



Financing Future Growth

2012 - 2032

Produced by the City of Brandon
Development Services Division



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Executive Summary

This report is the result of a year-long effort to identify some alternatives to address the infrastructure deficit in order to continue to support growth in Brandon. This effort is also prompted by the \$165 million infrastructure deficit in the city (mostly on the maintenance, rehabilitation and replacement cost of the city's existing infrastructure system); and the aging system's inability to support the exponential growth in the city. The purpose of this study is to examine the financial impacts on the corporation due to this infrastructure deficiency and to explore funding options for infrastructure improvements related to development growth in the city.

Part I of this study intends to explain the challenges to the existing infrastructure system the city is facing in coping with development growth. Upon extensive research and analysis on development cost charges used by other municipalities across Canada, Part I demonstrates the use of development cost charges is nothing new and a rather common practice. Many municipalities across the country that use development cost charges have used them for a considerable length of time.

Part II of this study intends to compare those findings to the Brandon scenario. As demonstrated in this section, based on the 2012 calculation, under the current practice for residential developments, on average, a developer's contribution is approximately \$7,292 per hectare or \$782 per dwelling unit. This contribution is negotiated at a project specific level and does not provide the city a transparent process or the developer a consistent method in how the contribution is applied. Compare to, for example, the Municipality of Steinbach with a population of roughly 13,524 people, a developer's contribution to a residential development is approximately \$27,479 per hectare or \$2,946 per dwelling unit.

Part III of this study explores three development cost charges alternatives for Brandon – development agreement (status quo), benefiting area, and city-at-large. The current

development agreement practice is not supported by any regulatory framework. The charges are levied through conditions in a development agreement and these conditions vary from one development proposal to the next which result in inconsistency throughout the city. The benefitting-area method defines all off-site infrastructure improvements and costs required to service vacant city lands in an established growth period, these improvements are described and charged in a by-law. The difficulty with this method is the amount of engineering analysis required to accurately define the offsite infrastructure needs in a comprehensive and fair manner. The city-at-large method is a fixed fee for all vacant lands in the city; the fee is calculated based on a comparative study of other municipalities, and the costs are pro-rated to all areas of the city under development. The most desirable form of defining and collecting development cost charges is the benefitting areas method.

Given the fact that the city will continue to grow and there is insufficient information on hand to develop a comprehensive and equitable development cost charge system, in order to address existing capacity issues, there is a need to develop a short-term (city-at-large) and a long-term solution (benefitting area). The process of establishing a development cost charge requirement must be a predictable and transparent process subject to scrutiny by the public; therefore, consultants are traditionally hired by local government to provide an impartial, defensible by-law.

The goal of this document is to stimulate discussion with elected leaders in order to determine whether or not Administration should move forward to establish a legal framework for any off-site levy for the City of Brandon.

Introduction

On March 11, 2011, at the City Council Strategic Planning Session, city staff provided a synopsis of the existing infrastructure conditions to Brandon City Council. In the discussion with council, the presentation focused on the infrastructure issues and the city's future from a 30,000-foot level; the focus was on the maintenance, rehabilitation and replacement cost of the city's infrastructure system as well as issues related to growth. Infrastructure studies and analysis often include the maintenance of civic buildings, parks and recreational facilities, library, sanitation and city services. However, the focus of this document is only on water distribution and waste water collection, land drainage, flood protection, streets and roads, as well as water and waste water treatment.

The purpose of this document is to identify the financial impacts of infrastructure on the corporation and offer comments and recommendations with the objective to identify methods of funding infrastructure improvements related to development growth in the city. This Financing Future Growth document will focus on the need for city infrastructure to keep pace with growth due to capacity issues triggered by growth. Specific focus is on off-site development cost charges as financial mechanisms necessary to support growth without burdening the general tax base to subsidize infrastructure improvement needs generated by new developments.

Part I of this document includes sections on the rationale of development cost charges, how they are used in other cities across Canada, and most importantly, why the need for Brandon to explore this requirement. A synopsis of development cost charges used by other municipalities across Canada to recover the cost of expanding infrastructure services is provided in the first part of this document. Discussion on the issues related to development cost charges will be presented toward the end section of Part I. Part II of this study will provide case studies specific to Brandon in order to better understand the impacts of infrastructure improvement costs generated by new developments in

Brandon. It is important to recognize that development cost charges need to be sensitive to the local context, and in particular, the development community while providing a sustainable, long-term solution for the city. The alternatives proposed in Part III of this study will take into consideration all of these important aspects and propose alternatives that will help sustain a healthy economic growth in the Brandon community.

PART I

Background history

As a result of the 2011 City Council Strategic Plan, an approximately \$165 million infrastructure deficit was identified. Infrastructure deficit, as defined by the National Roundtable for Sustainable Infrastructure (NRTSI), is the difference between needed infrastructure investment and the actual investment. They explained that needed infrastructure investment is comprised of replacement, renewal, expansion of existing infrastructure as well as construction of new infrastructure in response to current and expected growth needs. One of the current problems related to the value of an infrastructure deficit is that there is no common understanding of what should be included in the “needed” infrastructure investment, particularly with respect to growth-related infrastructure needs. The estimated \$165 million deficit was mostly on the maintenance, rehabilitation and replacement cost of the city’s existing infrastructure system. The infrastructure improvement costs triggered by growth were not extensively studied in that presentation. However, in a growing city, in addressing infrastructure deficit, there is a pressing need to also address the impacts on the existing infrastructure triggered by development growth. The Financing Future Growth document will explore financing options available to the city toward addressing this infrastructure deficit, potentially through the implementation of development cost charges.

What Are Development Cost Charges?

Development charges, as defined in most municipalities, are charges imposed by municipalities on developers to pay for increased capital costs related to growth. Development charges, also called development cost charges, capital cost charges, off-site levies, or development impact fees, are mechanisms used by municipalities to pay for the growth-related capital costs associated with new development or redevelopment. This document will apply the term “development cost charges” to

describe charges for off-site levies. Development cost charges levied by municipalities in Ontario, British Columbia, Alberta, and by the Halifax Regional Municipality are mostly based on the principle that development related to growth should pay for itself rather than imposing a burden on existing residents.¹ The role a development cost charges program could play within broader land use planning context and policy initiatives related to sustainable growth is something to consider.

The demand on infrastructure created by a new development proposal does not always relate to infrastructure works that are located adjacent to the property being developed. For example, new development may require a local government to increase the size of its water storage reservoir. Developers pay development cost charges instead of the existing taxpayers who are not creating the demand and are not benefiting from the new infrastructure. Using development cost charges, local government can apply a common set of rules and charges to all development within a community.²

Development cost charges can provide municipalities with a tool to help fund the infrastructure needed to serve in-fill growth. An example would be removing an old structure and constructing a new structure, or, making an addition or alteration to an existing building such that the structure increases the number of residential units or non-residential gross floor area. In other words, redeveloping a property or making interior alterations that result in a change of use to all or part of a building.³

Development cost charges help finance the growth-related capital costs of providing important services like roads, water and wastewater services, police, fire and transit. However, the monies collected can only be used to finance growth-related capital costs and not be used to pay for operating costs or costs associated with the rehabilitation of infrastructure. Typically development cost charges are applied as one-time charges against residential, commercial, industrial and institutional developments, and are usually collected from developers at the time of subdivision approval or at the time of issuing a building permit⁴. A municipality that levies a development cost charge must

establish a reserve fund for each service to which the development cost charge relates. A municipality may only spend the money in a reserve fund on growth-related capital costs for which it was intended. A municipal development cost charge by-law could exempt agricultural buildings from having to pay development charges, or, provide other exemptions to certain types of development; a municipality is also free to charge less than the maximum charge payable. Typically, the development cost charge background study is done to help determine the maximum development cost charge a municipality is able to levy⁵.

Development Cost Charges Studies in Other Municipalities

A survey conducted in 1999 on development charges by the Intergovernmental Committee on Urban and Regional Research (ICURR) was sent out to 35 municipalities across Canada. The findings in the ICURR report indicated that in all of the participating municipalities levying development charges, there was some form of provincial legislation governing the use of charges. Table 1 summarizes the various Acts and the types of developments that are levied a charge in each municipality⁶.

Interestingly, the majority of the participating municipalities in the survey reporting the use of development cost charges have used them for a considerable length of time, with Calgary being the longest municipality applying development cost charges for almost 35 years. ICURR pointed out in their study that prior to levying development cost charges, the sources of revenue used to finance off-site costs included property taxes, local improvement charges, conditional and unconditional provincial and federal grants, and borrowing. The types of developments that are levied a charge include residential, commercial, industrial and other types of developments such as institutional⁷.

Table 1
Summary of Information on Development Charges

Municipality	Name of Charge	Types of Development	Services	Municipal Bylaw	Other Exactions
City of Yellowknife	off-site levy	Res'l, Comm'l	water, sewers, roads, traffic control, parking	No	local improvement taxes
City of Whitehorse	development cost charge	Res., Comm'l, Ind'l, Other	not specific	Yes	local & special improvement charges, land dedication, other special agreements
Township of Langley	development cost charge	Res., Comm'l, Ind'l, Inst'l, Rural Comm'l	water, sewers, drainage, highways, public green space	Yes	local improvement levies, latecomer agreements, parkland in lieu of DCC
District of Maple Ridge	development cost charge	Res'l, Comm'l, Ind'l	water, sewers, drainage, highways, parkland acquisition	Yes	latecomer agreements, specified area charges agreements, park dedication
City of Richmond	development cost charge	Res'l, Comm'l, Ind'l	water, sewers, drainage, roads, open space	Yes	parkland dedications
District of Surrey	development cost charge	Res'l, Comm'l, Ind'l, Inst'l parkland	water, sewers, roads, drainage,	Yes	parkland dedication, local improvement taxes, other
City of Calgary	assessment levies	Res'l, Comm'l, Ind'l, Other	water, sewers, highways, parks recreation, inspection	No	density bonusing, negotiated access to transp'n improvements
City of Edmonton	offsite rates	Res'l, Comm'l	sewers	No	construction of additional infrastructure; local improvement charges
City of Lethbridge	off-site levy	Universal	water, sewers	Yes	none
City of Prince Albert	development levy	Res'l, Comm'l, Ind'l, Other	trunk lines, abutting services, connections to site	No	specific agreements for services
Town of Kindersley	development levy	Res'l, Comm'l, Ind'l, Other	water, sewers streets, parks and recreation	No	other service requirements e.g. parkland dedication, trunk mains etc.
Town of Richmond Hill*	development charge	Res'l, Comm'l, Ind'l	water, sewers, roads, library, fire, parks and rec., gen. admin.	Yes	
City of North York	development charge	Res'l, Comm'l, Ind'l, Inst'l	water, sewers, hydro, library, fire, parks and rec.	Yes	parkland dedication, other conditions on development
City of Nepean*	development charge	Res'l, Comm'l, Ind'l, Inst'l	water, sewers, roads, hydro, parks and rec., fire, police, library	Yes	parkland dedication, local improvement tax, connection charges
City of Halifax	charge	Res'l, Comm'l Ind'l, Other	sewers, trunks	Yes	parkland dedication, local improvement charges
Town of Bedford	development charge	Res'l, Comm'l	water, sewers	No	parkland dedication

* The Town of Richmond Hill and the City of Nepean also collect development charges for hydro. Richmond Hill also collects a charge for the Region. The information in this Table relates only to their own (lower-tier) charges.

As ICURR explains, the methodology used in Ontario and British Columbia municipalities is fairly similar. The starting point is to provide growth projections over the next 10 to 20 years. Capital forecasts are provided over the same period and an effort is made to determine what proportion of the costs is growth-related. The growth-related costs are divided by the number of units to determine the cost per unit. In other municipalities, the description of how the charge is determined is less specific but the charge is generally based on costs that are projected into the future.

Municipalities generally use development charges to finance the cost of water and sewer. In some cases, roads and drainage are also financed by development charges. Some municipalities in B.C. are permitted to levy only for water, sewers, roads, parks and drainage, while others in Ontario can levy for any growth-related capital cost including for fire and police services, city halls, recreation centres, library and cultural facilities. All of the municipalities reported that the funds collected go into special reserve accounts or dedicated service accounts⁸. Although the ICURR study was done in the 1990s, it provided a pattern of approaches applied by different municipalities. Most importantly, it demonstrated the use of development cost charges is not new and is, in fact, a rather common practice.

A more recent study was done by Colliers International in 2010, on land development costs for Saskatchewan, by examining the planning acts and development practices in Saskatchewan, Manitoba and Alberta. Similar to the study done by ICURR, this Land Development Cost Study found a variety of methods being used in all the municipalities within these three provinces to collect development cost charges. As indicated in their cost study, direct or up-front costs are hard to pin down due to lack of data; servicing agreements between the municipality and the developer are considered private contracts and not publicly available. However, it is clear that in all cases, any costs that are not borne by the developer must ultimately be paid by rate payers or tax payers⁹. Tables 2a through 3b summarize their findings on residential and industrial lands.

Table 2a

Land Development Cost Study
LEVIES & CHARGES AS A FUNCTION OF LOT METRICS
Residential Lands

Municipality	Lot				Levies & Charges (LC) ²			
	Lot Price (LP) ⁽¹⁾	Area in Sq.Ft. (sf)	Frontage in Feet (FF)	LP \$/sf	Total L & C	\$ / sf	\$ / FF	LC as % of LP
Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	Col. 9
Saskatchewan								
Estevan (a)	\$ 65,000	5,200	50	\$ 12.50	\$ 3,122	\$ 0.60	\$ 62.44	5%
Lloydminster (a)	\$ 85,400	6,028	46	\$ 14.17	\$ 2,423	\$ 0.40	\$ 52.74	3%
Moose Jaw (a)	\$ 48,000	6,549	59	\$ 7.33	\$ 6,360	\$ 0.97	\$ 107.79	13%
North Battleford (a)	\$ 58,815	7,169	49	\$ 8.20	\$ 4,500	\$ 0.63	\$ 91.44	8%
Prince Albert (a)	\$ 58,590	6,092	56	\$ 9.62	\$ 4,875	\$ 0.80	\$ 87.41	8%
Regina (b)	\$ 96,000	4,400	40	\$ 21.82	\$ 13,130	\$ 2.98	\$ 328.26	14%
RM of Sherwood (3)	N/A							
White City (4)	\$ 75,000	8,524	59	\$ 8.80	\$ 8,000	\$ 0.94	\$ 135.59	11%
Saskatoon (c)	\$ 96,200	5,866	44	\$ 16.40	\$ 20,790	\$ 3.54	\$ 469.39	22%
Warman (5)(b)	\$ 81,000	5,866	43	\$ 13.81	\$ 9,940	\$ 1.69	\$ 233.05	12%
Swift Current (a)	\$ 45,000	8,396	65	\$ 5.36	\$ 11,217	\$ 1.34	\$ 172.56	25%
Yorkton (d)	\$ 59,838	7,255	60	\$ 8.25	\$ 3,223	\$ 0.44	\$ 53.72	5%
Maximum, SK	\$ 96,200	8,524	65	\$ 21.82	\$ 20,790	\$ 3.54	\$ 469.39	25%
Minimum, SK	\$ 45,000	4,400	40	\$ 5.36	\$ 2,423	\$ 0.40	\$ 52.74	3%
Average, SK	\$ 69,895	6,486	52	\$ 11.48	\$ 7,962	\$ 1.30	\$ 163.13	11%
Alberta								
Calgary (a)	\$ 140,000	3,850	35	\$ 36.36	\$ 8,560	\$ 2.22	\$ 244.57	6%
Medicine Hat (a)	\$ 105,000	4,200	42	\$ 25.00	\$ 6,673	\$ 1.59	\$ 158.88	6%
Manitoba								
Brandon (e)	\$ 73,500	6,000	50	\$ 12.25	\$ 229	\$ 0.04	\$ 4.58	0%
Winnipeg (f)	\$ 80,000	4,800	48	\$ 16.67	\$ 2,902	\$ 0.60	\$ 60.47	4%
Maximum, all	\$ 140,000	8,524	65	\$ 36.36	\$ 20,790	\$ 3.54	\$ 469.39	25%
Minimum, all	\$ 45,000	3,850	35	\$ 5.36	\$ 229	\$ 0.04	\$ 4.58	0%
Average, all	\$ 77,823	6,013	50	\$ 14.44	\$ 7,063	\$ 1.25	\$ 150.86	9%

- NOTES: 1 Lot Price refers to the sale of land from the developer of the lands to the purchaser of a lot
- 2 Charges and levies include:
- On-site: None - on-site development is not included in municipal servicing fee other than for over-sizing
 - Off-site:
 - (a) - traffic infrastructure additions/changes (collector and arterial roadway construction)
 - regional storm drainage (water main distribution, water treatment facilities)
 - water & sewer trunk lines
 - parks and recreation
 - (b) (a) plus administration services
 - (c) (a) plus buffers, fencing, planning, municipal administration, inspection and long term warranty
 - (d) (a) plus other costs cost of land acquisition, downtown redevelopment etc.
 - (e) administration fees only (no levies collected as all costs are pushed into the agreements)
 - (f) Trunk Service Rate (NOTE: there is a Transportation levy but only in the Charleswood community)
- 3 RM of Sherwood has no residential subdivisions. They are planning to allow some 2-5 acre lot residential development developments.
- 4 White City is located in the RM of Edenwold and is in the commutershed of Regina
- 5 Warman is located in the RM of Corman Park and is in the commutershed of Saskatoon

Table 2b

Land Development Cost Study
RANKINGS OF MUNICIPALITIES BY LOT AND LEVIES METRICS ⁽¹⁾
Residential Lands

