficiency requirements.

Other Changes and Items of Note

The following table highlights other changes that either have minimal impact on new housing or apply to existing housing (renovations). The Table highlights the estimated impacts of each item (cost and otherwise), BILD Alberta's position and high-level rationale. Full details surrounding each item are contained in Section 4 of this report.

Table 2: Other Changes and Items of Note			
Code Change	Estimated Cost Impact	Other Impacts / Issues	Position & Rationale
Alteration to Existing Buildings <i>Section 4.1</i>	Codes Canada: \$5,344 BILD AB: \$5,344	Constructability Interpretative issues Incomplete requirements	Do not support – these requirements introduce considerable compliance and interpretive difficulties while potentially incentivizing work without permits.
Accessibility Definition <i>Section 4.2</i>	Codes Canada: \$0 BILD AB: \$0	None	Proposed change works in isolation.
Energy Efficiency Changes <i>Section 4.3</i>	Codes Canada: \$0 (Tier 1)- \$38,377 (Tier 5) BILD AB: \$0 (Tier 1)- \$88,550 (Tier 5)	None – provided Alberta stays at Tier 1.	Proposed change works if Alberta stays at Tier 1. Multiple compliance gaps would need to be addressed prior to advancing beyond Tier 1.
Structural Design – Stud Size and Spacing <i>Section 4.4</i>	Codes Canada: \$0 BILD AB: \$0	None	Proposed change works in isolation.

Notes:

1. BILD Alberta costs were derived through use of information provided by CHBA National and direct engagement and analysis from Alberta builders. In many instances, the multiple potential design permutations made costing difficult, which has been noted (where applicable) in the report.

2. NATIONAL CODE PROCESS & PRIORITIES

Many of the affordability and constructability concerns raised throughout this submission trace back to how the national code is developed rather than any single provision. The 2025 cycle was the shortest on record, advanced during a major governance overhaul at Codes Canada and at a pace that has outstripped both industry's capacity to contribute meaningfully and the system's ability to produce the supporting materials code users rely on.

The result is a development process in which policy and technical work have become disconnected, housing-specific expertise has been fragmented, cumulative cost impacts have gone unassessed, and changes are published before jurisdictions, guidance, and interpretation are ready to support them.

This section outlines the structural issues and concludes with a set of recommendations aimed at restoring rigor and transparency while increasingly focusing on affordability.

2.1 Structural Issues

Pace & Workload Issues

- The 2020 national model codes were published in March 2022, with the 2025 codes being published in December 2025. This is likely the shortest development cycle on record, and this occurred during a substantial governance overhaul for Codes Canada.
- There are eight public reviews scheduled through 2029, compared to the typical four per cycle. Not only is this overwhelming industry's capacity to provide meaningful input, but the system itself is unable to maintain up to date supporting documents needed by code users for implementation.

Policy & Technical Disconnect

- Policy direction is supposed to precede technical work, but in practice, committees begin work before policy is finalized and by the time guidance arrives it's often too late to change course. This causes technical discussions and special interest groups to effectively drive policy, forcing suboptimal solutions through under time pressure.

Housing-Specific Concerns

- Part 9 – Housing and Small Buildings – has historically been a simplified, prescriptive, cost-conscious section of the code meant to reduce the dependency on engineers and architects, thereby helping to reduce costs. Responsibility for it is now fragmented across multiple subject-focused committees with no single integrating body.
- Housing requirements are increasingly mixed with non-residential standards, reducing emphasis on prescriptive approaches and cost containment. This has resulted in increased complexity and an over-reliance on engineer involvement by authorities having jurisdiction. This is increasing the time and cost of delivering housing.

Transparency & Industry Participation

- Key decisions are increasingly made in-camera with no published rationale.
- Industry association staff are excluded from working groups who are on the ground floor of solution development.
- Committee selection criteria are not publicly visible, reinforcing perceptions of opacity.

Cost & Impact Analysis Gaps

- Individual code changes require impact analysis, but a full cumulative cost assessment of the 2025 code was never completed or published.
- There is no binding affordability threshold or trigger to pause when cumulative costs become unreasonable.

Harmonization & Implementation Gaps

- Codes are published before provincial/territorial alignment is secured, and before other key information such as illustrated user guides, intent supplements, or presentations about significant changes, resulting in amendments, delayed adoption, and fragmentation. This makes national harmonization exceedingly difficult.
- The 2019 Reconciliation Agreement on Construction Codes committed governments to timelines and more coordinated adoption, but those commitments haven't been put into practice. With the overwhelming volume of change, and supplementary information not being published to further understand the changes, the agreement timelines do not give adequate capacity for provinces and territories to review changes thoughtfully with their best interest in mind.
- No national mechanism exists for consistent and binding interpretation, coordinated training, or implementation readiness, leading to inconsistent application across and within provinces and territories.

2.2 Recommendations

- (1) **Pause adoption of the 2025 NBC.**
- (2) Propose to the Canadian Table for Harmonized Construction Codes Policy that code development establishes explicit regulatory principles surrounding costing and affordability (including limits).
 - Mirror core federal regulatory best practices (e.g., evidence-based decision making, transparency, consideration of non-regulatory alternatives, and reduction of administrative burden).
 - Implement cumulative costing with published deliverables at key milestones, not as an after-the-fact informational exercise.

- Set a formal affordability limit (by archetype and region, as appropriate) that triggers re-scoping, deferrals, or offsets when cumulative impacts exceed agreed thresholds.
 - Apply a small business lens that explicitly considers soft costs, compliance complexity, and capacity constraints for smaller builders and municipalities.
- (3) Propose that the Canadian Table for Harmonized Construction Codes Policy to shift to a model where a “draft code” is published earlier in the cycle, enabling a full period, recommended as one year, for provincial and territorial review, adoption assessment, and alignment before final publication. Requiring pre-publication government agreement on adoptable requirements would improve national consistency and reduce post-publication variations, while unresolved measures could be offered as a voluntary “code-plus” supplement that jurisdictions may incentivize rather than regulate. The one-year draft review period would also allow NRC to develop illustrated guides and commentary for release alongside the final code, strengthening implementation readiness.
 - (4) Propose that the Canadian Table for Harmonized Construction Codes Policy re-establish a dedicated Part 9 coordinating function (or committee) with broad residential, generalist expertise, and a mandate to integrate cross-disciplinary requirements into a coherent, prescriptive framework. This body would help ensure Part 9 changes remain constructible, consistent in tone and terminology, and aligned with the “house-as-a-system” concept, returning unfit or overly complex proposals before they advance.
 - (5) Propose creation of a “National Building Code Interpretation Centre” modelled on Alberta’s STANDATA system. The center would provide publicly accessible, nationally consistent interpretations and deemed-to-comply guidance for national model code provisions, with provinces and territories formally adopting those interpretations to improve consistency and predictability, reduce redesign and dispute cycles, and support consistent training.

3. UNSUPPORTED ITEMS IMPACTING EVERY NEW HOME

3.1 Accessibility

BILD Alberta supports the participation of all individuals in society and recognizes that accessibility requirements have an important role to play in public facilities and the shared spaces of larger residential buildings, but we firmly believe that private homes should not be subject to any requirements for accessibility, adaptability, or visitability that will further reduce housing affordability and choice for Albertans. Albertans view their homes as a private space they expect to tailor to their individual needs, wants and budgets. Different disabilities require different home modifications and making blanket requirements not only expensive but potentially counterproductive by not supporting the actual requirements of the households that they live in.

Mandating adaptability and visitability requirements in all new private homes will compromise the availability and affordability of housing that Albertans need and want. These requirements should instead be catered to through incentive programs for voluntary home modifications

where individuals can design new spaces or renovate existing spaces that are tailored to their specific needs by working with qualified professionals who are trained to understand the different needs and provide adequate solutions, or directly finance accessible units, with any mandated accessibility costs borne by governments rather than builders and buyers.

3.1.1 Accessibility, Visitability, and Adaptability (AVA) Requirements

Code Changes:

PCFs 1880, 1881, 2028 – These changes expand the application and scope of accessibility, visitability, and adaptability (AVA) requirements by removing exemptions for housing.

Impact:

- Removing the housing exemption from the accessibility objective risks expanding requirements into private-market housing without an upfront policy discussion of alternatives and affordability impacts.
- New adaptability requirements can reduce design flexibility and add construction complexity to future-proof housing. This sets minimum code requirements based on future uses vs use at the time of application.
- New visitability requirements can reduce design flexibility, increase unit size requirements, affect marketability, and should be separated into targeted, cost-effective approaches rather than broadly mandated in codes during a housing crisis.
- Cumulative costs for adaptability measures, which would apply to all homes, is estimated to range from \$660 to \$1185 per home (a further breakdown of each change is noted in subsections 3.1.2, 3.1.3 and 3.1.4).
- Cumulative costs for visitability measures which would only apply to dwelling units designated by federal, provincial, or territorial regulations, or municipal bylaws, to range from \$7,561 to \$14,224 per unit. Specific visitability requirements were not reviewed in this document nor included in the estimated impact as they are applicable to higher density multi-residential projects.

