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Off-Site Levy Rates 2025

CITY OF CHESTERMERE



Document Information

Version		
Number	Revision Date	Description
1.0	March 18, 2025	Draft Issued for Stakeholder Review
2.0	April 8, 2025	Issue for Bylaw 013-25
3.0	April 9, 2025	Issue for Bylaw 013-25 Revision

Acknowledgements

Chestermere Administration would like to thank all Stakeholder including City of Chestermere staff, developers, and the Building Industry and Land Development Association (BILD) who supported the work of this rate update. Chestermere also acknowledges that Chestermere's off-site levy (OSL) model and reporting is based on offsite levy model and report template developed by CORVUS Business Advisors Inc. and is used in the development of this report.

Disclaimer

City of Chestermere has relied upon many third-party reports provided by engineering/consulting advisors to provide most of the data and information used to construct the offsite levy model and create the rates, such as planning data and assumptions, development forecasts and assumptions, infrastructure costs and costs estimates, allocations to benefiting parties, allocation to benefiting areas, historical financial details, and other assumptions etc. As such, City of Chestermere makes no guarantee as to the accuracy of the input data and information provided by these groups or the results that stem from this data and information.

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

Tables in this report are directly from the OSL model. The model rounds displayed rates to the nearest dollar, while calculations use full precision. Minor discrepancies, less than 0.001%, may occur in totals due to this rounding, and for the purpose of this report are considered insignificant.

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1 INTRODUCTION

Bylaw 009-24 amended by the City of Chestermere (“the City”) in 2024 defines offsite levy charges for roads, water, sanitary, stormwater, recreation and fire infrastructure in the municipality. The City wishes to update this bylaw, amending certain infrastructure in alignment with the City’s current capital plans, ensuring updated costs and development forecasts are reflected fairly and equitably in rates, and amending other key inputs and variables thereby ensuring a financially sustainable community.

This report outlines the methodology and information used to update the offsite levy charges for the City, as well as other key findings and recommendations.

The City maintains various capital plans, and these plans have been used to generate key inputs for this offsite levy rates review. City staff and their engineering advisors reviewed existing plans and identified offsite projects for roads, fire, water, sanitary, stormwater, recreation, and library¹.

The City’s review also included:

- Incorporation of offsite levy area measurements and land development forecasts.
- Incorporation of infrastructure costs and allocation percentages for existing development, new development, and other parties.

Reconciliation of offsite levy reserve opening balances.

- Development of offsite levy rates and associated report using Chestermere’s offsite levy model.
- Review of offsite levy rates with development industry, staff, and Council.

Offsite levy rates within the City’s offsite levy model are forecast using a rolling 25-year review period. During this review, a cut-off date of **December 31st, 2024** was established (the most recent year-end when the project commenced), and so the 25-year review period stems from **2025 to 2049**. Project expenditures, offsite levy receipts, and other financial records were collected as “actuals” from City financial records up to the specified cut-off date. Any financial details beyond the cut-off date are considered estimates. Upon completion of the City’s next rate update, information from January 1st, 2025, up to the new cut-off date will be converted from estimates to actuals.

Costs that benefit development prior to and within the review period are included in rates. Costs that benefit development beyond the review period (called “financial oversizing”) are excluded from rates. In future years, when rates are updated, and the rolling 25-year period moves further out, offsite infrastructure costs beyond 2049 will gradually find their way into rates.

¹ It is not within OSL scope of work to review or assess capital plans. Infrastructure requirements, costs, allocations etc. are determined by the municipality and their engineering/consulting advisors through various technical document.

2 KEY FINDINGS

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

- Offsite infrastructure costs to be included in the offsite levy bylaw totals approximately **\$788.24 million** (current dollars). An overview of offsite infrastructure costs and maps is provided in Appendices B1, C1, D1, E1, F1, G1, H1.
- Before determining how the infrastructure costs will be allocated to parties that benefit (e.g., existing development, new development, other municipalities etc.), financing provided by way of special ear-marked grants and other contributions are deducted from offsite infrastructure costs. For this update, the City has identified approximately **\$17.01 million** in special grants and contributions. An overview of special grants and contributions and resulting net costs is provided in Appendices B2, C2, D2, E2, F2, G2 and H2.
- The residual benefit allocated to existing development (the City's share) is approximately **\$85.02 million**. The share allocated to other stakeholders for joint benefiting projects have been excluded from the model calculation at this time. (e.g. Rockyview and Alberta Transportation contributions to the Highway 1 interchanges).
- That portion of cost which is allocated to future development totals approximately **\$686.21 million** {\$316.84 million (oversizing) + \$369.38 million (in rates)} and is based on the allocations shown in Appendices B4, C4, D4, E4, F4, and G4. However, a portion of the cost allocated to future development is beyond the 25-year review period (called "financial oversizing"). Financial oversizing is determined based on the anticipated year of construction (construction staging) which is provided in Appendices B3, C3, D3, E3, F3, G3, and H3.
- Of the **\$686.21 million** in total offsite infrastructure costs allocated to future development, the share allocated to future development that is included in rates today (the offsite levy share) is approximately **\$369.38 million**, as shown in the table below. A complete summary of offsite infrastructure net cost "flow-thru" is provided in Appendices B6, C6, D6, E6, F6, G6, H6.

Summary of Infrastructure Costs & Allocations

Infrastructure	Special Grants & Contributions	Muni Share of Costs	Other Stakeholders' Share of Costs	Developer Cost Beyond 25 Yrs (Financial Oversizing)	Developer Costs (In Rates)	Total Costs
Transportation	\$ 6,467,188	\$ 27,199,629	\$ -	\$ 110,448,871	\$ 106,903,500	\$ 251,019,188
Water	\$ 3,499,537	\$ -	\$ -	\$ 78,859,720	\$ 64,105,776	\$ 146,465,033
Sanitary	\$ 4,399,274	\$ 6,833,439	\$ -	\$ 65,990,138	\$ 66,034,615	\$ 143,257,465
Stormwater	\$ -	\$ -	\$ -	\$ 17,509,245	\$ 69,917,833	\$ 87,427,078
Recreation	\$ 2,644,885	\$ 37,306,163	\$ -	\$ 42,292,572	\$ 39,090,378	\$ 121,333,999
Fire	\$ -	\$ -	\$ -	\$ 516,180	\$ 14,224,320	\$ 14,740,500
Library	\$ -	\$ 13,680,000	\$ -	\$ 1,221,200	\$ 9,098,800	\$ 24,000,000
Total	\$ 17,010,884	\$ 85,019,232	\$ -	\$ 316,837,925	\$ 369,375,222	\$ 788,243,263

Before allocating infrastructure costs to benefitting lands, offsite levy costs must be reduced by the amount of levies collected to date. Up to December 31st, 2024, the City has collected approximately **\$83.50 million** as shown in Appendices B5, C5, D5, E5, F5, G5, and H5.

Summary of Offsite Levy Collections

Levies Collected To Cut-off Date	
Transportation	\$ 26,543,468
Water	\$ 18,010,981
Sanitary	\$ 13,100,301
Stormwater	\$ 12,092,900
Recreation	\$ 12,268,292
Fire	\$ 1,486,299
Library	\$ -
Total	\$ 83,502,242

To facilitate the allocation of infrastructure costs to those lands that benefit from the infrastructure, the City is parsed into **22** offsite levy areas. The area boundaries, numbering schema, and area measurements are described in *Appendix A* along with an offsite levy map; and an overview of offsite infrastructure allocations to each benefitting area is provided in Appendices B7, C7, D7, E7, F7, G7, and H7.

To calculate offsite levy rates, it is necessary to forecast the amount of land that will develop during the 25-year review period. Land development forms the denominator of the rate calculation. A larger denominator reduces rates but could potentially result in under-collection thereby placing an increased burden on tax payers. A smaller denominator increases rates but could potentially result in over-collection thereby placing an increased burden on future development. Accordingly, land development forecasts need to be (a) reasonable and reflect current planning assumptions including the current pace of development in the community, and (b) updated regularly.

For this update, the City is forecasting development of approximately **766 ha.** over the 25-year review period. The land development forecast and underpinning assumptions are shown in *Appendix A*. This represents a small decrease since the 2024 update, which moderates the increase in rates as discussed further below.

Offsite Levy Accounts. The City is managing offsite levy receipts and withdrawals via 7 accounts, in alignment with MGA requirements (i.e., one account for each infrastructure type). The reason that an account is required for each infrastructure type is because offsite levies can only be used for the type of infrastructure for which they were collected (e.g., water levies can only be used to construct water offsite infrastructure, not sanitary infrastructure etc.). An overview of updated account balances is shown in Appendices B8, C8, D8, E8, F8, G8, and H8.

Interest. Offsite levy accounts (both actual and forecast) are impacted by interest. Actual reserve inflows and forecast account balances that are in a positive position earn interest (as required by the MGA). Actual reserve outflows and forecast account balances that are

in a negative position are charged interest (forecast balances that are negative indicate that front-ending will be required).

An overview of account interest rates and forecast balances over the 25-year review period is shown in Appendices B9, C9, D9, E9, F9, G9 and H9.

Front-ending. Front-ending is an extremely important concept that underpins rigorous management of offsite levies. Front-ending represents debts owed by future development to the municipality for past construction undertaken by the municipality on behalf of future development—i.e., a municipality will often pay for its share of an offsite infrastructure project in addition to that portion of the project which benefits future development when offsite levy reserve balances are insufficient to pay for future development's share of the project.

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

At end 2024, the overall net front-ending due to the City was **\$36.68 million**. A complete reconciliation of balances for each of the 5 accounts is provided in Appendices B8, C8, D8, E8, F8, G8 and H8.

Summary of Account Balances & Front-ending

Account/Reserve	Account Balance	Front-ending Due
Transportation	\$ 4,697,968	\$ -
Water	\$ (1,927,498)	\$ 1,927,498
Sanitary	\$ (34,753,919)	\$ 34,753,919
Stormwater	\$ 7,435,256	\$ -
Recreation	\$ 12,912,705	\$ -
Fire	\$ 1,490,169	\$ -
Library	\$ -	\$-
Total	\$ (10,145,318)	\$ 36,681,416

3 RATES

For future development to pay for its share of the **\$788.24 million** infrastructure costs either built already or contained in the City's future capital plans, rates are **\$409,910 per net hectare** on a weighted average basis. These rates reflect the actual cost of infrastructure required to facilitate development in the City. A comparison of offsite levy rates with other municipalities is summarized in *Appendix G*.

Since the last update, rates have increased an average of **~11.8%**. The reason for this increase is increase of infrastructure costs, and additional projects within the 25-year review period. The land development forecast has decreased **~1.29%**.

Summary of Offsite Levy Charges (Per Net Ha)²

	Transportation Levies (/Net Ha.)	Water Levies (/Net Ha.)	Sanitary Levies (/Net Ha.)	Storm Levies (/Net Ha.)	Recreation Levies (/Net Ha.)	Fire Levies (/Net Ha.)	Library (/Net Ha.)
High	\$ 113,408	\$ 60,605	\$133,050	\$104,413	\$ 35,764	\$ 19,046	\$ 13,335
Low	\$ 113,408	\$ 60,605	\$29,518	\$-	\$ 35,764	\$ 19,046	\$ 13,335
Weighted Average	\$ 113,408	\$ 60,605	\$83,125	\$84,627	\$ 35,764	\$ 19,046	\$ 13,335

² Highs, lows, and weighted averages are shown for information purposes only. Developers pay the actual offsite levy charges pertaining to their specific offsite levy area.

Summary of Offsite Levy Charges by Area (Per Net Ha)³

Area #	Transportation Levies	Water Levies	Sanitary Levies	Stormwater Levies	Recreation Levies	Fire	Library	Total
1	\$ 113,408	\$ 60,605	\$41,047	\$-	\$ 35,764	\$ 19,046	\$ 13,335	\$283,204
2	\$ 113,408	\$ 60,605	\$98,471	\$83,327	\$ 35,764	\$ 19,046	\$ 13,335	\$423,955
3	\$ 113,408	\$ 60,605	\$70,531	\$86,759	\$ 35,764	\$ 19,046	\$ 13,335	\$399,446
4	\$ 113,408	\$ 60,605	\$41,047	\$-	\$ 35,764	\$ 19,046	\$ 13,335	\$283,204
5	\$ 113,408	\$ 60,605	\$41,047	\$73,638	\$ 35,764	\$ 19,046	\$ 13,335	\$356,842
6	\$ 113,408	\$ 60,605	\$105,776	\$65,274	\$ 35,764	\$ 19,046	\$ 13,335	\$413,207
7	\$ 113,408	\$ 60,605	\$30,063	\$-	\$ 35,764	\$ 19,046	\$ 13,335	\$272,220
8	\$ 113,408	\$ 60,605	\$105,776	\$103,399	\$ 35,764	\$ 19,046	\$ 13,335	\$451,332
9	\$ 113,408	\$ 60,605	\$133,050	\$103,399	\$ 35,764	\$ 19,046	\$ 13,335	\$478,607
10	\$ 113,408	\$ 60,605	\$88,308	\$103,399	\$ 35,764	\$ 19,046	\$ 13,335	\$433,864
11	\$ 113,408	\$ 60,605	\$41,047	\$-	\$ 35,764	\$ 19,046	\$ 13,335	\$283,204
12	\$ 113,408	\$ 60,605	\$29,518	\$-	\$ 35,764	\$ 19,046	\$ 13,335	\$271,675
13	\$ 113,408	\$ 60,605	\$98,471	\$83,327	\$ 35,764	\$ 19,046	\$ 13,335	\$423,955
14	\$ 113,408	\$ 60,605	\$41,047	\$77,262	\$ 35,764	\$ 19,046	\$ 13,335	\$360,466
15	\$ 113,408	\$ 60,605	\$70,531	\$-	\$ 35,764	\$ 19,046	\$ 13,335	\$312,688
16	\$ 113,408	\$ 60,605	\$93,486	\$73,830	\$ 35,764	\$ 19,046	\$ 13,335	\$409,473
17	\$ 113,408	\$ 60,605	\$41,047	\$86,759	\$ 35,764	\$ 19,046	\$ 13,335	\$369,963
18	\$ 113,408	\$ 60,605	\$105,776	\$104,413	\$ 35,764	\$ 19,046	\$ 13,335	\$452,345
19	\$ 113,408	\$ 60,605	\$82,502	\$87,678	\$ 35,764	\$ 19,046	\$ 13,335	\$412,337
20	\$ 113,408	\$ 60,605	\$105,776	\$67,206	\$ 35,764	\$ 19,046	\$ 13,335	\$415,139
21	\$ 113,408	\$ 60,605	\$82,502	\$78,181	\$ 35,764	\$ 19,046	\$ 13,335	\$402,841
22	\$ 113,408	\$ 60,605	\$88,308	\$83,327	\$ 35,764	\$ 19,046	\$ 13,335	\$413,792

³ Area # refers to areas outline on the figure presented in Appendix A.

4 RECOMMENDATIONS

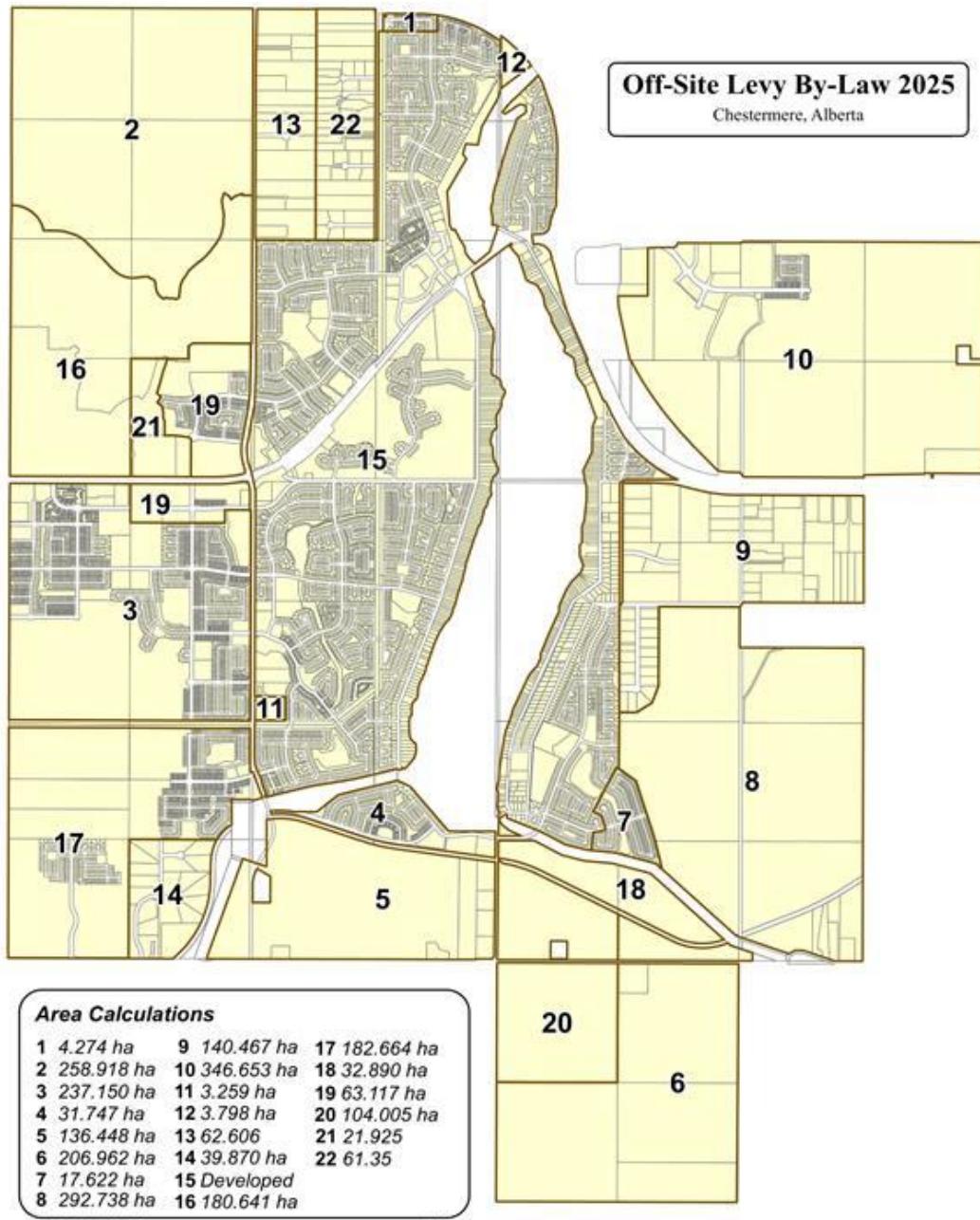
City Administration recommends the following:

1. Implement the updated offsite levy rates outlined in Section 3.
2. Consider comprehensive funding models for infrastructure projects.
3. Amend the offsite levy account balances in City documentation to align with Appendices B8, C8, D8, E8, F8, G8, and H8. In so doing, remove excess cash from reserves (if any) to pay down front-ending debts.

A1. Offsite Levy Areas

The City is parsed into **22** offsite levy areas, as shown in the map below. Areas take into consideration existing/planned infrastructure basins as well as natural and man-made barriers (e.g., rivers, highways, etc.). All offsite levy infrastructure costs are allocated to one or more areas.

Offsite Levy Areas



Total net development area, the amount of land available for development across all offsite levy areas, is approximately **2047 net ha**. In calculating net development area only, those lands remaining to be developed (at Dec 31, 2016) that have not previously paid offsite levies have been considered (as required by legislation/regulation). Further, allowances have been made to net development area calculations for environmental reserves, municipal reserves, arterial road right of way and public utility lots dedicated for off-site levy projects.

City of Chestermere Offsite Levy Rates Update

Offsite Levy Net Development Area

Area Ref. #	Development Area Location	Land Use	Gross Area (ha.)	Environmental Reserves (ha.)	Sub-total	Municipal Reserves	Arterial Right of Way	Net Development Area (ha.)
1.1	Westmere	Residential - Low Density	3.80		3.80	-		3.80
1.2	Westmere	Residential - Medium/High Density			-	-		-
1.3	Westmere	Commercial	0.47		0.47	-		0.47
1.4	Westmere	Industrial			-	-		-
1.5	Westmere	Other			-	-		-
2.1	North Waterbridge	Residential - Low Density	115.53		115.53	11.55		103.98
2.2	North Waterbridge	Residential - Medium/High Density			-	-		-
2.3	North Waterbridge	Commercial	24.87		24.87	-		24.87
2.4	North Waterbridge	Industrial	118.60		118.60	-	7.20	111.40
2.5	North Waterbridge	Other			-	-		-
3.1	Chelsea & Dawson's Landing	Residential - Low Density	214.66	9.53	205.13	27.73		177.40
3.2	Chelsea & Dawson's Landing	Residential - Medium/High Density	12.45		12.45	1.25		11.21
3.3	Chelsea & Dawson's Landing	Commercial	10.51		10.51	-		10.51
3.4	Chelsea & Dawson's Landing	Industrial			-	-		-
3.5	Chelsea & Dawson's Landing	Other			-	-		-
4.1	South Shore	Residential - Low Density	31.75		31.75	3.18	2.07	26.50
4.2	South Shore	Residential - Medium/High Density			-	-		-
4.3	South Shore	Commercial			-	-		-
4.4	South Shore	Industrial			-	-		-
4.5	South Shore	Other			-	-		-
5.1	Edgewater	Residential - Low Density	134.29	6.50	127.79	12.78	1.71	113.30
5.2	Edgewater	Residential - Medium/High Density			-	-		-
5.3	Edgewater	Commercial	2.16		2.16	-		2.16
5.4	Edgewater	Industrial			-	-		-
5.5	Edgewater	Other			-	-		-
6.1	South Industrial	Residential - Low Density			-	-		-
6.2	South Industrial	Residential - Medium/High Density			-	-		-
6.3	South Industrial	Commercial			-	-		-
6.4	South Industrial	Industrial	211.53	14.00	197.53	19.75	4.20	173.58
6.5	South Industrial	Other			-	-		-
7.1	Kinniburgh	Residential - Low Density	11.35		11.35	1.14	-	10.21
7.2	Kinniburgh	Residential - Medium/High Density			-	-		-
7.3	Kinniburgh	Commercial			-	-		-
7.4	Kinniburgh	Industrial			-	-		-
7.5	Kinniburgh	Other			-	-		-
8.1	Sierra Vista	Residential - Low Density	292.74	39.00	253.74	25.37	-	228.37
8.2	Sierra Vista	Residential - Medium/High Density			-	-		-
8.3	Sierra Vista	Commercial			-	-		-
8.4	Sierra Vista	Industrial			-	-		-
8.5	Sierra Vista	Other			-	-		-
9.1	East Acreages	Residential - Low Density	67.60	21.80	45.80	-		45.80
9.2	East Acreages	Residential - Medium/High Density	51.70	12.50	39.20	-		39.20
9.3	East Acreages	Commercial	14.30	1.70	12.60	-		12.60
9.4	East Acreages	Industrial	-		-	-		-
9.5	East Acreages	Other	6.54		6.54	-		6.54

City of Chestermere Offsite Levy Rates Update

10.1	Mountain View Park	Residential - Low Density	100.17		100.17	10.02		90.15
10.2	Mountain View Park	Residential - Medium/High Density	81.19		81.19	8.12		73.07
10.3	Mountain View Park	Commercial	40.00		40.00	4.00		36.00
10.4	Mountain View Park	Industrial	120.44		120.44	12.04		108.40
10.5	Mountain View Park	Other	4.86		4.86	0.49		4.37
11.1	Goodacre	Residential - Low Density			-	-		-
11.2	Goodacre	Residential - Medium/High Density	3.26		3.26			3.26
11.3	Goodacre	Commercial			-			-
11.4	Goodacre	Industrial			-	-		-
11.5	Goodacre	Other			-	-		-
12.1	North East Westmere	Residential - Low Density	3.80		3.80	0.38	0.20	3.22
12.2	North East Westmere	Residential - Medium/High Density			-	-		-
12.3	North East Westmere	Commercial			-	-		-
12.4	North East Westmere	Industrial			-	-		-
12.5	North East Westmere	Other			-	-		-
13.1	North Acreages	Residential - Low Density	61.33	2.00	59.33	5.93	0.60	52.80
13.2	North Acreages	Residential - Medium/High Density			-	-		-
13.3	North Acreages	Commercial			-	-		-
13.4	North Acreages	Industrial	1.25		1.25	-		1.25
13.5	North Acreages	Other			-	-		-
14.1	Paradise Meadows	Residential - Low Density	36.53		36.53	3.65	-	32.88
14.2	Paradise Meadows	Residential - Medium/High Density			-	-		-
14.3	Paradise Meadows	Commercial			-	-		-
14.4	Paradise Meadows	Industrial			-	-		-
14.5	Paradise Meadows	Other	-		-	-		-
15.1	Existing Development	Residential - Low Density	2.17		2.17	-		2.17
15.2	Existing Development	Residential - Medium/High Density			-	-		-
15.3	Existing Development	Commercial			-			-
15.4	Existing Development	Industrial			-	-		-
15.5	Existing Development	Other			-	-		-
16.1	BridgePort	Residential - Low Density	149.52	7.68	141.84	18.75	1.36	121.73
16.2	BridgePort	Residential - Medium/High Density			-	-		-
16.3	BridgePort	Commercial	31.12		31.12	-	0.128	30.99
16.4	BridgePort	Industrial	-		-	-		-
16.5	BridgePort	Other			-	-		-
17.1	Waterford	Residential - Low Density	174.56	2.60	171.96	18.69	5.03	148.24
17.2	Waterford	Residential - Medium/High Density			-	-		-
17.3	Waterford	Commercial	8.19		8.19	-		8.19
17.4	Waterford	Industrial			-	-		-
17.5	Waterford	Other			-	-		-
18.1	South East Chestermere	Residential - Low Density	29.02	3.32	25.70	2.57	-	23.13
18.2	South East Chestermere	Residential - Medium/High Density			-	-		-
18.3	South East Chestermere	Commercial	3.87		3.87	-		3.87
18.4	South East Chestermere	Industrial			-	-		-
18.5	South East Chestermere	Other			-	-		-
19.1	BridgePort-East	Residential - Low Density	32.34		32.34	5.63	1.44	25.27
19.2	BridgePort-East	Residential - Medium/High Density	6.63		6.63			6.63
19.3	BridgePort-East	Commercial	24.15		24.15	-		24.15
19.4	BridgePort-East	Industrial			-	-		-
19.5	BridgePort-East	Other			-	-		-

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20.1	Webster	Residential - Low Density	40.00		40.00	4.00	-	36.00
20.2	Webster	Residential - Medium/High Density		-	-	-	-	-
20.3	Webster	Commercial	4.00		4.00	-	-	4.00
20.4	Webster	Industrial	60.00		60.00	6.00	21.30	32.70
20.5	Webster	Other		-	-	-	-	-
21.1	Brideport-Central	Residential - Low Density	8.37		8.37	0.84	-	7.53
21.2	Brideport-Central	Residential - Medium/High Density	-	-	-	-	-	-
21.3	Brideport-Central	Commercial	13.56	-	13.56	1.36	-	12.20
21.4	Brideport-Central	Industrial	-	-	-	-	-	-
21.5	Brideport-Central	Other	-	-	-	-	-	-
22.1	North Acreages - East	Residential - Low Density	61.33	2.00	59.33	5.93	0.60	52.80
22.2	North Acreages - East	Residential - Medium/High Density	-	-	-	-	-	-
22.3	North Acreages - East	Commercial	-	-	-	-	-	-
22.4	North Acreages - East	Industrial	-	-	-	-	-	-
22.5	North Acreages - East	Other	-	-	-	-	-	-
Total			2,426.50	122.63	2,303.88	211.15	45.85	2,046.89

Summary of Offsite Levy Net Development
Area

Description	ha.
Gross Development Area	2,426.50
Less Environment Reserve	122.63
Less Municipal Reserve	211.15
Less ROW Allowance	45.85
Net Development Area	2,046.89

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

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

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

A2. Development Staging

A rate planning period of 25-years underpins the offsite levy model and rate calculations. Many municipalities use this planning period as it provides a reasonable timeframe to recoup the costs associated with offsite levy infrastructure construction, and it aligns with the timeframes of many municipal capital planning and construction cycles.