Municipality	Lot				Levies & Charges (LC) ⁽³⁾			
	Lot Price (LP) ⁽²⁾	Area in Sq.Ft. (sf)	Frontage in Feet (FF)	LP \$/sf	Total L & C	\$ / sf	\$ / FF	LC as % of LP
Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	Col. 9
Brandon (e)	7	8	9	7	1	1	1	1
Lloydminster (a)	11	9	6	10	2	2	2	2
Winnipeg (f)	9	4	7	12	3	5	4	3
Estevan (a)	6	5	10	8	4	4	5	4
Yorkton (d)	5	13	14	4	5	3	3	5
Calgary (a)	15	1	1	15	11	13	13	6
Medicine Hat (a)	14	2	3	14	9	11	10	7
North Battleford (a)	4	12	8	3	6	6	7	8
Prince Albert (a)	3	10	11	6	7	7	6	9
White City (5)	8	15	13	5	10	8	9	10
Warman (6)(b)	10	6	4	9	12	12	12	11
Moose Jaw (a)	2	11	12	2	8	9	8	12
Regina (b)	12	3	2	13	14	14	14	13
Saskatoon (c)	13	7	5	11	15	15	15	14
Swift Current (a)	1	14	15	1	13	10	11	15
RM of Sherwood (4)	N/A							

NOTES:

- 1 Rankings from lowest to highest (eg. Swift Current has lowest lot price [Col. 2: 1] and highest levies as a function of lot price [Col. 9: 15]). Sorted by ascending percentage of Levies to Retail Lot Price
- 2 Lot Price refers to the sale of land from the developer of the lands to the purchaser of a lot
- 3 Charges and levies include:
 - On-site: None - on-site developer None - on-site development is not included in municipal servicing fee other than for over-sizing
 - Off-site:
 - (a) - traffic infrastructure additions/changes (collector and arterial roadway construction)
 - regional storm drainage (water main distribution, water treatment facilities)
 - water & sewer trunk lines
 - parks and recreation
 - (b) (a) plus administration services
 - (c) (a) plus buffers, fencing, planning, municipal administration, inspection and long term warranty
 - (d) (a) plus other costs cost of land acquisition, downtown redevelopment etc.
 - (e) administration fees only (no levies collected as all costs are pushed into the agreements)
 - (f) Trunk Service Rate (NOTE: there is a Transportation levy but only in the Charleswood community)
- 4 RM of Sherwood has no residential subdivisions. They are planning to allow some 2-5 acre lot residential development.
- 5 White City is located in the RM of Edenwold and is in the commutershed of Regina
- 6 Warman is located in the RM of Corman Park and is in the commutershed of Saskatoon

Table3a

Land Development Cost Study
LEVIES & CHARGES AS A FUNCTION OF LOT METRICS
Industrial Lands

Municipality	Lot			Levies & Charges (LC) ²			
	Lot Price (LP) ⁽¹⁾	Area in Sq.Ft. (sf)	Frontage in Feet (FF)	Total L & C / Acre	\$ / sf	\$ / FF	LC as % of RLP
Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8
Saskatchewan							
Estevan (a)	\$ 200,000	43,560	150	\$ 22,237	\$ 0.51	\$ 148	11%
Lloydminster (a)	\$ 200,000	43,560	150	\$ 22,085	\$ 0.51	\$ 147	11%
Moose Jaw (a)	\$ 150,000	43,560	150	\$ 38,400	\$ 0.88	\$ 256	26%
North Battleford (a)	\$ 100,023	43,560	150	\$ 21,600	\$ 0.50	\$ 144	22%
Prince Albert (a)	\$ 113,750	43,560	150	\$ 23,400	\$ 0.54	\$ 156	21%
Regina (b)	\$ 220,000	43,560	150	\$ 110,376	\$ 2.53	\$ 736	50%
RM of Sherwood (c)	\$ 130,000	43,560	150	\$ -	\$ -	\$ -	0%
White City (a)	\$ 85,000	43,560	150	\$ 12,500	\$ 0.29	\$ 83	15%
Saskatoon (d)	\$ 360,000	43,560	150	\$ 80,674	\$ 1.85	\$ 538	22%
Warman (b)	\$ 185,000	43,560	150	\$ 10,354	\$ 0.24	\$ 69	6%
Swift Current (a)	\$ 80,000	43,560	150	\$ 21,862	\$ 0.50	\$ 146	27%
<u>Yorkton (e)</u>	<u>\$ 70,000</u>	<u>43,560</u>	<u>150</u>	<u>\$ 19,200</u>	<u>\$ 0.44</u>	<u>\$ 128</u>	<u>27%</u>
Maximum, SK	\$ 360,000	43,560	150	\$ 110,376	\$ 2.53	\$ 736	50%
Minimum, SK	\$ 70,000	43,560	150	\$ -	\$ -	\$ -	0%
Average, SK	\$ 157,814	43,560	150	\$ 31,891	\$ 0.73	\$ 213	20%
Alberta							
Calgary (a)	\$ 950,000	43,560	150	\$ 71,904	\$ 1.65	\$ 479	8%
Medicine Hat (a)	\$ 650,000	43,560	150	\$ 47,562	\$ 1.09	\$ 317	7%
Manitoba							
Brandon (f)	\$ 80,000	43,560	150	\$ -	\$ -	\$ -	0%
Winnipeg (g)	\$ 300,000	43,560	150	\$ 12,245	\$ 0.28	\$ 82	4%
Maximum, all	\$ 950,000	43,560	150	\$ 110,376	\$ 2.53	\$ 736	50%
Minimum, all	\$ 70,000	43,560	150	\$ -	\$ -	\$ -	0%
Average, all	\$ 252,918	43,560	150	\$ 34,293	\$ 0.79	\$ 229	17%

NOTES: 1 Lot Price refers to the sale of land from the developer of the lands to the purchaser of a lot

2 Charges and levies include:

On-site: None - on-site development is not included in municipal servicing fee other than for over-sizing

Off-site:

(a) - traffic infrastructure additions/changes (collector and arterial roadway construction)

- regional storm drainage (water main distribution, water treatment facilities)

- water & sewer trunk lines

- parks and recreation

(b) - (a) plus administration services

(c) RM of Sherwood provides no services developers responsible for on and off site development All businesses rely on privately owned water lines and sewer is on a septic system. RM of Sherwood states that currently there is no option to subdivide new lots.

(d) - (a) plus buffers, fencing, planning, municipal administration, inspection and long term warranty

(e) - (a) plus other costs- cost of land acquisition, downtown redevelopment etc.

(f) - administration fees only (no levies collected as all costs are pushed into the agreements)

(g) - Trunk Service Rate (NOTE: there is a Transportation levy but only in the Charleswood community)

Table 3b

Land Development Cost Study
RANKINGS OF MUNICIPALITIES BY LOT AND LEVIES METRICS⁽¹⁾
Industrial Lands

Municipality	Lot			Levies & Charges (LC) ³			
	Lot Price (LP) ⁽²⁾	Area in Sq.Ft. (sf)	Frontage in Feet (FF)	Total L & C / Acre	\$ / sf	\$ / FF	LC as % of RLP
Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8
Winnipeg (f)	11	43560	150	2	2	2	1
Warman (b)	7	43560	150	1	1	1	2
Medicine Hat (g)	13	43560	150	11	11	11	3
Calgary (f)	14	43560	150	12	12	12	4
Lloydminster (a)	8	43560	150	7	7	7	5
Estevan (a)	9	43560	150	8	8	8	6
White City (a)	3	43560	150	3	3	3	7
Prince Albert (a)	5	43560	150	9	9	9	8
North Battleford (a)	4	43560	150	5	5	5	9
Saskatoon (d)	12	43560	150	13	13	13	10
Moose Jaw (a)	6	43560	150	10	10	10	11
Swift Current (a)	2	43560	150	6	6	6	12
Yorkton (e)	1	43560	150	4	4	4	13
Regina (b)	10	43560	150	14	14	14	14
RM of Sherwood (c)	N/A						
Brandon (e)	N/A						

NOTES: 1 Rankings from lowest to highest (eg. Regina has a high lot price [Col. 2: 10] and highest levies as a function of lot price [Col. 9: 14]). Sorted by ascending percentage of Levies to Retail Lot Price.

2 Lot Price refers to the sale of land from the developer of the lands to the purchaser of a lot

3 Charges and levies include:

- (i) On-site: None - on-site development is not included in municipal servicing fee other than for over-sizing
- (ii) Off-site:
 - (a) - traffic infrastructure additions/changes (collector and arterial roadway construction)
 - regional storm drainage (water main distribution, water treatment facilities)
 - water & sewer trunk lines
 - parks and recreation
 - (b) - (a) plus administration services
 - (c) - (a) plus buffers, fencing, planning, municipal administration, inspection and long term warranty
 - (d) - (a) plus other costs- cost of land acquisition, downtown redevelopment etc.
 - (e) - administration fees only (no levies collected as all costs are pushed into the agreements)
 - (f) - Trunk Service Rate (NOTE: there is a Transportation levy but only in the Charleswood community)

According to the study done by Collier, the costs for off-site development charges in Alberta are handled through levies, in hectare fees, with developers in Calgary and Medicine Hat paying into City-managed special, separate accounts for these items. The cities then use the funds in the special accounts to pay for needed regional infrastructure. The lot levies range from \$6,700 in Medicine Hat to \$8,600 in Calgary, or about 6% of the lot price. The only municipality in the study that does not use the off-site levy powers provided by legislation is Brandon. The developers are expected to pay for all of the on-site costs, all of the off-site costs that benefit not only the subdivision in question but also all “downstream” subdivisions requires negotiations through development agreements. As such, off-site development charges make up a minimum percentage of the lot prices in Brandon, putting that municipality at the opposite end of the spectrum from Saskatoon both cost- and service-wise¹⁰.

As part of the research for the Financing Future Growth, additional effort was made in collecting more recent data on development cost charges from other municipalities across Canada. Appendix A summarizes the mechanisms and methods used by municipalities outside Manitoba.

Available Legal Mechanisms

In Manitoba, *The Planning Act* allows municipalities within the Province to establish a levy by-law to charge for off-site improvements as a result of the subdivision of land. §143 (1) of the Act states that *“A council may, by by-law, set the levies to be paid by applicants to compensate the municipality for the capital costs specified in the by-law that may be incurred by the subdivision of land.”* Unlike the provinces of Alberta and Saskatchewan, Manitoba’s Act does not itemize what is required in a Levy By-law. In all the provincial acts, the municipalities are permitted to impose levies that will be used by them to either install such works themselves or to reimburse private developers for installing the infrastructure on behalf of the municipality.

The other method available under *The Planning Act* to charge for off-site improvements is through development agreements. Development agreements are currently utilized by the City of Brandon often as a condition of subdivision, rezoning, conditional use or variance approval. §135(3-a) & 150 (f) states that a development agreement can address the following matter: *“the construction or maintenance — at the owner's expense or partly at the owner's expense — of works, including, but not limited to, sewer and water, waste removal, drainage, public roads, connecting streets, street lighting, sidewalks, traffic control, access, connections to existing services, fencing and landscaping.”* Furthermore, §135(3-b) states that a condition of subdivision can address, *“construction or payment by the owner of all or part of the capacity of works in excess of the capacity required for the proposed subdivision.”*

Currently in Manitoba, there are a few municipalities that apply off-site development cost charges in the form of levies. Table 4 provides some comparison from the research conducted across some municipalities in Manitoba.

Table 4
Development Cost Charges in Municipalities within Manitoba

Manitoba Municipality	Mechanism(s)	Charge	Application Type
City of Portage La Prairie	Capital Levy By-law	\$1500/new unit or lot, unless:	Subdivision
		infill - \$1000 per lot (if on paved street with direct access to water/sewer);	
		multi-family - \$1000/unit (over 2 units)	
City of Steinbach	1) Sewer & Water Impact fees By-law	Based on area of pipe - \$1000 base cost (water), \$3500 base cost (sewer)	Subdivision
		(charged at time of building permit or utility hookup)	
	2) Residential Capital Development Fees By-law	\$2965/single family DU, \$2560/two family DU, \$2150/multi-family DU	Subdivision
	3) Non-Residential Capital Development Fees By-law	\$1.05/ft2 up to 2000ft2	Subdivision
		\$1.31/ft2 from 2000-10000ft2	
		\$1.57/ft2 from 10000-30000ft2	
		\$1.83/ft2 from 30000ft2-50000ft2	
		\$2.10/ft2 over 50000ft2	
RM of Tache	Dedication Fees By-law (in Local Improvement Districts)	LID#1 Lorette: \$7,500/unserved lot (\$8,500 in 2014)	Subdivision
		\$8500/served lot (\$9500 in 2014)	
		In addition: \$4500/multi-family unit (\$5000 in 2014)	
		LID#3 Landmark: \$5000/lot (\$5500 in 2014)	
		Linden, Dufresne, Ste. Genevieve, Ross: \$4500/lot (\$5000 in 2014)	
		Exclusive of above three: Rural Residential Clusters: \$4500/lot (\$5000 in 2014)	
		Lots created in Wards 1,2,3,5: \$4500/lot (\$5000 in 2014)	
		Lots created in Ward 6: \$3250/lot (\$3750 in 2014)	
Town/City of Morden	Capital Lot Levy By-law	Areas zoned "Residential Single Family" & "Residential Two family:	Subdivision
		\$1700 up to 8500ft2 in area	
		\$2500 over 8500ft2 in area	
		Areas zoned "Residential Multi Family" and "Residential Mobile Home":	
		\$340/unit (minimum of \$2500) for apartment units and mobile homes	
		\$1700/unit for condominiums (attached or detached)	
		Areas zoned "Commercial", "Industrial" or "Institutional"	
		\$3350/lot	
RM of Stanley	Capital Lot Levy By-law	\$2500/lot in Rural Residential, Residential or General Development Areas	Subdivision
		\$1200/lot <10 acres in size in any other Residential areas in the RM	
		\$700/lot 10-40 acres in size in any other Residential areas in the RM	
		\$2500/lot <1 acre in Commercial or Industrial areas;	
		\$2500/lot + \$500/acre for every additional acre	
RM of MacDonald	Development Agreement	\$2000/lot + \$4000/lot (sewer) + \$7000/lot (water)	Subdivision
RM of Shell River	Development Agreement	\$2500/lot	Subdivision

General Concerns with Development Cost Charges

There are potentially some issues in applying development cost charges. ICURR identifies those issues such as administrative process in implementing and processing these charges, the definition of off-site costs, the services to be included in development cost charges, and the legislation governing the use of development cost charges. Other issues concerning development cost charges may include, the fact that they bear no relationship to “user pay” principles, e.g., being a flat rate regardless of infrastructure requirements, undermining the rationale for applying them, and distorting development decisions. Most critics believe development cost charges have potential negative impacts on housing affordability by reducing the numbers of people who can buy or rent within their means. They also do not account for operational costs associated with new infrastructure. Some stakeholders believe that transparency and accountability issues associated with the application of development charges remain to be resolved¹¹.

PART II

Comparison Analysis

Part II provides a comparison analysis focused on residential development and is intended to illustrate the differences in off-site infrastructure charges between the City of Brandon and other western municipalities in Manitoba, Saskatchewan, and Alberta by referring to the study done by Collier. Table 5 and 6 from the Collier study provide the breakdowns of development cost charges on a “per hectare” basis. This will be followed by a neighborhood comparison analysis in Brandon. The neighborhood comparison analysis will demonstrate the amount contributed to off-site infrastructure improvement costs under current practice, which is mainly through development agreements. The comparison considers charges for off-site infrastructure improvements only (such as water, waste water, drainage, and transportation); it does not address community services such as fire, police, and recreation facilities. When charges are defined by area (in hectare), the calculation is based on net developable land which excludes environmentally sensitive areas, arterial roadways, and school/public reserve areas.

Table 5

Land Development Cost Study
LEVIES ON A "PER HECTARE" BASIS

Residential Lands

	Municipality	Estevan	Lloydminster	Moose Jaw	North Battleford	Prince Albert East (1)	Prince Albert West (2)	Regina (3)	RM of Sherwood (4)	RM of Edenwold/White City (5)	Saskatoon (6)	RM of Corman Park (7)	Warman (8)	Yorkton	Swift Current	Brandon (9)	Winnipeg (9)	Calgary	Medicine Hat
LEVY																			
Storm Drainage	5,239				6,319	12,967	11,115						29,889	13,591				32,400	15,400
Trunk Sewer	10,225		32,000		9,835	9,880	11,609				42,355			11,861				29,764	17,775
Watermain Levy	11,700				4,228	3,705	5,928				10,787			11,861				5,000	26,225
Subtotal	27,164		32,000		20,381	26,552	28,652				53,143		29,889	27,183				34,764	59,400
Arterial Road	12,451		7,725		6,186	2,470	19,513				12,960			11,861				11,800	56,020
Signing & Signals					890						1,210							646	
Interchange Levy											6,846							66,910	
Transportation																			
Parks & Recreation	6,177		724		17,044						27,727			18,122				56,488	
Buffers											2,990			5,931					
Fencing											992								
Planning											1,713								
Municipal Admin.											915			906					
Inspection Fee											1,540								
Long Term Warranty											1,563								
Other (10)														9,884				2,326	
TOTALS	45,792		40,450	79,072	44,500	29,022	48,185			38,880	139,548	29,889	64,333	39,537	45,000			177,934	115,420

(1) Prince Albert East refers to the area northeast of the Opawakosikan Reserve. Most of the required infrastructure for future growth is in place.

(2) Prince Albert West refers to the area southwest of the Opawakosikan Reserve. Almost no infrastructure is in place.

(3) The City of Regina has no development charges a servicing fee must be negotiated for services such as snow removal before subdivision approval

(4) RM of Sherwood has no development charges a servicing fee must be negotiated for services such as snow removal before subdivision approval

(5) White City charges \$8,000 per lot for utilities, roads, and parks and the assumption is 2 lots per acre.

(6) Levies for Saskatoon and Warman have been converted from a 'Frontage Metre' basis to a 'Hectare' basis assuming 91 metres per hectare.

(7) RM of Corman Park allows for .5 acre residential lots, and charges \$6,150 per lot for regional drainage & some regional roads only.

(8) The City of Brandon does not use levies but deals with over-sized and regional infrastructure in the Subdivision or Development or Servicing Agreements.