Recommendations:

- (1) Do not adopt changes to the scope and application of AVA requirements as broadly mandating these requirements reduces design flexibility, increases costs and unit sizes, and is counterproductive to housing affordability without prior policy discussion of alternatives.
- (2) Application of adaptability requirements in residential projects of 10 units or more should remain the same as currently applied in the NBC(AE) 2023 that sets a ratio of units to provincial funding.
- (3) Alternatively, the ratio of visitable units could be negotiated in terms of provincial funding versus written directly in the code.

- (4) If adopted, scope and application of AVA requirements must be determined at the provincial level in consultation with industry and not left to other jurisdictional regulations or bylaws.

3.1.2 Grab Bars

Code Change:

PCFs 1882, 2030, 2031 – These changes set structural and location requirements for reinforcement of wood stud walls for present and future installation of grab bars around showers, bathtubs, and water closets and apply to all homes.

Impact:

- These requirements add upfront construction costs that have context for future uses versus what the use is at the time of application. These requirements also assume all sizes and configurations of grab bars, adding extra costs for reinforcement that could be reduced when a known grab bar size and configuration is being installed.
- Required locations of reinforcement for grab bars can limit design choices of shower enclosures. Instead of hinging directly on the wall, a shower enclosure door would need to be away to accommodate future installation of a grab bar, even when the door swings into that wall and the grab bar would be blocked by the door.
- While drop-in tubs are considered an exemption as they are typically installed some distance from an adjacent wall, when installed directly adjacent to the wall with no deck, the intent of the requirements conflict with the exemption. This can contribute to inconsistent interpretations across jurisdictions.
- New adaptability requirements can reduce design flexibility and add construction complexity to future-proof housing. This sets minimum code requirements based on future uses vs use at the time of application.
- Reinforcement requirements for present and future installation of grab bars are expected to add a minimum of \$575 construction cost in a simply designed home. This increases to \$1100 or more when upgrading from prefabricated wall enclosures to tiled walls.

Recommendations:

- (1) Do not adopt these changes to require reinforcement for future installation of grab bars as there are a combination of design constraints, interpretive inconsistencies, and unjustified upfront cost burdens.

3.1.3 Entrance Doorways

Code Change:

PCF 1883 – This change increases the minimum clear width of at least one entrance doorway of a dwelling unit when the door is in an open position and apply to all homes.

Impact:

- One entrance doorway with a 36" slab would need to hinge approximately 110 degrees to achieve the required clear width, increasing a typical 4" dimension on the hinge side of the door to an interior corner up to 16". This can be problematic for layout design, especially in narrower homes with a front-attached garage taking into consideration minimum parking stall width requirements in combination with overall width of the home on land that cannot allow the home to widen.
- With the intent of a wider door, it is likely that interpretation would need to take care to not impede a path of travel by hinging the door on the opposite side, potentially blocking a hallway and not creating enough space for a wheelchair user to maneuver. This again can be problematic for layout design.
- When using a side entrance for a secondary suite in the basement, this provision would also apply to both the exterior door and the door separating common space from the secondary suite, along with one entry door for the primary dwelling unit. This can create complications in stair configurations and increase space needed for stairs that would otherwise be used for in-home activities and another challenge for layout design, especially in smaller, more affordable homes.
- Without requiring a ramp to access the wider entrance doorway, or other form of accessibility to access, the challenges to achieve the extra required width will likely add significant costs at minimal benefit.
- Stacked Multi-Unit Residential Buildings (MURBs) will face significant challenges meeting this requirement. Because unit widths are typically designed to minimum dimensions accommodating only a garage and entrance, any additional width needed at the entrance will force an increase in the overall building footprint.
- As there are many permutations to achieve an increased clear width of at least one entrance doorway, we cannot determine a specific cost for this provision. Estimated costs from Codes Canada are \$85 to upgrade a single door slab to a larger size, however, this is a very uncommon size of door that does not suit design conditions in Alberta and other solutions would need to be found, potentially at a higher door. The more significant cost impact the redesign and reconfiguration requirements which could impact livable space.

Recommendations:

- (1) Do not adopt changes to the minimum clear width of at least one entry door as this creates significant design challenges across many housing types, may require changes to minimum lot sizes and reduce density to support wider homes. This may also have limited accessibility benefit given that no ramp or accessible route to the door is required.

3.1.4 Operating Controls and Electrical Receptacles

Code Change:

PCF 1957 – This change adds requirements for switches, electrical receptacles, and security controls to be within a vertical range from the floor or ground and minimum horizontal distance from an inside wall corner.

Impact:

- The vertical range for receptacles and controls in adaptable dwelling units in the NBC(AE) 2023 is currently aligned with this change.
- The horizontal requirement of 300mm to an inside corner can limit design in cases of tight hallways where there are many doors in many current designs that would have a control between a door and interior corner. Re-design of these spaces may make a room small enough that it is not usable for currently intended purposes and require either re-design of a whole unit or increasing the overall size.
- This change is not expected to increase hard costs, however, may require floor plan layouts to be re-designed to accommodate control locations and adjustments to window sizes if a sill is too low where a required receptacle location is found.

Recommendations:

- (1) Do not adopt changes to the requirements for operating controls and receptacles as these requirements can limit consumer choice and places restrictions on design options.

3.2 Climatic Data and Structural Design

Code Changes:

PCF 1979 – Climatic data has been updated including future-projected climatic loads to 2070 for design temperatures and existing data labeled “historical,” adding data for 1/100 snow loads and 1/500 hourly wind pressure, updates to rain/moisture and hourly wind pressure, and adding metrics for winter averages of temperature and wind speeds.

PCFs 1980 and 2048 – These changes update wind and snow load calculations to a uniform risk approach from the current factored risk approach.

PCF 1775 – This change updates seismic hazard values and how they are determined.

Impact:

- The interaction between new data, recalibrated snow and window load equations in Part 9, and newly introduced regional variability creates uncertainty about real-world construction and design impacts. Some regions may see substantial construction changes, while others see little impact.

- Insufficient assessment has been made in both policy and code development, and as a result, not enough information is available to assess whether the benefit of this change exceeds the cost.
- All structural elements designed to Part 4 on a Part 9 building will be affected, especially for trusses with spans exceeding 40', and walls taller than prescribed heights in the code.
- Wood roof truss hold down requirements are increased, requiring stronger versions than currently being used.
- Common construction configurations, such as a 9' main floor ceiling height with an 8' upper floor ceiling height and 12" joists, will need 33% more studs in tall walls.
- As permutations for these requirements are vast, we have not been able to conduct an adequate cost analysis. CHBA estimates costs of these changes to be \$4,098 per home, with additional costs of \$1,650 per home in regions with increased wind and snow return periods.

Recommendations:

- (1) Do not adopt these changes as there is regional uncertainty of real-world construction and design impacts, and significant cost burden without a sufficient cost-benefit analysis.

3.3 Lateral Load Requirements

Code Change:

PCF 1475 – This change introduces nationwide requirements for increased wind and seismic resistance, extending rules previously limited to regions having a high-risk for earthquakes.

Impact:

- Construction will require thicker sheathing, more fasteners, and more complex compliance pathways, but rely on a complicated design approach involving table look-ups, factors, and formulas, to find out exactly how much sheathing is required and where it needs to be installed.
- It is expected that every builder who maintains a library of home designs will need to change every model to accommodate these changes and will limit window and door sizes and locations.
- Walkout basements will be treated like an additional storey, and any two-storey home with a walkout basement will fall under the high-wind design category, even if the home would not otherwise be treated as having an extra storey.
- Heavy construction (stone-clad assemblies) on a 3-storey building will see limitations and needs further review to understand the full impacts.
- Builders using insulated wall panels will see extra costs as sheathing will need to be attached directly to studs, diagonal wood bracing applied, or other engineered details required. Insulation will no longer be fastened directly to studs like some current builder practices to achieve higher-performance homes and mitigate some of the costs.

- Combination of braced wall band layouts and minimum lengths of wall in any braced wall band will pose challenges for homes where the front door is stepped back from the front of the house and the wall only contains the door. A braced wall panel of 24” would need to be constructed between the door and the exterior corner.
- Prescriptive compliance pathways are complex, creating the risk that engineering will be frequently requested to ensure compliance from safety codes officers who do not fully understand application of the requirements.
- British Columbia early adopted these changes in BCBC2024 and after using them for some time, have requested that they be reversed for lower risk regions as complexity and costs are well beyond what the impact analysis suggests. Significant changes such as these need further assessment, such as field testing, to deeply understand the impacts and costs associated before they are introduced in a broadened sense.
- As permutations for these requirements are vast, BILD Alberta has not been able to conduct an adequate cost analysis. CHBA estimates costs of this change to be \$10,559 per home, with higher costs up to and possibly exceeding \$30,000.

Recommendations:

- (1) Do not adopt these changes until proper analysis has been completed, and requirements can be understood without complexity, as intended with the prescriptive acceptable solutions in the code.

3.4 Radon and Soil Gas Mitigation

The 2025 code introduces several changes related to radon and soil gas mitigation. Their impacts vary considerably: some are minor in isolation, while others (such as the requirement for passive vertical stacks) impose real cost and constructability burdens without adequate consideration of more practical design alternatives. BILD Alberta supports clear, well-developed standards for radon mitigation. We believe, however, that a more coordinated approach among the Government of Alberta, the Safety Codes Council, and industry would deliver markedly better outcomes for Albertans than the proposed changes as currently written.