Of the **2046.89 net ha.** of development area available across all offsite levy development areas, planners estimate that approximately **766 net ha. (37.6%)** will develop during the next 25-years (the rate planning period) as shown in the tables below.

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

Developed Since Model Created	324.88	15.9%
Developed In Next 25 Years	766.00	37.4%
Developed Beyond 25 Years	956.01	46.7%
Net Development Area	2,046.89	

Anticipated Development During the 25-year Rate
Planning Period

Area Ref. #	Area Developed in Next 25 years (Net ha.)	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049					
1.1	-																														
1.2	-																														
1.3	-																														
1.4	-																														
1.5	-																														
2.1	102.160															10.00	10.00	10.00	10.00	15.00	10.00	15.00	2.16	15.00	5.00						
2.2	-																														
2.3	10.600																					5.00	5.60								
2.4	-																														
2.5	-																														
3.1	35.704	15.15	4.44	6.50	4.70	4.92																									
3.2	6.165	4.69	1.48																												
3.3	-																														
3.4	-																														
3.5	-																														
4.1	-																														
4.2	-																														
4.3	-																														
4.4	-																														
4.5	-																														
5.1	112.470															10.00	8.30	5.00	5.00	5.00	5.00	5.00	-	5.00	5.00	5.00	5.24	10.46	10.49	10.00	12.98
5.2	-																														
5.3	-																														
5.4	-																														
5.5	-																														
6.1	-																														
6.2	-																														
6.3	-																														
6.4	49.000						13.13	10.00	2.87	5.00	5.00	5.00	5.00	3.00																	
6.5	-																														
7.1	-																														
7.2	-																														
7.3	-																														
7.4	-																														
7.5	-																														
8.1	13.230															11.00	2.23														
8.2	-																														
8.3	-																														
8.4	-																														
8.5	-																														
9.1	45.000	4.50	4.50	4.50	4.50										4.50	4.50								4.50	2.07	2.43	4.50				
9.2	13.500								4.50							4.50							4.50								
9.3	-																														
9.4	-																														
9.5	-																														

City of Chestermere Offsite Levy Rates Update

City of Chestermere Offsite Levy Rates Update

APPENDIX B: WATER OFFSITE INFRASTRUCTURE

B1. Water Offsite Infrastructure Costs

To support future growth, water offsite infrastructure is required. The estimated cost of this infrastructure is based upon: (a) actual construction costs to the cut-off date, (b) debenture interest associated with financing, and (c) future cost estimates. Total cost is approximately **\$146.47 million** as outlined in the table below. Actual costs, debenture interest (if any), and cost estimates were provided by City staff. It is important to note that these costs represent “gross” costs, of which only a portion will go to support future development during the 25- year review period. The remainder of this section outlines how the “net” costs for future development are determined.

Summary of Water Offsite Infrastructure

Item	Project Description	Cost of Completed Work & Historical Interest	Future Debenture Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost
1	East Calgary Regional Water Line - Tie-In and Oversizing	\$ 2,126,144	\$ -	\$ -	\$ 2,126,144
2	Water Reservoir Expansion & ECRW Line Tie-In to Reservoir	\$ 16,023,672	\$ 1,005,400	\$ -	\$ 17,029,071
3	NW Water Reservoir & Pump Station Phase 1	\$ -	\$ -	\$ 18,330,000	\$ 18,330,000
4	New Water Supply Main from Calgary	\$ -	\$ -	\$ 4,422,000	\$ 4,422,000
5	Main Pump Station Upgrade	\$ 1,920,258	\$ -	\$ -	\$ 1,920,258
6	Distribution Trunk in Chestermere Blvd (North)	\$ -	\$ -	\$ 14,560,140	\$ 14,560,140
7	Distribution trunk in Rainbow Road (West) Waterford Blvd to Chestermere Blvd	\$ -	\$ -	\$ 3,493,826	\$ 3,493,826
8	Distribution trunk in Twp Rd. 240 (South) Phase 1	\$ 1,737,594	\$ -	\$ -	\$ 1,737,594
9	Distribution trunk in Range Rd. 281	\$ -	\$ -	\$ 7,700,000	\$ 7,700,000
10	Main Pump Station Upgrade Phase 2	\$ -	\$ -	\$ 2,430,000	\$ 2,430,000
11	Main Pump Station Upgrade Phase 3	\$ -	\$ -	\$ 550,000	\$ 550,000
12	Distribution trunk in Twp Rd. 240 (South) Phase 2 (from stub to RR281)	\$ -	\$ -	\$ 3,773,000	\$ 3,773,000
13	NW Reservoir Supply Main	\$ -	\$ -	\$ 4,560,000	\$ 4,560,000
14	NW Reservoir and Pump Station	\$ -	\$ -	\$ 18,260,000	\$ 18,260,000
15	W7 SE Reservoir & Pump Station Phase 1	\$ -	\$ -	\$ 20,163,000	\$ 20,163,000
16	W8 SE Reservoir and Pump Station Phase 2	\$ -	\$ -	\$ 18,260,000	\$ 18,260,000
17	W11 Distribution trunk in Twp Rd. 240 Phase 3 (from RR to Waterbury Road)	\$ -	\$ -	\$ 3,650,000	\$ 3,650,000
18	W9 Part 2 - Distribution Trunk in Rainbow Road (West) Waterford Blvd to TWP 240	\$ -	\$ -	\$ 3,500,000	\$ 3,500,000
100	Unallocated Offsite Levies Collected to Dec 31, 2016	\$ -	\$ -	\$ -	\$ -
		\$ 21,807,667	\$ 1,005,400	\$ 123,651,966	\$ 146,465,033

*Costs estimates are reflected in current dollars.

**Estimates include engineering costs and contingencies.

***Offsite levy project details, allocations, etc. were determined by City staff and their engineering/consulting advisors.

****Financing interest costs to date are included in the cost of work completed for Project #2.

***** Project numbering may be out of sequence as rows containing deleted projects are hidden.

B2. Water Offsite Infrastructure Grants & Contributions to Date

The MGA enables the City to allocate the costs of offsite infrastructure to future development, other than those costs that have been provided by way of special grant or contribution (i.e., contributed infrastructure). The City has/will receive approximately **\$3.50 million** in special grants and contributions for water offsite levy infrastructure as shown in the table below (note, if the City receives other grants or contributions in the future, it will be reflected in one of the annual updates and rates adjusted accordingly). The result is that the total reduced project estimated cost is **\$142.97 million**.

Special Grants and Contributions for Water Offsite Infrastructure

Item	Project Description	Total Project Estimated Cost	Special Provincial Grants	Developer Agreement Contributions	Other Contributions	Reduced Project Estimated Cost
1	East Calgary Regional Water Line - Tie-In and Oversizing	\$ 2,126,144	\$ -	\$ -	\$ -	\$ 2,126,144
2	Water Reservoir Expansion & ECRW Line Tie-In to Reservoir	\$ 17,029,071	\$ 1,850,941	\$ -	\$ -	\$ 15,178,130
3	NW Water Reservoir & Pump Station Phase 1	\$ 18,330,000	\$ -	\$ -	\$ -	\$ 18,330,000
4	New Water Supply Main from Calgary	\$ 4,422,000	\$ -	\$ -	\$ -	\$ 4,422,000
5	Main Pump Station Upgrade	\$ 1,920,258	\$ -	\$ -	\$ -	\$ 1,920,258
6	Distribution Trunk in Chestermere Blvd (North)	\$ 14,560,140	\$ -	\$ -	\$ -	\$ 14,560,140
7	Distribution trunk in Rainbow Road (West) Waterford Blvd to C	\$ 3,493,826	\$ -	\$ -	\$ -	\$ 3,493,826
8	Distribution trunk in Twp Rd. 240 (South) Phase 1	\$ 1,737,594	\$ 1,648,596	\$ -	\$ -	\$ 88,998
9	Distribution trunk in Range Rd. 281	\$ 7,700,000	\$ -	\$ -	\$ -	\$ 7,700,000
10	Main Pump Station Upgrade Phase 2	\$ 2,430,000	\$ -	\$ -	\$ -	\$ 2,430,000
11	Main Pump Station Upgrade Phase 3	\$ 550,000	\$ -	\$ -	\$ -	\$ 550,000
12	Distribution trunk in Twp Rd. 240 (South) Phase 2 (from stub	\$ 3,773,000	\$ -	\$ -	\$ -	\$ 3,773,000
13	NW Reservoir Supply Main	\$ 4,560,000	\$ -	\$ -	\$ -	\$ 4,560,000
14	NW Reservoir and Pump Station	\$ 18,260,000	\$ -	\$ -	\$ -	\$ 18,260,000
15	W7 SE Reservoir & Pump Station Phase 1	\$ 20,163,000	\$ -	\$ -	\$ -	\$ 20,163,000
16	W8 SE Reservoir and Pump Station Phase 2	\$ 18,260,000	\$ -	\$ -	\$ -	\$ 18,260,000
17	W11 Distribution trunk in Twp Rd. 240 Phase 3 (from RR to W	\$ 3,650,000	\$ -	\$ -	\$ -	\$ 3,650,000
18	W9 Part 2 - Distribution Trunk in Rainbow Road (West) Water	\$ 3,500,000	\$ -	\$ -	\$ -	\$ 3,500,000
100	Unallocated Offsite Levies Collected to Dec 31, 2016	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 146,465,033	\$ 3,499,537	\$ -	\$ -	\$ 142,965,496

B3. Water Infrastructure Staging

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

Water Infrastructure Staging

Item	Project Description	Year of Construction
1	East Calgary Regional Water Line - Tie-In and Oversizing	2009
2	Water Reservoir Expansion & ECRW Line Tie-In to Reservoir	2009
3	NW Water Reservoir & Pump Station Phase 1	2036
4	New Water Supply Main from Calgary	2044
5	Main Pump Station Upgrade	2024
6	Distribution Trunk in Chestermere Blvd (North)	2025
7	Distribution trunk in Rainbow Road (West) Waterford Blvd to Chestermere Blvd	2023
8	Distribution trunk in Twp Rd. 240 (South) Phase 1	2018
9	Distribution trunk in Range Rd. 281	2036
10	Main Pump Station Upgrade Phase 2	2030
11	Main Pump Station Upgrade Phase 3	2083
12	Distribution trunk in Twp Rd. 240 (South) Phase 2 (from stub to RR281)	2045
13	NW Reservoir Supply Main	2036
14	NW Reservoir and Pump Station	2081
15	W7 SE Reservoir & Pump Station Phase 1	2058
16	W8 SE Reservoir and Pump Station Phase 2	2099
17	W11 Distribution trunk in Twp Rd. 240 Phase 3 (from RR to Waterbury Road)	2032
18	W9 Part 2 - Distribution Trunk in Rainbow Road (West) Waterford Blvd to TWP 240	2027

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

**Costs are inflated to the year of construction using an inflation rate of 3% for the next year, and 3% thereafter.

B4. Water Offsite Infrastructure Benefiting Parties

The water offsite infrastructure previously outlined will benefit various parties to varying degrees as determined by City staff and engineering advisors. The potential benefiting parties include:

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

The table below outlines the allocation of water offsite levy infrastructure costs to benefiting parties.

Allocation of Water Infrastructure to Benefiting Parties

Item	Project Description	Reduced Project Estimated Cost	Muni Share %	Other Stakeholder Share	Developer Share Beyond 25 Yrs (Financial Oversizing %)	OSL / Developer Share %
1	East Calgary Regional Water Line - Tie-In and Oversizing	\$ 2,126,144			0.0%	100.0%
2	Water Reservoir Expansion & ECRW Line Tie-In to Reservoir	\$ 15,178,130			0.0%	100.0%
3	NW Water Reservoir & Pump Station Phase 1	\$ 18,330,000			44.0%	56.0%
4	New Water Supply Main from Calgary	\$ 4,422,000			76.0%	24.0%
5	Main Pump Station Upgrade	\$ 1,920,258			0.0%	100.0%
6	Distribution Trunk in Chestermere Blvd (North)	\$ 14,560,140			0.0%	100.0%
7	Distribution trunk in Rainbow Road (West) Waterford Blvd to Chestermere Blvd	\$ 3,493,826			0.0%	100.0%
8	Distribution trunk in Twp Rd. 240 (South) Phase 1	\$ 88,998			0.0%	100.0%
9	Distribution trunk in Range Rd. 281	\$ 7,700,000			44.0%	56.0%
10	Main Pump Station Upgrade Phase 2	\$ 2,430,000			20.0%	80.0%
11	Main Pump Station Upgrade Phase 3	\$ 550,000			100.0%	0.0%
12	Distribution trunk in Twp Rd. 240 (South) Phase 2 (from stub to RR281)	\$ 3,773,000			80.0%	20.0%
13	NW Reservoir Supply Main	\$ 4,560,000			44.0%	56.0%
14	NW Reservoir and Pump Station	\$ 18,260,000			100.0%	0.0%
15	W7 SE Reservoir & Pump Station Phase 1	\$ 20,163,000			100.0%	0.0%
16	W8 SE Reservoir and Pump Station Phase 2	\$ 18,260,000			100.0%	0.0%
17	W11 Distribution trunk in Twp Rd. 240 Phase 3 (from RR to Waterbury Road)	\$ 3,650,000			28.0%	72.0%
18	W9 Part 2 - Distribution Trunk in Rainbow Road (West) Waterford Blvd to TWP 240	\$ 3,500,000			8.0%	92.0%
100	Unallocated Offsite Levies Collected to Dec 31, 2016	\$ -			0.0%	100.0%
		\$ 142,965,496				

*Allocations to future development (vs municipal share etc.) were determined by City staff and their engineering/consulting advisors.

**Financial oversizing is determined by separating out the pro rata portion of developer cost beyond the 25-year review period, in comparison with the anticipated year of construction. As the years move forward and rates are updated, these additional developer costs will be included in rate calculations. For example, a project which is slated to be constructed in year 20 of the 25-year review period will have 20% (5/25) of its costs in rates today, and 80% (20/25) of its costs will sit beyond the 25-year review period.

B5. Existing Receipts & Adjusted Levy Cost

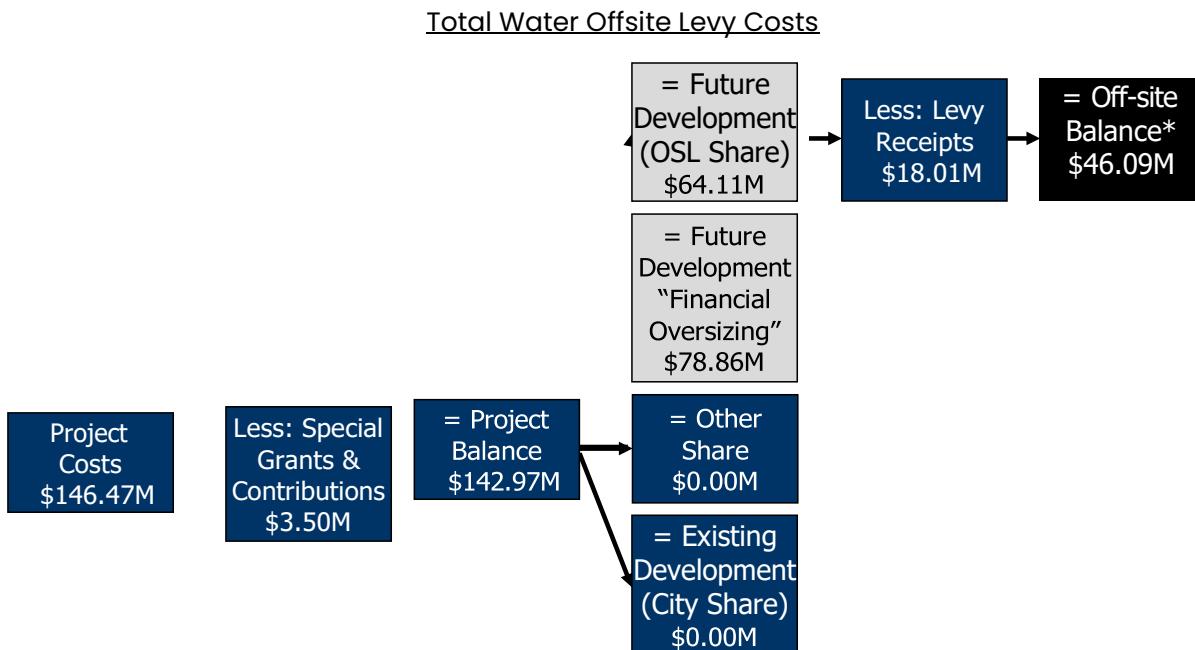
Using the offsite levy share percentages shown in the previous section and applying those percentages to project costs results in an offsite levy cost of approximately **\$64.10 million**. However, prior to allocating these costs to benefiting areas, existing offsite levy receipts collected from developers need to be considered in determining the residual/net costs to developers. The City has collected **\$18.01 million** (\$7.97 million + \$10.04 million) in offsite levies to date and results in an adjusted offsite levy cost of approximately **\$46.09 million**.

Offsite Levy Funds Collected to Date & Adjusted Levy Cost

Item	Project Description	OSL / Developer Cost	Offsite Levy Funds Collected to Dec 31, 2016	Offsite Levy Funds Collected Starting Jan 1, 2017	Adjusted Developer (Levy) Cost
1	East Calgary Regional Water Line - Tie-In and Oversizing	\$ 2,126,144	\$ -	\$ 503,109	\$ 1,623,035
2	Water Reservoir Expansion & ECRW Line Tie-In to Reservoir	\$ 15,178,130	\$ 6,440,676	\$ 2,067,540	\$ 6,669,914
3	NW Water Reservoir & Pump Station Phase 1	\$ 10,264,800	\$ -	\$ 1,547,254	\$ 8,717,546
4	New Water Supply Main from Calgary	\$ 1,061,280	\$ -	\$ 301,033	\$ 760,247
5	Main Pump Station Upgrade	\$ 1,920,258	\$ -	\$ 647,876	\$ 1,272,382
6	Distribution Trunk in Chestermere Blvd (North)	\$ 14,560,140	\$ -	\$ 2,551,547	\$ 12,008,593
7	Distribution trunk in Rainbow Road (West) Waterford Blvd to Chestermere Blvd	\$ 3,493,826	\$ -	\$ 1,468,389	\$ 2,025,437
8	Distribution trunk in Twp Rd. 240 (South) Phase 1	\$ 88,998	\$ -	\$ 77,752	\$ 11,246
9	Distribution trunk in Range Rd. 281	\$ 4,312,000	\$ -	\$ 145,344	\$ 4,166,656
10	Main Pump Station Upgrade Phase 2	\$ 1,944,000	\$ -	\$ 303,781	\$ 1,640,219
11	Main Pump Station Upgrade Phase 3	\$ -	\$ -	\$ 33,634	\$ (33,634)
12	Distribution trunk in Twp Rd. 240 (South) Phase 2 (from stub to RR281)	\$ 754,600	\$ -	\$ 40,702	\$ 713,898
13	NW Reservoir Supply Main	\$ 2,553,600	\$ -	\$ 351,293	\$ 2,202,307
14	NW Reservoir and Pump Station	\$ -	\$ -	\$ -	\$ -
15	W7 SE Reservoir & Pump Station Phase 1	\$ -	\$ -	\$ -	\$ -
16	W8 SE Reservoir and Pump Station Phase 2	\$ -	\$ -	\$ -	\$ -
17	W11 Distribution trunk in Twp Rd. 240 Phase 3 (from RR to Waterbury Road)	\$ 2,628,000	\$ -	\$ -	\$ 2,628,000
18	W9 Part 2 - Distribution Trunk in Rainbow Road (West) Waterford Blvd to TWP 240	\$ 3,220,000	\$ -	\$ -	\$ 3,220,000
100	Unallocated Offsite Levies Collected to Dec 31, 2016	\$ -	\$ 1,531,052	\$ -	\$ (1,531,052)
		\$ 64,105,776	\$ 7,971,727	\$ 10,039,254	\$ 46,094,795

B6. Summary of Water Offsite Levy Cost Flow-through

As shown in the figure below, the total cost for water infrastructure that forms the basis of the rate is approximately **\$46.1 million**. The cost allocations to each benefitting party are based on the benefitting percentages shown in Section B4. The offsite levy balance (due from developers) is allocated to various benefitting areas (as described in the next section).



B7. Water Infrastructure Benefiting Areas

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

Benefiting Areas for Water Offsite Infrastructure

Item	Project Description	Developer Cost	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	East Calgary Regional Water Line - Tie-In and Oversizing	\$ 1,623,035	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
2	Water Reservoir Expansion & ECRW Line Tie-In to Reservoir	\$ 6,669,914	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
3	NW Water Reservoir & Pump Station Phase 1	\$ 8,717,546	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
4	New Water Supply Main from Calgary	\$ 760,247	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
5	Main Pump Station Upgrade	\$ 1,272,382	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
6	Distribution Trunk in Chestermere Blvd (North)	\$ 12,008,593	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
7	Distribution trunk in Rainbow Road (West) Waterford Blvd to Chestermere Blvd	\$ 2,025,437	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
8	Distribution trunk in Twp Rd. 240 (South) Phase 1	\$ 11,246	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
9	Distribution trunk in Range Rd. 281	\$ 4,166,656	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
10	Main Pump Station Upgrade Phase 2	\$ 1,640,219	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
11	Main Pump Station Upgrade Phase 3	\$ (33,634)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
12	Distribution trunk in Twp Rd. 240 (South) Phase 2 (from stub to RR281)	\$ 713,898	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
13	NW Reservoir Supply Main	\$ 2,202,307	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
14	NW Reservoir and Pump Station	\$ -	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
15	W7 SE Reservoir & Pump Station Phase 1	\$ -	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
16	W8 SE Reservoir and Pump Station Phase 2	\$ -	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
17	W11 Distribution trunk in Twp Rd. 240 Phase 3 (from RR to Waterbury Road)	\$ 2,628,000	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
18	W9 Part 2 - Distribution Trunk in Rainbow Road (West) Waterford Blvd to TWP 240	\$ 3,220,000	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
100	Unallocated Offsite Levies Collected to Dec 31, 2016	\$ (1,531,052)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
		\$ 46,094,795																				

B8. Reserve Balance

The balance of the City's water reserve at December 31st, 2024 is **-\$1.93 M**. This updated balance takes into consideration expenditures up to the end of 2024 and assumes that front-ending debts will be drawn down via a withdrawal of all available cash in the account.