(9) The City of Winnipeg has only (a) Trunk Service levies for drainage catchments and (b) a Transportation levy in the community of Charleswood. The TSS shown is an average of typical catchment areas levies.

(10) Yorkton "Other" = cost of land acquisition, downtown redevelopment and other specific related land issues.

Table 6

**Land Development Cost Study
LEVIES ON A "PER HECTARE" BASIS
Industrial Lands**

MUNICIPALITY	Estevan	Lloydminster	Moonee Jaw	North Battleford	Prince Albert (EAST) (1)	Prince Albert WEST (2)	Regina (3)	White City (4)	RM of Edenwold	RM of Sherwood (5)	Saskatoon (6)	RM of Corman Park (7)	Warman (6)	Yorkton	Swift Current	Brandon (8)	Winnipeg (9)	Calgary	Medicine Hat
Storm Drainage	5,239	32,000	6,319	12,967	11,115	11,115	107,053	960	53,505	10,623	29,070	651	6,188	11,861			29,652	29,764	15,400
Trunk Sewer	10,225	14,826	9,835	9,880	11,609	11,609	107,053	960	10,623	29,070	651	6,188	11,861	11,861			5,000	17,775	8,745
Watermain Levy	11,700	7,725	4,228	3,705	5,928	5,928	85,006	960	29,070	651	5,843	6,545	6,545	11,800			11,800	56,020	
Arterial Road	12,451		6,196	2,470	19,513	19,513								646				66,910	
Signaling & Signals			890															56,488	
Interchange Levy																			
Transportation																			
Parks & Recreation	6,177		17,044				27,275	960	2,402	458	651	9,341	9,341	5,931					
Buffers									1,261	601	1,443								
Fencing									1,368										
Planning																			
Municipal Admin.							7,955						238					2,326	
Inspection Fee																			
Long Term Warranty																			
Other (10)								1,620						9,884					
TOTALS	45,792	54,551	79,072	44,500	29,022	48,185	227,289	4,500	-	107,878	3,600	29,153	39,537	45,000	-	29,652	172,934	97,940	

(1) Prince Albert East refers to the area northeast of the Opawakoskan Reserve. Most of the required infrastructure for future growth is in place

(2) Prince Albert West refers to the area southwest of the Opawakoskan Reserve. Almost no infrastructure is in place

(3) The City of Regina levies are based on a 20 year infrastructure plan and include a water treatment plant.

(4) RM of Edenwold charges \$8,000 on a lot basis for utilities regardless of size plus a \$4,500 fee per lot for connection to central water supply. Assumed 8 lots on a 54-acre subdivision

(5) RM of Sherwood has no development charges but a servicing fee must be negotiated for services such as snow removal before subdivision approval

(6) Levies have been converted from a "Frontage Metre" basis to a hectare assuming 91 metres per hectare

(7) RM of Corman Park charges \$10,000 per lot (min. size 5 acres) for drainage and arterial roads. Corman Park is in the process of updating their fee schedule

(8) The City of Brandon does not use levies but deals with over-sized and regional infrastructure in the Subdivision or Development or Servicing Agreements

(9) The City of Winnipeg has only (a) Trunk Service levies for drainage catchments and (b) a Transportation levy in the community of Charleswood. The TSR shown is an average of typical catchment areas levies.

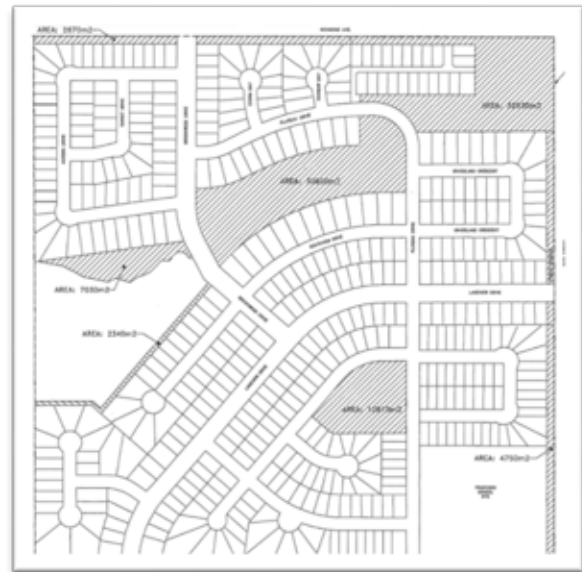
(10) Yorkton "Other" = cost of land acquisition, downtown redevelopment and other specific related land issues

Neighbourhood Comparison Analysis in Brandon

The intent of the neighbourhood comparison analysis is to profile two developing neighbourhoods within the City of Brandon, (The Woodlands, Brookwood Park) to compare off-site charges with eight other western municipalities. The charges are calculated in 2012 dollars and are based on the number of units, and area (in hectares) estimated for each area at full build out.

Brookwood Park

- Located in SW Brandon
(Richmond and 34th Street Intersection)
Planning Study Completed in 2002
- Single Detached Units (RSF): approximately 489 units
Multi-Family Units (RLD): approximately 24 units
Approximate Total: 513 units
- Gross Area: 64.75 hectares (160 acres)
Developable Area: 55 hectares
Density: 9 units/developable hectare
- Off-Site contributions: \$401,049
Per Hectare: \$7,292
Per Unit: \$782



Map 1: Brookwood Park

Table 7: Off-Site Charges Comparison

Developer's estimated contribution	Per Hectare	Per Unit	Total
Brandon	\$7,292	\$782	\$401,049
Steinbach	\$27,479	\$2,946	\$1,511,325
Morden	\$18,655	\$2,000	\$1,026,000
Winnipeg	\$32,400	\$3,474	\$1,782,000
Regina	\$238,946	\$25,618	\$13,142,030
Saskatoon	\$139,548	\$14,961	\$7,675,140
Lethbridge	\$207,000	\$22,193	\$11,285,000
Medicine Hat	\$113,361	\$12,154	\$6,234,855
Red Deer	\$197,379	\$21,162	\$10,855,845

The Woodlands

- Located in South Brandon
(North of Patricia Avenue, South of Maryland Avenue)
Construction initiated in 2000
- Single Detached Units (RSF, RMH, RLD):
approximately 750 units
Multi-Family Units (RLD, RMD, RHD):
approximately 995 units
Approximate Total: 1745 units
- Gross Area: 6= 84 hectares (208 acres)
Developable Area: 80 hectares (198)
Density: 22 units/developable hectare



Map 2: The Woodlands

Table 8: Off-Site Charges Comparison

Developer's estimated contribution	Per Hectare	Per Unit	Total
Brandon	\$14,178	\$650	\$1,134,250
Steinbach	\$54,538	\$2,500	\$4,363,000
Morden	\$34,900	\$1,600	\$2,792,000
Winnipeg	\$32,400	\$1,485	\$2,592,000
Regina	\$238,946	\$10,955	\$19,115,680
Saskatoon	\$139,548	\$6,398	\$11,163,840
Lethbridge	\$207,000	\$9,490	\$16,560,000
Medicine Hat	\$113,361	\$5,197	\$9,068,880
Red Deer	\$197,379	\$9,049	\$15,790,320

PART III

Alternatives for Brandon

As stated in Part I, there are a variety of methods that can be employed to define and collect development cost charges. These range from collecting a standard flat fee per unit of development to a detailed schedule of required off-site infrastructure improvements and a method of assigning a portion of the cost to each development unit. This section analyzes development cost charge alternatives for Brandon, three methodologies have been identified as follows: a) development agreement, b) benefiting area, and c) city-at-large.

Development Agreement

Currently development cost charges are defined and collected only when permitted by existing legislation. The Planning Act allows for the implementation of a development agreement only when the land is going through a subdivision, rezoning, conditional use, or variance process. If neither of these processes is required, the City of Brandon has no legal mechanism to impose a development agreement as a condition of approval. In this case the development of the land can proceed as long as the development is in compliance with all applicable codes, regulations and by-laws. There is no opportunity to define and collect development cost charges, even if the development proposal will require significant off-site infrastructure improvements. This process works well when land is not pre-zoned, but rather property zoned for existing conditions, such as greenfield lands designated as "Agriculture" or "Development Reserve".

In the event that the land is undergoing one of the aforementioned applications, a development agreement may be imposed. The terms and conditions of the agreement are defined by the city and agreed upon by the developer, and development cost charges are applied on an ad hoc basis. The required infrastructure improvements and associated costs are developed either by the developer or by the city and negotiated

between the two parties; the schedule of improvements and reimbursement to the city is then incorporated into the development agreement.

The development agreement method is ad hoc and does not adequately equip the city to meet the financial demands of growth. Each development is dealt with separately and there is no city wide schedule of improvements. The development agreement process has resulted in a lower than required development cost charge. The net result is that additional regional infrastructure improvements are funded by means other than developer contributions. Currently the necessary funds needed to fund the improvement required for growth are raised through property taxes, the utility rates, or by other means, such as through provincial and/or federal government grants.

Benefitting-Area Method

The benefitting-area method is a detailed method which defines all off-site infrastructure improvements and costs that are required to service all of the vacant city lands in an established growth period. The defined infrastructure improvements are based on engineering studies and are detailed and specific. The costs of the benefitting lands are defined and a schedule of development cost charges is determined. These development cost charges are normally prescribed in a development cost recovery by-law where permitted. All lands developed are assessed on their share of development cost charges based on either number of units or size of area (ha). While there is still a requirement for a development agreement, there is no need to define the regional improvement in the development agreement as they are previously derived and known and are provided as schedules in an appropriate by-law.

The benefitting area method is the most detailed method and is able to stand the test of scrutiny as all of the improvements, costs, and benefitting properties are all known in advance of any land development process. The benefitting areas and the applicable development cost charges are described in detail in a development cost charge by-law

and the by-law is subject to routine review and update. The difficulty with this method is that an accurate growth model and a large amount of engineering study is required to accurately define the offsite infrastructure needs in a comprehensive and fair manner. However this is also the most fair and equitable method of defining development cost charges.

City-at-Large

In the City-at-large method there is a flat development cost charge assessed to all lands in the city. The city-at-large development cost charge may or may not be determined by a schedule of improvements. It can simply be a charge that is collected and off-site development improvements are funded wholly or partially by the city-at-large fees.

The city-at-large method is the simplest method and can be developed in a number of ways. They can be as simple as a fixed fee for all development in the city (both greenfield and infill) and is based on a comparative study of other municipalities. The fixed fee is a detailed schedule of required off-site infrastructure improvements and the costs pro-rated to all areas of the city under development.

Land Use and Engineering Studies

The City of Brandon has a number of engineering studies and models at its disposal for defining development cost charges; however, all of these studies are not complete or as comprehensive as they need to be to develop a well-defined and equitable development cost charges schedule. One of the studies that has not been finalized is the Brandon and Fringe Area Growth Strategy. This study will define the magnitude of growth that the city will experience under a number of growth scenarios and will identify the quantity and location of the land to be developed. This Growth Strategy will also define the benefitting areas. The engineering studies will then be updates to reflect more accurately the off-site infrastructure improvements and the resulting costs. Further work would be required for the city to implement a detailed and defensible

development cost charge system regardless of whether the benefitting areas method or the city-at-large method is used.

Conclusion

As stated at the beginning of this document the issues with the infrastructure deficit involve maintenance, rehabilitation and replacement cost of the city's existing infrastructure system, and most importantly, the aging system's inability to support the exponential growth of the city. In addition, this document does not address issues relating to the maintenance of civic buildings, parks and recreational facilities, library, sanitation or other city services.

The city is experiencing a serious infrastructure capacity issue; to operate business as usual is no longer an option. This document has highlighted the importance of some form of off-site development cost charges necessary to support growth in order to avoid further burdening the general tax base to subsidize infrastructure improvement needs. Part III of this document explored three development cost charges alternatives for Brandon – development agreement, benefitting area, and city-at-large. A short-term solution (the city-at-large method) is likely needed immediately to ensure a continuation of current construction activities. However, there is also a need to develop a long-term solution (benefitting area) for the city.

A development cost charges tool is not new and is needed to fund infrastructure improvements related to community growth. This tool is being used widely across the country in various forms and implementation approaches (Appendix A). The development cost charges option is more than just about collecting money, it is about creating a predictable, transparent, and consistent approach of levying charges for the purpose of ensuring growth of city infrastructure as the community grows. The linkage created between development cost charges and the growth strategy will allow the city to organize and fund improvements predictably and in a planned cost effective manner. Furthermore, development cost charges by-laws are often highly scrutinized by the development community, therefore, consultants are traditionally hired by local

government to provide an impartial, defensible, and detailed assessment of the future infrastructure system.

The issue with the city's infrastructure deficit is a complex one and cannot be resolved by one single strategy or solution. Other programs such as the establishment of a capital improvement program and a revision of the user-fee structure will likely be necessary.

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Appendix A

Off-site Levy Mechanism in Other Canadian Municipalities

Municipality	Mechanism(s)	Charge	Application Type
ALBERTA			
City of Airdrie	Off-site levy by-law	<i>Broken down by recovery area and by type of development, for examples:</i>	Subdivision
		Area 1 (Northeast) & Area 2 (North Central) & Area 4 (South Central): storage, transmission, treatment of potable water: \$10,449/acre treatment, movement, disposal of sewage: \$7,954/acre storm sewer drainage facilities: \$0 new roads as part of development/subdivision: \$31,865/acre partial recovery of costs/new or expanded facilities: \$1,200/acre	
		Area 3 (Northwest), including sub recovery zones III-1, III-2, III-3: storage, transmission, treatment of potable water: \$10,449/acre treatment, movement, disposal of sewage: sub-recovery zone III-1: \$7,954/acre sub-recovery zones III-2 & III-3: \$8,865/acre storm sewer drainage facilities: \$0 new roads as part of development/subdivision: \$31,865/acre partial recovery of costs/new or expanded facilities: \$1,200/acre	
		Area 5 (South & Southeast), including sub-recovery zones V-1, V-2, V-3, V-4: storage, transmission, treatment of potable water: \$10,449/acre treatment, movement or disposal of sanitary sewage: sub-recovery zones V-1 & V-2: \$10,399/acre sub-recovery zones V-3 & V-4: \$6,163/acre storm sewer drainage facilities: \$0 new roads as part of development/subdivision: \$31,865/acre partial recovery of costs/new or expanded facilities: \$1,200/acre	
Town of Canmore	Off-site levy by-law	<i>Broken down by area and by zone, for examples:</i>	All development applications
		East: \$4,540/dwelling unit \$3,027/accommodation unit \$90,794/commercial hectare	
		West: \$4,687/dwelling unit	
	N.B. sites located within an overlay district will be charged the sum of the area and overlay district in which it finds itself.		

		\$3,125/accommodation unit \$93,729/commercial hectare Central 1 & Central 3: \$5,271/dwelling unit \$3,514/accommodation unit \$105,400/commercial hectare Central 2: \$7,912/dwelling unit \$5,275/accommodation unit \$158,253/commercial hectare	
Town of Chestermere	Off-site levy by-law Some sites will be located within two areas and required to pay the sum of both charges. Many of these projects are under construction or planned projects as the town continues to grow	<i>Broken down by type of improvement and zone, for examples:</i> <i>Water Levies:</i> City wide: Contribution to Regional Water Line (W1-A): \$726/acre Contribution to Regional Water Line (W1-B): \$1,261/ac Mountain View: Contribution to Regional Water Line (W1-C): \$1,137/acre Contribution to Regional Water Line (W1-D): \$4,546/acre Mountain View Reservoir (W6): 20,222/acre Rainbow Falls, Kinniburgh, Future sites B, F: Water Reservoir Expansion (W2): \$21,856/acre Future sites A & B, West Creek Dev. A, B, C: Booster Station and pressure reducing valves (W3): \$380/acre West Creek Dev. D, Rainbow Falls B & C, Future site H: Rainbow Falls reservoir (W4): \$20,321/acre Future site A, West Creek Dev. A, B, C: West Creek Reservoir (W5): \$20,843/acre <i>Sanitary Sewer Levies:</i> City wide: New discharge line to Calgary (SAN-1): \$2,868/acre New super lift station LS13 (SAN-2): \$2,390/acre Future site B: Re-aligning lift station No. 11 (SAN-3): \$6,382/acre Upgrading Lift station No. 11 (SAN-11): \$3,133/acre Divert lift station No. 9 force main (SAN-13): \$630/acre Rainbow Falls: Rainbow Falls LS12 Ultimate Sewer Main (SAN-4B): \$4,632/acre South Lift Station LS16 (SAN-21): \$17,920/acre Kinniburgh: Proposed lift station No. 4 (SAN-10A): \$23,485/acre	All development applications

		<p>Proposed lift station No. 4 Ultimate Sewer Main (SAN-10B): \$1,437/acre Mountain View:</p> <p>Lift Station LS14 (SAN-20): \$17,496/acre</p> <p>West Creek, Rainbow Falls B, C, D, Future Site A:</p> <p>Gravity Sanitary Main on Rainbow Road (SAN-22): \$730/acre</p>	
City of Leduc	Off-site levy by-law	<p>Water: \$26,196/hectare</p> <p>Sanitary Sewer: \$10,871/hectare</p> <p>Roadway: \$69,188/hectare</p>	Subdivision
City of Lethbridge	Off-site levy By-law (in pre-determined regions) (50% paid up front, 50% paid at time of bldg permit)	<p>\$43,400/hectare (water)</p> <p>\$39,300/hectare (sanitary sewer)</p> <p>\$40,300/hectare (storm sewer)</p> <p>\$84,000/hectare (arterial roads)</p>	All applications
City of Medicine Hat	Off-site Levy By-law N.B: sanitary sewer, stormwater and roads paid at time of plan endorsement. Water levies paid at the issuing of development permits	<p>\$15,400/hectare (stormwater in all zones)</p> <p>\$17,755/hectare (sanitary sewer in all zones)</p> <p>\$56,020/hectare (roads in all zones)</p> <p>Residential water levies:</p> <p>\$2,630 (1 unit), \$3,680 (2 units), \$4,455 (3), \$5,245 (4), \$6,295 (5-7), \$7,875 (8-10), \$9,440 (11-15), \$11,020 (16-20), \$13,120 (21-30), \$15,475 (31-40), \$17,575 (41-50), \$19,410 (51-60), \$22,030 (61-80), \$24,915 (81-100), \$26,225 (over 100 units)</p> <p>Light/heavy manufacturing, petro-chemical or greenhouse water levies:</p> <p>\$8,745/hectare (min. 1 hectare)</p> <p>Hotels (>50 guests), shopping centres and personal services water levies:</p> <p>\$17,490</p> <p>Golf courses, cemeteries or outdoor nursery water levies:</p> <p>\$26,235/hectare</p> <p>Medical and other health care facilities water levies:</p> <p>\$8,745 + #of beds (or units) / 2.5</p>	Subdivision
Town of Okotoks	Off-site Levy By-law City wide as well as site-specific levies for Sanitary Sewer upgrade projects	<p>City wide: \$25,541/acre (\$18,768(water)+\$3,667(sewer)+\$3,106(transportation))</p> <p>Apex/Waller/D'Arcy Ranch Lands:</p> <p>\$1,919/acre for SS-17 Upgrades</p> <p>\$2,116/acre for SS-18 Upgrades</p> <p>\$1,903/acre for SS-20 Upgrades</p> <p>Apex/Waller/D'Arcy Ranch/Wedderburn/North Gateway Lands:</p> <p>\$1,684/acre for SS-19 Upgrades</p>	Subdivision