3.4.1 Floors-On-Ground

Code Change:

PCF 1933 – This change requires that air barrier systems for floors-on-ground to be lapped not less than 300mm and be sealed at all joints, penetrations, and junctions.

Impact:

- Having a better sealed air barrier for floors-on-ground should help prevent soil gases from entering the conditioned space of homes.
- This change is expected to have minimal costs of up to \$60 based on the impact analysis.

Recommendation:

- (1) This change raises no concerns on its own; however, it should be incorporated into a broader set of radon solutions developed in collaboration between industry and government.

3.4.2 Crawl Spaces

Code Change:

PCF 1809 – This change requires that ground air barrier systems in heated crawlspaces be covered with minimum 50mm ballast.

Impact:

- Ensuring adequate coverage of a ground air barrier system in a heated crawlspace helps prevent the barrier from separating and failing.
- Heated crawlspaces with no concrete slab are uncommon to homes built in Alberta.
- This change is expected to have costs of up to \$200 based on the impact analysis if no ballast was used previously. This cost is not added to the cumulative total as very few projects are expected to be impacted by this requirement.

Recommendation:

- (1) This change raises no concerns on its own; however, it should be incorporated into a broader set of radon solutions developed in collaboration between industry and government.

3.4.3 Passive Vertical Stacks

Code Change:

PCF 1713 – This change requires a minimum of a passive vertical stack venting through the roof to lower radon concentrations.

Impact:

- Builders will face design challenges as they work to accommodate a clear path of travel for the passive stack within existing home designs. This path must navigate a maximum number of corners and lengths of horizontal runs, and align precisely between trusses to meet cylindrical clearance requirements for a future fan installation in the attic space.
- Unless the portion of stack above the roof deck is insulated, the length of pipe within the attic space will be very limited; insulating the exterior portion provides the most flexibility for builders. However, pipe insulation does not have durable properties and will need to be protected from the elements with something such as a sleeve that covers the insulation and does not impede air flow; products that are not readily available.
- Most regions in Alberta will require R24 insulation for the length of pipe within the attic (with the length above the roof insulated) for maximum flexibility of locating the stack. Pipe

insulation of this value does not currently exist, and builders will need to find unconventional ways to hold insulation in place without settlement and exposing portion of pipe or add further costs to create shafts so that insulation can friction-fit in place.

- The length of pipe above the roof deck has maximum vertical dimensions, however, it is unclear if this dimension is the short side, tall side, or center of the pipe. For consistency this should be defined as the short side to accommodate varying roof slopes.
- Builders opting for a higher standard such as an active system with a side-wall vent, would need to submit a request for an alternative solution, which introduces additional regulatory uncertainty.
- The CAN/CGSB-149.11, “Radon control options for new construction in low-rise residential buildings” standard is referenced as the 2019 version as it was determined there was not enough time remaining in the code development cycle to review the 2024 version that had been published. Having older standards when updated ones are available creates confusion for installers.
- The cost of this change is expected to be at least \$960 per home.

Recommendations:

- (1) Do not adopt the requirement for a minimum of a vertical passive stack as written.
- (2) If considering adoption, direct the Construction Codes Working Group to identify potential solutions for the following:
 - a) Additional flexibility of options for builders, such as allowing a capped side-wall vent, or active system; options available within CAN/CGSB-149.11.
 - b) Updating reference of the CAN/CGSB-149.11, “Radon control options for new construction in low-rise residential buildings” standard to the 2024 version for new construction, and the CAN/CGSB-149.12, “Radon mitigation options for existing buildings” standard to the 2024 version for existing buildings that would align some current inconsistencies such as venting clearances.

3.5 Building Envelope

3.5.1 Sill Rough Openings

Code Change:

PCF 1950 – This change requires all sill rough openings be protected as the second plane of protection.

Impact:

- Window and door manufacturer installation guidelines reference conforming to CSA A440.4, “Window, door, and skylight installation” which has circumstances where sill rough openings do not require protection. This may cause confusion for required installation requirements of windows and doors (until and if their guidelines are updated), and if installed incorrectly can be expensive to change after an inspection.

- CSA A440.4, “Window, door, and skylight installation” has not seen updates published to align with new code language which may cause confusion.
- Some images within the Notes to Part 9 show components that are not specified within the body of the code, such as back dams. Images should reflect the code language alone and not demonstrate other requirements written in referenced standards where there are various options for compliance as this creates confusion and inconsistent interpretations.
- This change is expected to cost builders not currently providing rough sill protection \$390 - \$590 per home, assuming 10 – 15 openings, including 2 doors.

Recommendations:

- (1) Do not adopt this change until the CSA A440.4 standard is updated so that language is consistent between all documents, and images are updated to represent the written language of the code.

3.5.2 Minimum Effective RSI

Code Change:

PCF 1951 – This change requires a minimum effective RSI at the sides and top of a rough opening, and installation details require a path for drainage at the sill.

Impact:

- Through discussions with various stakeholders, the language “excluding the sill” has had differing interpretations. Some have said this means that the sill cannot have any insulation, and other that it can have insulation if drainage paths are provided. This change may see inconsistent interpretation across Alberta.
- Requiring a minimum RSI for insulation along the sides and top of a rough opening gap may create more administrative requirements to prove the value during inspection. This will be challenging to determine if installation matches a detail as this space is concealed.
- CSA A440.4, “Window, door, and skylight installation” provides installation requirements for rough opening gaps, such as continuity of the drainage plane, continuity of insulation, sub-sill drainage, drainage to the exterior, drying capability, sill flashing, and continuity of the weather-resistive barrier. Having minimum requirements written in multiple locations can create confusion for builders and inspectors.
- While sill protection itself may reduce moisture-related failures – especially in thicker energy efficient building envelopes – which is supported, new technical issues have been created within the 2025 code as written, including potential condensation risks at the sill, conflicts with CSA A440.4 installation requirements for insulation around rough openings, and absence of a full committee review of the underlying NRC research.
- Two reports referenced in support of this code change were not reviewed by any code development groups prior to the approval or publication.

- Since window and door manufacturers refer to CSA A440.4 in their installation instructions, they could void their warranty if window installers apply reduced insulation requirements in the code.
- This change is not expected to have additional material costs for builders, however, different insulation requirements in the code and CSA A440.4 may cause construction delays with inconsistency of interpretation.

Recommendation:

- (1) Do not adopt this change until the CSA A440.4 standard is updated so that language is consistent between all documents, and industry concerns for potential condensation caused by reduced insulation levels have been fully addressed and justified by research and field testing.

3.6 Operational Greenhouse Gas Emissions

Code Change:

PCFs 1843, 2004, 2026 – This introduces requirements for operational greenhouse gas emissions (opGHGe) tied to provincial emission factors and has both prescriptive and performance compliance paths.

Impact:

- The opGHGe framework relies heavily on provincial grid emission factors which neither builders nor homeowners can control. Additionally, the framework fails to credit on-site solar photovoltaic, the most common, market-available, zero-emission energy source for homes, or other renewable energy sources.
- Policy materials do not clearly demonstrate how much of Canada’s total operational emissions from buildings can realistically be influenced by building codes (which only address heating, cooling, and water heating energy), how code-driven reductions compare to other policy tools, or how impacts vary by building types and regions. This goes against the Codes Board’s own policy direction for its committees.
- BILD Alberta would like a reassessment of how GHGs are being regulated with clearer cost-benefit analysis, improved equity across regions, and better integration with other instruments (e.g., grid decarbonization and incentives).
- Like with tiered energy efficiency, it would be important for Alberta to set the minimum level provincially so there is no variation between jurisdictions.
- New forms will be needed to demonstrate compliance with opGHGe requirements. This would be best if provided provincially to have consistency for industry.
- Terminology for performance path requirements that define a qualified person as “a person qualified by the authority having jurisdiction” is ambiguous and can have differing opinions. This must be clarified at a provincial level to ensure consistency of interpretation.

- With various compliance options there may be confusion if a project uses performance path compliance for energy efficiency and then opts for prescriptive compliance for opGHGe.
- As permutations for these requirements are vast, BILD Alberta has not undertaken an Albert-specific cost analysis. CHBA estimates costs of this change to be \$30,232 per home. This cost is not added to the cumulative total as opGHGe requirements in each level are similar to components of energy efficiency in each tier.

Recommendations:

- (1) Do not adopt requirements for operational greenhouse gas emissions as emissions from electricity generation are out of builders' control, solar photovoltaics are not recognized, and no estimate of emission reductions have been identified.

4. OTHER CHANGES & ITEMS OF NOTE

4.1 Alteration to Existing Buildings

Code Changes:

PCFs 1812, 1813, 1824, 1825, 1826, 1827, 1828, 1829, 1850, 2032, 2051 – These changes introduce a new part to the building code addressing energy efficiency requirements within alteration of existing buildings.