Water Offsite Levy Reserve Balance

Description	Dr	Cr	Balance
Offsite Levy Expenditures to December 31, 2016		\$ 14,803,503.78	\$ (14,803,503.78)
Offsite Levy Receipt Allocations to December 31, 2016	\$ 6,440,675.57		\$ (8,362,828.21)
Debenture Interest Expenditure to December 31, 2016	\$ -		\$ (8,362,828.21)
Unallocated Receipts to December 31, 2016	\$ 1,531,051.62		\$ (6,831,776.59)
Opening Balance			\$ (6,831,776.59)
2017			\$ (6,831,776.59)
Interest on Opening Balance	\$ 204,953.30		\$ (7,036,729.89)
Project Expenditures (OSL Share) As Reflected by City	\$ 210,820.89		\$ (7,247,550.78)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City	\$ 5,741.00		\$ (7,253,291.78)
Offsite Levy Receipts	\$ 203,415.22		\$ (7,049,876.56)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (7,049,876.56)
Debenture Interest Expenditure	\$ -		\$ (7,049,876.56)
Interest on Project Expenditure	\$ 1,624.21		\$ (7,051,500.77)
Interest on Offsite Levy Receipts	\$ 1,017.08		\$ (7,050,483.70)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if	\$ -		\$ (7,050,483.70)

City of Chestermere Offsite Levy Rates Update

any)			
Interest on Debenture Expenditure		\$ -	\$ (7,050,483.70)
2018			
Interest on Opening Balance		\$ 218,564.99	\$ (7,269,048.69)
Project Expenditures (OSL Share) As Reflected by City		\$ 219,168.97	\$ (7,488,217.66)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ (5,741.01)	\$ (7,482,476.65)
Offsite Levy Receipts	\$ 432,178.89		\$ (7,050,297.76)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (7,050,297.76)
Debenture Interest Expenditure		\$ -	\$ (7,050,297.76)
Interest on Project Expenditure		\$ 1,654.07	\$ (7,051,951.83)
Interest on Offsite Levy Receipts	\$ 4,321.79		\$ (7,047,630.04)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (7,047,630.04)
Interest on Debenture Expenditure		\$ -	\$ (7,047,630.04)
2019			
Interest on Opening Balance		\$ 218,476.53	\$ (7,266,106.57)
Project Expenditures (OSL Share) As Reflected by City		\$ 201,952.99	\$ (7,468,059.56)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ (0.99)	\$ (7,468,058.57)
Offsite Levy Receipts	\$ 299,903.32		\$ (7,168,155.25)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (7,168,155.25)
Debenture Interest Expenditure		\$ -	\$ (7,168,155.25)
Interest on Project Expenditure		\$ 1,565.13	\$ (7,169,720.38)
Interest on Offsite Levy Receipts	\$ 2,999.03		\$ (7,166,721.34)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (7,166,721.34)
Interest on Debenture Expenditure		\$ -	\$ (7,166,721.34)

City of Chestermere Offsite Levy Rates Update

2020			
Interest on Opening Balance		\$222,168.36	\$(7,388,889.71)
Project Expenditures (OSL Share) As Reflected by City		\$276,243.43	\$(7,665,133.14)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$(1,943.43)	\$(7,663,189.71)
Offsite Levy Receipts	\$155,887.63		\$(7,507,302.08)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$(7,507,302.08)
Interest on Project Expenditure		\$2,125.83	\$(7,509,427.90)
Interest on Offsite Levy Receipts	\$1,558.88		\$(7,507,869.02)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$(7,507,869.02)
2021			
Interest on Opening Balance		\$ 195,204.59	\$(7,703,073.62)
Project Expenditures (OSL Share) As Reflected by City		\$ 191,409.16	\$(7,894,482.78)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ (0.16)	\$(7,894,482.62)
Offsite Levy Receipts	\$ 478,703.93		\$(7,415,778.69)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$(7,415,778.69)
Interest on Project Expenditure		\$ 1,244.16	\$ 7,417,022.85)
Interest on Offsite Levy Receipts	\$ 2,393.52		\$(7,414,629.33)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$(7,414,629.33)
2022			
Interest on Opening Balance		\$ 387,377.19	\$(7,802,006.52)
Project Expenditures (OSL Share) As Reflected by City		\$ 169,871.00	\$(7,971,877.52)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ -	\$(7,971,877.52)
Offsite Levy Receipts	\$ 2,321,590.50		\$(5,650,287.02)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$(5,650,287.02)
Interest on Project Expenditure		\$ 2,216.82	\$(5,652,503.84)
Interest on Offsite Levy Receipts	\$ 23,215.91		\$(5,629,287.93)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$(5,629,287.93)
2023			
Interest on Opening Balance		\$ 281,534.67	\$(5,910,822.60)
Project Expenditures (OSL Share) As Reflected by City		\$ 1,601,118.94	\$(7,511,941.54)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ -	\$(7,511,941.54)
Offsite Levy Receipts	\$ 2,935,491.40		\$(4,576,450.14)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$(4,576,450.14)
Interest on Project Expenditure		\$ 2,081.30	\$(4,578,531.44)
Interest on Offsite Levy Receipts	\$ 29,354.91		\$(4,549,176.53)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$(4,549,176.53)
2024			
Interest on Opening Balance		\$ 229,600.53	\$(4,785,166.60)
Project Expenditures (OSL Share) As Reflected by City		\$ 381,725.337	\$(5,166,891.97)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ -	\$(5,166,891.97)
Offsite Levy Receipts	\$ 3,212,083.30		\$(1,954,808.67)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$(1,954,808.67)
Interest on Project Expenditure		\$ 4,809.74	\$(1,959,618.41)
Interest on Offsite Levy Receipts	\$ 32,120.83		\$(1,927,497.58)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$(1,927,497.58)

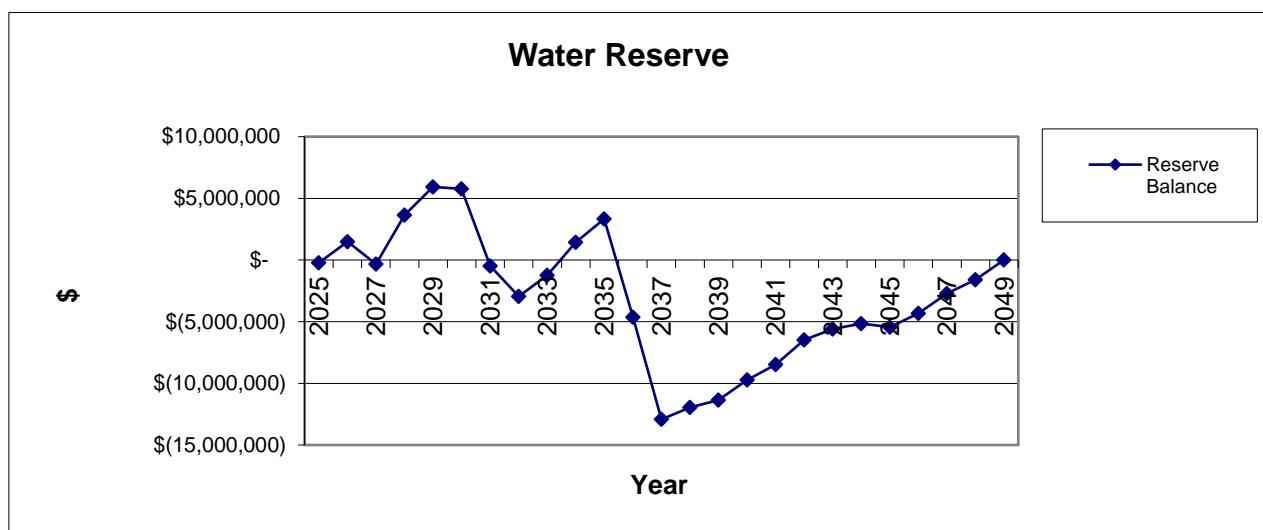
B9. Development and Water Infrastructure Staging Impacts

Water offsite infrastructure will be constructed in staged fashion over the 25-year review period. We have reviewed the availability of offsite levy funds to meet these construction requirements and found that offsite levy reserve funds will not be sufficient to pay for construction of water infrastructure from time to time—front ending of infrastructure will be required. A front-ender is the party that constructs and pays up front for infrastructure that benefits other parties. The front-ender (be it a municipality or a developer) is reimbursed over time as levies are collected, and in accordance with the municipality's front-ending repayment policies.

To compensate parties for capital they provide in front-ending offsite infrastructure construction, a **5.04%** interest allowance has been charged to the reserve when it is forecast to be in a negative balance. Further, a **2.00%** interest credit has been provided to the reserve when it is forecast to be in a positive balance. The graph and table below outline the forecast water levy reserve balances over the 25-year development period.

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

Anticipated Water Offsite Levy Reserve Balances⁴



Anticipated Water Offsite Levy Reserve Balances

Year	Receipts	Expenditure	Interest	Opening Balance	\$ (1,927,498)
				Balance	
2025	\$ 5,369,885	\$ 3,660,155	\$ (10,976)	\$ (228,744)	
2026	\$ 3,286,254	\$ 1,609,129	\$ 28,968	\$ 1,477,349	
2027	\$ 3,273,931	\$ 5,073,501	\$ (16,240)	\$ (338,461)	
2028	\$ 5,591,993	\$ 1,673,954	\$ 71,592	\$ 3,651,170	
2029	\$ 3,882,513	\$ 1,724,172	\$ 116,190	\$ 5,925,701	
2030	\$ 2,621,308	\$ 2,885,116	\$ 113,238	\$ 5,775,131	
2031	\$ 1,266,392	\$ 7,491,917	\$ (22,700)	\$ (473,094)	
2032	\$ 946,610	\$ 3,288,110	\$ (141,856)	\$ (2,956,450)	
2033	\$ 1,842,535	\$ 57,682	\$ (59,048)	\$ (1,230,645)	
2034	\$ 2,672,751	\$ 39,608	\$ 28,050	\$ 1,430,547	
2035	\$ 1,862,710	\$ 40,796	\$ 65,049	\$ 3,317,510	
2036	\$ 1,749,970	\$ 9,489,723	\$ (222,881)	\$ (4,645,125)	
2037	\$ 2,116,993	\$ 9,774,415	\$ (620,048)	\$ (12,922,595)	
2038	\$ 2,180,503	\$ 633,232	\$ (573,316)	\$ (11,948,640)	
2039	\$ 1,787,568	\$ 652,229	\$ (544,990)	\$ (11,358,291)	
2040	\$ 2,785,397	\$ 671,796	\$ (465,932)	\$ (9,710,622)	
2041	\$ 2,334,068	\$ 691,949	\$ (406,653)	\$ (8,475,156)	
2042	\$ 3,015,130	\$ 712,708	\$ (311,106)	\$ (6,483,840)	
2043	\$ 1,880,890	\$ 734,089	\$ (268,987)	\$ (5,606,025)	
2044	\$ 2,383,654	\$ 1,686,592	\$ (247,412)	\$ (5,156,375)	
2045	\$ 1,613,425	\$ 1,639,841	\$ (261,213)	\$ (5,444,004)	
2046	\$ 2,024,859	\$ 701,889	\$ (207,700)	\$ (4,328,734)	
2047	\$ 1,740,714	\$ -	\$ (130,436)	\$ (2,718,457)	
2048	\$ 1,196,087	\$ -	\$ (76,727)	\$ (1,599,097)	
2049	\$ 1,599,097	\$ -	\$ (0)	\$ (0)	

⁴In determining staging adjustments, the offsite levy model also applies inflation to future rates. In so doing it acknowledges that rates must keep pace with inflation just as costs do. Also, it acknowledges that an offsite levy rate of \$X paid today is not worth the same as the equivalent \$X rate paid in the future (i.e., it is discounted).

APPENDIX C: SANITARY OFFSITE INFRASTRUCTURE

C1. Sanitary Offsite Infrastructure Costs

To support future growth, sanitary offsite infrastructure is required. The estimated cost of this infrastructure is based upon: (a) actual construction costs to the cut-off date, (b) debenture interest associated with financing, and (c) future cost estimates. Total cost is approximately **\$143.26 million** as outlined in the table below. Actual costs, debenture interest (if any), and cost estimates were provided by City staff. It is important to note that these costs represent “gross” costs, of which only a portion will go to support future development during the 25-year review period. The remainder of this section outlines how the “net” costs for future development are determined.

Summary of Sanitary Offsite Infrastructure

Item	Project Description	Cost of Completed Work & Historical Interest	Future Debenture Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost
1	Lift Station #13	\$ 14,634,094	\$ 1,788,826	\$ -	\$ 16,422,920
2	Lift Station #13 Force main	\$ 10,024,604	\$ 1,272,151	\$ -	\$ 11,296,755
3	Great Plains Sanitary Trunk	\$ 7,181,570	\$ 288,857	\$ -	\$ 7,470,427
4	Rainbow Road Gravity Sewer Trunk Phase 1	\$ 7,781,181	\$ 928,120	\$ -	\$ 8,709,301
5	Rainbow Road Gravity Sewer Trunk Phase 2	\$ 134,056	\$ -	\$ 10,896,536	\$ 11,030,592
6	Lift Station #14 Phase 1	\$ 9,088	\$ -	\$ 4,200,000	\$ 4,209,088
7	Lift Station #14 Force main	\$ 1,038,927	\$ -	\$ -	\$ 1,038,927
8	Lift Station #13 - Pump Upgrade 1	\$ -	\$ -	\$ 1,390,000	\$ 1,390,000
9	Rainbow Road Gravity Sewer Trunk Phase 3	\$ -	\$ -	\$ 9,550,000	\$ 9,550,000
10	Rainbow Road Gravity Sewer Trunk Phase 4	\$ -	\$ -	\$ 918,074	\$ 918,074
11	Lift Station #10 to LS #13 & H2S System Upgrade	\$ 1,309,381	\$ -	\$ -	\$ 1,309,381
12	Lift Station #14 Phase 2	\$ -	\$ -	\$ 7,029,000	\$ 7,029,000
13	New Discharge Force main to Calgary	\$ -	\$ -	\$ 21,483,000	\$ 21,483,000
14	S5 Rainbow Road Gravity Sewer Trunk Phase 5	\$ -	\$ -	\$ 3,894,000	\$ 3,894,000
15	Lift Station #10 Decommissioning	\$ -	\$ -	\$ 3,322,000	\$ 3,322,000
16	East Acreages Interim Lift Station	\$ -	\$ -	\$ 3,740,000	\$ 3,740,000
17	East Chestermere Gravity Trunk Line	\$ -	\$ -	\$ 10,780,000	\$ 10,780,000
18	Lift Station 13 Twinning	\$ -	\$ -	\$ 13,255,000	\$ 13,255,000
19	Lift Station #14 Force main Twinning	\$ -	\$ -	\$ 5,819,000	\$ 5,819,000
20	Lift Station #10 to Discharge #2 Modifications	\$ -	\$ -	\$ 590,000	\$ 590,000
100	Unallocated Offsite Levies Collected to Dec 31, 2016	\$ -	\$ -	\$ -	\$ -
		\$ 42,112,901	\$ 4,277,954	\$ 96,866,610	\$ 143,257,465

*Costs estimates are reflected in current dollars.

**Estimates include engineering costs and contingencies.

***Offsite levy project details, allocations, etc. were determined by City staff and their engineering/consulting advisors.

****Financing interest costs to date are included in the cost of work completed for Projects #1, #2, #3, and #4.

***** Project numbering may be out of sequence as rows containing deleted projects are hidden.

C2. Sanitary Offsite Infrastructure Grants & Contributions to Date

The MGA enables the City to allocate the costs of offsite infrastructure to future development, other than those costs that have been provided by way of special grant or contribution (i.e., contributed infrastructure). The City has/will receive **\$4.40 million** in special grants and contributions (\$3.30 million + \$1.10 million) for sanitary offsite levy infrastructure as shown in the table below (note, if the City receives additional grants or contributions in the future, it will be reflected in one of the annual updates and rates adjusted accordingly). The result is that the total reduced project estimated cost is **\$138.86 million**.

Special Grants and Contributions for Sanitary Offsite Infrastructure

Item	Project Description	Total Project Estimated Cost	Special Grants	Developer Agreement Contributions	Other Contributions	Reduced Project Estimated Cost
1	Lift Station #13	\$ 16,422,920	\$ -	\$ -	\$ -	\$ 16,422,920
2	Lift Station #13 Force main	\$ 11,296,755	\$ 2,261,781	\$ -	\$ -	\$ 9,034,974
3	Great Plains Sanitary Trunk	\$ 7,470,427	\$ -	\$ -	\$ 1,100,000	\$ 6,370,427
4	Rainbow Road Gravity Sewer Trunk Phase 1	\$ 8,709,301	\$ -	\$ -	\$ -	\$ 8,709,301
5	Rainbow Road Gravity Sewer Trunk Phase 2	\$ 11,030,592	\$ -	\$ -	\$ -	\$ 11,030,592
6	Lift Station #14 Phase 1	\$ 4,209,088	\$ -	\$ -	\$ -	\$ 4,209,088
7	Lift Station #14 Force main	\$ 1,038,927	\$ 1,037,493	\$ -	\$ -	\$ 1,434
8	Lift Station #13 - Pump Upgrade 1	\$ 1,390,000	\$ -	\$ -	\$ -	\$ 1,390,000
9	Rainbow Road Gravity Sewer Trunk Phase 3	\$ 9,550,000	\$ -	\$ -	\$ -	\$ 9,550,000
10	Rainbow Road Gravity Sewer Trunk Phase 4	\$ 918,074	\$ -	\$ -	\$ -	\$ 918,074
11	Lift Station #10 to LS #13 & H2S System Upgrade	\$ 1,309,381	\$ -	\$ -	\$ -	\$ 1,309,381
12	Lift Station #14 Phase 2	\$ 7,029,000	\$ -	\$ -	\$ -	\$ 7,029,000
13	New Discharge Force main to Calgary	\$ 21,483,000	\$ -	\$ -	\$ -	\$ 21,483,000
14	S5 Rainbow Road Gravity Sewer Trunk Phase 5	\$ 3,894,000	\$ -	\$ -	\$ -	\$ 3,894,000
15	Lift Station #10 Decommissioning	\$ 3,322,000	\$ -	\$ -	\$ -	\$ 3,322,000
16	East Acreages Interim Lift Station	\$ 3,740,000	\$ -	\$ -	\$ -	\$ 3,740,000
17	East Chestermere Gravity Trunk Line	\$ 10,780,000	\$ -	\$ -	\$ -	\$ 10,780,000
18	Lift Station 13 Twinning	\$ 13,255,000	\$ -	\$ -	\$ -	\$ 13,255,000
19	Lift Station #14 Force main Twinning	\$ 5,819,000	\$ -	\$ -	\$ -	\$ 5,819,000
20	Lift Station #10 to Discharge #2 Modifications	\$ 590,000	\$ -	\$ -	\$ -	\$ 590,000
100	Unallocated Offsite Levees Collected to Dec 31, 2016	\$ -	\$ 3,299,274	\$ -	\$ 1,100,000	\$ 138,858,191
		\$ 143,257,465	\$ 3,299,274	\$ -	\$ 1,100,000	\$ 138,858,191

*The contribution of \$1.10 million for Project #3 was provided by the City of Calgary.

C3. Sanitary Infrastructure Staging

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

Sanitary Infrastructure Staging

Item	Project Description	Year of Construction
1	Lift Station #13	2015
2	Lift Station #13 Force main	2017
3	Great Plains Sanitary Trunk	2016
4	Rainbow Road Gravity Sewer Trunk Phase 1	2017
5	Rainbow Road Gravity Sewer Trunk Phase 2	2019
6	Lift Station #14 Phase 1	2030
7	Lift Station #14 Force main	2020
8	Lift Station #13 - Pump Upgrade 1	2030
9	Rainbow Road Gravity Sewer Trunk Phase 3	2034
10	Rainbow Road Gravity Sewer Trunk Phase 4	2024
11	Lift Station #10 to LS #13 & H2S System Upgrade	2023
12	Lift Station #14 Phase 2	2055
13	New Discharge Force main to Calgary	2059
14	S5 Rainbow Road Gravity Sewer Trunk Phase 5	2047
15	Lift Station #10 Decommissioning	2060
16	East Acreages Interim Lift Station	2027
17	East Chestermere Gravity Trunk Line	2040
18	Lift Station 13 Twinning	2061
19	Lift Station #14 Force main Twinning	2055
20	Lift Station #10 to Discharge #2 Modifications	2039

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

**Costs are inflated to the year of construction using an inflation rate of 3% for the next year, and 3% thereafter.

C4. Sanitary Offsite Infrastructure Benefiting Parties

The sanitary offsite infrastructure previously outlined will benefit various parties to varying degrees as determined by City staff and engineering advisors. The potential benefiting parties include:

- City of Chestermere – that portion of cost which is required to service existing residents.
- Other Stakeholders – other parties (such as neighboring municipalities) that benefit from the infrastructure.
- City of Chestermere Future Development (Financial Oversizing) – that portion of cost which benefits future development beyond the 25-year review period.
- City of Chestermere Future Development (in Rates) – all growth-related infrastructure (i.e., leviable sanitary infrastructure costs) during the 25-year rate planning period.

The table below outlines the allocation of sanitary offsite levy infrastructure costs to benefiting parties.

Allocation of Sanitary Infrastructure to Benefiting Parties

Item	Project Description	Reduced Project Estimated Cost	Muni Share %	Other Stakeholder Share	Developer Share Beyond 25 Yrs (Financial Oversizing %)	OSL / Developer Share %
1	Lift Station #13	\$ 16,422,920	20.0%		0.0%	80.0%
2	Lift Station #13 Force main	\$ 9,034,974	20.0%		0.0%	80.0%
3	Great Plains Sanitary Trunk	\$ 6,370,427			0.0%	100.0%
4	Rainbow Road Gravity Sewer Trunk Phase 1	\$ 8,709,301	20.0%		0.0%	80.0%
5	Rainbow Road Gravity Sewer Trunk Phase 2	\$ 11,030,592			0.0%	100.0%
6	Lift Station #14 Phase 1	\$ 4,209,088			20.0%	80.0%
7	Lift Station #14 Force main	\$ 1,434			0.0%	100.0%
8	Lift Station #13 - Pump Upgrade 1	\$ 1,390,000			20.0%	80.0%
9	Rainbow Road Gravity Sewer Trunk Phase 3	\$ 9,550,000			36.0%	64.0%
10	Rainbow Road Gravity Sewer Trunk Phase 4	\$ 918,074			0.0%	100.0%
11	Lift Station #10 to LS #13 & H2S System Upgrade	\$ 1,309,381			0.0%	100.0%
12	Lift Station #14 Phase 2	\$ 7,029,000			100.0%	0.0%
13	New Discharge Force main to Calgary	\$ 21,483,000			100.0%	0.0%
14	S5 Rainbow Road Gravity Sewer Trunk Phase 5	\$ 3,894,000			88.0%	12.0%
15	Lift Station #10 Decommissioning	\$ 3,322,000			100.0%	0.0%
16	East Acres Interim Lift Station	\$ 3,740,000			8.0%	92.0%
17	East Chestermere Gravity Trunk Line	\$ 10,780,000			60.0%	40.0%
18	Lift Station 13 Twinning	\$ 13,255,000			100.0%	0.0%
19	Lift Station #14 Force main Twinning	\$ 5,819,000			100.0%	0.0%
20	Lift Station #10 to Discharge #2 Modifications	\$ 590,000			56.0%	44.0%
100	Unallocated Offsite Levies Collected to Dec 31, 2016	\$ -			0.0%	100.0%
		\$ 138,858,191				

*Allocations to future development (vs municipal share etc.) were determined by City staff and their engineering/consulting advisors.

**Financial oversizing is determined by separating out the pro rata portion of developer cost beyond the 25-year review period, in comparison with the anticipated year of construction. As the years move forward and rates are updated, these additional developer costs will be included in rate calculations. For example, a project which is slated to be constructed in year 20 of the 25-year review period will have 20% (5/25) of its costs in rates today, and 80% (20/25) of its costs will sit beyond the 25-year review period.

C5. Existing Receipts & Adjusted Levy Cost

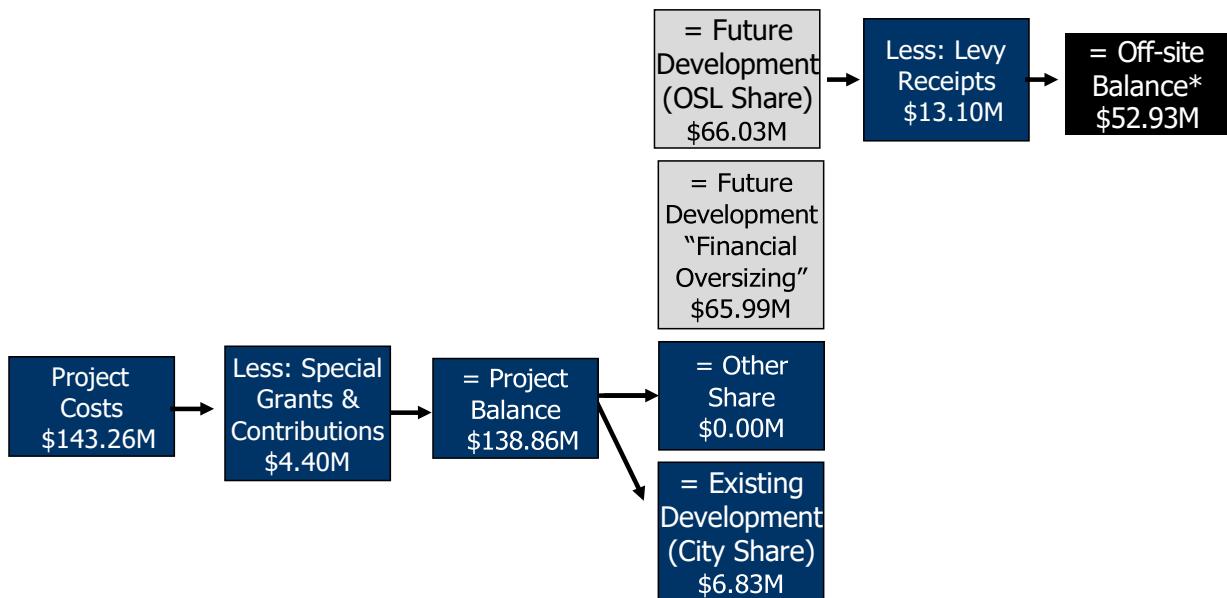
Using the offsite levy share percentages shown in the previous section and applying those percentages to project costs results in an offsite levy cost of approximately **\$66.03 million**. However, prior to allocating these costs to benefiting areas, existing offsite levy receipts collected from developers need to be considered in determining the residual/net costs to developers. The City has collected **\$13.10 million** (\$6.69 million + \$6.41 million) in offsite levies to date and results in an adjusted offsite levy cost of approximately **\$52.93 million**.