		\$2,423/acre for SS-12 Upgrades Wedderburn/North Gateway Lands: \$290/acre for SS-21 Upgrades \$1,228/acre for SS-22 Upgrades Riverside West: \$29,598/acre for SS-16 Upgrades	
City of Red Deer	Off-site levy By-law (all areas except for downtown) Paid following approval of subdivision and prior to issuance of development or building permits	\$15,592/hectare (water) \$21,012/hectare (sanitary sewer) \$65,721/hectare (storm sewer) \$95,054/hectare (roads)	Subdivision
Town of Strathmore	Off-site Levy By-law City wide by type as well as site specific levies N.B. for city wide levies, portion of levies paid within 2 years, and portion at the time of signing of D.A. N.B. for site specific levies, levies paid at time of the signing of D.A.	City wide:	Subdivision
		<i>paid off in two years:</i> \$87,040/hectare (Residential) \$67,141/hectare (Commercial/industrial)	
		<i>paid off at time of development agreement signing:</i> \$84,530/hectare (Residential) \$65,212/hectare (Commercial/industrial) Western Irrigation District (overlay zone): \$519/lot (Residential) \$5,120/hectare (Commercial/industrial) East Strathmore (sanitary sewer servicing): \$818/hectare Parkwood Bypass (sanitary improvements): \$7,200/hectare West Strathmore (sanitary service): \$1,264/hectare Orchard Park (sanitary sewer servicing): \$2,426/hectare Town's Eagle Lake (stormwater servicing): \$10,280/hectare	
Town of Taber	Off-site levy by-law N.B. all areas are charged the same rate	\$113,271/hectare (without grant funding assistance) \$74,161.60/hectare (with grant funding assistance)	Subdivision
SASKATCHEWAN			
City of Prince Albert	Off-site development levy N.B. levies are determined by service area	Limited Service Areas: \$4,584/lot (Residential low density uses) \$45,840/hectare (all other uses) Developed Lands:	Subdivision

		\$98,372/hectare	
City of Regina	Development Levy By-law (all but exempt area Dtown). Paid at time of development/building permit application considered complete	\$238946/hectare (Total development levy)	All development appsthat were not subjectto servicing fee upon Subdivision
ONTARIO			
City of Brantford	Development Charge By-law N.B. charges differ by type of development	<p>New development areas:</p> <p>\$14,144/unit (single & semi-detached residential dwelling) \$9,676/unit (rows & multiple-family dwelling) \$7,373/unit (large apartments over 70m2) \$6,449/unit (small apartments under 70m2) \$54.20/m2 (non-residential & industrial uses)</p> <p>Residential infill areas:</p> <p>\$10,244/unit (single & semi-detached residential dwelling) \$7,009/unit (rows & multiple-family dwelling) \$5,341/unit (large apartments over 70m2) \$4,671/unit (small apartments under 70m2)</p>	Subdivision
BRITISH COLUMBIA			
City of Kamloops		City-wide	Building permits
		Single-family residential: \$9,342/dwelling unit	
		Two-family residential: \$6,715/dwelling unit	
		Secondary/garden suite: \$3,918/dwelling unit	
		Multi-family low density residential: \$5,482/dwelling unit	
		Multi-family medium density residential: \$5,482/dwelling unit	
		Multi-family high density residential: \$3,918/dwelling unit	
		Commercial: \$81.73/square metre of gross floor area	
		Industrial: \$36.14/square metre of gross floor area	
		Institutional: \$104.48/square metre of gross floor area	
		Section wide example: Southeast Sector (sewer development):	
		Single-family residential: \$963/dwelling unit (EAST area)	
		\$318/dwelling unit (WEST area)	
		Two-family residential: \$803/dwelling unit (EAST area)	
		\$265/dwelling unit (WEST area)	
		Commercial: \$7.13/square metre of gross floor area (EAST area)	
		\$2.36/square metre of gross floor area (WEST area)	

		Industrial: \$3.21/square metre of gross floor area (EAST area)	
		\$2.01/square metre of gross floor area (WEST area)	
		Institutional: \$6.06/square metre of gross floor area (EAST area)	
City of Kelowna	Development Cost Charge By-law	ROADS	Subdivision &
		Example on Residential 1: (per unit)	
		\$7,878(SE Kelowna)	Building permits
		\$21,540 (roads), \$679 (water), \$1,903 (sewer) (South Mission)	
		\$14,292 (NE Rutland)	
		\$11,072 (Bell Mountain/Gallagher road)	
		\$10,666 (University, Mckinley)	
		\$7,530 (roads), \$998 (water), \$1,294 (sewer), \$3,723 (treatment) (City Centre)	
		Residential 2: (per unit)	
		\$7,405(SE Kelowna)	
		\$20,247 (roads), \$455 (water), \$1,580 (sewer) (South Mission)	
		\$13,435 (NE Rutland)	
		\$10,408 (Bell Mountain/Gallagher Road)	
		\$10,026 (University/Mckinley)	
		\$7,079 (roads), \$668 (water), \$1,074 (sewer), \$3,090 (treatment) (City Centre)	
		Commercial: (per m ² gross floor area)	
		\$2,423 + \$26.15/square metre of floor area (SE Kelowna)	
		\$6,626 + \$71.25/m2 (roads), \$2.81/m2 (water), \$7.86/m2 (sewer) (South Mission)	
		\$4,396 + \$47.27/square metre of floor area (NE Rutland)	
		\$3,281 + \$1,703/square metre of floor area (Bell Mountain/Gallagher Road)	
		\$3,281 + \$1,641/square metre of floor area (University/Mckinley)	
		\$2,316 + \$1,158/m2 (roads), \$4.12/m2 (water), \$5.34 (sewer), \$15.37 (treatment) (City Centre)	
		Industrial: (per hectare)	
		\$7,878 + \$19,458/ha (roads), \$4,698/ha (water), \$13,171/ha (sewer) (SE Kelowna)	
		\$21,540 + \$53,203/hectare (South Mission)	
		\$14,292 + \$35,301/hectare (NE Rutland)	
		\$11,072 + \$27,349/hectare (Bell Mountain/Gallagher Road)	
		\$10,666 + \$26,346/hectare (University/Mckinley)	
		\$7,530 + \$18,600/ha (roads), \$6,904/ha (water), \$8,953/ha (sewer), \$25,760 (treatment) (City Centre)	

Appendix B
Example of Development Cost Charges By-laws

1. City of Steinbach By-Law No. 1985
2. Town of Taber
Off-site Levy Bylaw No. 10-2012
3. By No. 11-04 of the Town of Strathmore in the Province of Alberta
4. City of Henderson
Utility Fees and Requirements for Multi-Family Residential Development

TOWN OF TABER
OFF-SITE LEVY BYLAW NO. 10 – 2012

BEING A BYLAW OF THE TOWN OF TABER, IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF ESTABLISHING AN OFF-SITE LEVY FOR LAND THAT IS TO BE SUBDIVIDED OR DEVELOPED WITHIN THE TOWN OF TABER.

WHEREAS section 648 of the Municipal Government Act (Alberta, R.S.A. 2000, Chapter M-26, and amendments thereto) permits a Council to impose a levy known as an Off-Site Levy in respect of land to be subdivided or developed within a municipality's limits, and to authorize an agreement to be entered into for the payment of the Levy;

AND WHEREAS Council received advice and reports respecting upgrades to Off-Site Infrastructure, which set out a fair and equitable calculation of Off-Site Levies in accordance with the purpose of the *Municipal Government Act*;

AND WHEREAS on May, 2, 2012 and July 19, 2012 the Municipality has engaged in consultation with representatives of the Developers industry and with Owners of undeveloped land within the municipality, to present and define, existing and future infrastructure projects for the Municipality with respect to circumstances of the municipality and the benefits of development;

AND WHEREAS Council determined that one levy apply to all Residential, Commercial & Institutional lands, is in the best interests of all the beneficiaries of development;

AND WHEREAS Council has advertised its intention to consider the provision of this bylaw, pursuant to the requirements of the *Municipal Government Act*;

NOW THEREFORE the Council of the Municipality in the Province of Alberta, duly assembled, hereby enacts as follows:

1. Definitions

1.1 The following terms shall have the following meanings in this Bylaw:

- a) **"Bylaw"** means the off-site levy bylaw established by the Municipality,
- b) **"Chief Administrative Officer"** means the Chief Administrative Officer for the Town, regardless of the specific title that may be conferred on the Officer by Council from time to time,
- c) **"Council"** means the Council for the Town of Taber,
- d) **"Developable Land"** shall mean all land contained within the Development Region:
 - i) Upon which Development takes place after the date of passing of this Bylaw; or
 - ii) For which Subdivision approval is obtained after the date of passing of this Bylaw;excluding all Developed Land,
- e) **"Developed Land"** shall mean land that has been subject to Development or a Subdivision prior to the date of passing of this Bylaw, and in respect of which off-site levies for the same services have been paid,
- f) **"Development"** means "development" as defined in the *Municipal Government Act*, R.S.A. 2000, c. M-26, s. 616.,
- g) **"Development Agreement"** means, "development agreement" as referred to in the *Municipal Government Act*, R.S.A. 2000, c. M-26, ss. 650 and 655.,
- h) **"Development Region"** includes the area of land within the municipal limits of the Municipality's boundaries identified in Schedule 'B' attached;

TOWN OF TABER
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- i) "Growth" shall mean:
 - i) The creation of new lots through Subdivision; and
 - ii) The occurrence of Development.
- j) "Municipality" means the Town of Taber.
- k) "Off-Site Infrastructure" shall mean those components and projects referred to in the Reports, in relation to water and sewer facilities and arterial roadways;
- l) "Off-site Levy" means the Off Site Levy imposed pursuant to this Bylaw under the authority of the *Municipal Government Act* RSA 2000, c. M-26;
- m) "Reports" means the following:
 - i) "Infrastructure Master Plan" prepared by Associated Engineering, dated June 2007;
 - ii) "Off-Site Levies Calculations Memo" prepared by Associated Engineering, dated August 13, 2012;
- n) "Subdivision" means "subdivision" as defined in the *Municipal Government Act*, R.S.A. 200, c. M-26, s. 616.

2. Name of Bylaw

This Bylaw may be cited as the "Off-Site Levy Bylaw"

3. Imposition of Levy

- 3.1 There is hereby imposed a levy which shall be known as Off-Site Levy in respect of all Developable Land.
- 3.2 The amount of the levy imposed is as calculated in section 6 of this bylaw, at the rate established per the attached Schedule 'C'.
- 3.3 The Off-Site Levy is comprised of the Off-Site Infrastructure, and pursuant to the calculation details contained in this Bylaw and the Reports.
- 3.4 The Off-Site Levy will be assessed on all Developable Land within the Development Region on a per hectare basis as provided in Schedule 'B' of this bylaw, excluding those portions of Developable Land that are designated pursuant to a Subdivision as:
 - a) Municipal Reserve.
 - b) Environmental Reserve.
- 3.5 Unless otherwise agreed upon, the Off-Site Levy is due prior to the issuance of Subdivision approval for the Development Region or the issuance of a Development permit in relation to the subject parcel.

4. Off-Site Levy Objects, Principles and Criteria

Off-site Levy's collected under this bylaw provide a previously untapped revenue stream that will assist the municipality with funding major capital projects. The Town also recognizes Developers operate in a competitive industry. A successful strategy would be win-win for both parties, with the community remaining sustainable while being attractive for development. The Town of Taber shall adhere to the following principles as they relate to Off-site Levies:

- a) To be transparent with all Developers in project inclusion and application of an Off-Site Levy,
- b) The municipality maintains cost effective and orderly growth,
- c) Off-site Levies are collected to support a future population of approximately 12,000

TOWN OF TABER
OFF-SITE LEVY BYLAW NO. 10 – 2012

- d) Off-site Levy is established for net Developable Land; net Developable Land excludes areas of Environmental Reserve and areas of Municipal Reserve.
- e) Development areas that are expected to accommodate growth are outlined in the attached Schedule 'B', attached to and forming part of this Bylaw;
- f) Senior Government funding is available to the Town of Taber under the Water For Life Program, and more specifically under the Alberta Municipal Water/Wastewater Partnership (AMWWP) grant program. The Town of Taber applies for funding under the AMWWP program for any and all priority 1 Water and Wastewater projects. If approved Taber is eligible for provincial grant funding in the amount of 37% of eligible project costs. Actual and estimated future AMWWP grant funding are reduced from the capital project costs/estimates, described in Schedule 'A' which is attached to and forms a part of this Bylaw,
- g) Off-Site Levies collected and interest generated from Off-Site Levies shall be managed by the Town in accordance with the Municipal Government Act, and used only for the purpose they were collected.
- h) Off-Site Levies collected shall not be used by the Town for maintenance and/or rehabilitation of existing municipal infrastructure, and
- i) Developers remain responsible for municipal infrastructure within the development areas, as defined in each Development Agreement.

5. Calculation of Developer Off-Site Rate

The Off-Site Levy rate will be established by determining the following:

- 5.1 Total hectares of Net Developable Area within the municipal boundaries of the Town of Taber, expressed in hectares.
- 5.2 A list of proposed projects as outlined in existing Infrastructure Master Plan (June 2007), and other municipal servicing studies and reports.
- 5.3 Total estimated present day cost of infrastructure required to service the Net Developable Area.
- 5.4 Present per hectare cost.

6. Calculation of Developer Off-Site Levy

The Off-Site Levy shall be calculated as per the annual Off-Site Levy Rates defined within Schedule 'C' attached to and forming part of this Bylaw. The Off-Site Levy assessment is a function of Net Development Area and the Off-Site Levy Rate.

Net Development Area x Off-Site Levy Rate = Assessed Off-Site Levy

7. Development Agreements

- 7.1 The entering into of a Development Agreement with respect to, amongst other things, the collection of an Off-Site Levy is hereby authorized.
- 7.2 Council delegates the authority to enforce and administer this Bylaw, including, but not limited to, the authority to enter into Development Agreements on behalf of the Municipality and to defer collection of Off-Site Levies imposed pursuant to this Bylaw, to the Chief Administrative Officer.
- 7.3 Council may from time to time adopt policies or guidelines for the assistance and direction of the Chief Administrative Officer in determining which Development and Subdivision applications shall require a Development Agreement.
- 7.4 Where it is determined that a Development Agreement is appropriate for any application for Development or Subdivision, the applicant or the owner, as the case may be, shall enter into a Development Agreement with the Municipality and such Development Agreement shall ensure that:

TOWN OF TABER
OFF-SITE LEVY BYLAW NO. 10 – 2012

- a) provision be made for the payment of Off-site Levies as specified in this Bylaw, or that provision may be made for the deferring of payment of the Off-Site Levies to a future time certain or uncertain; and
- b) no further Off-Site Levies shall be required to be paid under Development Agreements that have been previously collected in full in respect to all of the lands which are the subject of the development or Subdivision application.

8. Accounting

- 8.1 All funds collected pursuant to this Bylaw shall be accounted for in a special fund and expended only as permitted under the provisions of the *Municipal Government Act*, R.S.A. 2000, c. M-26, as amended or repealed and replace from time to time.

9. General

- 9.1 Nothing in this Bylaw precludes the Municipality from:

- a) imposing further or different levies, duly enacted by bylaw, on any portion of the Developable Lands in respect of which the Municipality has not collected levies.
- b) deferring collection of the Off-Site Levy for the stated objects of this Bylaw, on any portion of Developable Lands in respect of which the Municipality collected levies, including requiring security for payment of such deferred levies; or
- c) reducing or forgiving payment of the levies required pursuant to this Bylaw, or otherwise providing for credits for other Off-Site or Oversize infrastructure constructed by a developer in calculating and/or collecting levies that become payable pursuant to this Bylaw.

10. Bylaw Review & Update Schedule

The Off-Site Levy Bylaw rate calculation will be reviewed and updated at least once every three (3) years, with the next review and Bylaw update required to be complete no later than August 2015.

11. NW Water & Sanitary Sewer Trunks Developer Reimbursement Bylaw 5-99

Only those sections of Bylaw #5-99 relating to Direct Revenue Recovery From Developers, for land acquisition costs associated with Areas #1, 2 & 3 will remain in effect, and will continue to be applied on a per acre (or per hectare basis) on new development in those areas in accordance with a new NW Water & Sanitary Sewer Trunks Developer Reimbursement Bylaw 14 – 2012. The new NW Water & Sanitary Sewer Trunks Developer Reimbursement Bylaw 14 – 2012 accounts for land acquisition costs recovered from Developers previously by the Town, so that only the uncollected land acquisition costs will be collected by the Town under NW Water & Sanitary Sewer Trunks Developer Reimbursement Bylaw 14 – 2012. The balance of revenue not generated by the Town to date, has been included in overall Off-Site infrastructure costs, for recovery under this Bylaw 10-2012.