Impact:

- The NBC(AE) 2023 has an existing code provision that addresses application of the code to existing buildings that ensures the level of life safety and building performance are not decreased when altered.
- Defining an existing house as a building that was constructed at least five years ago creates a moving target that can have differing interpretations. Some jurisdictions will change the year of construction in their systems based on the latest year of renovation, so older parts of a home that would fall into these requirements no longer would. This creates challenges for outlining scopes and costs for projects.
- Many of the triggers for the requirements in this part do not currently require permits which makes them largely unenforceable. This also risks potential new permit requirements for simple renovation work that would otherwise not require one, expanding red tape and potentially driving illegal construction.
- Ambiguous language such as “improved to the extent possible” does not have clear definition and can contribute to misunderstandings and differences of interpretation across Alberta. This uncertainty creates scope creep in projects with unforeseen costs at the time of inspection.
- Even if a home met performance standards during its original construction, any future alterations to its insulation must comply with current prescriptive requirements. This would

create significant scope creep, costing challenges and unnecessary material waste for many renovations. For example, while performance code compliance in climate zone 7A can be met with R20 fiberglass batt insulation, an alteration would require an exposed exterior wall cavity in this home to be upgraded to R22 fiberglass batt insulation.

- Tie in methods for portions of air barriers in wall, floor, and roof assemblies are not clearly defined and can be subject to differing interpretations.
- The PCF impact analyses show a cumulative total up to \$5344 based on a 2000 – 2500 square foot home but costs for these changes are difficult to determine as project scopes vary to which requirements would apply, and to what level. This cost is not added to the cumulative total as it is not associated with new construction and is focused on renovation.

Recommendations:

BILD Alberta understands and supports the need to improve existing homes in Alberta. Addressing clarity in codes for existing homes can bring attention to unethical renovation practices with unpermitted projects and enhance the safety of occupants. While the published changes focus on improving energy efficiency components in existing homes, the focus should instead be where we can improve compliance with the existing provisions as a whole and improving relationships between industry and regulatory bodies.

- (1) Do not adopt Part 10 – Alteration of Existing Buildings as there are enforceability gaps, ambiguous language that can add to inconsistent interpretation, and inequitable treatment of compliant homes that may be unfairly subject to more stringent prescriptive requirements upon alteration.
- (2) Direct the Construction Codes Working Group to add Alteration of Existing Buildings as a project to understand the needs of renovators in Alberta, where there are current challenges, and develop changes that reflect current needs versus focusing solely on climate.

4.2 Accessibility

Code Change:

PCF 1767 – This change changes the term “residential occupancy” to “dwelling units” in relation to ramps not located in barrier-free paths of travel.

Impact:

- Consistent terminology benefits code users with clearer definitions, reduced misunderstandings, and improved training and education.
- Aligning this terminology will not impact projects as the application remains the same and will have no additional costs.

Recommendations:

- (1) This change works in isolation and would support more consistent code terminology within the code.

4.3 Energy Efficiency

Code Changes:

PCFs 1954, 1823, 1830, 1833, 1834, 1835, 1836, 1838, 1869, 1888, 1889, 1890, 1923, 2000, 2001, 2042 – These changes expand requirements for 9.36 Energy Efficiency in the code.

Impacts:

- Required energy conservations points for all tiers have been added, filling in gaps that exist in the current code.
- Expanded prescriptive compliance options for energy tiers, and additional new compliance paths offers more flexibility and choice for builders to comply with energy efficiency requirements.
- Prescriptive compliance packages have been introduced but only provide information for Tiers 1 and 5 which creates new gaps in the code.
- A revised peak cooling approach and addition of maximum solar heat gain coefficients reduce the risk of overheating, especially for more energy efficient homes.
- Introduction of maximum solar heat gain coefficients for prescriptive compliance can help mitigate overheating in homes.
- Expanded lists for energy conservations points provide further flexibility to builders who choose prescriptive compliance.
- This change is not expected to have cost impacts for Tier 1. As permutations for these requirements are vast, we have not been able to update cost analysis for the different tiers. Our 2022 Tiered Energy Code Roadmap estimates Tier 5 requirements would be \$88,550.

Recommendations:

- (1) Changes to 9.36 Energy Efficiency do not represent any concerns in isolation, provided that Alberta stays at Tier 1.
- (2) Prior to advancing beyond Tier 1, gaps in the prescriptive compliance pathway would need to be addressed.

4.4 Structural Design

Code Change:

PCF 1677 – This change expands the chart for size and spacing of studs.

Impact:

- Expanding the chart for size and spacing of studs provides clarity and more options for exterior walls using 38 x 140 mm (2x6) studs.
- There is no cost implication expected with this change.

Recommendations:

- (1) This change works in isolation as it would expand the chart for size and spacing of studs.

5. CLOSING

The 2025 National Building Code arrives at a critical moment for housing in Alberta and across Canada. As detailed throughout this submission, many of its provisions add cost, complexity, and uncertainty, often without a clear or commensurate benefit, and several have not been subject to the assessment and due diligence that changes of this magnitude require. The cumulative effect is a code that risks making housing less affordable and harder to deliver at precisely the time when the opposite is needed.

These concerns are not a rejection of harmonization or of the value of a strong national code. BILD Alberta remains a firm supporter of harmonization and of a strong, effective national code. They are a call for a code development process that is rigorous, transparent, and grounded in affordability, and for adoption decisions that are made only once the supporting analysis, standards, and guidance are in place.

To that end, BILD Alberta respectfully reiterates its central recommendation that the Government of Alberta pause wholesale adoption of the 2025 National Building Code until these concerns are resolved, advancing the changes that are sound and ready while deferring those that are incomplete or carry material cost and risk.

BILD Alberta and its members welcome the opportunity to work alongside the Government of Alberta, the Safety Codes Council, and our federal and national partners to help shape a building code that protects Albertans, supports a productive construction industry, and keeps the goal of housing affordability at its core. We thank you for your consideration of these recommendations and look forward to continued collaboration.



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Land Use Byl



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Communities



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Aspen Lakes

Lifestyle

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Available Lots

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Community

The Town of Blackfalds

Builders

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Request more info

Aspen Lakes Lot Map

Townhome lots starting at \$58,000, duplex lots starting at \$65,000, & single-family lots starting at \$103,000.

Phase 4 Opening Soon



Aspen Lakes







4. Ken Sully <ken@elkaydevelopments.com>

Sent: July 28, 2026 12:51 PM

Hi Preston

Further to concerns previously raised that the current market does not support price increases in the near term I add two additional comments:

Firstly, and most importantly the Stantec report does not identify an all-direction intersection on Highway 597 forming part of the transportation levies. Blackfalds desires an arterial road from Highway 597 through our site to South Street to provide secondary access to the town center but for this to ever occur it will require funding from both Blackfalds and the Province. The estimated cost of the intersection exceeds the total value of all our lands that would be benefit from said intersection.

Secondly ,the Stantec report shows our lands fronting Highway 597 as residential while the area structure plan indicates commercial. Not sure this has any impact on rate increases but wanted it noted.

While increased construction costs must be recognized, hopefully the timing of increases takes into account current market conditions. The City of Kelowna has apparently just passed a motion to reduced their Development Cost Charges by 25% for 2 years for any new project! This is indicative of the challenges developers are facing with the current economy.

Thanks for you further consideration on this regard.

Ken Sully

5. Glenn Fraser <glenn@glennstar.ca>

Sent Mon 2026-07-06 2:06 PM

Good afternoon Preston and Awws,

See attached memo for my comments on the Offsite Review.

Best regards,

Glenn Fraser

Memo To: Preston Weran, Director of Infrastructure and Planning Services

Fr: Glenn Fraser, Riser Developments Ltd

Re: Proposed 2026 Off-site Levy Increase

The Town's position is that growth should pay for growth, and that principle is generally accepted. However, the question is not whether development should contribute to infrastructure; the question is whether the contribution is reasonable, competitive, phased appropriately, and limited to infrastructure that is clearly triggered by new development.

In the draft report the Transportation levy has the largest proposed increase, going from current levy of \$29,745.27/Ha to \$53,427.83/Ha. Arterial road projects make up a large percentage of the transportation budget of which the percentage charged by levy is up to 75% to new communities. Arterial road projects benefit existing residents as well, and any arterial road levies should be reviewed to ensure new developments are not being charged disproportionately for roads used by the entire community.

Another major concern is regional competitiveness. Blackfalds does not operate in isolation. Builders, developers, investors, and future residents compare Blackfalds against Lacombe, Red Deer, Sylvan Lake, Penhold, Innisfail, Ponoka, and Red Deer County. If Blackfalds materially increases the cost of bringing lots to market, capital will move to communities where approvals and infrastructure costs are more predictable and affordable.

Published Central Alberta comparisons show that several nearby communities have materially lower typical off-site levy rates. The City of Lacombe's off-site levy materials summarize typical rates in surrounding communities, including Sylvan Lake at \$86,587/ha, Rocky Mountain House at \$79,679/ha, Ponoka at \$47,072/ha, and Innisfail at \$23,996/ha. The same comparison lists Blackfalds' prior rate at \$89,107/ha. The proposed Blackfalds rate of \$139,935.31/ha would therefore move Blackfalds well above many nearby communities and significantly above its historic competitive position.