Offsite Levy Funds Collected to Date & Adjusted Levy Cost

Item	Project Description	OSL / Developer Cost	Offsite Levy Funds Collected to Dec 31, 2016	Offsite Levy Funds Collected Starting Jan 1, 2017	Adjusted Developer (Levy) Cost
1	Lift Station #13	\$ 13,138,336	\$ 2,724,818	\$ 1,918,696	\$ 8,494,822
2	Lift Station #13 Force main	\$ 7,227,979	\$ 240,241	\$ 1,277,607	\$ 5,710,131
3	Great Plains Sanitary Trunk	\$ 6,370,427	\$ 3,379,289	\$ 550,997	\$ 2,440,141
4	Rainbow Road Gravity Sewer Trunk Phase 1	\$ 6,967,441	\$ 347,258	\$ 1,158,589	\$ 5,461,594
5	Rainbow Road Gravity Sewer Trunk Phase 2	\$ 11,030,592	\$ -	\$ 619,276	\$ 10,411,315
6	Lift Station #14 Phase 1	\$ 3,367,271	\$ -	\$ -	\$ 3,367,271
7	Lift Station #14 Force main	\$ 1,434	\$ -	\$ 1,289	\$ 145
8	Lift Station #13 - Pump Upgrade 1	\$ 1,112,000	\$ -	\$ 121,610	\$ 990,390
9	Rainbow Road Gravity Sewer Trunk Phase 3	\$ 6,112,000	\$ -	\$ 279,687	\$ 5,832,313
10	Rainbow Road Gravity Sewer Trunk Phase 4	\$ 918,074	\$ -	\$ -	\$ 918,074
11	Lift Station #10 to LS #13 & H2S System Upgrade	\$ 1,309,381	\$ -	\$ 307,403	\$ 1,001,978
12	Lift Station #14 Phase 2	\$ -	\$ -	\$ -	\$ -
13	New Discharge Force main to Calgary	\$ -	\$ -	\$ -	\$ -
14	S5 Rainbow Road Gravity Sewer Trunk Phase 5	\$ 467,280	\$ -	\$ -	\$ 467,280
15	Lift Station #10 Decommissioning	\$ -	\$ -	\$ 173,542	\$ (173,542)
16	East Acreages Interim Lift Station	\$ 3,440,800	\$ -	\$ -	\$ 3,440,800
17	East Chestermere Gravity Trunk Line	\$ 4,312,000	\$ -	\$ -	\$ 4,312,000
18	Lift Station 13 Twinning	\$ -	\$ -	\$ -	\$ -
19	Lift Station #14 Force main Twinning	\$ -	\$ -	\$ -	\$ -
20	Lift Station #10 to Discharge #2 Modifications	\$ 259,600	\$ -	\$ -	\$ 259,600
100	Unallocated Offsite Levies Collected to Dec 31, 2016	\$ -	\$ -	\$ -	\$ -
		\$ 66,034,615	\$ 6,691,606	\$ 6,408,696	\$ 52,934,313

6. Summary of Sanitary Offsite Levy Cost Flow-through

As shown in the figure below, the total costs for sanitary infrastructure that forms the basis of the rate is approximately **\$52.9 million**. The cost allocations to each benefitting party are based on the benefitting percentages shown in Section C4. The offsite levy balance (due from developers) is allocated to various benefitting areas (as described in the next section).

Total Sanitary Offsite Levy Costs

C7. Sanitary Infrastructure Benefiting Areas

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

Benefiting Areas for Sanitary Offsite Infrastructure

C8. Reserve Balance

The balance of the City's sanitary reserve at December 31st, 2024 is **-\$34,753,918.80**. This updated balance takes into consideration expenditures up to end-2024 and assumes that front-ending debts will be drawn down via a withdrawal of all available cash in the account.

Sanitary Offsite Levy Reserve Balance

Description	Dr	Cr	Balance
Offsite Levy Expenditures to December 31, 2016		\$ 15,968,042.91	\$ (15,968,042.91)
Offsite Levy Receipt Allocations to December 31, 2016	\$ 405,561.30		\$ (15,562,481.61)
Debenture Interest Expenditure to December 31, 2016		\$ -	\$ (15,562,481.61)
Unallocated Receipts to December 31, 2016	\$ -		\$ (15,562,481.61)
Opening Balance			\$ (15,562,481.61)
2017			
Interest on Opening Balance		\$ 466,874.45	\$ (16,029,356.06)
Project Expenditures (OSL Share) As Reflected by City		\$ 8,289,228.79	\$ (24,318,584.85)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ (1.31)	\$ (24,318,583.54)
Offsite Levy Receipts	\$ 52,496.69		\$ (24,266,086.85)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (24,266,086.85)
Debenture Interest Expenditure		\$ -	\$ (24,266,086.85)
Interest on Project Expenditure		\$ 62,169.21	\$ (24,328,256.05)
Interest on Offsite Levy Receipts	\$ 262.48		\$ (24,327,993.57)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if	\$ -		\$ (24,327,993.57)

City of Chestermere Offsite Levy Rates Update

any)			
Interest on Debenture Expenditure		\$ -	\$ (24,327,993.57)
2018			\$ (24,327,993.57)
Interest on Opening Balance		\$ 754,167.80	\$ (25,082,161.37)
Project Expenditures (OSL Share) As Reflected by City		\$ 4,746,247.66	\$ (29,828,409.03)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ 1.80	\$ (29,828,410.83)
Offsite Levy Receipts	\$ 252,507.40		\$ (29,575,903.43)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (29,575,903.43)
Debenture Interest Expenditure		\$ -	\$ (29,575,903.43)
Interest on Project Expenditure		\$ 36,783.43	\$ (29,612,686.87)
Interest on Offsite Levy Receipts	\$ 2,525.07		\$ (29,610,161.79)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (29,610,161.79)
Interest on Debenture Expenditure		\$ -	\$ (29,610,161.79)
2019			\$ (29,610,161.79)
Interest on Opening Balance		\$ 917,915.02	\$ (30,528,076.81)
Project Expenditures (OSL Share) As Reflected by City		\$ 703,441.26	\$ (31,231,518.07)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ (1.12)	\$ (31,231,516.94)
Offsite Levy Receipts	\$ 207,904.86		\$ (31,023,612.08)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (31,023,612.08)
Debenture Interest Expenditure		\$ -	\$ (31,023,612.08)
Interest on Project Expenditure		\$ 5,451.66	\$ (31,029,063.75)
Interest on Offsite Levy Receipts	\$ 2,079.05		\$ (31,026,984.70)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (31,026,984.70)
Interest on Debenture Expenditure		\$ -	\$ (31,026,984.70)
2020			\$ (31,026,984.70)
Interest on Opening Balance		\$ 961,836.53	\$ (31,988,821.22)
Project Expenditures (OSL Share) As Reflected by City		\$ 1,135,902.86	\$ (33,124,724.08)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ (0.95)	\$ (33,124,723.13)
Offsite Levy Receipts	\$ 476,101.53		\$ (32,648,621.60)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (32,648,621.60)
Interest on Project Expenditure		\$ 8,803.24	\$ (32,657,424.84)
Interest on Offsite Levy Receipts	\$ 4,761.02		\$ (32,652,663.83)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (32,652,663.83)
2021			\$ (32,652,663.83)
Interest on Opening Balance		\$ 848,969.26	\$ (33,501,633.09)
Project Expenditures (OSL Share) As Reflected by City		\$ 669,320.91	\$ (34,170,954.00)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ 259.84	\$ (34,171,213.84)
Offsite Levy Receipts	\$ 426,254.36		\$ (33,744,959.48)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (33,744,959.48)
Interest on Project Expenditure		\$ 6,150.85	\$ (33,751,110.34)
Interest on Offsite Levy Receipts			\$ (33,751,110.34)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (33,751,110.34)
2022			\$ (33,751,110.34)
Interest on Opening Balance		\$ 1,761,807.96	\$ (35,512,918.30)
Project Expenditures (OSL Share) As Reflected by City		\$ 266,953.37	\$ (35,779,871.67)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City			\$ (35,779,871.67)
Offsite Levy Receipts	\$ 562,526.02		\$ (35,217,345.65)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$ (35,217,345.65)
Interest on Project Expenditure		\$ 3,483.74	\$ (35,220,829.39)
Interest on Offsite Levy Receipts	\$ 5,625.26		\$ (35,215,204.13)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$ (35,215,204.13)

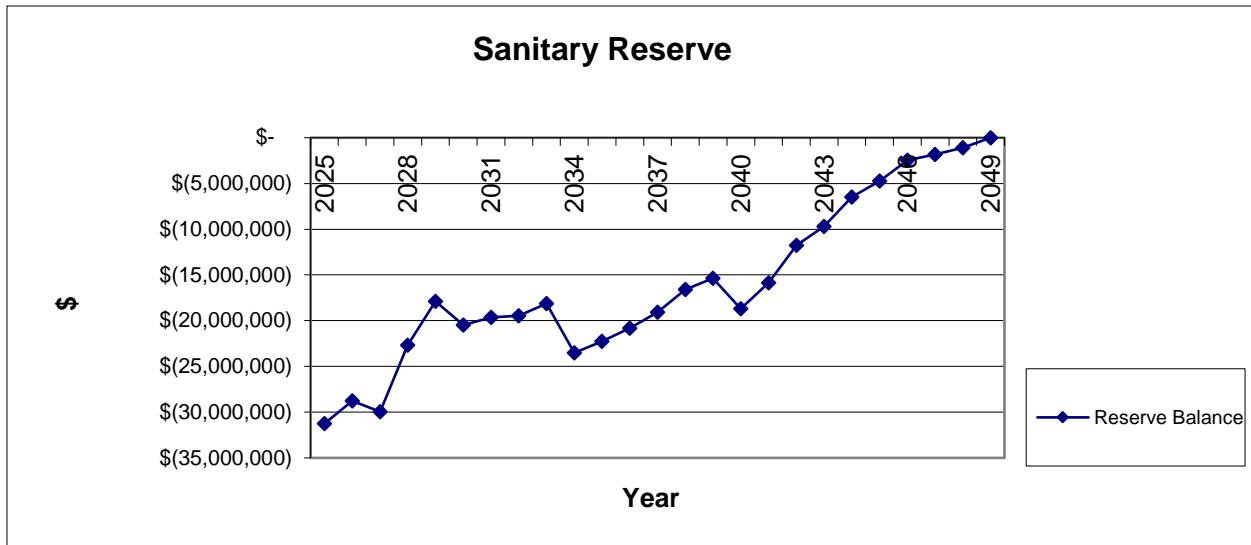
2023			
Interest on Opening Balance		\$ 1,418,069.99	\$ (36,633,274.12)
Project Expenditures (OSL Share) As Reflected by City		\$ 88,372.96	\$ (36,721,647.08)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected by City			\$ (36,721,647.08)
Offsite Levy Receipts	\$ 1,599,301.87		\$ (35,122,345.21)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$ (35,122,345.21)
Interest on Project Expenditure		\$ 3,240.99	\$ (35,125,586.20)
Interest on Offsite Levy Receipts	\$ 15,993.02		\$ (35,109,593.18)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$ (35,109,593.18)
2024			
Interest on Opening Balance		\$ 1,769,523.50	\$ (36,879,116.68)
Project Expenditures (OSL Share) As Reflected by City		\$ 725,578.68	\$ (37,604,695.36)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected by City			\$ (37,604,695.36)
Offsite Levy Receipts	\$ 2,831,602.82		\$ (34,773,092.54)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$ (34,773,092.54)
Interest on Project Expenditure		\$ 9,142.29	\$ (34,782,234.83)
Interest on Offsite Levy Receipts	\$ 28,316.03		\$ (34,753,918.80)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$ (34,753,918.80)

C9. Development and Sanitary Infrastructure Staging Impacts

Sanitary offsite infrastructure will be constructed in staged fashion over the 25-year development period. We have reviewed the availability of offsite levy funds to meet these construction requirements and found that offsite levy reserve funds will not be sufficient to pay for construction of sanitary infrastructure from time to time—front ending of infrastructure will be required. A front-ender is the party that constructs and pays up front for infrastructure that benefits other parties. The front-ender (be it a municipality or a developer) is reimbursed over time as levies are collected, and in accordance with the municipality's front-ending repayment policies.

To compensate parties for capital they provide in front-ending offsite infrastructure construction, a **5.04%** interest allowance has been charged to the reserve when it is forecast to be in a negative balance. Further, a **2.00%** interest credit has been provided to the reserve when it is forecast to be in a positive balance. The graph and table below outline the forecast sanitary levy reserve balances over the 25-year development period.

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

Anticipated Sanitary Offsite Levy Reserve Balances⁵Anticipated Sanitary Offsite Levy Reserve Balances

Year	Receipts	Expenditure	Interest	Opening Balance	\$	Balance
2025	\$ 6,201,342	\$ 1,197,858	\$ (1,499,422)	\$ (34,753,919)	\$ (31,249,857)	
2026	\$ 4,137,460	\$ 273,556	\$ (1,380,252)	\$ (31,249,857)	\$ (28,766,205)	
2027	\$ 4,179,694	\$ 3,924,716	\$ (1,436,966)	\$ (28,766,205)	\$ (29,948,193)	
2028	\$ 8,640,634	\$ 274,704	\$ (1,087,746)	\$ (29,948,193)	\$ (22,670,009)	
2029	\$ 5,892,770	\$ 266,968	\$ (859,028)	\$ (22,670,009)	\$ (17,903,235)	
2030	\$ 3,850,481	\$ 5,451,223	\$ (983,000)	\$ (17,903,235)	\$ (20,486,977)	
2031	\$ 2,051,593	\$ 266,276	\$ (942,564)	\$ (20,486,977)	\$ (19,644,224)	
2032	\$ 1,361,638	\$ 256,806	\$ (934,385)	\$ (19,644,224)	\$ (19,473,778)	
2033	\$ 2,451,785	\$ 246,528	\$ (870,333)	\$ (19,473,778)	\$ (18,138,854)	
2034	\$ 3,972,173	\$ 8,228,697	\$ (1,128,727)	\$ (18,138,854)	\$ (23,524,106)	
2035	\$ 2,576,025	\$ 242,464	\$ (1,068,003)	\$ (23,524,106)	\$ (22,258,549)	
2036	\$ 2,651,934	\$ 230,088	\$ (999,770)	\$ (22,258,549)	\$ (20,836,473)	
2037	\$ 2,929,598	\$ 236,991	\$ (914,451)	\$ (20,836,473)	\$ (19,058,316)	
2038	\$ 3,313,163	\$ 40,928	\$ (795,618)	\$ (19,058,316)	\$ (16,581,699)	
2039	\$ 2,400,980	\$ 434,824	\$ (736,623)	\$ (16,581,699)	\$ (15,352,166)	
2040	\$ 4,320,838	\$ 6,750,521	\$ (896,205)	\$ (15,352,166)	\$ (18,678,053)	
2041	\$ 3,605,631	\$ 22,361	\$ (760,777)	\$ (18,678,053)	\$ (15,855,560)	
2042	\$ 4,681,632	\$ 23,032	\$ (564,327)	\$ (15,855,560)	\$ (11,761,287)	
2043	\$ 2,533,420	\$ 11,862	\$ (465,682)	\$ (11,761,287)	\$ (9,705,411)	
2044	\$ 3,516,854	\$ -	\$ (311,903)	\$ (9,705,411)	\$ (6,500,460)	
2045	\$ 1,995,441	\$ -	\$ (227,053)	\$ (6,500,460)	\$ (4,732,072)	
2046	\$ 2,405,368	\$ -	\$ (117,266)	\$ (4,732,072)	\$ (2,443,970)	
2047	\$ 1,586,477	\$ 895,357	\$ (88,344)	\$ (2,443,970)	\$ (1,841,194)	
2048	\$ 810,102	\$ -	\$ (51,967)	\$ (1,841,194)	\$ (1,083,058)	
2049	\$ 1,083,058	\$ -	\$ (0)	\$ (1,083,058)	\$ (0)	

⁵

In determining staging adjustments, the offsite levy model also applies inflation to future rates. In so doing it Acknowledges that rates must keep pace with inflation just as costs do. Also, it acknowledges that an offsite levy rate of \$X paid today is not worth the same as the equivalent \$X rate paid in the future (i.e., it is discounted).

APPENDIX D: TRANSPORTATION OFFSITE INFRASTRUCTURE

D1. Transportation Offsite Infrastructure Costs

To support future growth, transportation offsite infrastructure is required. The estimated cost of this infrastructure is based upon: (a) actual construction costs to the cut-off date, (b) debenture interest associated with financing, and (c) future cost estimates. Total cost is approximately **\$251.02 million** as outlined in the table below. Actual costs, debenture interest (if any), and cost estimates were provided by City staff. It is important to note that these costs represent “gross” costs, of which only a portion will go to support future development during the 25-year review period. The remainder of this section outlines how the “net” costs for future development are determined.

Summary of Transportation Offsite Infrastructure

Item	Project Description	Cost of Completed Work & Historical Interest	Future Debenture Interest	Estimated Cost of Work Yet to be Completed	Total Project Cost
1	Rainbow Rd Twinning - Chestermere Blvd to Merganser Drive West	\$ 1,045,273	\$ -	\$ -	\$ 1,045,273
2	Rainbow Rd 2 lane rural to 2 lane urban at Goodacre location	\$ 581,327	\$ -	\$ -	\$ 581,327
3	Rainbow Rd Tie in and Signalization at Chestermere Blvd	\$ 570,000	\$ -	\$ -	\$ 570,000
4	Project removed and cost estimate added to Item 10	\$ -	\$ -	\$ -	\$ -
5	TWP Rd 240 2 lane rural to 2 lane urban (Phase 1,2,3) Rainbow Rd to East City boundary (includes 1 cannal crossing)	\$ 11,729,224	\$ -	\$ -	\$ 11,729,224
6	Rainbow Rd 2 lane rural to 2 lane urban Western Headworks cannal crossing to TWP Rd 240 (includes rail crossing upgrade)	\$ -	\$ -	\$ 10,446,700	\$ 10,446,700
7	Rainbow Rd 2 lane rural bridge to 2 lane urban bridge (Western Headworks crossing)	\$ 5,225,444	\$ -	\$ 853,106	\$ 6,078,550
8	Project removed and cost estimate added to Item 6	\$ -	\$ -	\$ -	\$ -
9	Chestermere Blvd 2 lane rural to 4 lane rural Range Rd 284 to Rainbow Rd (potential for 2 lane urban included in scope)	\$ -	\$ -	\$ 14,418,808	\$ 14,418,808
10	Rainbow Rd 2 lane urban to 4 lane urban Merganser Drive West to Waterford Blvd	\$ 7,839,980	\$ -	\$ -	\$ 7,839,980
11	Rainbow Rd 2 lane urban to 4 lane urban Waterford Blvd to TWP Rd 240	\$ -	\$ -	\$ 4,101,000	\$ 4,101,000
12	Chestermere Blvd 2 lane urban to 4 lane urban bridge over Chestermere Lake	\$ 23,806	\$ -	\$ 32,190,000	\$ 32,213,806
13	Rainbow Rd 2 lane rural to 2 lane urban Windermere Drive to Highway 1	\$ -	\$ -	\$ 11,278,000	\$ 11,278,000
14	Highway 1 & Rainbow Rd interchange (50% of half diamond)	\$ -	\$ -	\$ 9,625,000	\$ 9,625,000
15	Project Removed	\$ -	\$ -	\$ -	\$ -
16	Project Removed	\$ -	\$ -	\$ -	\$ -
17	Project Removed	\$ -	\$ -	\$ -	\$ -
18	Highway 1 & Highway 791 1 interchange (1/4 share)	\$ -	\$ -	\$ 45,439,350	\$ 45,439,350
19	Project Removed	\$ -	\$ -	\$ -	\$ -
20	Project removed and cost estimate added to Item 19 & 30	\$ -	\$ -	\$ -	\$ -
21	Project Removed	\$ -	\$ -	\$ -	\$ -
22	TWP Rd 240 2 lane rural to 2 lane urban (Phase 4) Rainbow Rd to West City boundary (includes 1 cannal crossing and 1 rail crossing)	\$ -	\$ -	\$ 5,180,000	\$ 5,180,000
23	Rainbow Rd 2 lane urban to 4 lane urban Highway 1 to Windermere Drive	\$ -	\$ -	\$ 6,321,700	\$ 6,321,700

City of Chestermere Offsite Levy Rates Update

24	Range Rd 284 2 lane rural to 2 lane urban Chestermere Blvd to Chelsea Parade	\$ -	\$ -	\$ 5,975,300	\$ 5,975,300
25	Range Rd 284 2 lane rural to 2 lane urban TWP Rd 240 to AltaLink ROW	\$ -	\$ -	\$ 8,685,600	\$ 8,685,600
26	Range Rd 284 2 lane rural to 2 lane urban Chestermere Blvd to Memorial Drive/Windermere Drive	\$ -	\$ -	\$ 9,369,800	\$ 9,369,800
27	Project Removed	\$ -	\$ -	\$ -	\$ -
28	Highway 1 & Range Rd 284 interchange (1/4 share)	\$ -	\$ -	\$ 17,563,700	\$ 17,563,700
29	Chestermere Blvd 2 lane rural to 4 lane rural Rainbow Rd to Highway 1 (potential for 2 lane urban included in scope)	\$ -	\$ -	\$ 1,716,000	\$ 1,716,000
30	Project Removed	\$ -	\$ -	\$ -	\$ -
31	Rainbow Rd 2 lane urban bridge to 4 lane urban bridge (Western Headworks crossing)	\$ -	\$ -	\$ 5,924,000	\$ 5,924,000
32	Rainbow Rd 2 lane urban to 4 lane urban Chestermere Blvd to Windermere Drive	\$ -	\$ -	\$ 5,143,600	\$ 5,143,600
33	Range Rd 284 2 lane rural to 2 lane urban Chelsea Parade to AltaLink ROW	\$ -	\$ -	\$ 2,964,170	\$ 2,964,170
34	Chestermere Blvd 4 lane rural to 4 lane urban Rainbow Rd to Marina Drive Phase 2	\$ -	\$ -	\$ 6,003,000	\$ 6,003,000
35	Chestermere Blvd 4 lane rural to 4 lane urban Marina Drive to West Chestermere Dr	\$ -	\$ -	\$ 4,978,000	\$ 4,978,000
36	Range Road 281, TWP Road 241A to TWP Road 240	\$ -	\$ -	\$ 5,281,100	\$ 5,281,100
37	Township Road 240, Railroad Crossing to Western Headworks Canal Including Crossings, 2-lane urban	\$ -	\$ -	\$ 2,003,000	\$ 2,003,000
38	Township Road 240, Railroad Crossing to Western Headworks Canal to Rainbow Road	\$ -	\$ -	\$ 1,468,000	\$ 1,468,000
39	Range Road 281, TWP Road 241A to TWP Road 240 Canal Crossing Bridge	\$ -	\$ -	\$ 7,075,200	\$ 7,075,200
100	Unallocated Offsite Levies Collected to Dec 31, 2016	\$ -	\$ -	\$ -	\$ -
		\$ 27,015,054	\$ -	\$ 224,004,134	\$ 251,019,188

*Costs estimates are reflected in current dollars.

**Estimates include engineering costs and contingencies.

***Offsite levy project details, allocations, etc. were determined by City staff and their engineering/consulting advisors.

**** Project numbering may be out of sequence as rows containing deleted projects are hidden.

D2. Transportation Offsite Infrastructure Grants & Contributions to Date

The MGA enables the City to allocate the costs of offsite infrastructure to future development, other than those costs that have been provided by way of special grant or contribution (i.e., contributed infrastructure). The City has/will receive **\$6.47 million** in special grants and contributions (\$4.66 million + \$1.81 million) for transportation offsite levy infrastructure as shown in the table below (note, if the City receives other grants or contributions in the future, it will be reflected in one of the annual updates and rates adjusted accordingly). The result is that the total reduced project estimated cost is **\$244.55 million**.