12. NW Taber Stormwater Drainage Master Plan Developer Reimbursement Bylaw 7-2003

NW Taber Stormwater Drainage Master Plan Developer Reimbursement Bylaw 7-2003 is hereby repealed in its entirety, effective the date upon which this Off-Site Levy Bylaw 10-2012 is finally adopted. The balance of revenue not generated by the Town to date, has been included in overall Off-Site infrastructure costs, for recovery under this Bylaw 10-2012.

TOWN OF TABER
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13. Effective Date


This Bylaw shall take force and effect upon the final reading thereof.

RES.173/12	Read a first time this 25 th day of June, 2012
RES.217/12	Read a second time this 20 th day of August, 2012
RES.218/12	Read a third time and finally passed this 20 th day of August, 2012

TOWN OF TABER



MAYOR



CHIEF ADMINISTRATIVE OFFICER (C.A.O)
(Interim)

TOWN OF TABER
OFF-SITE LEVY BYLAW NO. 10 – 2012

Schedule 'A'

August 13, 2012 Off-Site Levy Report

TOWN OF TABER
OFF-SITE LEVY BYLAW NO. 10 – 2012



Associated
Engineering

GLOBAL PERSPECTIVE.
LOCAL FOCUS.

Date: August 13, 2012 File: 20123470.A.01.02
To: Town of Taber
From: Henry Vanderpyl; Bruce Thurber
Project: Town of Taber Off-Site Levies
Subject: Off-Site Levies Calculations Memo (Revised)

MEMO

This memorandum is issued to support discussions pertaining to determination of off-site levies for The Town of Taber.

An assessment of potential off-site levies has been prepared based upon information provided in 2007 Infrastructure Master Plan (IMP), and the 1998 Municipal Development Plan (MDP).

Basis

The following framework is defined for the calculations:

1. It is assumed that the developer will be responsible for the cost of all on site development.
2. Development growth areas requiring off-site infrastructure are outlined in Table 1 and shown on the attached Drawing 001. These areas were reviewed by the Town's planner.
3. Reserves for schools are not specifically defined in available planning documents and, consequently, are not allowed for in the present determination of net developable lands. Requirements for any specific school reserves will have to be established in the context of specific development agreements.
4. Herein, off-site levies are defined per unit area of net developable land. Net developable land excludes areas of Environmental Reserve, Arterial Roadway right-of-ways, and areas of Municipal Reserve (10%).
5. Levies are collected to support a future population of approximately 12,000 (20 year Planning Horizon) as noted in Section 2.4 of the 2007 IMP.

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GLOBAL PERSPECTIVE.
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Table 1: Estimates of Net Development Areas

#	LOCATION	DESCRIPTION	GROSS AREA (Ha)	ENV. RESERV E (Ha)	ARTERIA L ROADWA Y (HA)	MUNICIPA L RESERVE (Ha)	NET AREA (Ha)
1	Barton	Industrial	4.81			0.48	4.33
2	HWY 3/36 East	Industrial	8.13			0.81	7.32
3	Wild Rose	Industrial	24.29			2.43	21.86
4	Eureka SE	Industrial	36.33			3.63	32.70
4A	Eureka S.E.	Industrial	5.24			0.52	4.72
5	Eureka NE	Industrial	69.00			6.90	62.10
6	Eureka NW	Industrial	20.87			2.09	18.78
7	Eureka SW	Industrial	13.54			1.35	12.19
8	NWASP, N of 64 Ave	Residential	164.45		1.30	16.45	146.70
8A	NWASP, Portion N of 72 Ave	ER ¹	41.15	41.15			0
9	NW 6-10-6-4	Residential	55.47			5.55	49.92
10	SW 6-10-6-4 N of 56 Ave	Residential	3.43			0.34	3.09
11	Westview	Residential	28.71			2.87	25.84
12	Heritage	Residential	21.73			2.17	19.56
	Totals		497.15	41.15	1.30	45.59	409.11

¹ The boundary for Area 8A was approximated based on the boundary of the ER area shown in the N.W. ASP for purposes of this Off-Site Levy area calculation.

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Identified Off-Site Improvements

The Municipal Government Act (648) explicitly defines an "Off-site Levy" with respect to land that is to be developed or subdivided. By definition off-site charges are intended to cover costs for infrastructure that does not necessarily abut the associated development lands. It is inferred that the off-site improvements support the subject development lands. It is understood that an "Off-site Levy" may only be applied to support the capital cost of "new or expanded" road, water, wastewater, and stormwater infrastructure.

Section 648 of the Municipal Government Act allows for the imposition of an off-site levy in respect of land that is to be developed or subdivided to pay for all or part of the capital costs of any or all of the following:

- New or expanded facilities for storage, transmission, treatment or supplying of water
- New or expanded facilities for the treatment, movement or disposal of sanitary sewage
- New or expanded storm sewer drainage facilities and
- New or expanded roads required for or impacted by a subdivision or development
- Land required for or in connection with any of the above facilities

The 2007 IMP suggests a number of capital improvements should be undertaken within the Town of Taber. Not all of the noted improvements directly pertain to the servicing of the lands to be developed and, consequently, should not be considered as off-site improvements.

An itemized listing of proposed off-site projects is provided in Table 2. Only limited information is available for development of new residential and industrial/commercial areas within the Town limits. Both infrastructure service plans and off-site improvement estimates will need to be updated when additional information becomes available for the prospective development areas.

Table 2: Projects Pertaining to Off-Site Levies

Reference *1	Utility	Project Description	2007 Cost Estimate	2012 Cost Estimate		Anticipated Timeline *4
				Growth and Existing Development	Growth Related Development	
W15	Water	Rehabilitate the North pumpstation	\$514,000		\$590,000	2013
W16	Water	Collect field data to calibrate and verify water model(to assess extensions)	\$75,000		\$85,000	2014
W20	Water	Install ring watermain from WTP to Magrath Subdivision	\$7,147,000		\$8,220,000	2022
W21	Water	Install ring watermain from NW trunk to Eureka Industrial Park	\$6,559,000		\$7,545,000	2022

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**Associated
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GLOBAL PERSPECTIVE.
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Reference *1	Utility	Project Description	2007 Cost Estimate	2012 Cost Estimate		Anticipated Timeline *4
				Growth and Existing Development	Growth Related Development	
		Industrial Park				
W22	Water	Provide additional treated water storage	\$2,740,000		\$3,150,000	2030
W23	Water	Increase pumping capacity of high lift pumps	\$343,000		\$395,000	2014
W24 *2	Water	WTP expansion and Raw Water supply system upgrades		\$6,000,000		2012 to 2017
	Water	Subtotal		\$6,000,000	\$19,985,000	
WW15	Wastewater	Upgrade Central Trunk along 55 and 56 Street	\$3,080,000		\$3,540,000	2014
WW19 *2	Wastewater	WWTP expansion and upgrades to RBC plant		\$14,400,000		2011 Completed
WW20 *2	Wastewater	WWTP Lagoon Aeration Improvements		\$2,000,000		2014
WW21 *2	Wastewater	WWTP Pivot & Control System		\$300,000		2014
	Wastewater	Subtotal		\$16,700,000	\$3,540,000	
S15	Stormwater	Undertake Drainage Master Plan for Southeast and Southwest Drainage Basins	\$100,000	\$115,000		2022
S16	Stormwater	Investigate feasibility of providing sewers within North and Central Drainage Basins	\$125,000	\$150,000		2002
S17	Stormwater	Construct trunk sewers to south portion of Town and within North and Central Drainage Basins	\$11,714,000	\$13,470,000		2027
S18	Stormwater	NW Trunks (constructed in 2010-11)		\$7,300,000		2011 Completed
	Stormwater	Subtotal		\$21,035,000	\$0	

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GLOBAL PERSPECTIVE,
LOCAL FOCUS.

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August 13, 2012

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Reference *1	Utility	Project Description	2007 Cost Estimate	2012 Cost Estimate		Anticipated Timeline *4
				Growth and Existing Development	Growth Related Development	
R21 *3	Arterial Roadways	50 Street from 64 Avenue to 72 Avenue			\$560,000	2022
R22 *3	Arterial Roadways	50 Street, From 72 Avenue to 80 Avenue			\$560,000	2022
R23 *3	Arterial Roadways	64 Avenue HWY 36 to 50 Street			\$2,240,000	2022
R24 *3	Arterial Roadways	64 Avenue from 50 Street to SH 864			\$2,240,000	2027
R25 *3	Arterial Roadways	56 Avenue from SH 864 to 45 Street			\$700,000	2017
	Roadways	Subtotal			\$6,300,000	
	Water & Wastewater	Northwest trunks & Lift Station carry-forward from Dev. Reimbursement Bylaw 5-99			\$2,043,300	
	Stormwater	Dev. Reimbursement Bylaw 7-2003			\$39,401	
		TOTAL		\$43,735,000	\$31,907,701	

*1 Reference to 2007 I.M.P.

*2 Information from EPCOR (to be confirmed)

*3 Arterial Roadways designation as per 1981 Town of Taber Transportation Study by DeLCan

*4 Anticipated timelines are provided as a rough projection as to when the infrastructure may be needed. There are a number of unpredictable factors, so these dates are not definitive.

Principles – Off-Site Levies

- To be transparent with developers in project inclusion and determination of an off-site levy.
- Maintain continual cost effective and orderly growth.
- Off-site levies funds infrastructure required for growth.

TOWN OF TABER
OFF-SITE LEVY BYLAW NO. 10 – 2012



**Associated
Engineering**

*GLOBAL PERSPECTIVE.
LOCAL FOCUS.*

Memo To: Town of Taber

August 13, 2012

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Assumptions

1. One levy for all of Taber for residential, commercial and industrial lands.
2. Land base for calculation of the levy is the Municipal Development Plan area
 - a. Planning horizon is 20 years
 - b. Industrial and commercial lands are part of the number of developable hectares
3. Inclusion – As defined by the Municipal Government Act
 - a. s. 648(2) 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:
 - i. new or expanded facilities for the storage, transmission, treatment or supplying of water;
 - ii. new or expanded facilities for the treatment, movement or disposal of sanitary sewage;
 - iii. new or expanded storm sewer drainage facilities;
 - iv. new or expanded roads required for or impacted by a subdivision or development
 - v. land required for or in connection with any facilities described in clauses (i) to (iv).
 - b. 648(5) requires off-site levies and interest “to be accounted for separately from the other levies collected under this section”.
4. Exclusion – Costs associated with system maintenance, rehabilitation and legislative changes of existing systems are not part of an off-site levy.
5. Water
 - a. Water treatment plant expansion
 - i. 100% related to growth of the community
 - ii. Legislated changes in water treatment is not an off-site project
 - b. Reservoirs (water storage) are included
 - c. Booster stations – may or may not be an Off-site project. Each station will be considered on a case specific basis on topography and development requirement
 - d. Water system expansion generated by growth
6. Sanitary Sewer
 - a. Wastewater treatment plant expansion
 - i. 100% related to growth of the community
 - ii. Legislated changes in wastewater treatment is not an off-site project
 - b. Lift stations – may or may not be an off-site project. Each station will be considered on a case specific basis on topography and development requirement
 - c. Sanitary system expansion generated by growth

TOWN OF TABER
OFF-SITE LEVY BYLAW NO. 10 – 2012



GLOBAL PERSPECTIVE.
LOCAL FOCUS.

Memo To: Town of Taber

August 13, 2012

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7. Roads
 - a. Off-site is applied to "arterial roads", roads self contained within a subdivision are considered collectors and an onsite cost.
8. Storm
 - a. Storm Sewer trunks are considered off-site projects
 - b. Retention ponds are not included
9. Grants
 - a. Grant funding has not been included in these calculations.

Off-Site Levy Rate

Using the projected 2012 Cost Estimates identified in Table 2, the capital costs attributed to Growth and Existing Development totals \$43,335,000. Based simplistically on a ratio of the existing population (8,100) to the projected growth population (12,000) the costs are apportioned at 67% to existing development and 33% to growth development. The off-site levy rates are calculated to be as follows:

Total Cost of <u>Growth and Existing Development</u> (43,735,000 x 33%) =	\$14,432,550
Total cost of <u>Growth Development</u> (\$31,907,701 x 100%) =	<u>\$31,907,701</u>
TOTAL	\$46,340,251
Divided by Net Development Area (refer to Table 1)	409.11 Ha
2012 Off-Site Levy (without Grant Funding)	\$113,271/Ha

Estimation of Grant Funding Assistance

As per discussion with Rob Cressman, Public Service Director, the grant funding assistance has been estimated to \$16,000,000 of the total development growth related costs of \$46,340,251.

Applying this grant funding estimate results in a reduction of the Off-Site Levy as follows:

Total Costs	\$46,340,251
Less Grant Funding (estimated)	<u>\$16,000,000</u>
NET COSTS	\$30,340,251
Divided by Net Development Area	409.11 Ha
2012 Off-Site Levy Allowing for Grant Funding	\$74,161.60/Ha

In future reviews, when more data is available, these calculations can be further refined.

TOWN OF TABER
OFF-SITE LEVY BYLAW NO. 10 – 2012



**Associated
Engineering**

GLOBAL PERSPECTIVE.
LOCAL FOCUS.

Memo To: Town of Taber

August 13, 2012

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Annual Reporting Requirements

The Town acknowledges the obligations under the Municipal Government Act and the Regulation to account for the levies and to provide annual reporting on the levies. The Town will provide annual reporting in accordance with those obligations.

Future Updates

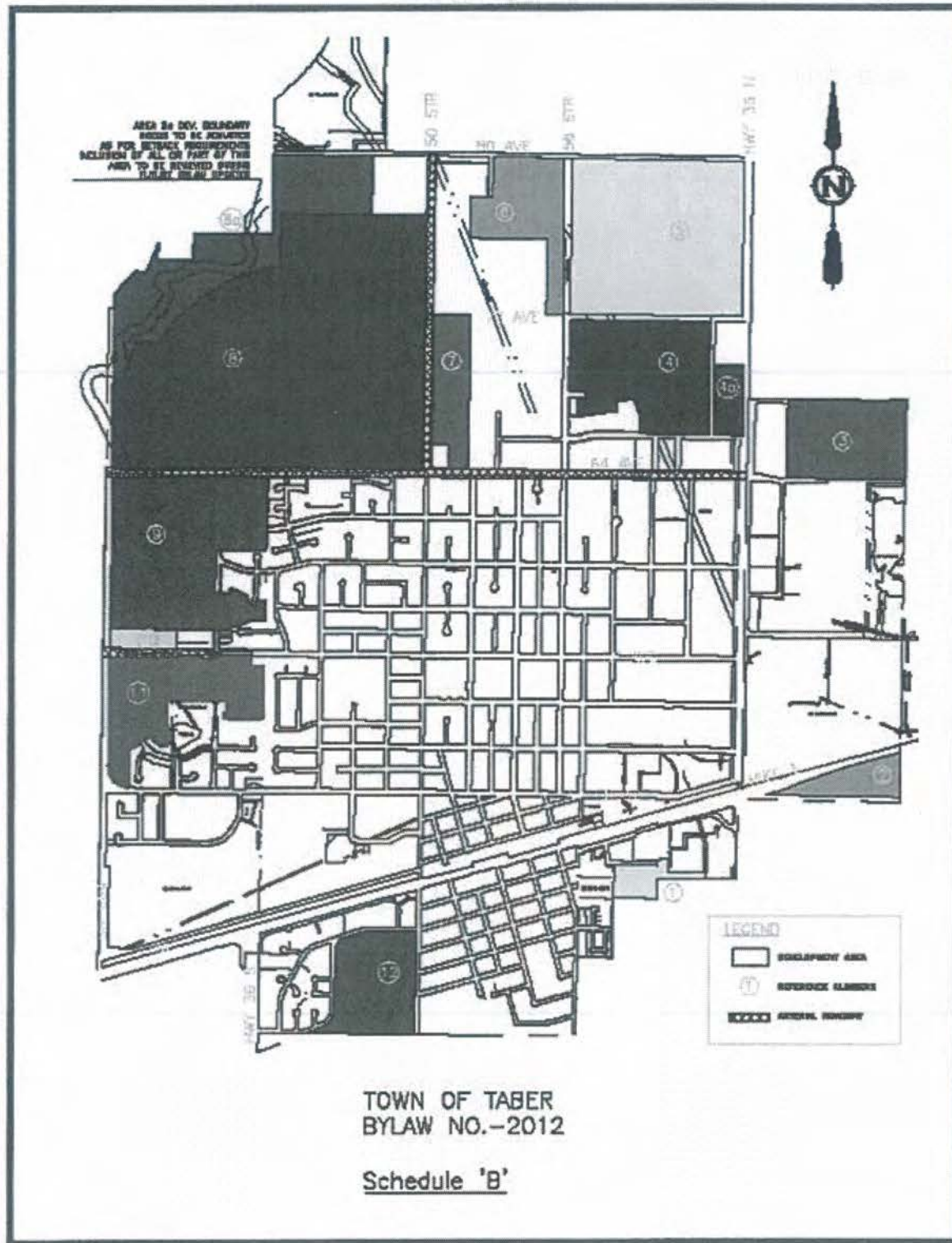
With respect to establishing specific off-site levies and development charges, the following typical sequence of work is as follows:

1. Update the Municipal Development Plan (MDP). The plan, in general, defines how the community intends to control and support development.
2. Update the Infrastructure Master Plan (IMP) to support the vision established by the MDP.
3. For each development project that is supported by the MDP and the IMP, create a specific Area Structure Plan (ASP) – which would include supporting infrastructure servicing plans.
4. Determine appropriate development charges as per the ASP's.
5. Apply the development charges in conjunction with establishing a specific development agreement and issuance of a related development permit or sub-division approval.
6. Where a development authority requires a project proponent (i.e., developer) to prepare the ASP, general unit-based off-site improvement charges can be defined using the MDP and supporting master plans. In these instances, the improvement charges must be routinely updated to reflect planning changes, actual construction of off-site improvements and associated costs, and construction conditions (estimates).
7. The 1998 MDP encourages the completion of transportation master planning for Taber. The 2007 IMP describes and assesses existing road and sidewalk conditions but does not identify off-site improvements that will be required to support the development lands. Transportation infrastructure planning must be completed before detailed estimates of off-site road improvements can be determined.