Does the proposed levy increase take into consideration the newly announced senior-government infrastructure funding? The federal government has launched the Build Communities Strong Fund, which will provide \$51 billion over 10 years starting in 2026–27, plus \$3 billion per year ongoing, for public infrastructure that supports economic prosperity, housing, sport, education, health, transit, and climate adaptation.

This is directly relevant to Blackfalds' proposed off-site levy bylaw. The Town is proposing a major increase partly because of growth-related infrastructure costs, but the new federal program is specifically intended to help communities fund the infrastructure needed to

support growth and housing. The Town should identify which projects in the off-site levy model may be eligible for federal or provincial infrastructure support and reduce the levy burden accordingly.

If Blackfalds adopts one of the higher levy structures in Central Alberta, it may harm housing affordability, weaken the Town's competitiveness, and work against the broader public policy goal of accelerating housing supply.

A better approach would be to adopt a more moderate and predictable update. Council should consider the following:

1. Cap the immediate increase to a level closer to inflation and regional comparables.
2. Phase the increase over a longer period, such as five years, with annual reviews tied to actual tendered project costs, actual development absorption, and updated grant funding assumptions.
3. Complete a grant-funding review to determine how federal and provincial infrastructure programs can offset the project list and reduce the amount charged directly to new development.

The development industry is not asking the Town to ignore infrastructure costs. The concern is that such a large increase risks undermining housing affordability, reducing Blackfalds' competitiveness, and slowing the pace of growth that the levy model depends on. A more gradual, targeted, and market-sensitive approach would still allow the Town to recover legitimate growth-related infrastructure costs while maintaining Blackfalds as an attractive and affordable community for builders, businesses, and new residents.

MEETING DATE: September 15, 2026

PREPARED BY: Darolee Bouteiller, Finance Manager

PRESENTED BY: Justin de Bresser, Director of Corporate Services

SUBJECT: **Annual Budget and Taxation Process Policy**

BACKGROUND

The Budget Process Policy and Procedures 135.19 was updated in 2019. The policy was rewritten as the Annual Budget and Taxation Process Policy. The policy needed to be updated to enhance the process and remove procedures that are no longer part of the policy. Administration felt that a rewrite could address more of the issues, including the taxation process and focus on more of the MGA requirements.

The rewrite research included reviewing the current policy, and policies from similar municipalities.

DISCUSSION

Attached is a draft copy of the Annual Budget and Taxation Policy, along with the Budget Process Policy and procedures that are being replaced. The policy aims to outline the principles of the annual budget and taxation process.

The policy provides a process for a balanced budget, and considers a balanced approach between programs, service levels, maintenance and additional infrastructure. Administration will seek to use all sources of funding, service fees and grants where available, including transfers to and from reserves. The tax rate is tied to service levels, and operational needs of the town. The policy allows for an annual budget adjustment as necessary.

Council will be presented with a budget timeline to establish clear goals and set milestones for each budget cycle. Council will seek input from both the public and administration to further support decisions.

This policy ties the budget process to Council's Strategic Plan, long term plan, and ten-year capital plan. A multi-year plan will enhance the budget process, reinforcing commitments to long term fiscal health.

STRATEGIC PLAN ALIGNMENT / OTHER MASTER PLAN ALIGNMENT



**Economic Vitality and
Community Prosperity**



**Community Life,
Safety, and Inclusion**



**Leadership,
Engagement and
Advocacy**



**Sustainable Services
and Infrastructure**

This policy will align strategically with Economic Vitality, Sustainable Services, and Leadership by applying a responsible budgeting and taxation process.

FINANCIAL IMPLICATIONS

There are no financial implications related to adopting a policy.

COMMUNICATION / ENGAGEMENT CONSIDERATIONS

There are no communication or engagement considerations recommended for adopting this policy process.

ADMINISTRATIVE RECOMMENDATION

That Standing Committee of Council consider the following motion(s):

1. That Standing Committee of Council recommend that the Annual Budget and Taxation Process Policy be directed to a Regular Meeting of Council for consideration.
2. That the Standing Committee of Council recommend that Council to rescind Budget Process Policy 135.19.

ALTERNATIVES

- a) That Standing Committee of Council recommends amendments to the Annual Budget and Taxation Process Policy.

ATTACHMENTS

- Budget Process Policy and Procedures 135.19
- Draft Annual Budget and Taxation Process Policy.

APPROVALS

Preston Weran,
Acting Chief Administrative Officer



Department Director/Author

Policy No.: 135.19 Policy Title: Budget Process Policy and Procedures Department: Corporate Services Review Date: Revised: N/A Supersedes Policy/Bylaw: None	Council Approval: Resolution No. 233/19 Date: July 23, 2019
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Policy Statement

A balanced three-year operating and ten-year capital budget must be approved every year to authorize expenditures for the municipality as set out in the Municipal Government Act (MGA), Sections 242 through 249 and 283.

The purpose of this policy is to set out the requirements, guidelines and responsibilities for the annual budget.

1. Reason for Policy

1.1 The major goals of the budget process are:

- 1.1.1 to plan for the provision of services as required for the residents of the municipality;
- 1.1.2 maximize the use of funds and achieve goals of the Municipal Sustainability Plan;
- 1.1.3 account for the safeguarding of public funds;
- 1.1.4 create long range financial sustainability of the municipality;
- 1.1.5 provide conceptual standards for financial decision making;
- 1.1.6 create consistency in financial decisions;
- 1.1.7 establish parameters for administration to use in directing the day-to-day financial operations;
- 1.1.8 create a timeline for the budgeting process, development and monitoring.

2. Related Information

2.1 The attached procedure outlines the general principles that will apply to the development, review and creation of an annual operating and capital budget for the municipality.

3. Definitions

- 3.1 **Consumer Price Index (CPI)** – A measure of changes in the purchasing-power of a currency and the rate of inflation. The consumer price index expresses the current prices of a basket of goods and services in terms of the prices during the same period in a previous year, to show effect of inflation on purchasing power.
- 3.2 **Budget Amendment** – mechanism used to review the approved budget to reflect changes that occur throughout the fiscal year. Once the approved budget is adopted, it can only be changed by a budget amendment.

- 3.3 **Balanced Budget** – means that the expenditures of the municipality have been funded through the identification of various revenue streams.

4. Responsibilities

4.1 Municipal Council to:

- 4.1.1 approve by resolution this policy and any amendments;
- 4.1.2 consider the allocation of resources for successful implementation of this policy in the annual budget process.

4.2 Chief Administrative Officer to:

- 4.2.1 implement this policy and approve procedures;
- 4.2.2 ensure policy and procedure reviews occur and verify the implementation of policies and procedures.

4.3 Director of the Department to:

- 4.3.1 ensure implementation of this policy and procedure;
- 4.3.2 ensure that this policy and procedure is reviewed every three years;
- 4.3.3 make recommendations to the Chief Administrative Officer of necessary policy or procedure amendments.

4.4 Manager to:

- 4.4.1 understand, and adhere to this policy and procedure;
- 4.4.2 ensure employees are aware of this policy and procedure.

4.5 All Employees to:

- 4.5.1 understand and adhere to this policy and procedure.

5. Principles

Budget Development

- 5.1 Budget development will align with the principles of any strategic plans and the Municipal Sustainability Plan.
- 5.2 Inputs obtained from various forms of citizen engagement will be considered during budget planning.

- 5.3 The budget authorizes program and service level delivery to the community. Where possible in future budgets, service levels will be identified.
- 5.4 Short-term and long-term planning will be considered during budget development. Provision for future requirements is essential for long-term sustainability.
- 5.6 Council endorsed strategic plans, master plans and studies will guide the preparation of budgets.
- 6. Exclusions**
 - 6.1 None
- 7. Special Situations**
 - 7.1 None
- 8. Appendix**
 - 8.1 None
- 9. End of Policy**



PROCEDURE

Policy No.: 135.19
Policy Title: Budget Planning Policy
Department: Corporate Services

1. Preamble:

- 1.1. The Town considers budget preparation a critical strategic function that aligns financial resources with the strategic plans and ensures appropriate service levels for the residents of the Town of Blackfalds.
- 1.2. The purpose of this procedure is to provide information regarding timelines, approvals and guidelines for operating and capital budget development for the municipality.

2. Operating and Capital Budgets Overview:

- 2.1. The Municipal Government Act (MGA), Sections 242-249 and 283 covers the requirements for budget content and approval for municipalities.
- 2.2. A balanced operating budget must be approved by Council every calendar year. An interim operating budget may be adopted for a portion of the calendar year.
- 2.3. The legislated budget requirements are a balanced operating budget for the upcoming year, a minimum of a three-year operating written financial plan and a minimum of a five-year capital plan. The Town of Blackfalds currently prepares a current year operating budget and three-year forecast and a balanced ten-year capital plan.
- 2.4. One-time revenues will not be used for ongoing expenditures. They may be used to fund non-recurring expenditures or services.
- 2.5. Utility services for water, sewer, solid waste will be self funded. An overhead administrative fee of 5% of operating expenditures will be charged.
- 2.6. The rates for utilities will be established and approved as part of the budget process.