City of Chestermere Offsite Levy Rates Update

Special Grants and Contributions for Transportation Offsite Infrastructure

Item	Project Description	Total Project Cost	Special Provincial Grants	Developer Agreement Contributions	Other Contributions	Reduced Project Cost
1	Rainbow Rd Twinning - Chestermere Blvd to Merganser Drive West	\$ 1,045,273	\$ -	\$ -	\$ -	\$ 1,045,273
2	Rainbow Rd 2 lane rural to 2 lane urban at Goodacre location	\$ 581,327	\$ -	\$ -	\$ -	\$ 581,327
3	Rainbow Rd Tie in and Signalization at Chestermere Blvd	\$ 570,000	\$ -	\$ -	\$ -	\$ 570,000
4	Project removed and cost estimate added to Item 10	\$ -	\$ -	\$ -	\$ -	\$ -
5	TWP Rd 240 2 lane rural to 2 lane urban (Phase 1,2,3) Rainbow Rd to East City boundary (includes 1 cannal crossing)	\$ 11,729,224	\$ 4,655,865	\$ 1,811,323	\$ -	\$ 5,262,036
6	Rainbow Rd 2 lane rural to 2 lane urban Western Headworks cannal crossing to TWP Rd 240 (includes rail crossing upgrade)	\$ 10,446,700	\$ -	\$ -	\$ -	\$ 10,446,700
7	Rainbow Rd 2 lane rural bridge to 2 lane urban bridge (Western Headworks crossing)	\$ 6,078,550	\$ -	\$ -	\$ -	\$ 6,078,550
8	Project removed and cost estimate added to Item 6	\$ -	\$ -	\$ -	\$ -	\$ -
9	Chestermere Blvd 2 lane rural to 4 lane rural Range Rd 284 to Rainbow Rd (potential for 2 lane urban included in scope)	\$ 14,418,808	\$ -	\$ -	\$ -	\$ 14,418,808
10	Rainbow Rd 2 lane urban to 4 lane urban Merganser Drive West to Waterford Blvd	\$ 7,839,980	\$ -	\$ -	\$ -	\$ 7,839,980
11	Rainbow Rd 2 lane urban to 4 lane urban Waterford Blvd to TWP Rd 240	\$ 4,101,000	\$ -	\$ -	\$ -	\$ 4,101,000
12	Chestermere Blvd 2 lane urban to 4 lane urban bridge over Chestermere Lake	\$ 32,213,806	\$ -	\$ -	\$ -	\$ 32,213,806
13	Rainbow Rd 2 lane rural to 2 lane urban Windermere Drive to Highway 1	\$ 11,278,000	\$ -	\$ -	\$ -	\$ 11,278,000
14	Highway 1 & Rainbow Rd interchange (50% of half diamond)	\$ 9,625,000	\$ -	\$ -	\$ -	\$ 9,625,000
15	Project Removed	\$ -	\$ -	\$ -	\$ -	\$ -
16	Project Removed	\$ -	\$ -	\$ -	\$ -	\$ -
17	Project Removed	\$ -	\$ -	\$ -	\$ -	\$ -
18	Highway 1 & Highway 791 1 interchange (1/4 share)	\$ 45,439,350	\$ -	\$ -	\$ -	\$ 45,439,350
19	Project Removed	\$ -	\$ -	\$ -	\$ -	\$ -
20	Project removed and cost estimate added to Item 19 & 30	\$ -	\$ -	\$ -	\$ -	\$ -
21	Project Removed	\$ -	\$ -	\$ -	\$ -	\$ -
22	TWP Rd 240 2 lane rural to 2 lane urban (Phase 4) Rainbow Rd to West City boundary (includes 1 cannal crossing and 1 rail crossing)	\$ 5,180,000	\$ -	\$ -	\$ -	\$ 5,180,000
23	Rainbow Rd 2 lane urban to 4 lane urban Highway 1 to Windermere Drive	\$ 6,321,700	\$ -	\$ -	\$ -	\$ 6,321,700
24	Range Rd 284 2 lane rural to 2 lane urban Chestermere Blvd to Chelsea Parade	\$ 5,975,300	\$ -	\$ -	\$ -	\$ 5,975,300
25	Range Rd 284 2 lane rural to 2 lane urban TWP Rd 240 to AltaLink ROW	\$ 8,685,600	\$ -	\$ -	\$ -	\$ 8,685,600
26	Range Rd 284 2 lane rural to 2 lane urban Chestermere Blvd to Memorial Drive/Windermere Drive	\$ 9,369,800	\$ -	\$ -	\$ -	\$ 9,369,800
27	Project Removed	\$ -	\$ -	\$ -	\$ -	\$ -
28	Highway 1 & Range Rd 284 interchange (1/4 share)	\$ 17,563,700	\$ -	\$ -	\$ -	\$ 17,563,700
29	Chestermere Blvd 2 lane rural to 4 lane rural Rainbow Rd to Highway 1 (potential for 2 lane urban included in scope)	\$ 1,716,000	\$ -	\$ -	\$ -	\$ 1,716,000
30	Project Removed	\$ -	\$ -	\$ -	\$ -	\$ -
31	Rainbow Rd 2 lane urban bridge to 4 lane urban bridge (Western Headworks crossing)	\$ 5,924,000	\$ -	\$ -	\$ -	\$ 5,924,000
32	Rainbow Rd 2 lane urban to 4 lane urban Chestermere Blvd to Windermere Drive	\$ 5,143,600	\$ -	\$ -	\$ -	\$ 5,143,600
33	Range Rd 284 2 lane rural to 2 lane urban Chelsea Parade to AltaLink ROW	\$ 2,964,170	\$ -	\$ -	\$ -	\$ 2,964,170
34	Chestermere Blvd 4 lane rural to 4 lane urban Rainbow Rd to Marina Drive Phase 2	\$ 6,003,000	\$ -	\$ -	\$ -	\$ 6,003,000
35	Chestermere Blvd 4 lane rural to 4 lane urban Marina Drive to West Chestermere Dr	\$ 4,978,000	\$ -	\$ -	\$ -	\$ 4,978,000

36	Range Road 281, TWP Road 241A to TWP Road 240	\$ 5,281,100	\$ -	\$ -	\$ -	\$ 5,281,100
37	Township Road 240, Railroad Crossing to Western Headworks Canal Including Crossings, 2-lane urban	\$ 2,003,000	\$ -	\$ -	\$ -	\$ 2,003,000
38	Township Road 240, Railroad Crossing to Western Headworks Canal to Rainbow Road	\$ 1,468,000	\$ -	\$ -	\$ -	\$ 1,468,000
39	Range Road 281, TWP Road 241A to TWP Road 240 Canal Crossing Bridge	\$ 7,075,200	\$ -	\$ -	\$ -	\$ 7,075,200
100	Unallocated Offsite Levies Collected to Dec 31, 2016	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 251,019,188	\$ 4,655,865	\$ 1,811,323	\$ -	\$ 244,552,000

D3. Transportation Infrastructure Staging

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

Transportation Infrastructure Staging

Item	Project Description	Year of Construction
1	Rainbow Rd Twinning - Chestermere Blvd to Merganser Drive West	2006
2	Rainbow Rd 2 lane rural to 2 lane urban at Goodacre	2012
3	Rainbow Rd Tie in and Signalization at Chestermere Blvd	2014
4	Project removed and cost estimate added to Item 10	-
5	TWP Rd 240 2 lane rural to 2 lane urban (Phase 1,2,3) Rainbow Rd to East City boundary (includes 1 cannal crossing)	2024
6	Rainbow Rd 2 lane rural to 2 lane urban Western Headworks cannal crossing to TWP Rd 240 (includes rail crossing upgrade)	2036
7	Rainbow Rd 2 lane rural bridge to 2 lane urban bridge (Western Headworks crossing)	2024
8	Project removed and cost estimate added to Item 6	-
9	Chestermere Blvd 2 lane rural to 4 lane rural Range Rd 284 to Rainbow Rd (potential for 2 lane urban included in	2025
10	Rainbow Rd 2 lane urban to 4 lane urban Merganser Drive West to Waterford Blvd	2024
11	Rainbow Rd 2 lane urban to 4 lane urban Waterford Blvd to TWP Rd 240	2035
12	Chestermere Blvd 2 lane urban to 4 lane urban bridge over Chestermere Lake	2027
13	Rainbow Rd 2 lane rural to 2 lane urban Windermere Drive to Highway 1	2031
14	Highway 1 & Rainbow Rd interchange (50% of half	2056
15	Project Removed	
16	Project Removed	
17	Project Removed	
18	Highway 1 & Highway 791 1 interchange (1/4 share)	2051
19	Project Removed	
20	Project removed and cost estimate added to Item 19 & 30	-
21	Project Removed	

22	TWP Rd 240 2 lane rural to 2 lane urban (Phase 4) Rainbow Rd to West City boundary (includes 1 canal crossing and 1 rail crossing)	2033
23	Rainbow Rd 2 lane urban to 4 lane urban Highway 1 to Windermere Drive	2037
24	Range Rd 284 2 lane rural to 2 lane urban Chestermere Blvd to Chelsea Parade	2026
25	Range Rd 284 2 lane rural to 2 lane urban TWP Rd 240 to AltaLink ROW	2038
26	Range Rd 284 2 lane rural to 2 lane urban Chestermere Blvd to Memorial Drive/Windermere Drive	2041
27	Project Removed	2039
28	Highway 1 & Range Rd 284 interchange (1/4 share)	2046
29	Chestermere Blvd 2 lane rural to 4 lane rural Rainbow Rd to Highway 1 (potential for 2 lane urban included in scope)	2028
30	Project Removed	2038
31	Rainbow Rd 2 lane urban bridge to 4 lane urban bridge (Western Headworks crossing)	2034
32	Rainbow Rd 2 lane urban to 4 lane urban Chestermere Blvd to Windermere Drive	2037
33	Range Rd 284 2 lane rural to 2 lane urban Chelsea Parade to AltaLink ROW	2048
34	Chestermere Blvd 4 lane rural to 4 lane urban Rainbow Rd to Marina Drive Phase 2	2028
35	Chestermere Blvd 4 lane rural to 4 lane urban Marina Drive to West Chestermere Dr	2029
36	Range Road 281, TWP Road 241A to TWP Road 240	2036
37	Township Road 240, Railroad Crossing to Western Headworks Canal Including Crossings, 2-lane urban	2033
38	Township Road 240, Railroad Crossing to Western Headworks Canal to Rainbow Road	2033
39	Range Road 281, TWP Road 241A to TWP Road 240 Canal Crossing Bridge	2036

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

**Costs are inflated to the year of construction using an inflation rate of 3% for the next year, and 3% thereafter.

D4. Transportation Offsite Infrastructure Benefiting Parties

The transportation offsite infrastructure previously outlined will benefit various parties to varying degrees as determined by the City's staff and engineering advisors. The potential benefiting parties include:

- City of Chestermere – that portion of cost which is required to service existing residents.
- Other Stakeholders – other parties (such as neighboring municipalities) that benefit from the infrastructure.*
- City of Chestermere Future Development (Financial Oversizing) – that portion of cost which benefits future development beyond the 25-year review period.

City of Chestermere Offsite Levy Rates Update

- City of Chestermere Future Development (in Rates) – all growth-related infrastructure (i.e., leviable transportation infrastructure costs) during the 25-year rate planning period.

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

*Other Stakeholder share removed from total project cost and is not included in the offsite levy model

Allocation of Transportation Infrastructure to Benefiting Parties

Item	Project Description	Reduced Project Cost	Muni Share %	Other Stakeholder Share	Developer Share Beyond 25 Yrs (Financial Oversizing %)	OSL / Developer Share %
1	Rainbow Rd Twinning - Chestermere Blvd to Merganser Drive West	\$ 1,045,273			0.0%	100.0%
2	Rainbow Rd 2 lane rural to 2 lane urban at Goodacre location	\$ 581,327			0.0%	100.0%
3	Rainbow Rd Tie in and Signalization at Chestermere Blvd	\$ 570,000			0.0%	100.0%
4	Project removed and cost estimate added to Item 10	\$ -			0.0%	100.0%
5	TWP Rd 240 2 lane rural to 2 lane urban (Phase 1,2,3) Rainbow Rd to East City boundary (includes 1 cannal crossing)	\$ 5,262,036			0.0%	100.0%
6	Rainbow Rd 2 lane rural to 2 lane urban Western Headworks cannal crossing to TWP Rd 240 (includes rail crossing upgrade)	\$ 10,446,700			44.0%	56.0%
7	Rainbow Rd 2 lane rural bridge to 2 lane urban bridge (Western Headworks crossing)	\$ 6,078,550	50.0%		0.0%	50.0%
8	Project removed and cost estimate added to Item 6	\$ -			0.0%	100.0%
9	Chestermere Blvd 2 lane rural to 4 lane rural Range Rd 284 to Rainbow Rd (potential for 2 lane urban included in scope)	\$ 14,418,808			0.0%	100.0%
10	Rainbow Rd 2 lane urban to 4 lane urban Merganser Drive West to Waterford Blvd	\$ 7,839,980			0.0%	100.0%
11	Rainbow Rd 2 lane urban to 4 lane urban Waterford Blvd to TWP Rd 240	\$ 4,101,000			40.0%	60.0%
12	Chestermere Blvd 2 lane urban to 4 lane urban bridge over Chestermere Lake	\$ 32,213,806	75.0%		2.0%	23.0%
13	Rainbow Rd 2 lane rural to 2 lane urban Windermere Drive to Highway 1	\$ 11,278,000			24.0%	76.0%
14	Highway 1 & Rainbow Rd interchange (50% of half diamond)	\$ 9,625,000			100.0%	0.0%
15	Project Removed	\$ -			0.0%	100.0%
16	Project Removed	\$ -			0.0%	100.0%
17	Project Removed	\$ -			0.0%	100.0%
18	Highway 1 & Highway 791 1 interchange (1/4 share)	\$ 45,439,350			100.0%	0.0%
19	Project Removed	\$ -			0.0%	100.0%
20	Project removed and cost estimate added to Item 19 & 30	\$ -			0.0%	100.0%
21	Project Removed	\$ -			0.0%	100.0%
22	TWP Rd 240 2 lane rural to 2 lane urban (Phase 4) Rainbow Rd to West City boundary (includes 1 cannal crossing and 1 rail crossing)	\$ 5,180,000			32.0%	68.0%
23	Rainbow Rd 2 lane urban to 4 lane urban Highway 1 to Windermere Drive	\$ 6,321,700			48.0%	52.0%
24	Range Rd 284 2 lane rural to 2 lane urban Chestermere Blvd to Chelsea Parade	\$ 5,975,300			4.0%	96.0%
25	Range Rd 284 2 lane rural to 2 lane urban TWP Rd 240 to AltaLink ROW	\$ 8,685,600			52.0%	48.0%
26	Range Rd 284 2 lane rural to 2 lane urban Chestermere Blvd to Memorial Drive/Windermere Drive	\$ 9,369,800			64.0%	36.0%
27	Project Removed	\$ -			0.0%	100.0%
28	Highway 1 & Range Rd 284 interchange (1/4 share)	\$ 17,563,700			84.0%	16.0%

City of Chestermere Offsite Levy Rates Update

29	Chestermere Blvd 2 lane rural to 4 lane rural Rainbow Rd to Highway 1 (potential for 2 lane urban included in scope)	\$ 1,716,000			12.0%	88.0%
30	Project Removed	\$ -			0.0%	100.0%
31	Rainbow Rd 2 lane urban bridge to 4 lane urban bridge (Western Headworks crossing)	\$ 5,924,000			36.0%	64.0%
32	Rainbow Rd 2 lane urban to 4 lane urban Chestermere Blvd to Windermere Drive	\$ 5,143,600			48.0%	52.0%
33	Range Rd 284 2 lane rural to 2 lane urban Chelsea Parade to AltaLink ROW	\$ 2,964,170			92.0%	8.0%
34	Chestermere Blvd 4 lane rural to 4 lane urban Rainbow Rd to Marina Drive Phase 2	\$ 6,003,000			12.0%	88.0%
35	Chestermere Blvd 4 lane rural to 4 lane urban Marina Drive to West Chestermere Dr	\$ 4,978,000			16.0%	84.0%
36	Range Road 281, TWP Road 241A to TWP Road 240	\$ 5,281,100			44.0%	56.0%
37	Township Road 240, Railroad Crossing to Western Headworks Canal Including Crossings, 2-lane urban	\$ 2,003,000			32.0%	68.0%
38	Township Road 240, Railroad Crossing to Western Headworks Canal to Rainbow Road	\$ 1,468,000			32.0%	68.0%
39	Range Road 281, TWP Road 241A to TWP Road 240 Canal Crossing Bridge	\$ 7,075,200			44.0%	56.0%
100	Unallocated Offsite Levies Collected to Dec 31, 2016	\$ -			0.0%	100.0%
		\$ 244,552,000				

*Allocations to future development (vs municipal share etc.) were determined by City staff and their engineering/consulting advisors.

**Financial oversizing is determined by separating out the pro rata portion of developer cost beyond the 25-year review period, in comparison with the anticipated year of construction. As the years move forward and rates are updated, these additional developer costs will be included in rate calculations. For example, a project which is slated to be constructed in year 20 of the 25-year review period will have 20% (5/25) of its costs in rates today, and 80% (20/25) of its costs will sit beyond the 25-year review period.

D5. Existing Receipts & Adjusted Levy Cost

Using the offsite levy share percentages shown in the previous section and applying those percentages to project costs results in an offsite levy cost of approximately **\$106.90 million**. However, prior to allocating these costs to benefiting areas, existing offsite levy receipts collected from developers need to be considered in determining the residual/net costs to developers. The City has collected **\$26.54 million** (\$4.93 million + \$21.62 million) in offsite levies to date, and results in an adjusted offsite levy cost of approximately **\$80.36 million**.

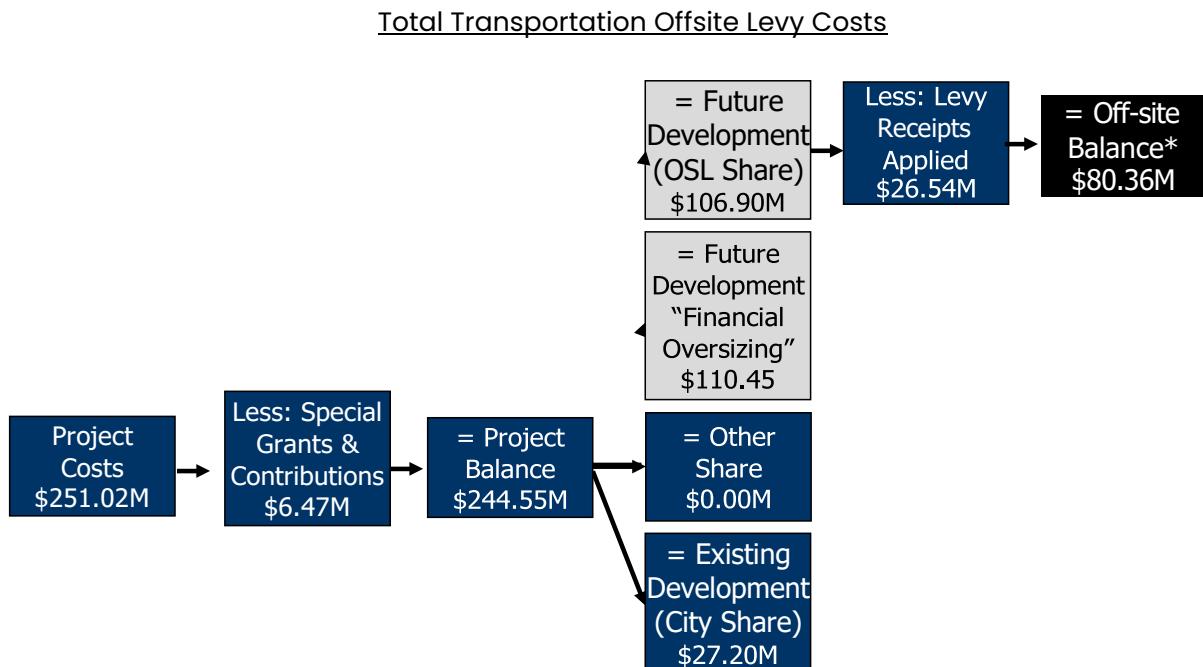
City of Chestermere Offsite Levy Rates Update

Offsite Levy Funds Collected to Date & Adjusted Levy Cost

Item	Project Description	OSL / Developer Cost	Offsite Levy Funds Collected to Dec 31, 2016	Offsite Levy Funds Collected Starting Jan 1, 2017	Adjusted Developer (Levy) Cost
1	Rainbow Rd Twinning - Chestermere Blvd to Merganser Drive West	\$ 1,045,273	\$ 1,044,741	\$ 150	\$ 381
2	Rainbow Rd 2 lane rural to 2 lane urban at Goodacre location	\$ 581,327	\$ 581,327	\$ -	\$ -
3	Rainbow Rd Tie in and Signalization at Chestermere Blvd	\$ 570,000	\$ 444,000	\$ 35,475	\$ 90,525
4	Project removed and cost estimate added to Item 10	\$ -	\$ -	\$ 296	\$ (296)
5	TWP Rd 240 2 lane rural to 2 lane urban (Phase 1,2,3) Rainbow Rd to East City boundary (includes 1 cannal crossing)	\$ 5,262,036	\$ 150,730	\$ 1,181,704	\$ 3,929,602
6	Rainbow Rd 2 lane rural to 2 lane urban Western Headworks cannal crossing to TWP Rd 240 (includes rail crossing upgrade)	\$ 5,850,152	\$ -	\$ 1,144,509	\$ 4,705,643
7	Rainbow Rd 2 lane rural bridge to 2 lane urban bridge (Western Headworks crossing)	\$ 3,039,275	\$ -	\$ 724,087	\$ 2,315,188
8	Project removed and cost estimate added to Item 6	\$ -	\$ -	\$ 2,198	\$ (2,198)
9	Chestermere Blvd 2 lane rural to 4 lane rural Range Rd 284 to Rainbow Rd (potential for 2 lane urban included in scope)	\$ 14,418,808	\$ -	\$ 3,537,028	\$ 10,881,781
10	Rainbow Rd 2 lane urban to 4 lane urban Merganser Drive West to Waterford Blvd	\$ 7,839,980	\$ -	\$ 1,789,801	\$ 6,050,179
11	Rainbow Rd 2 lane urban to 4 lane urban Waterford Blvd to TWP Rd 240	\$ 2,460,600	\$ -	\$ 474,727	\$ 1,985,873
12	Chestermere Blvd 2 lane urban to 4 lane urban bridge over Chestermere Lake	\$ 7,409,175	\$ -	\$ 1,029,921	\$ 6,379,255
13	Rainbow Rd 2 lane rural to 2 lane urban Windermere Drive to Highway 1	\$ 8,571,280	\$ -	\$ 1,299,820	\$ 7,271,460
14	Highway 1 & Rainbow Rd interchange (50% of half diamond)	\$ -	\$ -	\$ 170,135	\$ (170,135)
15	Project Removed	\$ -	\$ -	\$ 71,048	\$ (71,048)
16	Project Removed	\$ -	\$ -	\$ 33,922	\$ (33,922)
17	Project Removed	\$ -	\$ -	\$ 3,595	\$ (3,595)
18	Highway 1 & Highway 791 1 interchange (1/4 share)	\$ -	\$ -	\$ 48,839	\$ (48,839)
19	Project Removed	\$ -	\$ -	\$ 373,572	\$ (373,572)
20	Project removed and cost estimate added to Item 19 & 30	\$ -	\$ -	\$ 733	\$ (733)
21	Project Removed	\$ -	\$ -	\$ 2,930	\$ (2,930)
22	TWP Rd 240 2 lane rural to 2 lane urban (Phase 4) Rainbow Rd to West City boundary (includes 1 cannal crossing and 1 rail crossing)	\$ 3,522,400	\$ -	\$ 1,195,079	\$ 2,327,321
23	Rainbow Rd 2 lane urban to 4 lane urban Highway 1 to Windermere Drive	\$ 3,287,284	\$ -	\$ 230,898	\$ 3,056,386
24	Range Rd 284 2 lane rural to 2 lane urban Chestermere Blvd to Chelsea Parade	\$ 5,736,288	\$ -	\$ 1,153,587	\$ 4,582,701
25	Range Rd 284 2 lane rural to 2 lane urban TWP Rd 240 to AltaLink ROW	\$ 4,169,088	\$ -	\$ 765,809	\$ 3,403,279
26	Range Rd 284 2 lane rural to 2 lane urban Chestermere Blvd to Memorial Drive/Windermere Drive	\$ 3,373,128	\$ -	\$ 617,009	\$ 2,756,119
29	Chestermere Blvd 2 lane rural to 4 lane rural Rainbow Rd to Highway 1 (potential for 2 lane urban included in scope)	\$ 1,510,080	\$ -	\$ 1,126,006	\$ 384,074
30	Project Removed	\$ -	\$ -	\$ 656,499	\$ (656,499)
31	Rainbow Rd 2 lane urban bridge to 4 lane urban bridge (Western Headworks crossing)	\$ 3,791,360	\$ -	\$ 455,163	\$ 3,336,197
32	Rainbow Rd 2 lane urban to 4 lane urban Chestermere Blvd to Windermere Drive	\$ 2,674,672	\$ -	\$ 1,270,668	\$ 1,404,004
33	Range Rd 284 2 lane rural to 2 lane urban Chelsea Parade to AltaLink ROW	\$ 237,134	\$ -	\$ 623,314	\$ (386,181)
34	Chestermere Blvd 4 lane rural to 4 lane urban Rainbow Rd to Marina Drive Phase 2	\$ 5,282,640	\$ -	\$ 185,526	\$ 5,097,114
35	Chestermere Blvd 4 lane rural to 4 lane urban Marina Drive to West Chestermere Dr	\$ 4,181,520	\$ -	\$ 292,310	\$ 3,889,210
36	Range Road 281, TWP Road 241A to TWP Road 240	\$ 2,957,416	\$ -	\$ 207,728	\$ 2,749,688
37	Township Road 240, Railroad Crossing to Western Headworks Canal Including Crossings, 2-lane urban	\$ 1,362,040	\$ -	\$ 105,236	\$ 1,256,804
38	Township Road 240, Railroad Crossing to Western Headworks Canal to Rainbow Road	\$ 998,240	\$ -	\$ 49,906	\$ 948,334
39	Range Road 281, TWP Road 241A to TWP Road 240 Canal Crossing Bridge	\$ 3,962,112	\$ -	\$ 278,298	\$ 3,683,814
100	Unallocated Offsite Levies Collected to Dec 31, 2016	\$ -	\$ 2,704,322	\$ -	\$ (2,704,322)
		\$ 106,903,500	\$ 4,925,120	\$ 21,618,348	\$ 80,360,032

D6. Summary of Transportation Offsite Levy Cost Flow-through

As shown in the figure below, the total cost for transportation infrastructure that forms the basis of the rate is approximately **\$80.36 million**. The cost allocations to each benefitting party are based on the benefitting percentages shown in Section D4. The offsite levy balance (due from developers) is allocated to various benefitting areas (as described in the next section).