TOWN OF TABER
OFF-SITE LEVY BYLAW NO. 10 – 2012

Schedule 'B'

Development Region Map



**TOWN OF TABER
OFF-SITE LEVY BYLAW NO. 10 – 2012**

Schedule 'C'

2012 – 2014 Off-Site Levy Rates

2012 - 2014

\$74,162/Ha

**BYLAW NO. 11-04
OF THE TOWN OF STRATHMORE
IN THE PROVINCE OF ALBERTA**

BEING A BYLAW OF THE TOWN OF STRATHMORE IN THE PROVINCE OF ALBERTA TO PROVIDE FOR A SYSTEM PROVIDING FOR THE IMPOSITION AND COLLECTION OF LEVIES FOR OFFSITE SEWAGE COSTS, STORM WATER RETENTION PONDS, EROSION REHABILITATION, WATER SUPPLY, STORAGE AND EXPANSION, AND GENERAL TRANSPORTATION TO BE PAID BY THE REGISTERED OWNERS OF LAND, AS SHOWN IN SCHEDULE "A".

WHEREAS the Council of the Town of Strathmore has deemed it necessary to construct and install the infrastructure, as defined in this Bylaw, to service existing and future developments in the Town of Strathmore, and where necessary to authorize agreements in respect to the payment of offsite levies; and

WHEREAS Section 648(1) of the *Municipal Government Act, R.S.A. 2000, Chapter M-26*, as amended, provides for an Offsite Levy Bylaw; and

WHEREAS Section 650(1) of the *Municipal Government Act, R.S.A. 2000, Chapter M-26*, as amended, authorizes the Development Approving Authority of a municipality to require, as a condition of development approval, that the applicant enter into an agreement with the Town to pay an offsite levy imposed by Bylaw.

WHEREAS Section 655(1) of the *Municipal Government Act, R.S.A. 2000, Chapter M-26*, as amended, authorizes the Subdivision Approving Authority of a municipality to require, as a condition of subdivision approval, that the applicant enter into an agreement with the Town to pay an offsite levy imposed by Bylaw.

NOW THEREFORE the Municipal Council of the Town of Strathmore in the Province of Alberta, **HEREBY ENACTS AS FOLLOWS:**

TITLE

101. This Bylaw shall be titled the Town of Strathmore Offsite Levy Bylaw.

INTERPRETATION

201. In this Bylaw, the following definitions shall apply:

- (a) "Agreement" means a development or other agreement for the provision of Municipal Services as authorized by the *Municipal Government Act, R.S.A. 2000, Chapter M-26*, as amended.
- (b) "Council" means the Council of the Town of Strathmore;
- (c) "Development" means the same definition as set out in the *Municipal Government Act, R.S.A. 2000, Chapter M-26*, as amended, and shall include any building or works that may require or necessitate Municipal Services;
- (d) "Infrastructure" means any one of the following general features:
 - (i) Water supply, storage reservoirs, pumping stations, transmission lines, and appurtenances thereto;
 - (ii) Waste water treatment plant, storage facilities, lift stations, transmission lines, and appurtenances thereto;
 - (iii) Storm Water Sewer storage facilities, pumping stations, transmission lines, and appurtenances thereto;
 - (iv) Highways, arterial and primary collector roads as defined in the Town's Transportation Studies, andincludes all infrastructure identified in the attached Schedules to this Bylaw.
- (e) "Municipal Services" means all or any of the works that may be undertaken by the Town pursuant to the *Municipal Government Act, R.S.A. 2000, Chapter M-26*, as amended, that provides service directly or indirectly to the land being developed;
- (f) "Offsite Levy" means those fees and charges imposed to provide for the infrastructure; or land required for, or in the commission of any infrastructure, as mentioned above, as outlined in Schedule "A", attached to this Bylaw;
- (g) "Subdivision" means the division of a parcel of land by an instrument;

ENACTMENT

301. An Offsite Levy as provided for in the of the *Municipal Government Act, R.S.A. 2000, Chapter M-26*, as amended, is hereby imposed in respect of land that is the subject of a Development or a Subdivision for residential,

industrial, or commercial or other purposes at terms and rates as specified in Schedule "B", Schedule "C", Schedule "D", and Schedule "E" of this Bylaw.

302. Where an application is made to the Town for a Development or Subdivision in respect to any portion of the lands described in Schedule "A", and Schedules "E-1", "E-2", "E-3", "E-4" and "E-5" except where Council determines the same is not required, the applicant or the owner shall enter into an agreement with the Town, providing for the payment of the Offsite Levies specified in this Bylaw, or that provision be made for the deferring of the payment of the Offsite Levies to a future time, certain or uncertain.
303. Council may from time to time adopt policies or guidelines for the assistance and direction of the Town Administration in determining which Subdivision and Development applications are to be referred to Council, pursuant to Section 302 of this Bylaw.

PENALTIES

401. Where the registered owner fails, neglects, or refuses to pay the Offsite Levy imposed on his land, the Council of the Town of Strathmore;
- (a) may cause the levy to be added to the tax roll as a charge against the lands, or on a pro rata basis against each lot within the area in respect of which the Offsite Levies are payable under a Development Agreement as taxes, and with the same priority as to lien and to payment thereof as in the case of ordinary municipal taxes; or
 - (b) may refuse to issue final Subdivision documents, Development, or building permits until the owner or purchaser has entered into the agreement, or paid the levy.

GENERAL

501. The Offsite Levy shall be paid in cash in full to the Town, on or before receiving final document approval for a Development or Subdivision application, or as provided for in the terms of the Development Agreement agreed to for the Development or Subdivision.
502. Rates of Offsite Levies in force at the date of this Bylaw and subject to amendment are described in Schedule "B", Schedule "C", Schedule "D", and Schedule "E", and assessed and calculated in Schedule "F".

503. Nothing in this Bylaw precludes the Town from imposing further or different Offsite Levies, duly enacted by Bylaw, on any portion of the lands within the Town, so long as the Town has not collected the Offsite Levies imposed under this Bylaw or any previous Offsite Levy Bylaw authorized by statute.
504. In the event that any portion of this Bylaw is found to be contrary to law by any Court of competent jurisdiction, then the same shall be severed, and the remainder of this Bylaw shall be of full force and effect.
505. Where prior to Third and Final reading of this Bylaw, a Development Agreement which makes provision for the payment of Offsite Levies has been entered into between the Town and an owner of a portion of the lands in Schedule "A" and Schedules "E-1", "E-2", "E-3", "E-4", and "E-5" the provisions of the Offsite Levy Bylaw which established the amount of the Offsite Levy shall continue in force as if this Bylaw or any intervening Offsite Levy Bylaw had not been enacted for the term specified in the Agreement.
506. Bylaw #09-25 and amendments thereto are hereby rescinded.

EFFECTIVE DATE

601. This Bylaw shall come into full force and effect on Third and Final Reading.

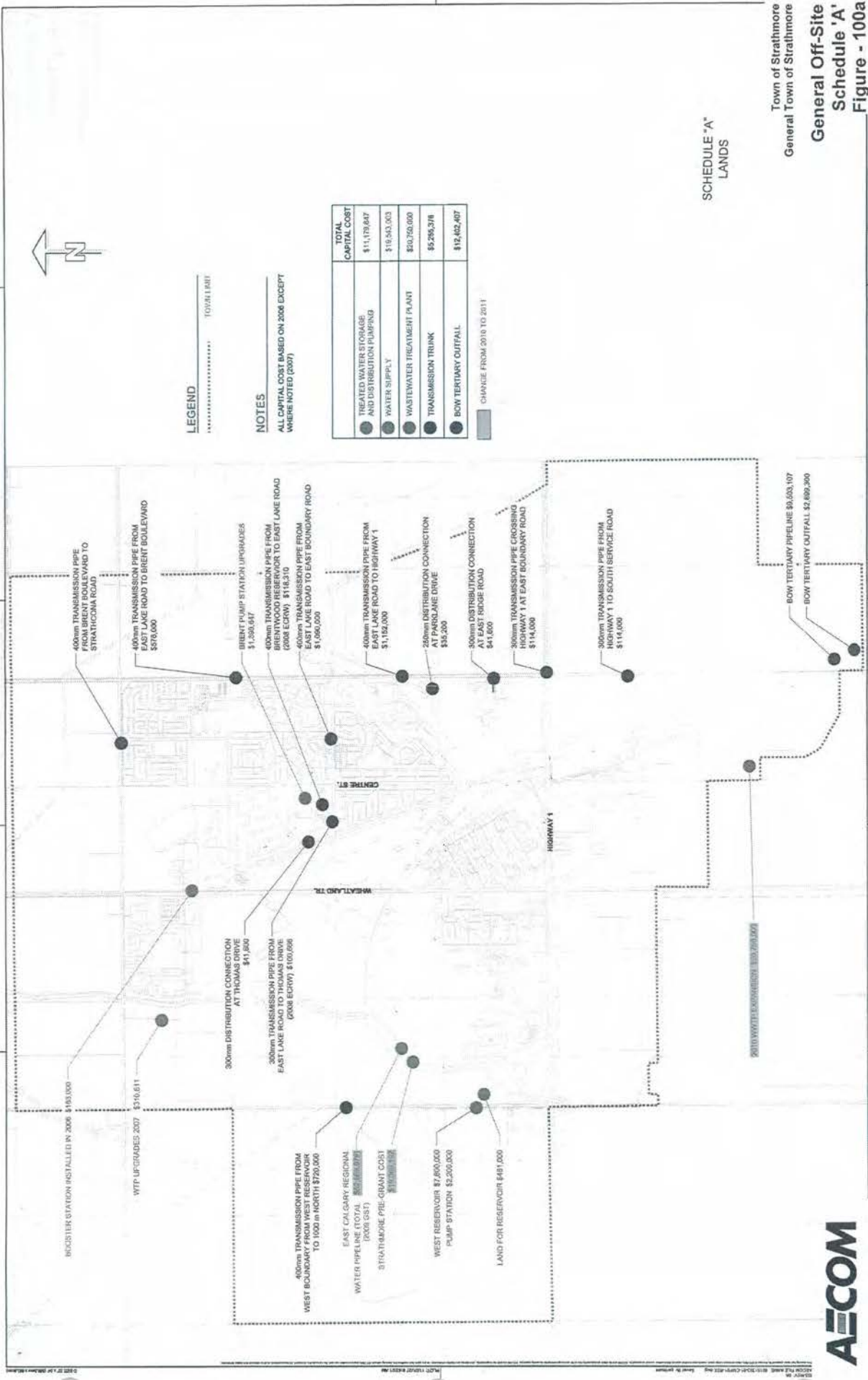
READ A FIRST TIME this day of ,2011.

READ A SECOND TIME this _____ day of _____, 2011.

READ A THIRD TIME and finally passed this day of ,2011.

MAYOR

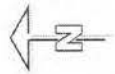
CHIEF ADMINISTRATIVE OFFICER



SCHEDULE "A"
LANDS

Town of Strathmore
General Town of Strathmore
General Off-Site
Schedule "A"
Figure - 100a

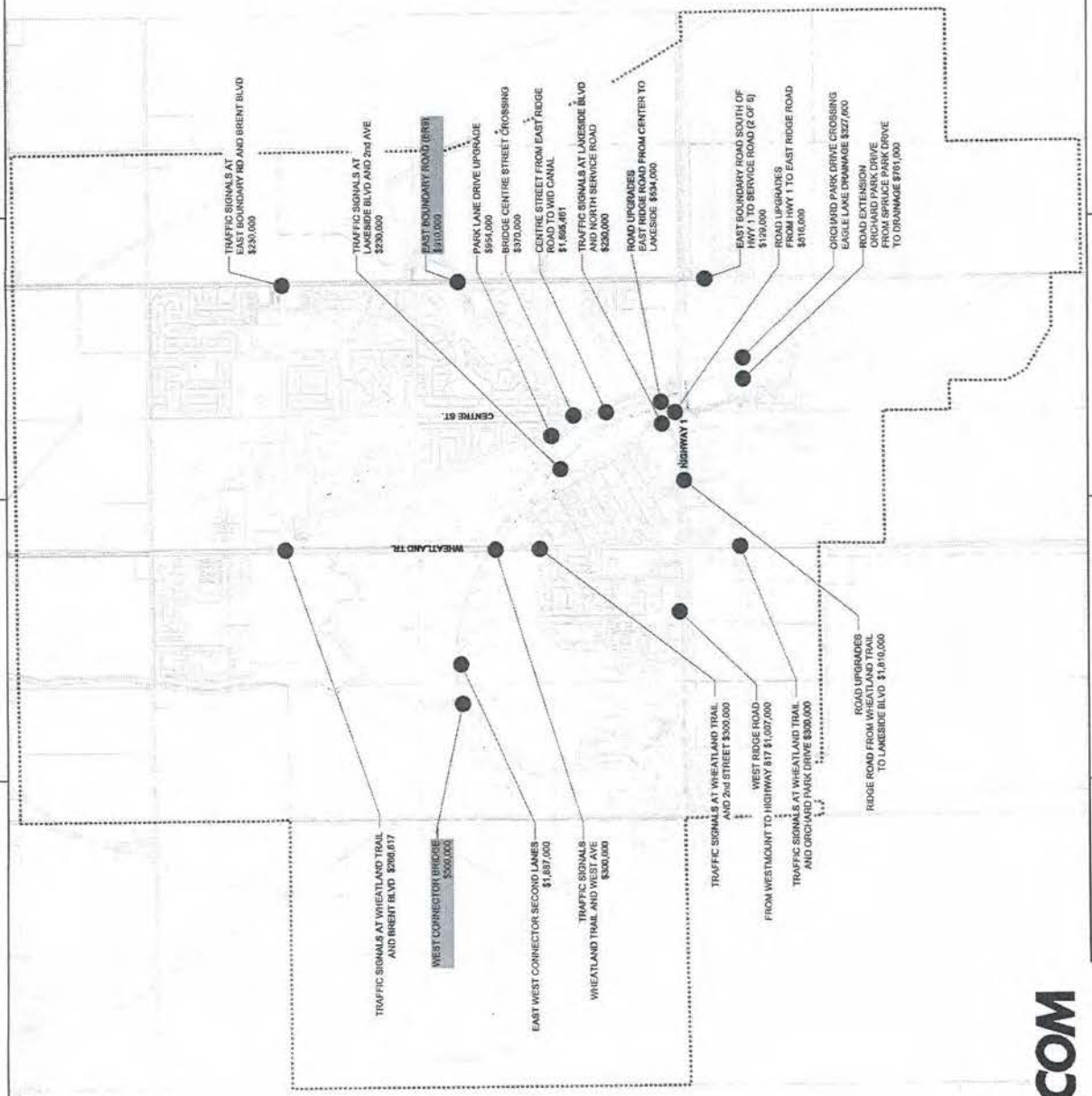
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LEGEND
..... 100M (1:500)

NOTES
ALL CAPITAL COST BASED ON 2006 EXCEPT WHERE NOTED (2007)

	TOTAL CAPITAL COST
● GENERAL TRANSPORTATION	\$13,055,546
■ CHANGE FROM 2010 TO 2011	



SCHEDULE "A" (CONTINUED)
LANDS

Town of Sirathmore
General Town of Sirathmore
General Off-Site
Schedule 'A'
Figure - 100b



SCHEDULE "B"

OFFSITE LEVIES PAID OVER 2 (TWO) YEARS			
PROJECT	RESIDENTIAL PER HECTARE	INDUSTRIAL/ COMMERCIAL PER HA	PERCENTAGE OF TOTAL ASSESSMENT
1. Treated Water Storage, (Based on Regional Water Line)	\$35,228	\$27,038	40.5%
2. City Water Supply	\$4,803	\$3,687	5.5%
3. Wastewater Treatment Plant	\$13,552	\$10,401	15.6%
4. General Transportation	\$18,714	\$14,363	21.5%
5. General Transmission Water Trunk Mains	\$9,640	\$7,399	11.1%
6. Bow Tertiary Outfall	\$5,103	\$4,253	5.9%
Total Assessment Per Hectare	\$87,040	\$67,141	100%

Note: Total percentage may not equate to 100% due to rounding.

Offsite levies in Schedule "B" are calculated using the following parameters:

1. The costs for Storm Water Detention Ponds have been updated based on the Master Servicing Study (MSS) – Annexation 2006 for the existing Town only, with an average completion date of 2012. Update costs related to Area 64 and 65 were completed under the 2008 SIP program.
2. Treated Water Storage costs were updated based on information supplied by EPCOR on a similar project in Chestermere and include the west reservoir and pump station assigned to future population only. The WWP grant was assumed for the pump house construction costs, but not for reservoir or land cost for the new reservoir. The reservoir assumed to meet two average days of storage as per the ECRW pipeline design and includes the water conservation at 5% over that time period. The cost of upgrading Brentwood supplied by EPCOR was applied to existing and future population and assumed no grant is available for this upgrade.
3. City Water Supply General Assessment was updated based on current cost, 87.36% grant and funding arrangements and Strathmore pro-rate cost of total project at 36%. In addition, the required temporary upgrades to the existing plant to continue growth have been added for a total of \$473.8k. No allocation of additional grants (Other Income) has been considered for the assessment calculation.
4. Waste Water Treatment Plant future expansion costs have been updated to EPCOR's plan, and \$6 Million of CAMRIF funding has been assumed. In addition to the CAMRIF, we, the Town would receive regular waste water granting.