3. Budget Timeline

- 3.1 The budget process commences in July of the year prior to the fiscal year and is completed by April prior to the approval of the tax bylaw. In general, the timelines are:
 - **July/August** – Budget guideline preparation, assumptions for Council approval, citizen budget survey and staff input.
 - **September** – Submission of budget information, review and approval, calculation of major areas such as revenues, taxes, general revenues, salaries & benefits, other fixed expenses, budget open house.
 - **October** – Senior Administration review and revisions, preparation of budget document.

- **November** – Budget workshop with Council, presentation of budget, revisions as required.
- **December** – Presentation of revised (if required) interim budget for approval.
- **April** – Presentation of final budget with amendments for final assessment and tax revenue.

3.2 The overall budget timeline consists of the following items:

1. Budget assumptions presented to Council for discussion and approval.
2. A budget survey is held for residents to provide feedback on questions. Each year new questions are developed. The responses are included in the budget document.
3. A budget open house is held each year to obtain feedback from residents as well as to provide information to the residents.
4. Instructions to Directors/Managers in late July/August for operating and capital budget information completion.
5. Finance reviews major areas such as global revenues including property taxes, grants, interest, etc. and expenses that are complex such as salaries and benefits or fixed such as utilities, debt payments and insurance.
6. Capital budgets will consist of taking the current year of the 10-year plan and determining if any changes are required.
7. The 10-year capital plan will also be reviewed to identify long range changes.
8. The budget preparation is prepared electronically and will allow staff to enter budget changes or projections for up to five years.
9. The budget information will be approved by the Directors prior to submission to Finance by early September.
10. The Chief Administrative Officer (CAO) will also review and approve all department submissions,
11. Consolidation of budget information for review, analysis and senior administration discussion. This includes balancing the budgets for both operating and capital.
12. Adjustments as required based on input from senior administration to balance the budget should be completed by mid to the end of October.
13. Preparation of budget document for Council review, usually in November.
14. Presentation of budget document through the budget workshop to Council. This includes presentation and discussion along with any recommended changes by Council.
15. Revision to the budget document based on budget workshop.
16. Presentation of the budget to Council for approval at the December Council meeting.
17. Budget amendments in April based on final assessments received in February so the tax bylaw can be completed and approved.

4. Budget Assumptions:

4.1 Budget assumptions are developed and presented to Council for approval.

- 4.1.1 These include key areas such as:
 - a) Property Taxes – CPI rates, new growth estimates;
 - b) Service level changes;
 - c) Salary and benefit increases based on collective agreement information;



- d) Compensation strategies;
- e) Staffing proposals as per the updated staffing plan prepared by Senior Administration;
- f) Municipal Census;
- g) Utility Rates;
- h) User Fees; and
- i) Franchise fee projections and capital reserve transfer.

5. Interim and Final Budget

- 5.1 The interim budget will be approved prior to December 31 of the year preceding the budget. This provides legislated approval for the municipality to make expenditures.
- 5.2 The final assessment for the fiscal year is received by February of the year in question. Prior to approval of the tax rate bylaw, the interim budget needs to be adjusted to reflect the new assessment and requisitions (if available) for the schools and senior requisitions. The interim budget with amendments for tax revenue, assessment and requisitions will be presented for approval as final budget prior to the tax bylaw being presented.

6. Tax Revenue

- 6.1 Taxes will be levied to fund the costs to deliver tax supported services. These services include those planned for within the operating fund as well as transfers to the capital fund. In some cases, user fees are charged to offset the cost to deliver services. The operating fund will include the projected costs to deliver services to the community.
- 6.2 When planning for tax revenue increases, the following will be considered:
 - a) Tax increases should be reasonable and affordable while still maintaining the level of service that Council and residents expect.
 - b) The annual tax increase (excluding growth) may be within a range of:
 - i. At the low end, by the higher of:
 - a. 100% of the CPI All Items year over year change for the Province of Alberta as at September of the year prior to the budget year;
 - b. the percent increase as stipulated under collective bargaining for wage increases for the year;
 - c. at the high end, 200% of the CPI All Items year over year change for the Province of Alberta as at September of the year prior to the budget year.
 - ii. Consideration of the economic conditions will also be considered when selecting the tax increase for the municipality.
 - iii. Typically, the CPI will be used for the increase unless other factors dictate a need for higher or lower than usual increases.

7. Operating Budget Guidelines

- 7.1 All operating budget submissions will be reviewed by the Director, CAO and Finance staff prior to presentation to Council.
- 7.2 Current year budgets are to be prepared based on existing service level operations.
- 7.3 Changes in service levels or new programs will be identified along with costs and justification submitted for consideration.
- 7.4 Each department shall identify goals and objectives for the upcoming year that integrate the operating and capital budget requests with the Municipal Sustainability Plan wherever possible, along with any other studies/reports adopted by Council.
- 7.5 Directors and managers will review prior year actuals and budgets and make adjustments based on changes in service or program delivery. Any significant changes will require either a business case or explanation for the change.
- 7.6 Where possible, cost savings and efficiencies are encouraged.
- 7.7 Revenues are to be calculated based on known trends, historical information or approved studies/reports including user fee reports or master plans, etc.
- 7.8 Volatile revenue sources will not be used to fund ongoing expenditures.
- 7.9 Staffing will be based on the existing compliment. Any changes to staffing need to be included in the staffing plan that is reviewed by the Administrative team.
- 7.10 The senior administration team will evaluate each new program and/or service enhancement on the basis of need and funding availability. Some of the considerations will be:
 - a) Legislative requirements
 - b) Capital impact
 - c) Growth adjustment
 - d) Cost savings or efficiencies
 - e) Identified need with revenue possibilities

8. Operating Budget Spending Before Budget Approval

- 8.1 If a budget has not been approved, departments are authorized to expend funds at the previous year's service levels, unless specifically directed by Council until the current year's operating budget has been approved.
- 8.2 No new programs or service enhancements are to be implemented prior to the operating budget being established and approved by Council.

9. Emergency Spending

- 9.1 In accordance with the Town's Purchasing Policy, where authority has not been given in the operating or capital budget for a particular expenditures or line item, no department shall spend funds unless an emergency occurs requiring immediate spending and the CAO approves such emergency spending. Council will be advised at the next scheduled Regular Meeting, along with a funding source.

10. Capital Budget

- 10.1 A capital item is defined as a significant expenditure incurred for the improvement, acquisition or major rehabilitation of buildings, equipment, rolling stock and infrastructure used in providing municipal services (including studies undertaken to plan for these expenditures).
- 10.2 A capital expenditure includes capital assets as defined by the municipalities Tangible Capital Asset Policy.
- 10.3 A capital asset will have benefits lasting beyond one year and have a minimum threshold of \$5,000 or as otherwise stipulated in the Town's Tangible Capital Asset Policy.
- 10.4 A repair or maintenance expenditure designed to maintain an asset in its original state is not a capital expenditure, unless it will extend the useful life of the asset. Such repairs or maintenance expenditures will be included in the operating budget.
- 10.5 Once a capital project has been approved it is not permitted to use these funds to purchase any item other than the items contained in the original project approved by Council.

11. Capital Budget Preparation

- 11.1 A ten-year plan has been prepared and approved by Council. Each year, the starting basis for the current capital budget will be the upcoming year in the ten-year plan.
- 11.2 Staff will review these projects to determine if they are still required and make any adjustments as required for the scope of the project.
- 11.3 The future projects should also be reviewed for relevancy, cost estimates and timing.
- 11.4 Each project shall contain:
- a) A project number (as assigned by Finance)
 - b) A title to be used consistently throughout the budget
 - c) The department responsible
 - d) The year identified
 - e) Asset Type
 - f) A brief description of the project including objectives, why it is required, potential funding sources and linkage to the strategic plan.
 - g) A project ranking following the ranking system in place.
 - h) Identification of operating impacts/expenditures that result from the capital project. This would include increased operating costs or savings due to more efficient operations.

- 11.5 Projects will be submitted to Finance for compilation into the new ten-year plan.
- 11.6 Finance will compile the projects and review funding sources.
- 11.7 Senior administration will review project rankings and determine the viability of projects. If there is insufficient funding, projects may be moved out into future years of the ten-year plan.

12. Capital Budget Priority Ranking Process

- 12.1 A ranking system for capital projects will be developed that identifies legislative, safety, growth related, dependant, critical life cycle maintenance and general benefit:
- a) This process will be utilized in the determination of the selection of capital projects;
 - b) This will align capital development with the strategic plan and assist in long-range forecasting and resource allocation;
 - c) All projects submitted will be ranked by the categories provided;
 - d) The ranking will range from 0 to 3, with 0 being not applicable, 1 - low priority, 2 - medium priority, and 3 - high priority;
 - e) An average of the rankings will be used to determine priorities;
 - f) These rankings will be reviewed and approved by the CAO and senior administration prior to budget presentation to Council;
 - g) These rankings will be used for much of the basis for selection. There may be need on occasion to move a project forward based on consumer demand;
 - h) Every year, rankings for future projects will be reviewed to determine if there have been changes.