D7. Transportation Infrastructure Benefiting Areas

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

Benefiting Areas for Transportation Offsite Infrastructure

Item	Project Description	Developer Cost	1.1	2.1	3.1	4.1	5.1	6.1	7.1	8.1	9.1	10.1	11.1	12.1	13.1	14.1	15.1	16.1	17.1	18.1	19.1	20.1	21.1	22.1
			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1	Rainbow Rd Twinning - Chestermere Blvd to Merganser Drive West	\$ 381	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Rainbow Rd 2 lane rural to 2 lane urban at Goodacre location	\$ -	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Rainbow Rd Tie in and Signalization at Chestermere Blvd	\$ 90,525	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	Project removed and cost estimate added to Item 10	\$ (296)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	TWP Rd 240 2 lane rural to 2 lane urban (Phase 1,2,3) Rainbow Rd to East City	\$ 3,929,602	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Rainbow Rd 2 lane rural to 2 lane urban Western Headworks canal crossing	\$ 4,705,643	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	Rainbow Rd 2 lane rural bridge to 2 lane urban bridge (Western Headworks crossing)	\$ 2,315,188	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Project removed and cost estimate added to Item 6	\$ (2,198)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
9	Chestermere Blvd 2 lane rural to 4 lane rural Range Rd 284 to Rainbow Rd (potential for 2 lane urban included in scope)	\$ 10,881,781	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
10	Rainbow Rd 2 lane urban to 4 lane urban Merganser Drive West to Waterford Blvd	\$ 6,050,179	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
11	Rainbow Rd 2 lane urban to 4 lane urban Waterford Blvd to TWP Rd 240	\$ 1,985,873	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12	Chestermere Blvd 2 lane urban to 4 lane urban bridge over Chestermere Lake	\$ 6,379,255	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
13	Rainbow Rd 2 lane rural to 2 lane urban Windermere Drive to Highway 1	\$ 7,271,460	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
14	Highway 1 & Rainbow Rd interchange (50% of half diamond)	\$ (170,135)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
15	Project Removed	\$ (71,048)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
16	Project Removed	\$ (33,922)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
17	Project Removed	\$ (3,595)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
18	Highway 1 & Highway 791 1 interchange (1/4 share)	\$ (48,839)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
19	Project Removed	\$ (373,572)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
20	Project removed and cost estimate added to Item 19 & 30	\$ (733)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
21	Project Removed	\$ (2,930)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
22	TWP Rd 240 2 lane rural to 2 lane urban (Phase 4) Rainbow Rd to West City boundary (includes 1 canal crossing and 1 rail crossing)	\$ 2,327,321	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
23	Rainbow Rd 2 lane urban to 4 lane urban Highway 1 to Windermere Drive	\$ 3,056,386	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
24	Range Rd 284 2 lane rural to 2 lane urban Chestermere Blvd to Chelsea Parade	\$ 4,582,701	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
25	Range Rd 284 2 lane rural to 2 lane urban TWP Rd 240 to AltaLink ROW	\$ 3,403,279	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
26	Range Rd 284 2 lane rural to 2 lane urban Chestermere Blvd to Memorial Drive/Windermere Drive	\$ 2,756,119	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
27	Project Removed	\$ (301,135)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
28	Highway 1 & Range Rd 284 interchange (1/4 share)	\$ 2,630,506	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
29	Chestermere Blvd 2 lane rural to 4 lane rural Rainbow Rd to Highway 1 (potential for 2 lane urban included in scope)	\$ 384,074	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
30	Project Removed	\$ (656,499)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
31	Rainbow Rd 2 lane urban bridge to 4 lane urban bridge (Western Headworks crossing)	\$ 3,336,197	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
32	Rainbow Rd 2 lane urban to 4 lane urban Chestermere Blvd to Windermere Drive	\$ 1,404,004	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
33	Range Rd 284 2 lane rural to 2 lane urban Chelsea Parade to AltaLink ROW	\$ (386,181)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
34	Chestermere Blvd 4 lane rural to 4 lane urban Rainbow Rd to Marina Drive Phase 2	\$ 5,097,114	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
35	Chestermere Blvd 4 lane rural to 4 lane urban Marina Drive to West Chestermere Dr	\$ 3,889,210	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
36	Range Road 281, TWP Road 241A to TWP Road 240	\$ 2,749,688	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
37	Township Road 240, Railroad Crossing to Western Headworks Canal Including Crossings, 2-lane urban	\$ 1,256,804	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
38	Township Road 240, Railroad Crossing to Western Headworks Canal to Rainbow Road	\$ 948,334	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
39	Range Road 281, TWP Road 241A to TWP Road 240 Canal Crossing Bridge	\$ 3,683,814	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
100	Unallocated Offsite Levies Collected to Dec 31, 2016	\$ (2,704,322)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		\$ 80,360,032																						

D8. Reserve Balance

The balance of the City's transportation reserve at December 31st, 2024 is **\$4,697,967.74**. This updated balance takes into consideration public facilities fees collected and transferred to the recreation account, and expenditures up to end-2024.

Transportation Offsite Levy Reserve Balance

Description	Dr	Cr	Balance
Offsite Levy Expenditures to December 31, 2016		\$ 2,221,329.74	\$ (2,221,329.74)
Offsite Levy Receipt Allocations to December 31, 2016	\$ 2,220,798.53		\$ (531.21)
Debenture Interest Expenditure to December 31, 2016		\$ -	\$ (531.21)
Unallocated Receipts to December 31, 2016	\$ 2,704,321.55		\$ 2,703,790.34
Opening Balance			\$ 2,703,790.34
2017			
Interest on Opening Balance	\$ 27,037.90		\$ 2,703,790.34
Project Expenditures (OSL Share) As Reflected by City		\$ 3,298,011.83	\$ 2,730,828.24
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ (143,227.94)	\$ (423,955.65)
Offsite Levy Receipts	\$ 84,552.03		\$ (339,403.62)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (339,403.62)
Debenture Interest Expenditure		\$ -	\$ (339,403.62)
Interest on Project Expenditure		\$ 23,660.88	\$ (363,064.50)
Interest on Offsite Levy Receipts	\$ 422.76		\$ (362,641.74)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (362,641.74)
Interest on Debenture Expenditure		\$ -	\$ (362,641.74)
2018			
Interest on Opening Balance		\$ 11,241.89	\$ (362,641.74)
Project Expenditures (OSL Share) As Reflected by City		\$ 708,001.90	\$ (373,883.63)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ 18,788.10	\$ (1,081,885.53)
Offsite Levy Receipts	\$ 184,398.64		\$ (916,274.99)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (916,274.99)
Debenture Interest Expenditure		\$ -	\$ (916,274.99)
Interest on Project Expenditure		\$ 5,632.62	\$ (921,907.61)
Interest on Offsite Levy Receipts	\$ 1,843.99		\$ (920,063.63)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (920,063.63)
Interest on Debenture Expenditure		\$ -	\$ (920,063.63)
2019			
Interest on Opening Balance		\$ 28,521.97	\$ (920,063.63)
Project Expenditures (OSL Share) As Reflected by City		\$ 1,678,261.16	\$ (2,626,846.76)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ 35,185.42	\$ (2,662,032.18)
Offsite Levy Receipts	\$ 333,135.66		\$ (2,328,896.52)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (2,328,896.52)
Debenture Interest Expenditure		\$ -	\$ (2,328,896.52)
Interest on Project Expenditure		\$ 13,279.21	\$ (2,342,175.73)
Interest on Offsite Levy Receipts	\$ 3,331.36		\$ (2,338,844.37)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (2,338,844.37)
Interest on Debenture Expenditure		\$ -	\$ (2,338,844.37)
2020			
Interest on Opening Balance		\$ 72,504.18	\$ (2,338,844.37)
Project Expenditures (OSL Share) As Reflected by City		\$ 208,769.05	\$ (2,411,348.55)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ (0.05)	\$ (2,620,117.60)
Offsite Levy Receipts	\$ 1,442,110.57		\$ (2,620,117.55)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -	\$ 96,691.73	\$ (1,274,698.71)
Interest on Project Expenditure		\$ 1,617.96	\$ (1,276,316.67)
Interest on Offsite Levy Receipts	\$ 14,421.11		\$ (1,261,895.56)
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ (1,261,895.56)

City of Chestermere Offsite Levy Rates Update

2021			
Interest on Opening Balance		\$32,809.28	\$(1,261,895.56)
Project Expenditures (OSL Share) As Reflected by City		\$341,661.79	\$(1,294,704.85)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$0.21	\$(1,636,366.64)
Offsite Levy Receipts	\$3,141,436.84		\$1,636,366.85)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$-		\$1,505,069.99
Interest on Project Expenditure		\$2,220.80	\$1,505,069.99
Interest on Offsite Levy Receipts	\$15,707.18		\$1,518,556.37
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$-		\$1,518,556.37
2022			
Interest on Opening Balance	\$30,523.46		\$1,518,556.37
Project Expenditures (OSL Share) As Reflected by City		\$240,751.77	\$1,549,079.83
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$(66,088.11)	\$1,308,328.06
Offsite Levy Receipts	\$2,585,122.63		\$1,374,416.17
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$3,959,538.81
Interest on Project Expenditure		\$3,141.81	\$3,959,538.81
Interest on Offsite Levy Receipts	\$25,851.23		\$3,982,248.23
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$3,982,248.23
2023			
Interest on Opening Balance	\$79,797.29		\$3,982,248.23
Project Expenditures (OSL Share) As Reflected by City		\$3,012,113.00	\$4,062,045.52
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$(127,806.00)	\$1,049,932.52
Offsite Levy Receipts	\$7,207,685.08		\$1,177,738.52
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$8,385,423.60
Interest on Project Expenditure		\$37,576.11	\$8,385,423.60
Interest on Offsite Levy Receipts	\$72,076.85		\$8,419,924.34
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$8,419,924.34
2024			
Interest on Opening Balance	\$168,550.82		\$8,419,924.34
Project Expenditures (OSL Share) As Reflected by City		\$10,464,954.87	\$8,588,475.16
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$(1,876,479.71)	\$ (1,876,479.71)
Offsite Levy Receipts	\$6,639,906.81		\$ (1,876,479.71)
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$4,763,427.10
Interest on Project Expenditure		\$131,858.43	\$4,763,427.10
Interest on Offsite Levy Receipts	\$66,399.07		\$4,631,568.67
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$4,631,568.67
			\$4,697,967.74
			\$4,697,967.74

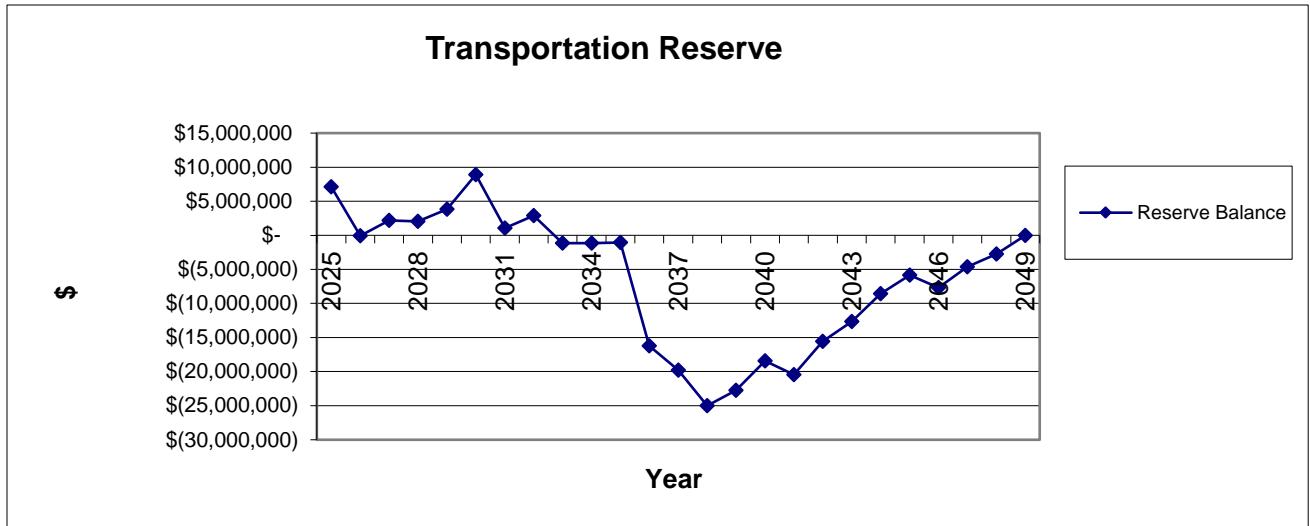
D9. Development and Transportation Infrastructure Staging Impacts

Transportation offsite infrastructure will be constructed in staged fashion over the 25-year review period. We have reviewed the availability of offsite levy funds to meet these construction requirements and found that offsite levy reserve funds will not be sufficient to pay for construction of transportation infrastructure from time to time-front ending of infrastructure will be required. A front-ender is the party that constructs and pays up front for infrastructure that benefits other parties. The front-ender (be it a municipality or a developer) is reimbursed over time as levies are collected, and in accordance with the municipality's front-ending repayment policies.

To compensate parties for capital they provide in front-ending offsite infrastructure construction, a **5.04%** interest allowance has been charged to the reserve when it is forecast to be in a negative balance. Further, a **2.00%** interest credit has been provided to the reserve when it is forecast to be in a positive balance. The graph and table below outline the forecast transportation levy reserve balances over the 25-year development period.

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

Anticipated Transportation Offsite Levy Reserve Balances⁶



Anticipated Transportation Offsite Levy Reserve Balances

Year	Receipts	Expenditure	Reserve Balance	\$ 4,697,968
			Interest	Balance
2025	\$ 10,048,474	\$ 7,749,408	\$ 139,941	\$ 7,136,975
2026	\$ 6,149,450	\$ 13,334,063	\$ (2,401)	\$ (50,039)
2027	\$ 6,126,391	\$ 3,930,197	\$ 42,923	\$ 2,189,078
2028	\$ 10,464,098	\$ 10,645,639	\$ 40,151	\$ 2,047,688
2029	\$ 7,265,208	\$ 5,556,142	\$ 75,135	\$ 3,831,889
2030	\$ 4,905,161	\$ -	\$ 174,741	\$ 8,911,791
2031	\$ 2,369,754	\$ 10,234,557	\$ 20,940	\$ 1,067,929
2032	\$ 1,771,357	\$ -	\$ 56,786	\$ 2,896,072
2033	\$ 3,447,870	\$ 7,452,003	\$ (55,846)	\$ (1,163,907)
2034	\$ 5,001,423	\$ 4,946,865	\$ (55,911)	\$ (1,165,260)
2035	\$ 3,485,622	\$ 3,306,841	\$ (49,718)	\$ (1,036,197)
2036	\$ 3,274,656	\$ 17,676,224	\$ (778,063)	\$ (16,215,828)
2037	\$ 3,961,455	\$ 6,593,602	\$ (949,938)	\$ (19,797,913)
2038	\$ 4,080,298	\$ 8,086,369	\$ (1,199,721)	\$ (25,003,705)
2039	\$ 3,345,012	\$ -	\$ (1,091,598)	\$ (22,750,292)
2040	\$ 5,212,215	\$ -	\$ (883,919)	\$ (18,421,996)
2041	\$ 4,367,659	\$ 5,412,880	\$ (981,148)	\$ (20,448,365)
2042	\$ 5,642,106	\$ -	\$ (746,235)	\$ (15,552,495)
2043	\$ 3,519,643	\$ -	\$ (606,456)	\$ (12,639,308)
2044	\$ 4,460,448	\$ -	\$ (412,215)	\$ (8,591,074)
2045	\$ 3,019,144	\$ -	\$ (280,825)	\$ (5,852,755)
2046	\$ 3,789,047	\$ 5,227,785	\$ (367,491)	\$ (7,658,985)
2047	\$ 3,257,335	\$ -	\$ (221,843)	\$ (4,623,493)
2048	\$ 2,238,196	\$ 234,002	\$ (132,013)	\$ (2,751,312)
2049	\$ 2,992,333	\$ 241,022	\$ (0)	\$ (0)

⁶ In determining staging adjustments, the offsite levy model also applies inflation to future rates. In so doing it acknowledges that rates must keep pace with inflation just as costs do. Also, it acknowledges that an offsite levy rate of \$X paid today is not worth the same as the equivalent \$X rate paid in the future (i.e., it is discounted).

APPENDIX E: STORMWATER OFFSITE INFRASTRUCTURE

E1. Stormwater Offsite Infrastructure Costs

To support future growth, stormwater offsite infrastructure is required. The estimated cost of this infrastructure is based upon: (a) actual construction costs to the cut-off date, (b) debenture interest associated with financing, and (c) future cost estimates. Total cost is approximately **\$87.43 million** as outlined in the table below. Actual costs, debenture interest (if any), and cost estimates were provided by City staff. It is important to note that these costs represent “gross” costs, of which only a portion will go to support future development during the 25-year review period. The remainder of this section outlines how the “net” costs for future development are determined.

Summary of Stormwater Offsite Infrastructure

Item	Project Description	Cost of Completed Work & Historical Interest	Future Debenture Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost
6	Phase 0 - Storm outfall prelim engineering	\$ 728,649	\$ -	\$ 1,166,080	\$ 1,894,729
7	Phase 1 - Centralized stormwater reservoir Phase 1	\$ -	\$ -	\$ 9,172,556	\$ 9,172,556
8	Phase 2 - Outlet forcemain & pump station Phase 1	\$ -	\$ -	\$ 30,692,227	\$ 30,692,227
9	Phase 3 - Centralized stormwater reservoir expansion Phase 2	\$ -	\$ -	\$ 14,033,981	\$ 14,033,981
10	NW Storm Trunk Phase A	\$ -	\$ -	\$ 723,600	\$ 723,600
11	NW Storm Trunk Phase B1	\$ 1,536,056	\$ -	\$ -	\$ 1,536,056
12	NW Storm Trunk Phase C-Waterford to Rainbow Fall UnderDrain	\$ -	\$ -	\$ 1,178,140	\$ 1,178,140
13	NW Storm Trunk Phase D - Project Deleted	\$ -	\$ -	\$ -	\$ -
14	NW Storm Trunk Phase E - Splitter MH and Pipe to Southshore	\$ -	\$ -	\$ 721,725	\$ 721,725
15	NW Storm Trunk Phase F	\$ -	\$ -	\$ -	\$ -
16	SW Storm Trunk Phase A	\$ -	\$ -	\$ 2,097,712	\$ 2,097,712
17	SE Storm Trunk Phase A	\$ -	\$ -	\$ 9,366,964	\$ 9,366,964
18	NE Storm Trunk Phase A-E	\$ -	\$ -	\$ 7,998,993	\$ 7,998,993
19	NW Stormwater Trunk Phase B2	\$ -	\$ -	\$ 1,445,040	\$ 1,445,040
20	Land for Centralized facility	\$ 20,386	\$ -	\$ 4,000,000	\$ 4,020,386
21	Rainbow Falls Underdrain	\$ 2,544,969	\$ -	\$ -	\$ 2,544,969
100	Unallocated Offsite Levies Collected to Dec 31, 2016	\$ -	\$ -	\$ -	\$ -
		\$ 4,830,060	\$ -	\$ 82,597,018	\$ 87,427,078

*Costs estimates are reflected in current dollars.

**Estimates include engineering costs and contingencies.

***Offsite levy project details, allocations, etc. were determined by City staff and their engineering/consulting advisors.

**** Project numbering may be out of sequence as rows containing deleted projects are hidden.

E2. Stormwater Offsite Infrastructure Grants & Contributions to Date

The MGA enables the City to allocate the costs of offsite infrastructure to future development, other than those costs that have been provided by way of special grant or contribution (i.e., contributed infrastructure). The City has/will receive **\$0.00** in special grants and contributions for stormwater offsite levy infrastructure as shown in the table below (note, if the City receives other grants or contributions in the future, it will be reflected

in one of the annual updates and rates adjusted accordingly). The result is that the total reduced project estimated cost is **\$87.43 million**.

Special Grants and Contributions for Stormwater Offsite Infrastructure

Item	Project Description	Total Project Estimated Cost	Special Provincial Grants	Developer Agreement Contributions	Other Contributions	Reduced Project Estimated Cost
6	Phase 0 - Storm outfall prelim engineering	\$ 1,894,729	\$ -	\$ -	\$ -	\$ 1,894,729
7	Phase 1 - Centralized stormwater reservoir Phase 1	\$ 9,172,556	\$ -	\$ -	\$ -	\$ 9,172,556
8	Phase 2 - Outlet forcemain & pump station Phase 1	\$ 30,692,227	\$ -	\$ -	\$ -	\$ 30,692,227
9	Phase 3 - Centralized stormwater reservoir expansion Phase 2	\$ 14,033,981	\$ -	\$ -	\$ -	\$ 14,033,981
10	NW Storm Trunk Phase A	\$ 723,600	\$ -	\$ -	\$ -	\$ 723,600
11	NW Storm Trunk Phase B1	\$ 1,536,056	\$ -	\$ -	\$ -	\$ 1,536,056
12	NW Storm Trunk Phase C-Waterford to Rainbow Fall UnderDrain	\$ 1,178,140	\$ -	\$ -	\$ -	\$ 1,178,140
13	NW Storm Trunk Phase D - Project Deleted	\$ -	\$ -	\$ -	\$ -	\$ -
14	NW Storm Trunk Phase E - Splitter MH and Pipe to Southshore	\$ 721,725	\$ -	\$ -	\$ -	\$ 721,725
15	NW Storm Trunk Phase F	\$ -	\$ -	\$ -	\$ -	\$ -
16	SW Storm Trunk Phase A	\$ 2,097,712	\$ -	\$ -	\$ -	\$ 2,097,712
17	SE Storm Trunk Phase A	\$ 9,366,964	\$ -	\$ -	\$ -	\$ 9,366,964
18	NE Storm Trunk Phase A-E	\$ 7,998,993	\$ -	\$ -	\$ -	\$ 7,998,993
19	NW Stormwater Trunk Phase B2	\$ 1,445,040	\$ -	\$ -	\$ -	\$ 1,445,040
20	Land for Centralized facility	\$ 4,020,386	\$ -	\$ -	\$ -	\$ 4,020,386
21	Rainbow Falls Underdrain	\$ 2,544,969	\$ -	\$ -	\$ -	\$ 2,544,969
100	Unallocated Offsite Levies Collected to Dec 31, 2016	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 87,427,078	\$ -	\$ -	\$ -	\$ 87,427,078

E3. Stormwater Infrastructure Staging

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

Stormwater Infrastructure Staging

Item	Project Description	Year of Construction
6	Phase 0 - Storm outfall prelim engineering	2024
7	Phase 1 - Centralized stormwater reservoir Phase 1	2026
8	Phase 2 - Outlet forcemain & pump station Phase 1	2027
9	Phase 3 - Centralized stormwater reservoir expansion Phase 2	2030
10	NW Storm Trunk Phase A	2027
11	NW Storm Trunk Phase B1	2022
12	NW Storm Trunk Phase C-Waterford to Rainbow Fall UnderDrain	2026
13	NW Storm Trunk Phase D - Project Deleted	
14	NW Storm Trunk Phase E - Splitter MH and Pipe to Southshore	2026
15	NW Storm Trunk Phase F	
16	SW Storm Trunk Phase A	2040
17	SE Storm Trunk Phase A	2050
18	NE Storm Trunk Phase A-E	2028
19	NW Stormwater Trunk Phase B2	2025
20	Land for Centralized facility	2026
21	Rainbow Falls Underdrain	2024

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

**Costs are inflated to the year of construction using an inflation rate of 4% for the next year, and 3% thereafter.

E4. Stormwater Offsite Infrastructure Benefiting Parties

The stormwater offsite infrastructure previously outlined will benefit various parties to varying degrees as determined by City staff and engineering advisors. The potential benefiting parties include:

- City of Chestermere – that portion of cost which is required to service existing residents.
- Other Stakeholders – other parties (such as neighboring municipalities) that benefit from the infrastructure.
- City of Chestermere Future Development (Financial Oversizing) – that portion of cost which benefits future development beyond the 25-year review period.
- City of Chestermere Future Development (in Rates) – all growth-related infrastructure (i.e., leviable stormwater infrastructure costs) during the 25-year rate planning period.

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

Allocation of Stormwater Infrastructure to Benefiting Parties

Item	Project Description	Reduced Project Estimated Cost	Muni Share %	Other Stakeholder Share	Developer Share Beyond 25 Yrs (Financial Oversizing %)	OSL / Developer Share %
6	Phase 0 - Storm outfall prelim engineering	\$ 1,894,729			0.0%	100.0%
7	Phase 1 - Centralized stormwater reservoir Phase 1	\$ 9,172,556			4.0%	96.0%
8	Phase 2 - Outlet forcemain & pump station Phase 1	\$ 30,692,227			8.0%	92.0%
9	Phase 3 - Centralized stormwater reservoir expansion Phase 2	\$ 14,033,981			20.0%	80.0%
10	NW Storm Trunk Phase A	\$ 723,600			8.0%	92.0%
11	NW Storm Trunk Phase B1	\$ 1,536,056			0.0%	100.0%
12	NW Storm Trunk Phase C-Waterford to Rainbow Fall UnderDrain	\$ 1,178,140			4.0%	96.0%
13	NW Storm Trunk Phase D - Project Deleted	\$ -			0.0%	100.0%
14	NW Storm Trunk Phase E - Splitter MH and Pipe to Southshore	\$ 721,725			4.0%	96.0%
15	NW Storm Trunk Phase F	\$ -			0.0%	100.0%
16	SW Storm Trunk Phase A	\$ 2,097,712			60.0%	40.0%
17	SE Storm Trunk Phase A	\$ 9,366,964			100.0%	0.0%
18	NE Storm Trunk Phase A-E	\$ 7,998,993			12.0%	88.0%
19	NW Stormwater Trunk Phase B2	\$ 1,445,040			0.0%	100.0%
20	Land for Centralized facility	\$ 4,020,386			4.0%	96.0%
21	Rainbow Falls Underdrain	\$ 2,544,969			0.0%	100.0%
100	Unallocated Offsite Levies Collected to Dec 31, 2016	\$ -				100.0%
		\$ 87,427,078				

*Allocations to future development (vs municipal share etc.) were determined by City staff and their engineering/consulting advisors.

**Financial oversizing is determined by separating out the pro rata portion of developer cost beyond the 25-year review period, in comparison with the anticipated year of construction. As the years move forward and rates are updated, these additional developer costs will be included in rate calculations. For example, a project which is slated to be constructed in year 20 of the 25-year review period will have 20% (5/25) of its costs in rates today,

and 80% (20/25) of its costs will sit beyond the 25-year review period.