5. The General Transportation Assessment includes capacity upgrades for existing Town limits outlined in 2006 MSS Study and Town current needs. Cost include traffic signals, bridges and structures, and roadway capacity upgrades to existing infrastructure benefit the mobility of all residents and shared between existing and future population. SIP grant program is assumed for all existing and future benefiting project, except for traffic signal are assumed only at 50% grant. The costs associated with additional road capacity through additional lanes are assumed to benefit only future populations only, with no grant.
6. The General Transmission Water Trunk mains includes capacity upgrades within the existing Town limits outlined in 2006 MSS Study and Towns current needs and is based on benefiting past and future populations. For the purpose of the assessment no grants have been applied.
7. Past BTO project assumed cost of \$9.5 Million with \$5.551 Million grant and relocation of BTO outfall to main stem estimated at \$2.9 Million with a \$1.9 Million grant.
8. Special Area Assessment, assumed no reduction for early payment.
9. Inflation rate use a CPI Inflationary based on "Construction Looking Forward – An Assessment of Construction labor Markets from 2008 to 2016 for ALBERTA, produce by the Construction sector council."
10. Assumed a debenture rate of 4.55% over a 10 year period for all past and future projects, where the developer pays for only 6 years.

The above Offsite Levies are based on the 2008 population of 11,335 people and a future population of 26,748 people. An equivalent residential population of 42 people per hectare and 35 people per hectare for industrial/commercial population will also be utilized. Capital cost estimates were taken from EPCOR's detailed listing of projects, the Master Servicing Study (MSS) – Annexation 2006, and past Capital projects.

SCHEDULE "C"

OFFSITE LEVIES PAID AT THE TIME OF SIGNING OF THE DEVELOPMENT AGREEMENT			
PROJECT	RESIDENTIAL PER HECTARE	INDUSTRIAL/ COMMERCIAL PER HA	PERCENTAGE OF TOTAL ASSESSMENT
1. Treated Water Storage, (Based on Regional Water Line)	\$33,844	\$25,976	39.9%
2. City Water Supply	\$4,803	\$3,687	5.7%
3. Wastewater Treatment Plant	\$13,552	\$10,401	16.0%
4. General Transportation	\$18,005	\$13,819	21.3%
5. General Transmission Water Trunk Mains	\$9,262	\$7,109	10.9%
6. Bow Tertiary Outfall	\$5,064	\$4,220	6.2%
Total Assessment Per Hectare	\$84,530	\$65,212	100%

Offsite levies in Schedule "C" are calculated using the same parameters as Schedule "B" except for, debenture interest for the first two years is excluded in this calculation.

SCHEDULE "D"

DEVELOPMENT	RATE
Residential Lots	\$519 Per Lot
Industrial and Commercial Lots	\$5,120/ha

The offsite levy in this schedule is calculated on the basis of the Storm Water Discharge Agreement between the Town and the Western Irrigation District (W.I.D.) dated November 1st, 2007, which includes an assessment and adjustment clause, based on the results of the Technical Data Analysis for that year, and is to be placed in a Capital Fund.

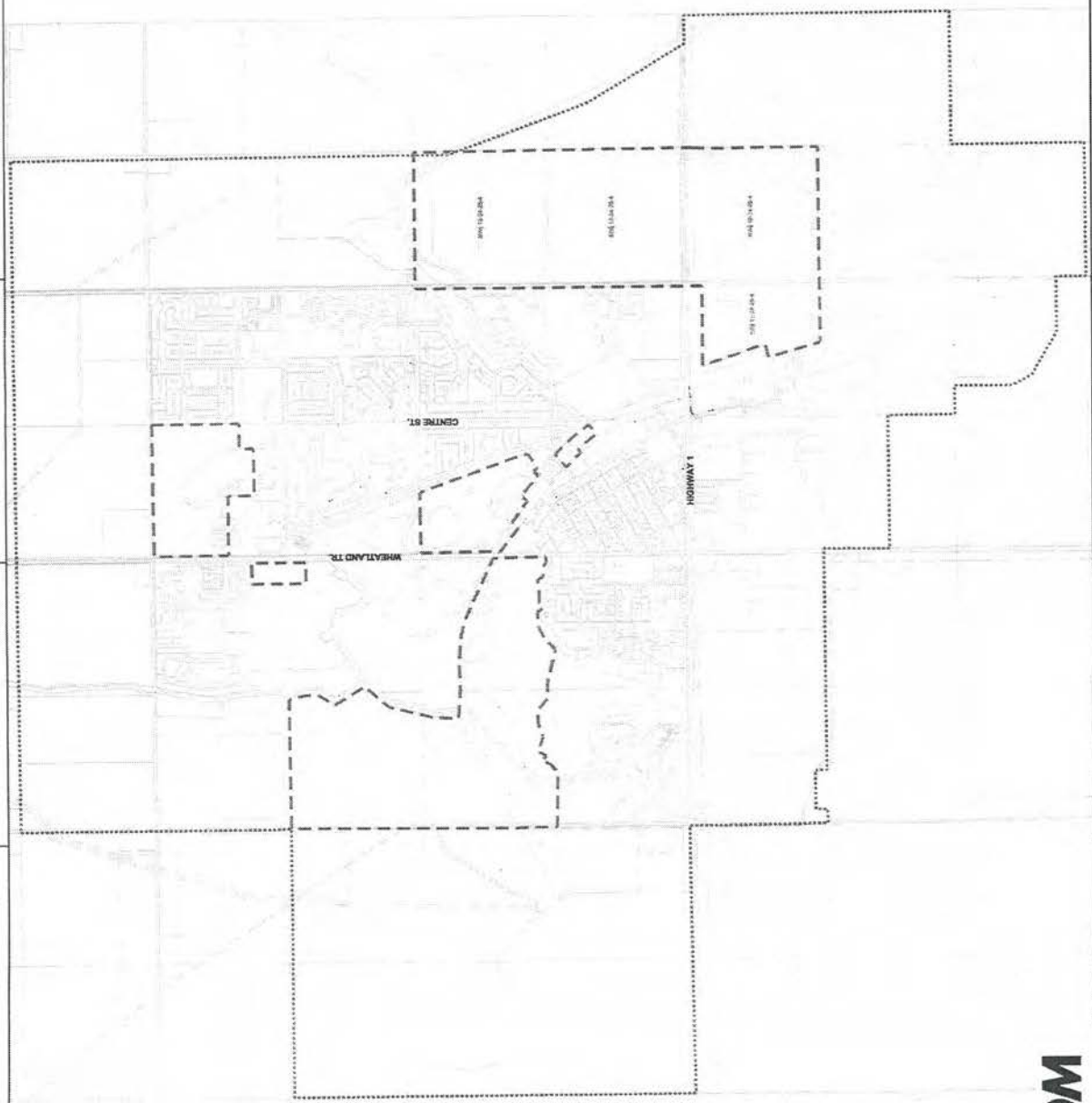
The Capital Fund is to be used solely for the costs of completing new, or rehabilitating existing, storm water facilities within the boundaries of, and for the benefit of, the Town (or for such other purpose as is mutually-agreed to in writing by the W.I.D. and the Town).

SCHEDULE "E"

**SPECIAL AREA ASSESSMENTS
2011**

PROJECT	OFF-SITE LEVY PAID AT SIGNING OF DEVELOPMENT AGREEMENT PER HECTARE
1. East Strathmore Sanitary Servicing	\$818
2. Parkwood Bypass Sanitary Improvements in addition to SAA 1	\$7,200
3. West Strathmore Sanitary Service	\$1,264
4. Orchard Park Sanitary Sewer in addition to SAA 3	\$2,426
5. Town's Eagle Lake Stormwater	\$10,280

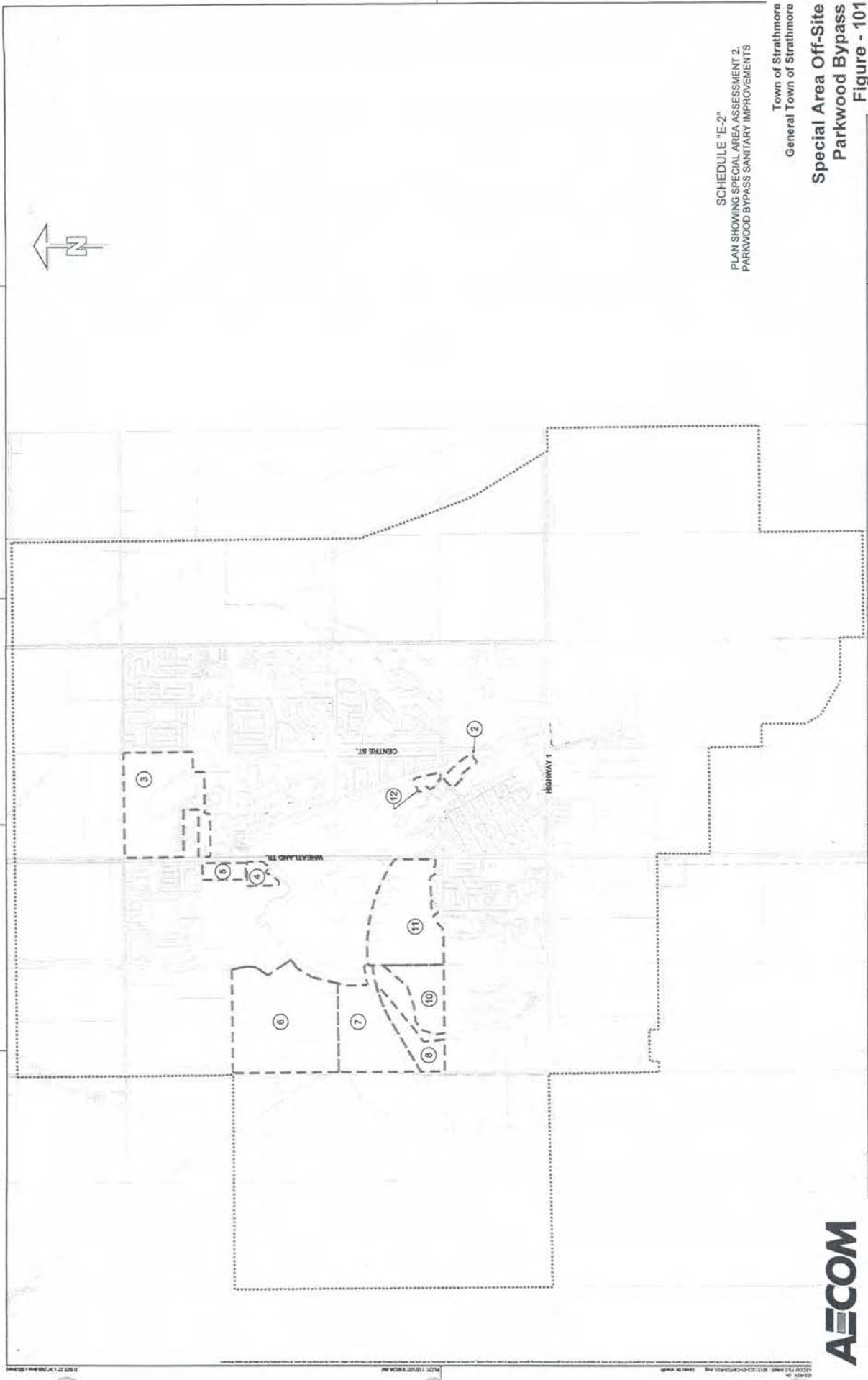
1. East Strathmore Sanitary Servicing as shown on Schedule "E-1".
2. Parkwood Bypass Sanitary Improvements as shown on Schedule "E-2".
3. West Strathmore Sanitary Servicing as shown on Schedule "E-3".
4. Orchard Park Sanitary Sewer as shown on Schedule "E-4".
5. Town's Eagle Lake Stormwater as shown on Schedule "E-5".



SCHEDULE "E-1"
PLAN SHOWING SPECIAL AREA ASSESSMENT 1. EAST
STRATHMORE SANITARY SERVICING

Town of Strathmore
General Town of Strathmore

Special Area Off-Site
East Trunk Sewer Assessment
Figure - 102

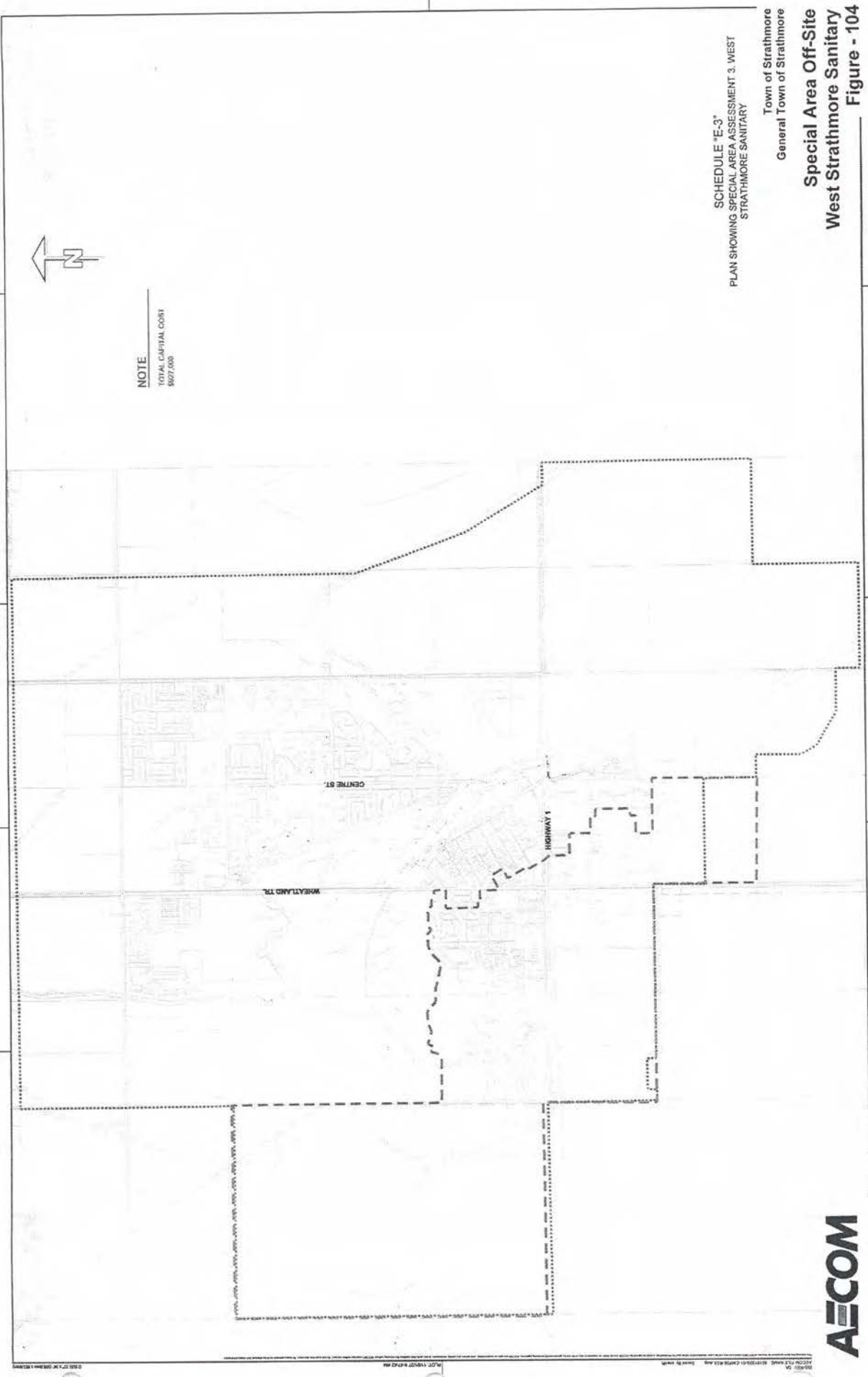


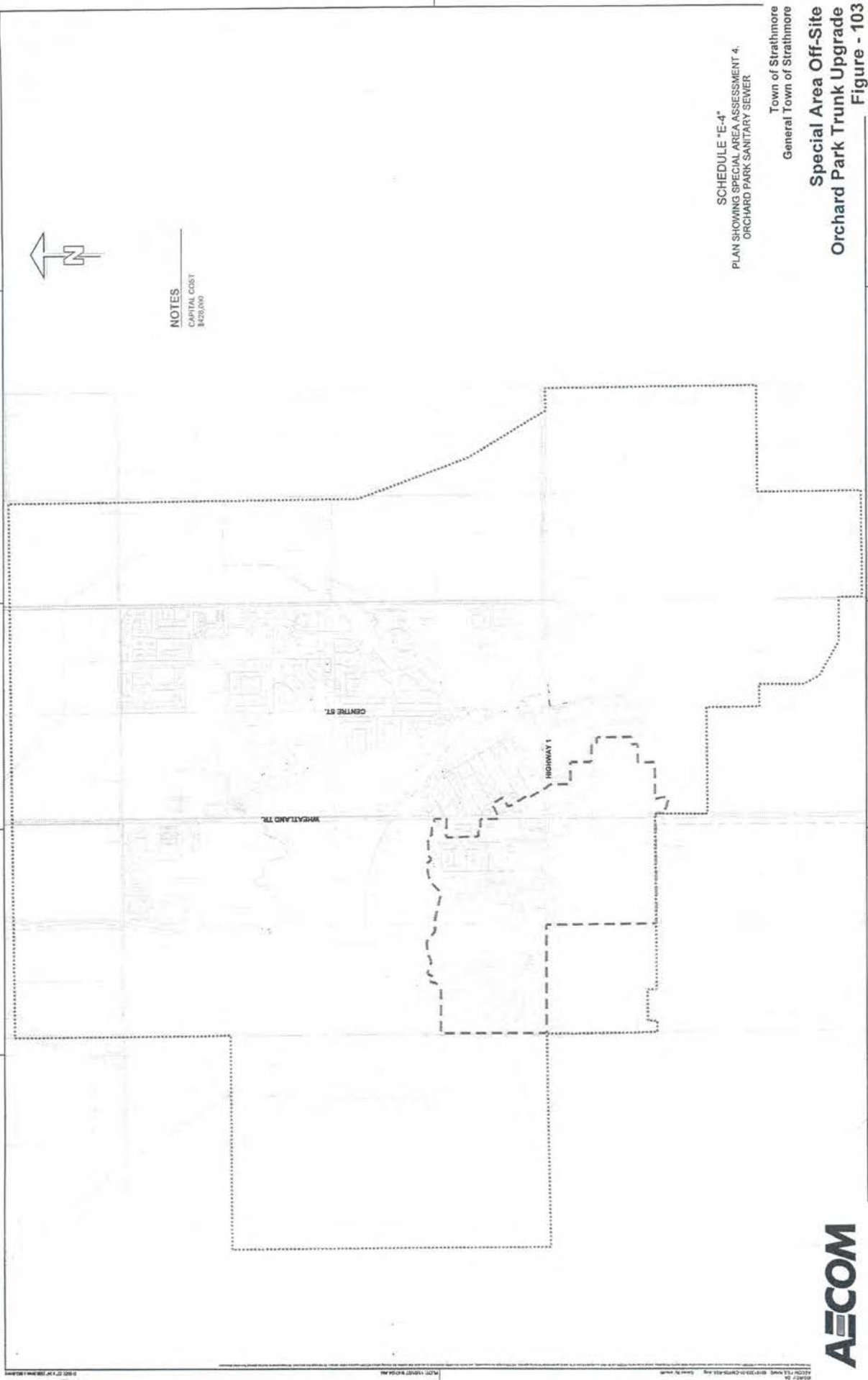
SCHEDULE "E-2"
 PLAN SHOWING SPECIAL AREA ASSESSMENT 2:
 PARKWOOD BYPASS SANITARY IMPROVEMENTS