- 12.2 The following rankings will be considered:

Description	Explanation	Weight
Legislative Requirements	The projects must be completed to meet statutory or mandated initiatives and are the highest priority for funding. Items included in this ranking are mandated accessibility requirements, minimum maintenance standard requirements.	25
Strategic Plan	Items that have been identified in a strategic or master plan. Where possible, triggering factors should be included such as population levels, growth, volume or user consumption levels.	25
Committed Project	Projects that have already commenced and are a continuation from a prior year.	20
Public Health and Safety	There is a recognized health and safety issue that could place the Town in a situation of high risk if not for immediate corrective action.	20
Phased Project	A project that if not completed, would preclude continuation of another project, result in the loss of external funding opportunities or is a parallel project that is fiscally efficient (ie. replacement of a sewer at the same time as water line or road construction).	20



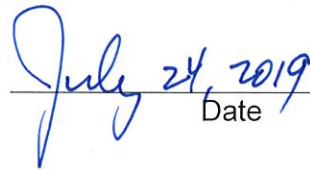
Description	Explanation	Weight
Dependant Project	a project that is required to be completed to enable another project to proceed.	20
Development Growth Related Project	High - Project that is partially or wholly funded through Development Levies. Growth would be impeded if the project were delayed. Population projections must be approaching critical mass for this ranking. Full funding must be available otherwise it should be ranked lower. Low - Projects would be funded in whole or part by Development levies but can be done "in their turn" or wait for enough funds to be available.	20
Lifecycle Maintenance	High - Projects that cannot be delayed and will result in asset failure. Medium - Projects where there may be a one- or two-year period before it becomes critical. Low - Projects where there are several years before they become critical.	20
Asset Replacement	Assets that have a routine replacement plan over a span of years. (ie. vehicles, heavy equipment, fire equipment and information system hardware and software)	20
Operating Cost Reduction or Efficiency	Projects will reduce net current and future operating or maintenance costs. The payback period must be less than five years.	15
General Benefit	Projects that will have a general benefit to the community as a whole. These are the "nice to have".	5
Utility Project (Fully Funded)	Any utility project that will utilize the utility reserves and will be fully funded. (This will determine ranking based on funding availability)	20

13. Capital Spending

- 13.1 Unless a capital budget has been approved by Council, no department will begin a capital project that was not authorized in the current or prior year.
- 13.2 Budget authorization in unusual circumstances may be brought to Council through a Request for Decision if there is a need either to amend the existing budget or obtain approval for something that has arisen during the year and cannot wait for the subsequent budget cycle.

14. Budget Reporting

- 14.1 Quarterly financial reports will be provided for both operating and capital expenditures for the end of March, June and September of each year.
- 14.2 The December report will be presented upon completion of the annual audit and all the final entries have been completed.

15. End of Procedure**Approval**_____
Chief Administrative Officer_____
Date

ANNUAL BUDGET AND TAXATION PROCESS

POLICY NO	
DIVISION DEPARTMENT	Corporate Services
REVIEW PERIOD	Every 4 Years, Upon Legislative Change or As Required

1. POLICY PURPOSE

- 1.1 To establish a balanced three-year Operating and 10-year capital budget in accordance with the *Municipal Government Act*.
- 1.2 To set out the requirements, guidelines and responsibilities for the annual budget and property taxation.

2. POLICY STATEMENT

- 2.1 The adoption of the Town's Budget and tax rate bylaws are among the most critical functions undertaken by Council.
- 2.2 Budgets shall be developed in a consistent and planned manner, and budgets shall take into consideration the impacts on future years and the Town's ability to fund those impacts.
- 2.3 Municipal and Utility operating budgets shall be prepared for a three-year period. Council approval is required for the first year, and the subsequent years will be presented for Council's information.
- 2.4 The Town will strive to maintain an appropriate transfer to capital reserves in the operating budget to support the ten-year capital plan.
- 2.5 Town utility expenditures will be funded entirely from reserves and self-supporting utility rates.
- 2.6 The Town shall maintain a fair, transparent, and competitive system of municipal property taxation while collecting the necessary revenue to meet municipal program and service funding obligations.

3. DEFINITIONS

- 3.1 **"Alberta Consumer Price Index"** (CPI) means a measure of inflation that tracks changes in the prices of a basket of goods and services over time, reflecting changes in purchasing power.
- 3.2 **"Annual Budget"** means a combined operating budget and capital budget for the calendar year determined on a basis consistent with accounting standards and the requirements of the MGA

- 3.3 **“Chief Administrative Officer”** (CAO) means the Chief Administrative Officer of the Town of Blackfalds, appointed by Council as per the *Municipal Government Act*.
- 3.4 **“Council”** means all Elected Officials of the Town of Blackfalds.
- 3.5 **“Capital Budget”** contains the estimated amount to acquire, construct, remove or improve capital property, and anticipated sources of money, and the amount to be transferred from the operating budget or reserves.
- 3.6 **“Operating Budget”** contains an estimated amount of expenditures and transfers, along with an estimate of revenue needed to provide for the council’s policies and programs, pay debt obligations, requisitions, municipal obligations and transfers to capital budgets or reserves, all property and business tax, grants and transfers from the accumulated surplus or reserves.
- 3.7 **“Town”** means the municipality of the Town of Blackfalds.

4. SCOPE

- 4.1 This Policy applies to the Town of Blackfalds Council, Administration and internal and external agencies.
- 4.2 This Policy comes into effect upon approval of Council.

5. AUTHORITY AND RESPONSIBILITIES

- 5.1 Council to:
 - 5.1.1 Adopt and support this Policy by resolution.
 - 5.1.2 Consider the allocation of resources for the successful implementation of this Policy in the annual budget process.
- 5.2 Chief Administrative Officer to:
 - 5.2.1 Advise Council on the development, implementation, and amendment of this Policy.
 - 5.2.2 Ensure Policy review occurs and verify the implementation of this Policy.

6. POLICY

6.1 General

- 6.1.1 The approved annual budget shall serve as the financial plan for the Town and as the policy document of Town Council for implementation of Council’s goals and objectives outlined in Council Strategic Plan. The approved annual budget shall provide Administration with the direction and resources necessary to accomplish Council-determined service levels and Administration’s departmental budget.
- 6.1.2 The need for programs and service levels will be the major consideration in determining the tax rate; however, local property tax of other municipalities will also be taken into consideration.

- 6.1.3 Administration will present a budget timeline to Council in the first quarter of the year to establish clear goals and milestones for the upcoming budget cycle.
- 6.1.4 Council will seek input from the public and Administration during budget preparation and throughout the year. Public input will be received through budget discussions with the public during the Community Information Expo and other public Council meet-and-greet sessions.
- 6.1.5 Long-term liabilities will be reviewed by Council annually.
- 6.1.6 The municipal tax rates will be set by Council annually through the Property Tax Rate Bylaw.
- 6.2 **Multi-Year Planning**
 - 6.2.1 Multi-year planning enhances the budget process by reinforcing commitment to long-term fiscal health by looking beyond a one-year horizon. This multi-year view will provide citizens, businesses and agencies with longer-term information regarding the Town's planned programs.
 - 6.2.2 The primary multi-year planning document will be Council's Strategic Plan.
- 6.3 **Capital Funding**
 - 6.3.1 Capital funding is a base funding amount, within the operating budget, that supports the 10-year capital plan. Capital contributions shall be carried out through;
 - 6.3.2 Annual transfers to reserves in accordance with the 10-year capital plan
 - 6.3.3 A change in cost related to debt servicing shall result in a change to other components of the capital funding for the 10-year capital plan.
- 6.4 **Balanced Budget**
 - 6.4.1 The Town shall adopt a balanced budget where operating revenues are equal to operating expenditures for each year
 - 6.4.2 The Town shall use the average Alberta CPI increase for the 12 months from July 1st to June 30th as the targeted property tax increase
 - 6.4.3 The following rules are proposed to govern year-end operating surpluses:
 - 6.4.3.1 Any utility funded surplus will be directed back to the corresponding utility reserve.
 - 6.4.3.2 Any other surplus will be applied to the general operating reserve
 - 6.4.3.3 When the General Operating Reserve reaches its target balance, Administration will present options and seek Council direction on future allocations.

6.5 One-time Revenues

- 6.5.1 Major one-time revenues will be applied to:
 - 6.5.1.1 Reserve for use in maintaining reserve levels set by Council Policy; or
 - 6.5.1.2 One-time expenditure.
- 6.5.2 Operating surpluses and one-time revenues will not be used to fund ongoing expenditures, as this may result in annual expenditure obligations being unfunded in future years.

6.6 Use of Unpredictable Revenues

- 6.6.1 Unpredictable revenue sources will not be relied upon to directly fund expenditures until the revenue has been received.

6.7 Revenue Diversification

- 6.7.1 The Town may charge fees for services where it is applicable and cost-effective to do so.
- 6.7.2 The Town will strive for full cost recovery where it is applicable and cost-effective to do so.
- 6.7.3 The Town's utility departments will follow a full cost recovery rate model.
- 6.7.4 Other departments shall follow a cost recovery model as established by Council.
- 6.7.5 The Town will continuously seek new and diverse revenues to limit the dependence on only a few revenue sources and to maintain needed service levels.