E5. Existing Receipts & Adjusted Levy Cost

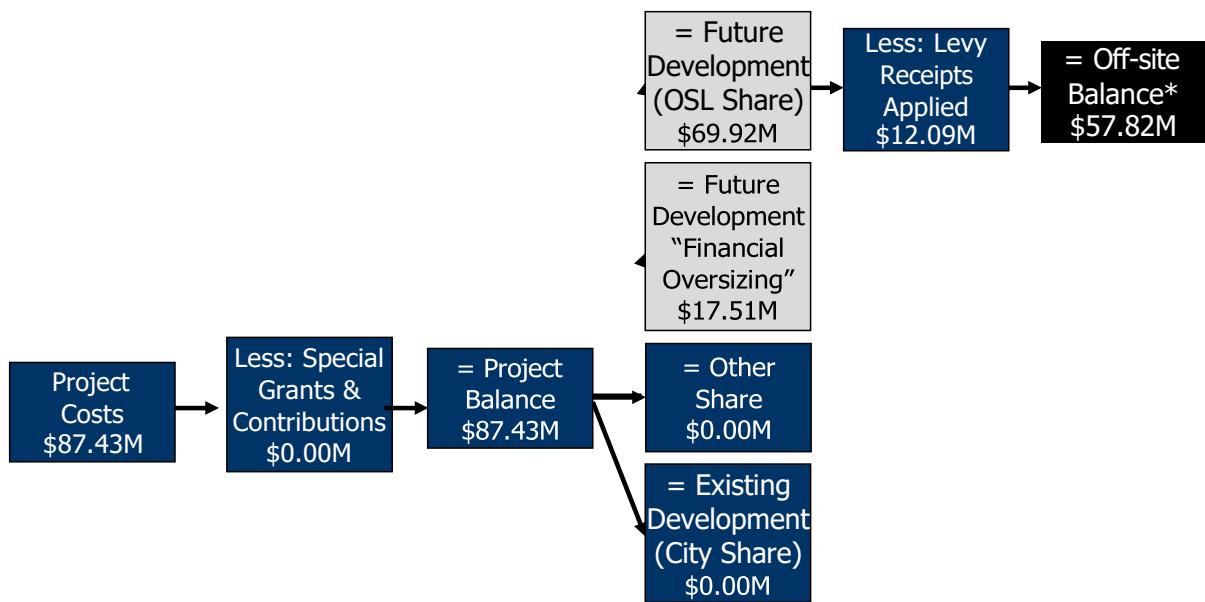
Using the offsite levy share percentages shown in the previous section and applying those percentages to project costs results in an offsite levy cost of approximately **\$69.92 million**. However, prior to allocating these costs to benefiting areas, existing offsite levy receipts collected from developers need to be considered in determining the residual/net costs to developers. The City has collected **\$12.09 million** in offsite levies to date (0.59 million + \$11.50 million), and results in an adjusted offsite levy cost of approximately **\$57.82 million**.

Item	Project Description	OSL / Developer Cost	Offsite Levy Funds Collected to Dec 31, 2016	Offsite Levy Funds Collected Starting Jan 1, 2017	Adjusted Developer (Levy) Cost
6	Phase 0 - Storm outfall prelim engineering	\$ 1,894,729	\$ -	\$ 321,652	\$ 1,573,077
7	Phase 1 - Centralized stormwater reservoir Phase 1	\$ 8,805,653	\$ -	\$ 1,313,142	\$ 7,492,511
8	Phase 2 - Outlet forcemain & pump station Phase 1	\$ 28,236,849	\$ -	\$ 5,051,081	\$ 23,185,769
9	Phase 3 - Centralized stormwater reservoir expansion Phase 2	\$ 11,227,185	\$ -	\$ 1,542,186	\$ 9,684,999
10	NW Storm Trunk Phase A	\$ 665,712	\$ -	\$ 290,052	\$ 375,659
11	NW Storm Trunk Phase B1	\$ 1,536,056	\$ -	\$ 504,007	\$ 1,032,049
12	NW Storm Trunk Phase C-Waterford to Rainbow Fall UnderDrain	\$ 1,131,014	\$ -	\$ 717,258	\$ 413,756
13	NW Storm Trunk Phase D - Project Deleted	\$ -	\$ -	\$ -	\$ -
14	NW Storm Trunk Phase E - Splitter MH and Pipe to Southshore	\$ 692,856	\$ -	\$ 144,042	\$ 548,814
15	NW Storm Trunk Phase F	\$ -	\$ -	\$ -	\$ -
16	SW Storm Trunk Phase A	\$ 839,085	\$ -	\$ -	\$ 839,085
17	SE Storm Trunk Phase A	\$ -	\$ -	\$ -	\$ -
18	NE Storm Trunk Phase A-E	\$ 7,039,114	\$ -	\$ 615,885	\$ 6,423,229
19	NW Stormwater Trunk Phase B2	\$ 1,445,040	\$ -	\$ 437,343	\$ 1,007,697
20	Land for Centralized facility	\$ 3,859,571	\$ -	\$ 446,604	\$ 3,412,966
21	Rainbow Falls Underdrain	\$ 2,544,969	\$ -	\$ -	\$ 2,544,969
100	Unallocated Offsite Levies Collected to Dec 31, 2016	\$ -	\$ 589,476	\$ -	\$ (589,476)
		\$ 69,917,833	\$ 589,476	\$ 11,503,425	\$ 57,824,933

E6. Summary of Stormwater Offsite Levy Cost Flow-through

As shown in the figure below, the total cost for stormwater infrastructure that forms the basis of the rate is approximately **\$57.82 million**. The cost allocations to each benefitting party are based on the benefitting percentages shown in Section E4. The offsite levy balance (due from developers) is allocated to various benefitting areas (as described in the next section).

Total Stormwater Offsite Levy Costs



E7. Stormwater Infrastructure Benefiting Areas

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

E8. Reserve Balance

The balance of the City's stormwater reserve at December 31st, 2024 is **\$7,435,256.40**. This updated balance takes into consideration public facilities fees collected and transferred to the recreation account, and expenditures up to end-2024.

Stormwater Offsite Levy Reserve Balance

Description	Dr	Cr	Balance
Offsite Levy Expenditures to December 31, 2016		\$ -	\$ -
Offsite Levy Receipt Allocations to December 31, 2016	\$ -		\$ -
Debenture Interest Expenditure to December 31, 2016		\$ -	\$ -
Unallocated Receipts to December 31, 2016	\$ 589,475.63		\$ 589,475.63
Opening Balance			\$ 589,475.63
2017			
Interest on Opening Balance	\$ 5,894.76		\$ 595,370.39
Project Expenditures (OSL Share) As Reflected by City		\$ -	\$ 595,370.39
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ -	\$ 595,370.39
Offsite Levy Receipts	\$ 13,786.32		\$ 609,156.71
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ 609,156.71
Debenture Interest Expenditure		\$ -	\$ 609,156.71
Interest on Project Expenditure		\$ -	\$ 609,156.71
Interest on Offsite Levy Receipts	\$ 68.93		\$ 609,225.64
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ 609,225.64
Interest on Debenture Expenditure		\$ -	\$ 609,225.64
2018			
Interest on Opening Balance	\$ 12,184.51		\$ 621,410.15
Project Expenditures (OSL Share) As Reflected by City		\$ -	\$ 621,410.15
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ -	\$ 621,410.15
Offsite Levy Receipts	\$ -		\$ 621,410.15
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ 621,410.15
Debenture Interest Expenditure		\$ -	\$ 621,410.15
Interest on Project Expenditure		\$ -	\$ 621,410.15
Interest on Offsite Levy Receipts	\$ -		\$ 621,410.15
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ 621,410.15
Interest on Debenture Expenditure		\$ -	\$ 621,410.15
2019			
Interest on Opening Balance	\$ 12,428.20		\$ 633,838.35
Project Expenditures (OSL Share) As Reflected by City		\$ -	\$ 633,838.35
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ -	\$ 633,838.35
Offsite Levy Receipts	\$ 142,624.03		\$ 776,462.38
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ 776,462.38
Debenture Interest Expenditure		\$ -	\$ 776,462.38
Interest on Project Expenditure		\$ -	\$ 776,462.38
Interest on Offsite Levy Receipts	\$ 1,426.24		\$ 777,888.62
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ -		\$ 777,888.62
Interest on Debenture Expenditure		\$ -	\$ 777,888.62

City of Chestermere Offsite Levy Rates Update

2020			
Interest on Opening Balance	\$15,557.77		\$793,446.40
Project Expenditures (OSL Share) As Reflected by City		\$161,084.14	\$632,362.26
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$(0.14)	\$632,362.40
Offsite Levy Receipts	\$280,547.84		\$912,910.24
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$-		\$912,910.24
Interest on Project Expenditure		\$1,248.40	\$911,661.84
Interest on Offsite Levy Receipts	\$2,805.48		\$914,467.31
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$-		\$914,467.31
2021			
Interest on Opening Balance	\$9,144.67		\$923,611.99
Project Expenditures (OSL Share) As Reflected by City		\$1,179,246.73	\$(255,634.74)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$0.27	\$(255,635.01)
Offsite Levy Receipts	\$523,788.59		\$268,153.58
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$-		\$268,153.58
Interest on Project Expenditure		\$7,665.11	\$260,488.47
Interest on Offsite Levy Receipts	\$2,618.94		\$263,107.41
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$-		\$263,107.41
2022			
Interest on Opening Balance	\$5,262.15		\$268,369.56
Project Expenditures (OSL Share) As Reflected by City		\$432,824.00	\$(164,454.44)
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$-	\$(164,454.44)
Offsite Levy Receipts	\$706,338.26		\$541,883.82
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$541,883.82
Interest on Project Expenditure		\$5,648.35	\$536,235.47
Interest on Offsite Levy Receipts	\$7,063.38		\$543,298.85
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$-		\$543,298.85
2023			
Interest on Opening Balance	\$10,865.98		\$554,164.83
Project Expenditures (OSL Share) As Reflected by City		\$511,721.88	\$42,442.95
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$(56,047.88)	\$98,490.83
Offsite Levy Receipts	\$4,518,190.22		\$4,616,681.05
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$4,616,681.05
Interest on Project Expenditure		\$56,047.88	\$4,560,633.17
Interest on Offsite Levy Receipts	\$45,181.90		\$4,605,815.07
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$-		\$4,605,815.07
2024			
Interest on Opening Balance	\$92,116.30		\$4,605,815.07
Project Expenditures (OSL Share) As Reflected by City		\$2,601,230.29	\$ 4,697,931.37
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City			\$ 2,096,701.08
Offsite Levy Receipts	\$5,318,149.33		\$ 7,414,850.41
Offsite Levy Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$ 7,414,850.41
Interest on Project Expenditure		\$32,775.50	\$ 7,382,074.91
Interest on Offsite Levy Receipts	\$53,181.49		\$ 7,435,256.40
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$ 7,435,256.40

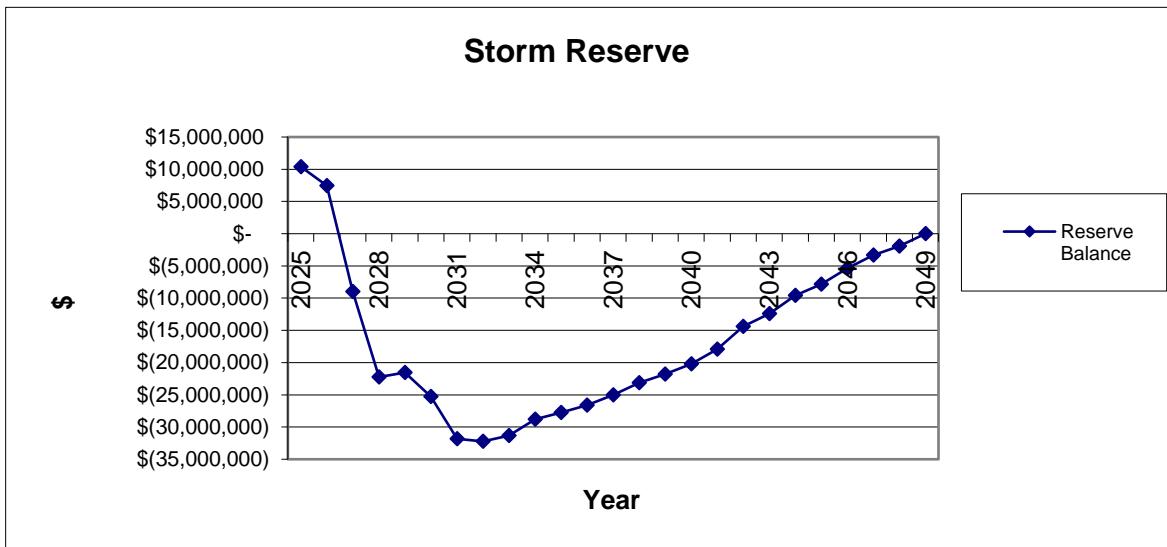
E9. Development and Stormwater Infrastructure Staging Impacts

Stormwater offsite infrastructure will be constructed in staged fashion over the 25-year review period. We have reviewed the availability of offsite levy funds to meet these construction requirements and found that offsite levy reserve funds will not be sufficient to pay for construction of stormwater infrastructure from time to time-front ending of infrastructure will be required. A front-ender is the party that constructs and pays up front for infrastructure that benefits other parties. The front-ender (be it a municipality or a developer) is reimbursed over time as levies are collected, and in accordance with the municipality's front-ending repayment policies.

To compensate parties for capital they provide in front-ending offsite infrastructure construction, a **5.04%** interest allowance has been charged to the reserve when it is forecast to be in a negative balance. Further, a **2.00%** interest credit has been provided to the reserve when it is forecast to be in a positive balance. The graph and table below outline the forecast stormwater levy reserve balances over the 25-year development period.

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

Anticipated Stormwater Offsite Levy Reserve Balances⁷



Anticipated Stormwater Offsite Levy Reserve Balances

Year	Receipts	Expenditure	Interest	Opening Balance \$ 7,435,256	Balance
2025	\$ 7,766,464	\$ 5,015,355	\$ 203,727	\$ 10,390,093	
2026	\$ 4,998,778	\$ 8,095,523	\$ 145,867	\$ 7,439,214	
2027	\$ 4,981,141	\$ 20,969,794	\$ (430,892)	\$ (8,980,331)	
2028	\$ 7,441,461	\$ 19,637,219	\$ (1,067,275)	\$ (22,243,364)	
2029	\$ 5,704,734	\$ 3,961,292	\$ (1,033,196)	\$ (21,533,118)	
2030	\$ 3,960,501	\$ 6,507,692	\$ (1,213,648)	\$ (25,293,957)	
2031	\$ 1,696,860	\$ 6,702,923	\$ (1,527,121)	\$ (31,827,141)	
2032	\$ 1,143,498	\$ -	\$ (1,546,456)	\$ (32,230,099)	
2033	\$ 2,410,681	\$ -	\$ (1,502,899)	\$ (31,322,316)	
2034	\$ 3,886,453	\$ -	\$ (1,382,767)	\$ (28,818,630)	
2035	\$ 2,379,455	\$ -	\$ (1,332,534)	\$ (27,771,709)	
2036	\$ 2,446,167	\$ -	\$ (1,276,407)	\$ (26,601,950)	
2037	\$ 2,773,929	\$ -	\$ (1,200,932)	\$ (25,028,954)	
2038	\$ 2,989,794	\$ -	\$ (1,110,774)	\$ (23,149,933)	
2039	\$ 2,384,488	\$ -	\$ (1,046,578)	\$ (21,812,024)	
2040	\$ 3,894,954	\$ 1,307,267	\$ (968,907)	\$ (20,193,243)	
2041	\$ 3,132,966	\$ -	\$ (859,838)	\$ (17,920,116)	
2042	\$ 4,214,792	\$ -	\$ (690,748)	\$ (14,396,072)	
2043	\$ 2,574,338	\$ -	\$ (595,815)	\$ (12,417,549)	
2044	\$ 3,277,919	\$ -	\$ (460,637)	\$ (9,600,267)	
2045	\$ 2,126,635	\$ -	\$ (376,671)	\$ (7,850,303)	
2046	\$ 2,763,518	\$ -	\$ (256,374)	\$ (5,343,159)	
2047	\$ 2,198,593	\$ -	\$ (158,486)	\$ (3,303,051)	
2048	\$ 1,453,302	\$ -	\$ (93,227)	\$ (1,942,977)	
2049	\$ 1,942,977	\$ -	\$ 0	\$ 0	

⁷ In determining staging adjustments, the offsite levy model also applies inflation to future rates. In so doing it acknowledges that rates must keep pace with inflation just as costs do. Also, it acknowledges that an offsite levy rate of \$X paid today is not worth the same as the equivalent \$X rate paid in the future (i.e., it is discounted).

APPENDIX F: RECREATION OFFSITE INFRASTRUCTURE

F1. Recreation Offsite Infrastructure Costs

To support future growth, recreation offsite infrastructure is required. The estimated cost of this infrastructure is based upon: (a) actual construction costs to the cut-off date, (b) debenture interest associated with financing, and (c) future cost estimates. Total cost is approximately **\$121.33 million** as outlined in the table below. Actual costs, debenture interest (if any), and cost estimates were provided by City staff. It is important to note that these costs represent “gross” costs, of which only a portion will go to support future development during the 25-year review period. The remainder of this section outlines how the “net” costs for future development are determined.

Summary of Recreation Offsite Infrastructure

Item	Project Description	Cost of Completed Work & Historical Interest	Future Debenture Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost
1	Land, Phase 1	\$ -	\$ -	\$ 3,929,908	\$ 3,929,908
2	Rec Facility Phase 1	\$ -	\$ -	\$ 46,534,091	\$ 46,534,091
3	Rec Facility Phase 2, Arenas (3 sheets)	\$ -	\$ -	\$ 68,770,000	\$ 68,770,000
4	Land Phase 2 (7 ac)	\$ -	\$ -	\$ 2,100,000	\$ 2,100,000
100	Additional Public Facility Fees	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 121,333,999	\$ 121,333,999

*Costs estimates are reflected in current dollars.

**Estimates include engineering costs and contingencies.

***Offsite levy project details, allocations, etc. were determined by City staff and their engineering/consulting advisors.

**** Project numbering may be out of sequence as rows containing deleted projects are hidden.

F2. Recreation Offsite Infrastructure Grants & Contributions to Date

The MGA enables the City to allocate the costs of offsite infrastructure to future development, other than those costs that have been provided by way of special grant or contribution (i.e., contributed infrastructure). The City has/will receive **\$2.64 million** in special grants and contributions for recreation offsite levy infrastructure as shown in the table below (note, if the City receives other grants or contributions in the future, it will be reflected in one of the annual updates and rates adjusted accordingly). The result is that the total reduced project estimated cost is **\$118.69 million**.

Special Grants and Contributions for Recreation Offsite Infrastructure

Item	Project Description	Total Project Estimated Cost	Special Provincial Grants	Developer Agreement Contributions	Other Contributions	Reduced Project Estimated Cost
1	Land, Phase 1	\$ 3,929,908	\$ -	\$ -	\$ -	\$ 3,929,908
2	Rec Facility Phase 1	\$ 46,534,091	\$ -	\$ 2,644,885	\$ -	\$ 43,889,206
3	Rec Facility Phase 2, Arenas (3 sheets)	\$ 68,770,000	\$ -	\$ -	\$ -	\$ 68,770,000
4	Land Phase 2 (7 ac)	\$ 2,100,000	\$ -	\$ -	\$ -	\$ 2,100,000
100	Additional Public Facility Fees	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 121,333,999	\$ -	\$ 2,644,885	\$ -	\$ 118,689,114

F3. Recreation Infrastructure Staging

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

Recreation Infrastructure Staging

Item	Project Description	Year of Construction
1	Land, Phase 1	2024
2	Rec Facility Phase 1	2026
3	Rec Facility Phase 2, Arenas (3 sheets)	2045
4	Land Phase 2 (7 ac)	2042

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

**Costs are inflated to the year of construction using an inflation rate of 3% for the next year, and 3% thereafter.

F4. Recreation Offsite Infrastructure Benefiting Parties

The recreation offsite infrastructure previously outlined will benefit various parties to varying degrees as determined by City staff and engineering advisors. The potential benefiting parties include:

- City of Chestermere – that portion of cost which is required to service existing residents.
- Other Stakeholders – other parties (such as neighboring municipalities) that benefit from the infrastructure.
- City of Chestermere Future Development (Financial Oversizing) – that portion of cost

which benefits future development beyond the 25-year review period.

- City of Chestermere Future Development (in Rates) – all growth-related infrastructure (i.e., leviable recreation infrastructure costs) during the 25-year rate planning period.

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

Allocation of Recreation Infrastructure to Benefiting Parties

Item	Project Description	Reduced Project Estimated Cost	Muni Share %	Other Stakeholder Share	Developer Share Beyond 25 Yrs (Financial Oversizing %)	OSL / Developer Share %
1	Land, Phase 1	\$ 3,929,908	38.0%		0.0%	62.0%
2	Rec Facility Phase 1	\$ 43,889,206	38.0%		2.5%	59.5%
3	Rec Facility Phase 2, Arenas (3 sheets)	\$ 68,770,000	27.0%		58.4%	14.6%
4	Land Phase 2 (7 ac)	\$ 2,100,000	27.0%		49.6%	23.4%
100	Additional Public Facility Fees	\$ -				100.0%
		\$ 118,689,114				

*Allocations to future development (vs municipal share etc.) were determined by City staff and their engineering/consulting advisors.

**Financial oversizing is determined by separating out the pro rata portion of developer cost beyond the 25-year review period, in comparison with the anticipated year of construction. As the years move forward and rates are updated, these additional developer costs will be included in rate calculations. For example, a project which is slated to be constructed in year 20 of the 25-year review period will have 20% (5/25) of its costs in rates today, and 80% (20/25) of its costs will sit beyond the 25-year review period.

F5. Existing Receipts & Adjusted Levy Cost

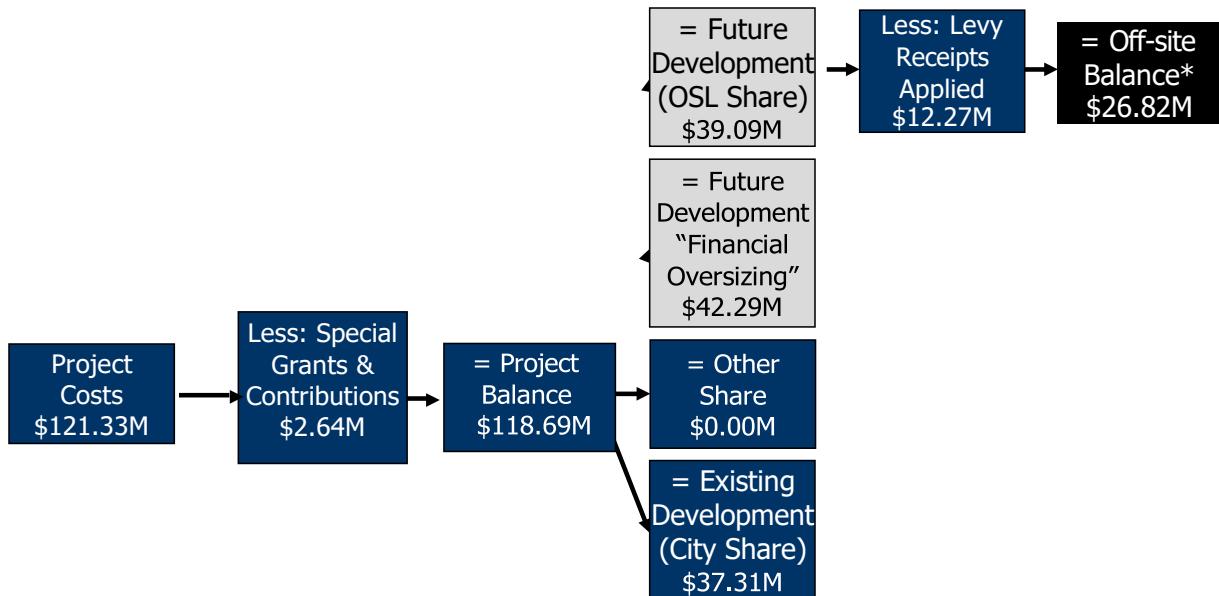
Using the offsite levy share percentages shown in the previous section and applying those percentages to project costs results in an offsite levy cost of approximately **\$39.09 million**. However, prior to allocating these costs to benefiting areas, existing offsite levy receipts collected from developers need to be considered in determining the residual/net costs to developers. The City has collected **\$12.27 million** (\$2.24 million + \$10.02 million) in offsite levies and park facility fees to date, and results in an adjusted offsite levy cost of approximately **\$26.82 million**.

Offsite Levy Funds Collected to Date & Adjusted Levy Cost

Item	Project Description	OSL / Developer Cost	Public Facility Fees Collected to Dec 31, 2021	Offsite Levy Funds Collected Starting Jan 1, 2019	Adjusted Developer (Levy) Cost
1	Land, Phase 1	\$ 2,436,543	\$ -	\$ 53,498	\$ 2,383,045
2	Rec Facility Phase 1	\$ 26,122,855	\$ 2,244,088	\$ 6,057,935	\$ 17,820,833
3	Rec Facility Phase 2, Arenas (3 sheets)	\$ 10,040,420	\$ -	\$ 3,912,772	\$ 6,127,648
4	Land Phase 2 (7 ac)	\$ 490,560	\$ -	\$ -	\$ 490,560
100	Additional Public Facility Fees	\$ -	\$ -	\$ -	\$ -
		\$ 39,090,378	\$ 2,244,088	\$ 10,024,204	\$ 26,822,087

F6. Summary of Recreation Offsite Levy Cost Flow-through

As shown in the figure below, the total cost for recreation infrastructure that forms the basis of the rate is approximately **\$24.69 million**. The cost allocations to each benefitting party are based on the benefitting percentages shown in Section F4. The offsite levy balance (due from developers) is allocated to various benefitting areas (as described in the next section).

Total Recreation Offsite Levy Costs

F7. Recreation Infrastructure Benefiting Areas

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

Benefiting Areas for Recreation Offsite Infrastructure

Item	Project Description	Developer Cost	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1	Land, Phase 1	\$ 2,383,045	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
2	Rec Facility Phase 1	\$ 17,820,833	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
3	Rec Facility Phase 2, Arenas (3 sheets)	\$ 6,127,648	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
4	Land Phase 2 (7ac)	\$ 490,560	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
		\$26,822,087																						

F8. Reserve Balance

The balance of the City's recreation reserve at December 31st, 2024 is approximately **\$12,91 million**. This updated balance takes into consideration public facilities fees collected and transferred to the recreation account, and expenditures up to end-2024.