Town of Strathmore
 General Town of Strathmore

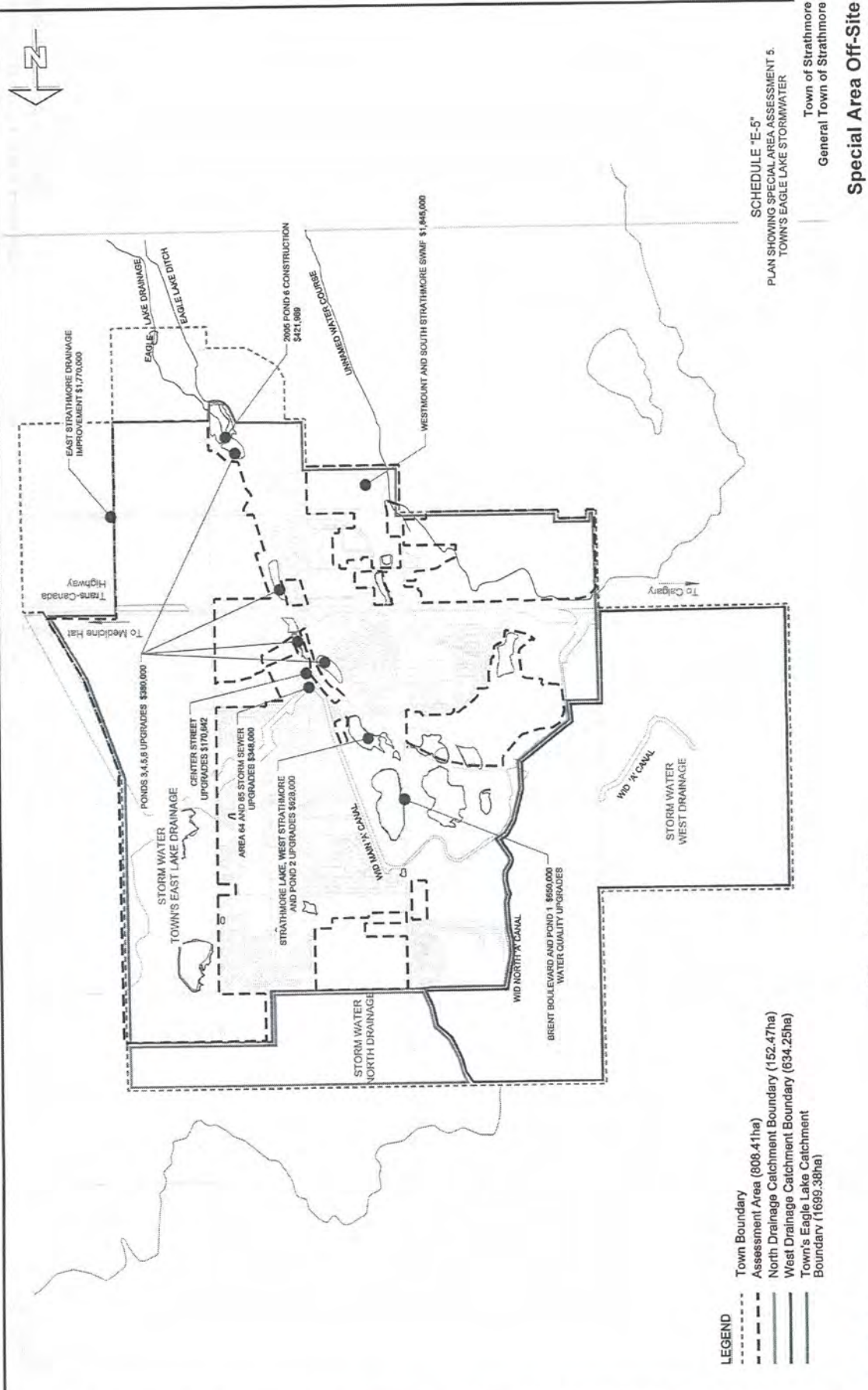
Special Area Off-Site
 Parkwood Bypass

Figure - 101





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City of Henderson

UTILITY FEES and REQUIREMENTS for MULTI-FAMILY RESIDENTIAL DEVELOPMENT (REVISED 04/24/2009)

I. OFFSITE IMPROVEMENT REQUIREMENTS

General Water Requirements:

Design and Construction Standards: All projects shall conform to the requirements of the Uniform Design and Construction Standards for Water Distribution Systems, 2nd 2003 Edition, or latest edition as adopted by the City (including all applicable Appendix sections).

Water Main Extension Requirements: If the City's existing water main is within 400 feet of the proposed lot, the builder will be required to connect to the City's water system by extending the public water line across the full frontage of the lot. If the lot fronts more than one (1) right-of-way, the water line may be extended along all right-of-ways (i.e. full frontage extensions).

For projects requiring either a tentative map or parcel map, water main extensions may be required regardless of the project's distance from any existing City facility.

General Sewer Requirements:

Design and Construction Standards: All projects shall conform to the requirements of the Uniform Design and Construction Standards for Wastewater Collection Systems, 1997 Edition, or latest edition as adopted by the City (including all applicable Appendix sections).

Sewer Main Extension Requirements: If the City's existing sewer main is within 400 feet of the proposed lot, the builder will be required to connect to the City's sewer system by extending the public sewer line across the full frontage of the lot. If the lot fronts more than one (1) right-of-way, the sewer line may be extended along all right-of-ways (i.e. full frontage extensions).

For projects requiring either a tentative map or parcel map, sewer main extensions may be required regardless of the project's distance from any existing City facility.

II. Water and Sewer Rate Schedules

WATER FEES:

EFFECTIVE DATE: All permits issued after September 3, 2002 will be charged under this schedule.

Water System Development Fees:

WATER SYSTEM DEVELOPMENT CHARGES		
Customer Class/Description	EDU Percent	Fee
RESIDENTIAL - Eight (8) or Fewer Units per Acre & MOBILE HOMES INDIVIDUALLY METERED ¹	1.00	\$ 1,600
RESIDENTIAL - More than Eight (8) Units per Acre, MULTI-FAMILY, MOBILE HOME ESTATES & MOBILE HOME PARK ¹	.60	\$ 960
¹ Fee is calculated based on each dwelling unit, space or meter size, whichever is greater.		
BY METER SIZE		
Meter Size	EDU Percent	Fees
3/4"	1.00	\$1,600
1"	1.67	\$2,672
1 1/2"	3.33	\$5,328
2"	5.33	\$8,528
3"	11.67	\$18,672
4"	21.00	\$33,600
6"	46.67	\$74,672
8"	80.00	\$128,000
10"	126.67	\$202,672
12"	166.67	\$266,672
NOTE: When a combination fire and domestic system is utilized, the fees shall be based on the size of the meter that would be required in order to accommodate all non-fire flow demands. Said meter sizing shall be based on the AWWA Standards for sizing meters or other nationally recognized method as approved by the Director.		

If a separate fire line is provided, appropriate backflow prevention devices are required at both feeds.

Water Meter Fees:

WATER METER, BOX AND COVER PRICES			
METER TYPE	SIZE	DESCRIPTION	CHARGES EFFECTIVE MARCH 1, 2008
Positive Displacement	$\frac{3}{4}$ "	Meter and RF	\$ 150.00
		Meter, RF, Box and Cover	\$ 275.00
	1"	Meter and RF	\$ 195.00
		Meter, RF, Box and Cover	\$ 320.00
	1 $\frac{1}{2}$ "	Meter and RF	\$ 280.00
		Meter, RF, Box and Cover	\$ 425.00
RFM	2"	Meter and RF	\$ 370.00
		Meter, RF, Box and Cover	\$ 520.00
	$\frac{3}{4}$ "	Meter and RF	\$ 285.00
		Meter, RF, Box and Cover	\$ 410.00
	1"	Meter and RF	\$ 365.00
		Meter, RF, Box and Cover	\$ 490.00
	1.5"	Meter and RF	\$ 455.00
		Meter, RF, Box and Cover	\$ 620.00
	2"	Meter and RF	\$ 565.00
		Meter, RF, Box and Cover	\$ 730.00
	1 $\frac{1}{2}$ "	Meter, RF and Strainer	\$ 815.00
		Meter, RF, Strainer, Box and Cover	\$ 980.00
Turbine w/Strainer	2"	Meter, RF and Strainer	\$ 950.00
		Meter, RF, Strainer, Box and Cover	\$ 1110.00

Notes:

1. 2-inch and smaller water meters shall be installed by the City in approved settings in accordance with the most current edition of the Uniform Design and Construction Standards for Water Distribution Systems as amended from time to time.
2. 3-inch and larger water meters, and vaults shall be supplied and installed by the owner/developer accordance with the most current edition of the Uniform Design and Construction Standards for Water Distribution Systems as amended from time to time.
3. Meter adapters shall be required at an additional charge per each setting when approved by the City.
4. The minimum meter size required for residential fire meter (RFM) sprinkler systems installed after February 1, 2009, will be 1".

Southern Nevada Water Authority (SNWA) Regional Connection Charge

1. Residential, Multi-family and Mobile Home Development. ¹Units per acre, as used herein, shall mean gross acreage for residential density measurement purposes including the area to the centerline of the road, consistent with gross acreage measurement used by the City's Community Development Department.
 - a. Residential and multi-family (apartments, multiplexes, and so forth) projects maintaining a density of eight units per acre or less, excluding mobile homes, shall have regional connection charges based upon number of dwelling units times the three-quarter-inch charge or actual meter size, whichever is greater.

RESIDENTIAL—EIGHT (8) OR FEWER UNITS PER ACRE - PER METER					
Meter Size	11/01/06	05/01/07	11/01/07	05/01/08	11/01/08
¾"	\$4,270	\$4,410	\$4,560	\$4,710	\$4,870
1"	\$8,430	\$8,710	\$9,000	\$9,300	\$9,610
1-1/2"	\$16,840	\$17,400	\$17,970	\$18,560	\$19,170
2"	\$26,940	\$27,830	\$28,750	\$29,700	\$30,680

- b. Residential and multi-family (apartments, multiplexes, and so forth) projects maintaining a density of more than eight units per acre and all mobile homes shall have regional connection charges based upon the number of dwelling units in the project, as follows:

RESIDENTIAL, MULTI-FAMILY, & MOBILE HOMES --MORE THAN EIGHT (8) UNITS PER ACRE ¹					
Dwelling Unit	11/01/06	05/01/07	11/01/07	05/01/08	11/01/08
	\$2,700	\$2,860	\$3,030	\$3,210	\$3,400

2. RV parks will have connection charges based upon the number of spaces in the project, as follows:

RV PARKS					
Each space	11/01/06	05/01/07	11/01/07	05/01/08	11/01/08
	\$1,220	\$1,260	\$1,300	\$1,340	\$1,380

3. Non-residential projects having meters of six (6) inches or larger, excluding hotels, motels, golf courses and industrial laundries, will have regional connection charges based upon the project's annual water usage in thousands of gallons, at the rates set forth as follows:

NON-RESIDENTIAL WITH SIX (6) INCH OR LARGER METER (EXCLUDING HOTELS, MOTELS, GOLF COURSES AND INDUSTRIAL LAUNDRIES)						
Non-residential 6" and larger – excluding hotels, motels, golf courses and industrial laundries	Based on annual usage (thousand gallons)	11/01/06	05/01/07	11/01/07	05/01/08	11/01/08
		\$19.80	\$21.80	\$24.00	\$26.50	\$29.20

- 4 Non-residential projects having meters of less than six (6) inches, excluding hotels, motels, golf courses and industrial laundries, will have connection charges based upon the size of the project's meter, as follows:

NON-RESIDENTIAL WITH LESS THAN SIX (6) INCH METER (EXCLUDING HOTELS, MOTELS, GOLF COURSES AND INDUSTRIAL LAUNDRIES)					
Meter Size	11/01/06	05/01/07	11/01/07	05/01/08	11/01/08
3/4"	\$4,270	\$4,410	\$4,560	\$4,710	\$4,870
1"	\$8,430	\$8,710	\$9,000	\$9,300	\$9,610
1-1/2"	\$16,840	\$17,400	\$17,970	\$18,560	\$19,170
2"	\$49,030	\$52,460	\$56,130	\$60,060	\$64,260
3"	\$163,500	\$179,570	\$197,220	\$216,610	\$237,900
4"	\$257,530	\$278,670	\$301,550	\$326,310	\$353,100
6" & larger	See table " NON-RESIDENTIAL WITH SIX (6) INCH OR LARGER METER (EXCLUDING HOTELS, MOTELS, GOLF COURSES AND INDUSTRIAL LAUNDRIES)"				

NOTE The City reserves the right to audit any project within the initial three (3) years of operation to confirm the basis or estimate used to determine the regional connection charge and may adjust the amount of the regional connection charge based upon the results of such audit. Subsequent audits may be conducted by the City to determine any increase in the basis of the regional connection charge and the City may adjust the regional connection charge at the rate in place at the time of the audit.

Water Meter Adapters

WATER METER ADAPTOR CHARGES	
DESCRIPTION	CHARGES EFFECTIVE SEPTEMBER 3, 2002
3/4" meter to 1" meter setting	\$ 60.00
1" meter to 1-1/2" meter setting	\$ 100.00
1" meter to 2" meter setting	\$ 200.00
1-1/2" meter to 2" meter setting	\$ 200.00

Main Frontage Fee (Water/Sewer)

A main frontage fee will apply if the main water line is existing across the frontage of the proposed development and the owner of the proposed development did not participate in the cost of the construction of the existing water main. If applicable, the lot will be assessed a Main Frontage Fee based on the following table:

MAIN FRONTAGE FEES (Sewer and Water) (replaces Main Extension Fees)	
Diameter of Pipe	Assessment per lineal foot of frontage
Less than 8"	\$17.00
8"	\$20.00
10"	\$32.00
12"	\$37.00
14"	\$50.00
15"	\$56.00
16"	\$63.00
18"	\$76.00
20"	\$90.00
A minimum charge shall apply to any parcel having less than 60 feet of chargeable frontage. The minimum charge will be calculated by multiplying the lineal foot rate for the size of the main times 60 feet.	

SEWER FEES:

SEWER SYSTEM DEVELOPMENT CHARGES ²			
Customer Class/Description	ERU Percent	Billing unit	Fees
MOBILE HOME ESTATES & MOBILE HOME PARKS	1.00	Each dwelling unit, lot, space	\$1,800
MULTIFAMILY RESIDENTIAL	.70	Each dwelling unit	\$1,260
PUBLIC FACILITIES	.65	Each fixture	\$1,170
RECREATIONAL VEHICLE RESORTS	.60	Each dwelling unit, lot, space	\$1,080
SINGLE FAMILY RESIDENCE	1.00	Each dwelling unit	\$1,800
TOWNHOUSE, CONDOMINIUM	.70	Each dwelling unit	\$1,260
Notes: ² All fee assessments shall be based on one of the customer classifications listed in the table above. However, where shared facilities are being proposed, the rate assessed for those fixtures shall be based on the highest possible ERU percentage for that facility.			

CWC FEES:

CLEAN WATER COALITION REGIONAL CONNECTION CHARGES								
Customer Class/Description	ERU Percent	Billing unit	1/01/09	7/1/2009	1/1/2010	7/1/2010	1/1/2011	7/1/2011
Mobile home estates & mobile home parks	1.00	Each dwelling unit, lot, space	\$849.00	\$861.00	\$874.00	\$887.00	\$901.00	\$914.00
Multifamily residential	0.70	Each dwelling unit	\$594.00	\$602.70	\$611.80	\$620.90	\$630.70	\$639.80
Public facilities	0.65	Each fixture	\$552.00	\$559.65	\$568.10	\$576.55	\$585.65	\$594.10
Recreational vehicle resorts	0.70	Each dwelling unit, lot, space	\$594.00	\$602.70	\$611.80	\$620.90	\$630.70	\$639.80
Single family residence	1.00	Each dwelling unit	\$849.00	\$861.00	\$874.00	\$887.00	\$901.00	\$914.00
Townhouse, condominium	0.70	Each dwelling unit	\$594.00	\$602.70	\$611.80	\$620.90	\$630.70	\$639.80

AB 333 Fee

Certain projects that qualify will be assessed an additional water-related fee in accordance with State Assembly Bill 333. The associated fee shall be calculated and assessed in accordance with AB 333 requirements.

SPECIAL REFUNDING FEES:

Water and sewer refunding fees may be applicable. Please contact the Department of Utility Services for specifics.