6.8 New Programs and Changes in Service Levels

- 6.8.1 The operating budget will be developed on the principle of sustaining current programs and levels of services. Recommendation for new programs and/or service level adjustments (increase or decrease) will be presented during the annual budget process.
- 6.8.2 The Town will pursue federal, provincial, and private grants but will strictly limit financial support of these programs to avoid commitments which continue beyond funding availability.
- 6.8.3 Annually, the Town will review and update the Municipal Service Level Inventory in accordance with the Council Policy.

6.9 Funding Outside Agencies

- 6.9.1 Request for Community Grant Funding by an agency shall be included in the budgeting process and shall:
 - 6.9.1.1 Be submitted to the Town via the Community Grant Funding Application no later than the application deadline of August 31st.

- 6.9.1.2 Any request for an extension of the application deadline may be submitted in writing to the CAO and may be allowed at the discretion of the CAO.
- 6.9.1.3 Provide a business case for the funding and include an indication of financial need supported by financial statements.
- 6.9.1.4 Be presented to Council by the requesting agency and shall include, if applicable, an annual report to the Town of the past year's program outcomes including a financial account of the funds expended.
- 6.9.1.5 All applications for Community Grant Funding are funded outside of the Community Initiatives grant.
- 6.9.2 Community Grant Funding expenses shall be budgeted to include target increases for each returning agency. Any request above and beyond that increase shall be summarized in a table and presented for Council review by Administration.
 - 6.9.2.1 Community Grant Funds are confirmed once Council approves the final operating budget and shall be disbursed within the new fiscal year.

6.10 Annual Budget Adjustments

- 6.10.1 Any changes to estimates of revenues or expenditures shall be presented to Council prior to the adoption of the annual Property Tax Bylaw.
- 6.10.2 Emergency expenditure items, such as facility or infrastructure repairs, shall be considered by Council on a case-by-case basis and as determined by the CAO.
- 6.10.3 The CAO may approve variations in individual expense items. Variations in individual expenses must not result in an overall change to the costing center or affect service levels, unless approved by Council.

6.11 Reserves

- 6.11.1 Use of reserves is planned and is not considered an alternate funding source in place of good financial practice.
- 6.11.2 The Town will establish and maintain appropriate reserves as determined by Council through its Financial Reserve Policy and planning.
- 6.11.3 The budget will allocate an appropriate level of funds to reserves in order to maintain services throughout economic cycles to:
 - 6.11.3.1 Ensure against unforeseen cost and revenue reductions;
 - 6.11.3.2 Provide bridge financing for capital; and/or
 - 6.11.3.3 Allow the Town to take advantage of grants and/or market opportunities.

6.11.4 The Town will maintain capital reserves in order to ensure a current and sufficient asset base to support Town programs and services. Contribution to these reserves will be based on the 10-year rolling average for capital investment.

6.11.5 In addition to its capital reserve funds, the Town may establish reserves to:

6.11.5.1 Fund large, long-term liabilities; and/or

6.11.5.2 Fund multiple-year special projects.

6.12 Infrastructure

6.12.1 The Town will endeavor to preserve and renew its infrastructure as a priority over developing new infrastructure.

6.12.2 Projects and maintenance will not generally be deferred unless the need for the project or maintenance changes. As a result, projects in the 10-year capital forecast advance from year to year in an orderly fashion. Maintenance is not deferred to meet funding constraints since deferred maintenance generally results in increased operating or replacement costs in the future.

6.12.3 The CAO will ensure that departmental budgets provide an appropriate proportion of the cost of new development related to capital infrastructure, as determined by Council Policy, and be financed by development charges.

6.13 Revenue Estimates

6.13.1 Projected operating revenues will be based on approved service levels, historical trends, and will be supplemented with additional knowledge of future expectations.

6.14 Original Scope of Capital Projects

6.14.1 Throughout the budget period, opportunities may arise to change the original scope of a project due to:

6.14.14.1 Lower tender results from the budget.

6.14.14.2 Additional funding from unexpected revenue such as grants or contributions from agencies.

6.14.2 The original scope of an approved project shall only be changed with formal approval from Council

6.15 Revenue Neutrality

6.15.1 In an effort to protect ratepayers from dramatic shifts in property taxation due to annual market value assessment changes, the Town's overall municipal tax revenues shall not automatically increase with market value assessment increases. The general municipal tax rate for the Town shall be adjusted to ensure revenue neutrality. Increases to general tax revenue shall be limited to new development and construction and tax rate increases approved by Council.

7. EXCLUSIONS

None

8. SPECIAL SITUATIONS**9. RELATED DOCUMENTS**

- 9.1 *Municipal Government Act*
- 9.2 CP-190.25 - Financial Reserves
- 9.3 CP-186.24 - Municipal Service Level Inventory

10. END OF POLICY

Mayor

Chief Administrative Officer

Date

Date

POLICY RECORD HISTORY

	Resolution No:	Date
Policy Adopted		
Policy Reviewed		
Policy Revised		

ADMINISTRATIVE REVISIONS

Date	Description

MEETING DATE: September 15, 2026

PREPARED BY: Brad McKenzie, Information Governance Coordinator

PRESENTED BY: Justin de Bresser, Director of Corporate Services

SUBJECT: **Council Policy - Duty to Document**

BACKGROUND

To effectively manage the Town's records and information, it is important that decisions, actions, transactions, deliberations, advice and recommendations specific to our mandate are documented and retained.

It is especially critical to ensure that records containing the personal information of our residents are handled and protected appropriately.

DISCUSSION

A recent recommendation from the Office of the Information and Privacy Commissioner sets out the need to establish clearly written guidelines for the capture and retention of the Town's official records and personal information.

The intent of the Duty to Document Policy is to satisfy this recommendation and ensure that records and information that pertain to the Town's mandate are adequately captured and preserved.

STRATEGIC PLAN ALIGNMENT / OTHER MASTER PLAN ALIGNMENT



**Economic Vitality and
Community Prosperity**



**Community Life,
Safety, and Inclusion**



**Leadership,
Engagement and
Advocacy**



**Sustainable Services
and Infrastructure**

This policy change aligns with Leadership, Engagement and Advocacy by building trust through responsible information handling and strengthens organization leadership credibility.

FINANCIAL IMPLICATIONS

There are no financial implications related to this request.

COMMUNICATION / ENGAGEMENT CONSIDERATIONS

No communication or engagement considerations are recommended for this policy.

ADMINISTRATIVE RECOMMENDATION

That Council consider the following motion(s):

1. That Standing Committee of Council recommend to Council that Council Policy – Duty to Document be forwarded to a future Regular Council Meeting for consideration.

ALTERNATIVES

- a) That Council refer the Duty to Document Policy back to administration for amendment.

ATTACHMENTS

- Duty to Document Policy

APPROVALS



Preston Weran,
Acting Chief Administrative Officer



Department Director/Author

DUTY TO DOCUMENT

POLICY NO	
DIVISION DEPARTMENT	Corporate Services – Information Technology
REVIEW PERIOD	Every 4 Years/Upon Legislative Change/As Required

1. POLICY PURPOSE

- 1.1. To ensure that information assets generated through the Town's day-to-day operations are appropriately captured and retained.

2. POLICY STATEMENT

- 2.1. The Town of Blackfalds recognizes the value of Official Records which are created, collected, or received to meet operational, legislative, financial, and historical requirements.
- 2.2. The Town acknowledges the need to establish written records of key decisions, actions, transactions, deliberations, advice and recommendations which relate to its mandate.
- 2.3. The Town of Blackfalds desires the ability to resume operations following a disaster or emergency.
- 2.4. The Town understands the need to ensure that Official Records are retained and remain the property of the Town of Blackfalds.

3. DEFINITIONS

- 3.1. “**CAO**” means the Chief Administrative Officer of the Town of Blackfalds, appointed by Council as per the *Municipal Government Act*.
- 3.2. “**Council**” means the Council of the Town of Blackfalds elected pursuant to the *Local Authorities Election Act* of Alberta, as amended.
- 3.3. “**Official Record**” means any record or document that provides evidence of a business decision, action, or transaction and holds operational, financial, legislative, or historical value.
- 3.4. “**Town**” means the municipality of the Town of Blackfalds.

4. SCOPE

- 4.1. This Policy applies to Council of the Town of Blackfalds.

5. AUTHORITY AND RESPONSIBILITIES

- 5.1. Council to:
 - 5.1.1. Adopt and support this Policy by resolution.

5.1.2. Consider the allocation of resources for the successful implementation of this Policy in the annual budget process.

5.2. Chief Administrative Officer to:

5.2.1. Advise Council on the development, implementation, and amendment of this Policy.

5.2.2. Ensure Policy review occurs and verify the implementation of this Policy.

6. POLICY

6.1. Council will document all key decisions, actions, transactions, deliberations, advice and recommendations.

6.2. Official Records will be classified and filed in an authorized repository to ensure they are accessible, retrievable, and subject to technological preservation methods such as redundant back-up.

6.3. Records pertaining to the Town's mandate will, at all times, remain the property of the Town of Blackfalds.

7. END OF POLICY

Mayor

Chief Administrative Officer

Date

Date

POLICY RECORD HISTORY

	Resolution No:	Date
Policy Adopted		
Policy Reviewed		
Policy Revised		

ADMINISTRATIVE REVISIONS

Date	Description