Recreation Offsite Levy Reserve Balance

2019				
Interest on Opening Balance		\$ -		\$ -
Project Expenditures (OSL Share) As Reflected by City		\$ -		\$ -
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ -		\$ -
Offsite Levy Receipts	\$ 305,200.23			\$ 305,200.23
Public Facilities Fees Added To Rec Levy Account	\$ 2,243,289.63	\$ -		\$ 2,548,489.86
Debenture Interest Expenditure		\$ -		\$ 2,548,489.86
Interest on Project Expenditure		\$ -		\$ 2,548,489.86
Interest on Offsite Levy Receipts	\$ 3,052.00			\$ 2,551,541.86
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ 22,432.90			\$ 2,573,974.76
Interest on Debenture Expenditure		\$ -		\$ 2,573,974.76
2020				
Interest on Opening Balance	\$ 51,479.50			\$ 2,573,974.76
Project Expenditures (OSL Share) As Reflected by City		\$ -		\$ 2,625,454.25
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ -		\$ 2,625,454.25
Offsite Levy Receipts	\$ 644,729.83			\$ 3,270,184.08
Public Facilities Fees Added To Rec Levy Account	\$ 278,797.50			\$ 3,548,981.58
Interest on Project Expenditure		\$ -		\$ 3,548,981.58
Interest on Offsite Levy Receipts	\$ 6,447.30			\$ 3,555,428.88
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$ 2,787.98			\$ 3,558,216.86
2021				
Interest on Opening Balance	\$ 35,582.17			\$ 3,558,216.86
Project Expenditures (OSL Share) As Reflected by City		\$ -		\$ 3,593,799.03
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$ -		\$ 3,593,799.03
Offsite Levy Receipts	\$ 1,246,776.78			\$ 4,840,575.81
Public Facilities Fees Added To Rec Levy Account	\$ 122,000.00			\$ 4,962,575.81
Interest on Project Expenditure		\$ -		\$ 4,962,575.81
Interest on Offsite Levy Receipts	\$ 6,233.88			\$ 4,968,809.69

City of Chestermere Offsite Levy Rates Update

Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$610.00		\$4,969,419.69
2022			
Interest on Opening Balance	\$99,388.39		\$5,068,808.08
Project Expenditures (OSL Share) As Reflected by City		\$-	\$5,068,808.08
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$-	\$5,068,808.08
Offsite Levy Receipts	\$1,474,636.67		\$6,543,444.76
Public Facilities Fees Added To Rec Levy Account			\$6,543,444.76
Interest on Project Expenditure	\$-		\$6,543,444.76
Interest on Offsite Levy Receipts	\$14,746.37		\$6,558,191.12
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$6,558,191.12
2023			
Interest on Opening Balance	\$137,982.28		\$6,696,173.40
Project Expenditures (OSL Share) As Reflected by City		\$-	\$6,696,173.40
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City		\$-	\$6,696,173.40
Offsite Levy Receipts	\$3,178,515.85		\$9,874,689.25
Public Facilities Fees Added To Rec Levy Account			\$9,874,689.25
Interest on Project Expenditure		\$-	\$9,874,689.25
Interest on Offsite Levy Receipts	\$31,785.16		\$9,906,474.41
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$9,906,474.41
2024			
Interest on Opening Balance	\$204,947.94		\$ 9,906,474.41
Project Expenditures (OSL Share) As Reflected by City			\$ 10,111,422.35
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City			\$ 10,111,422.35
Offsite Levy Receipts	\$2,773,547.35		\$ 12,884,969.70
Public Facilities Fees Added To Rec Levy Account			\$ 12,884,969.70
Interest on Project Expenditure			\$ 12,884,969.70
Interest on Offsite Levy Receipts	\$27,735.47		\$ 12,912,705.17
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)			\$ 12,912,705.17

F9. Development and Recreation Infrastructure Staging Impacts

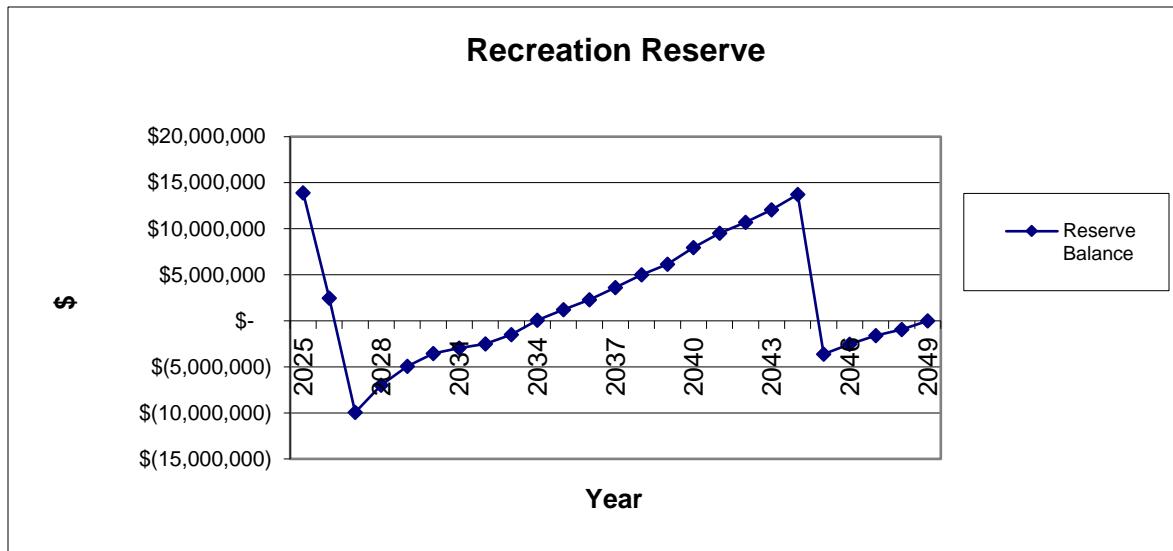
Recreation offsite infrastructure will be constructed in staged fashion over the 25-year review period. We have reviewed the availability of offsite levy funds to meet these construction requirements and found that offsite levy reserve funds will not be sufficient to pay for construction of recreation infrastructure from time to time—front ending of infrastructure will be required. A front-ender is the party that constructs and pays up front for infrastructure that benefits other parties. The front-ender (be it a municipality or a developer) is reimbursed over time as levies are collected, and in accordance with the municipality's front-ending repayment policies.

To compensate parties for capital they provide in front-ending offsite infrastructure construction, a **5.04%** interest allowance has been charged to the reserve when it is forecast to be in a negative balance. Further, a **2.00%** interest credit has been provided to the reserve when it is forecast to be in a positive balance. The graph and table below outline the forecast recreation levy reserve balances over the 25-year development period.

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

unequitable burden on taxpayers).

Anticipated Recreation Offsite Levy Reserve Balances⁸



Anticipated Recreation Offsite Levy Reserve Balances

Year	Receipts	Expenditure	Interest	Opening Balance	\$ 12,912,705
2025	\$ 3,168,881	\$ 2,436,543	\$ 272,901	\$ 13,917,944	
2026	\$ 1,939,287	\$ 13,453,271	\$ 48,079	\$ 2,452,039	
2027	\$ 1,932,015	\$ 13,856,869	\$ (477,430)	\$ (9,950,244)	
2028	\$ 3,299,952	\$ -	\$ (335,175)	\$ (6,985,468)	
2029	\$ 2,291,152	\$ -	\$ (236,594)	\$ (4,930,910)	
2030	\$ 1,546,889	\$ -	\$ (170,555)	\$ (3,554,576)	
2031	\$ 747,324	\$ -	\$ (141,485)	\$ (2,948,737)	
2032	\$ 558,614	\$ -	\$ (120,462)	\$ (2,510,585)	
2033	\$ 1,087,318	\$ -	\$ (71,733)	\$ (1,494,999)	
2034	\$ 1,577,246	\$ -	\$ 1,645	\$ 83,892	
2035	\$ 1,099,224	\$ -	\$ 23,662	\$ 1,206,778	
2036	\$ 1,032,693	\$ -	\$ 44,789	\$ 2,284,260	
2037	\$ 1,249,282	\$ -	\$ 70,671	\$ 3,604,213	
2038	\$ 1,286,760	\$ -	\$ 97,819	\$ 4,988,793	
2039	\$ 1,054,881	\$ -	\$ 120,873	\$ 6,164,547	
2040	\$ 1,643,721	\$ -	\$ 156,165	\$ 7,964,433	
2041	\$ 1,377,382	\$ -	\$ 186,836	\$ 9,528,652	
2042	\$ 1,779,291	\$ 810,821	\$ 209,942	\$ 10,707,065	
2043	\$ 1,109,952	\$ -	\$ 236,340	\$ 12,053,357	
2044	\$ 1,406,644	\$ -	\$ 269,200	\$ 13,729,201	
2045	\$ 952,116	\$ 18,134,115	\$ (174,021)	\$ (3,626,819)	
2046	\$ 1,194,911	\$ -	\$ (122,568)	\$ (2,554,476)	
2047	\$ 1,027,231	\$ -	\$ (76,973)	\$ (1,604,218)	
2048	\$ 705,836	\$ -	\$ (45,278)	\$ (943,660)	
2049	\$ 943,660	\$ -	\$ (0)	\$ 0	

⁸ In determining staging adjustments, the offsite levy model also applies inflation to future rates. In so doing it acknowledges that rates must keep pace with inflation just as costs do. Also, it acknowledges that an offsite levy rate of \$X paid today is not worth the same as the equivalent \$X rate paid in the future (i.e., it is discounted).

APPENDIX G: FIRE STATIONS OFFSITE INFRASTRUCTURE

G1. Fire Offsite Infrastructure Costs

To support future growth, fire facility offsite infrastructure is required. The estimated cost of this infrastructure is based upon: (a) actual construction costs to the cut-off date, (b) debenture interest associated with financing, and (c) future cost estimates. Total cost is approximately **\$14.74 million** as outlined in the table below. Actual costs, debenture interest (if any), and cost estimates were provided by City staff. It is important to note that these costs represent “gross” costs, of which only a portion will go to support future development during the 25-year review period. The remainder of this section outlines how the “net” costs for future development are determined.

Summary of Fire Offsite Infrastructure

Item	Project Description	Cost of Completed Work & Historical Interest	Future Debenture Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost
1	Purchase Land	\$ -	\$ -	\$ 1,836,000	\$ 1,836,000
2	Fire Hall 117	\$ 33,157	\$ -	\$ 11,948,843	\$ 11,982,000
3	Fire Hall 117 Training Facility	\$ -	\$ -	\$ 922,500	\$ 922,500
		\$ 33,157	\$ -	\$ 14,707,343	\$ 14,740,500

*Costs estimates are reflected in current dollars.

**Estimates include engineering costs and contingencies.

***Offsite levy project details, allocations, etc. were determined by City staff and their engineering/consulting advisors.

**** Project numbering may be out of sequence as rows containing deleted projects are hidden.

G2. Fire Offsite Infrastructure Grants & Contributions to Date

The MGA enables the City to allocate the costs of offsite infrastructure to future development, other than those costs that have been provided by way of special grant or contribution (i.e., contributed infrastructure). The City has/will receive **\$0.00** million in special grants and contributions for fire offsite levy infrastructure as shown in the table below (note, if the City receives other grants or contributions in the future, it will be reflected in one of the annual updates and rates adjusted accordingly). The result is that the total reduced project estimated cost is **\$14.74 million**.

Special Grants and Contributions for Fire Offsite Infrastructure

Item	Project Description	Total Project Estimated Cost	Special Provincial Grants	Developer Agreement Contributions	Other Contributions	Reduced Project Estimated Cost
1	Purchase Land	\$ 1,836,000	\$ -	\$ -	\$ -	\$ 1,836,000
2	Fire Hall 117	\$ 11,982,000	\$ -	\$ -	\$ -	\$ 11,982,000
3	Fire Hall 117 Training Facility	\$ 922,500	\$ -	\$ -	\$ -	\$ 922,500
		\$ 14,740,500	\$ -	\$ -	\$ -	\$ 14,740,500

G3. Fire Infrastructure Staging

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

Fire Infrastructure Staging

Item	Project Description	Year of Construction
1	Purchase Land	2025
2	Fire Hall 117	2026
3	Fire Hall 117 Training Facility	2026

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

**Costs are inflated to the year of construction using an inflation rate of 3% for the next year, and 3% thereafter.

G4. Fire Offsite Infrastructure Benefiting Parties

The fire offsite infrastructure previously outlined will benefit various parties to varying degrees as determined by City staff and engineering advisors. The potential benefiting parties include:

- City of Chestermere – that portion of cost which is required to service existing residents.
- Other Stakeholders – other parties (such as neighboring municipalities) that benefit from the infrastructure.
- City of Chestermere Future Development (Financial Oversizing) – that portion of cost

which benefits future development beyond the 25-year review period.

- City of Chestermere Future Development (in Rates) – all growth-related infrastructure (i.e., leviable recreation infrastructure costs) during the 25-year rate planning period.

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

Allocation of Fire Infrastructure to Benefiting Parties

Item	Project Description	Reduced Project Estimated Cost	Muni Share %	Other Stakeholder Share	Developer Share Beyond 25 Yrs (Financial Oversizing %)
1	Purchase Land	\$ 1,836,000			0.0%
2	Fire Hall 117	\$ 11,982,000			4.0%
3	Fire Hall 117 Training Facility	\$ 922,500			4.0%
		\$ 14,740,500			

*Allocations to future development (vs municipal share etc.) were determined by City staff and their engineering/consulting advisors.

**Financial oversizing is determined by separating out the pro rata portion of developer cost beyond the 25-year review period, in comparison with the anticipated year of construction. As the years move forward and rates are updated, these additional developer costs will be included in rate calculations. For example, a project which is slated to be constructed in year 20 of the 25-year review period will have 20% (5/25) of its costs in rates today, and 80% (20/25) of its costs will sit beyond the 25-year review period.

G5. Existing Receipts & Adjusted Levy Cost

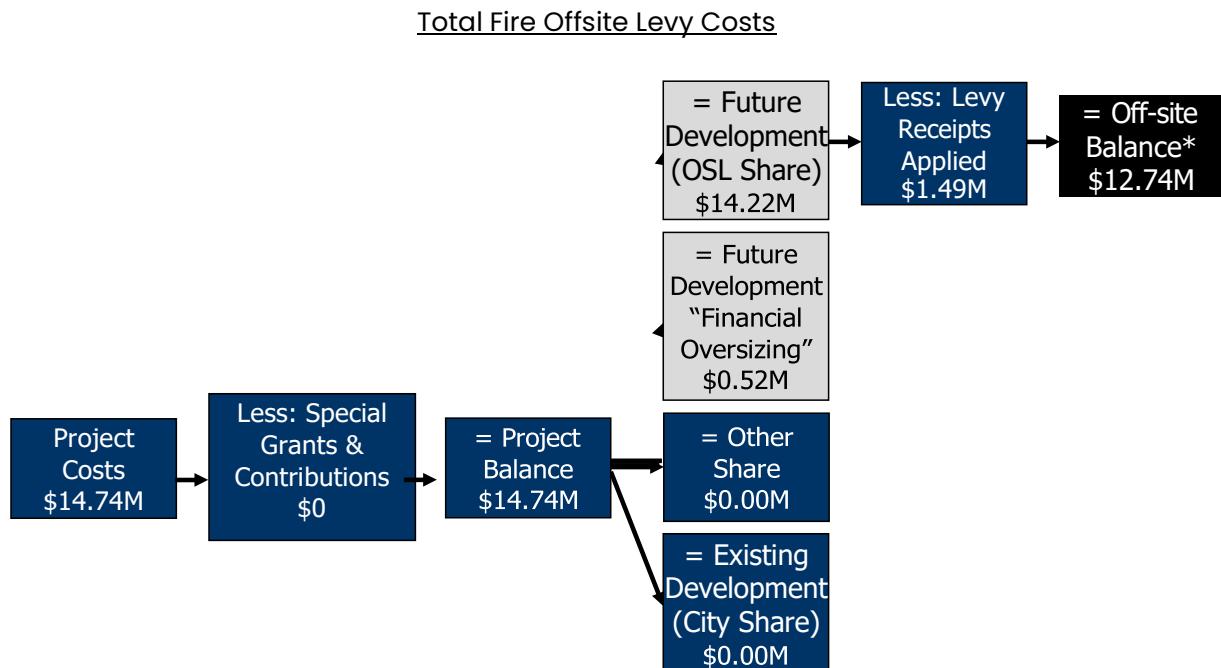
Using the offsite levy share percentages shown in the previous section and applying those percentages to project costs results in an offsite levy cost of approximately **\$14.22 million**. However, prior to allocating these costs to benefiting areas, existing offsite levy receipts collected from developers need to be considered in determining the residual/net costs to developers. The City has collected **\$1.49 million** in offsite levies to date, and results in an adjusted offsite levy cost of approximately **\$12.74 million**.

Offsite Levy Funds Collected to Date & Adjusted Levy Cost

Item	Project Description	OSL / Developer Cost	Offsite Levy Funds Collected to Dec 31, 2016	Offsite Levy Funds Collected Starting Jan 1, 2017	Adjusted Developer (Levy) Cost
1	Purchase Land	\$ 1,836,000	\$ -	\$ 199,640	\$ 1,636,360
2	Fire Hall 117	\$ 11,502,720	\$ -	\$ 1,286,660	\$ 10,216,060
3	Fire Hall 117 Training Facility	\$ 885,600	\$ -	\$ -	\$ 885,600
		\$ 14,224,320	\$ -	\$ 1,486,299	\$ 12,738,021

G6. Summary of Fire Offsite Levy Cost Flow-through

As shown in the figure below, the total cost for fire infrastructure that forms the basis of the rate is approximately **\$12.74 million**. The cost allocations to each benefitting party are based on the benefitting percentages shown in Section F4. The offsite levy balance (due from developers) is allocated to various benefitting areas (as described in the next section).



G7. Fire Infrastructure Benefiting Areas

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

Benefiting Areas for Fire Offsite Infrastructure

Item	Project Description	Developer Cost	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1	Purchase Land	\$ 1,636,360	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Fire Hall 117	\$ 10,216,060	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Fire Hall 117 Training Facility	\$ 885,600	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		\$12,738,021																						

G8. Reserve Balance

The balance of the City's fire reserve at December 31st, 2024 is **\$1,490,169.38**. This updated balance takes into consideration public facilities fees collected and transferred to the fire account, and expenditures up to end-2024.

Fire Offsite Levy Reserve Balance

2023				\$-
Interest on Opening Balance				\$-
Project Expenditures (OSL Share) As Reflected by City		\$-		\$-
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City	\$357,188.92			\$357,188.92
Offsite Levy Receipts	\$-			\$357,188.92
Public Facilities Fees Added To Rec Levy Account		\$-		\$357,188.92
Interest on Project Expenditure		\$-		\$357,188.92
Interest on Offsite Levy Receipts	\$3,571.89			\$360,760.81
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$-			\$360,760.81
2024				
Interest on Opening Balance	\$22,582.21			\$ 360,760.81
Project Expenditures (OSL Share) As Reflected by City		\$33,157.35		\$ 383,343.02
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City	\$1,129,110.39			\$ 350,185.67
Offsite Levy Receipts				\$ 1,479,296.06
Public Facilities Fees Added To Rec Levy Account				\$ 1,479,296.06
Interest on Project Expenditure		\$417.78		\$ 1,478,878.28
Interest on Offsite Levy Receipts	\$11,291.10			\$ 1,490,169.38
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)				\$ 1,490,169.38

G9. Development and Fire Infrastructure Staging Impacts

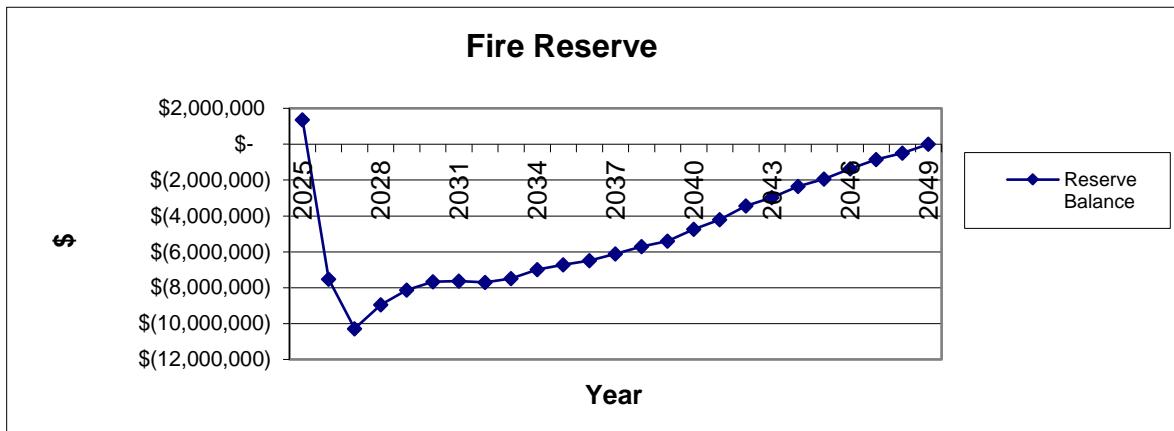
Fire offsite infrastructure will be constructed in staged fashion over the 25-year review period. We have reviewed the availability of offsite levy funds to meet these construction requirements and found that offsite levy reserve funds will not be sufficient to pay for construction of fire infrastructure from time to time—front ending of infrastructure will be required. A front-ender is the party that constructs and pays up front for infrastructure that benefits other parties. The front-ender (be it a municipality or a developer) is reimbursed over time as levies are collected, and in accordance with the municipality's front-ending repayment policies.

To compensate parties for capital they provide in front-ending offsite infrastructure construction, a **5.04%** interest allowance has been charged to the reserve when it is forecast to be in a negative balance. Further, a **2.00%** interest credit has been provided to the reserve when it is forecast to be in a positive balance. The graph and table below outline the forecast fire levy reserve balances over the 25-year development period.

If necessary, an interest staging adjustment has been applied to rates (slightly positive or slightly negative) to ensure that the forecast reserve balance at the end

of the 25-year review period always returns to break-even (i.e., developers are not charged too much thereby providing a windfall to the City, nor are they charged too little thereby placing an inequitable burden on taxpayers).

Anticipated Fire Offsite Levy Reserve Balances⁹



Anticipated Fire Offsite Levy Reserve Balances

Year	Receipts	Expenditure	Interest	Opening Balance	Balance
2025	\$ 1,687,558	\$ 1,836,000	\$ 26,835	\$ 1,490,169	\$ 1,368,562
2026	\$ 1,032,749	\$ 9,569,977	\$ (361,301)	\$ (7,529,967)	\$ #####
2027	\$ 1,028,877	\$ 3,285,692	\$ (493,254)	\$ #####	\$ #####
2028	\$ 1,757,358	\$ -	\$ (429,543)	\$ (8,952,222)	\$ (8,952,222)
2029	\$ 1,220,131	\$ -	\$ (389,697)	\$ (8,121,788)	\$ (8,121,788)
2030	\$ 823,781	\$ -	\$ (367,820)	\$ (7,665,826)	\$ (7,665,826)
2031	\$ 397,981	\$ -	\$ (366,299)	\$ (7,634,145)	\$ (7,634,145)
2032	\$ 297,485	\$ -	\$ (369,768)	\$ (7,706,428)	\$ (7,706,428)
2033	\$ 579,041	\$ -	\$ (359,220)	\$ (7,486,607)	\$ (7,486,607)
2034	\$ 839,947	\$ -	\$ (334,992)	\$ (6,981,652)	\$ (6,981,652)
2035	\$ 585,381	\$ -	\$ (322,372)	\$ (6,718,642)	\$ (6,718,642)
2036	\$ 549,951	\$ -	\$ (310,902)	\$ (6,479,593)	\$ (6,479,593)
2037	\$ 665,293	\$ -	\$ (293,041)	\$ (6,107,340)	\$ (6,107,340)
2038	\$ 685,252	\$ -	\$ (273,273)	\$ (5,695,362)	\$ (5,695,362)
2039	\$ 561,767	\$ -	\$ (258,733)	\$ (5,392,328)	\$ (5,392,328)
2040	\$ 875,348	\$ -	\$ (227,656)	\$ (4,744,635)	\$ (4,744,635)
2041	\$ 733,512	\$ -	\$ (202,161)	\$ (4,213,284)	\$ (4,213,284)
2042	\$ 947,545	\$ -	\$ (164,593)	\$ (3,430,333)	\$ (3,430,333)
2043	\$ 591,095	\$ -	\$ (143,098)	\$ (2,982,335)	\$ (2,982,335)
2044	\$ 749,095	\$ -	\$ (112,555)	\$ (2,345,796)	\$ (2,345,796)
2045	\$ 507,040	\$ -	\$ (92,673)	\$ (1,931,429)	\$ (1,931,429)
2046	\$ 636,339	\$ -	\$ (65,273)	\$ (1,360,362)	\$ (1,360,362)
2047	\$ 547,042	\$ -	\$ (40,991)	\$ (854,311)	\$ (854,311)
2048	\$ 375,886	\$ -	\$ (24,113)	\$ (502,538)	\$ (502,538)
2049	\$ 502,538	\$ -	\$ 0	\$ 0	\$ 0

⁹ In determining staging adjustments, the offsite levy model also applies inflation to future rates. In so doing it acknowledges that rates must keep pace with inflation just as costs do. Also, it acknowledges that an offsite levy rate of \$X paid today is not worth the same as the equivalent \$X rate paid in the future (i.e., it is discounted).

APPENDIX H: LIBRARY OFFSITE INFRASTRUCTURE

H1. Library Offsite Infrastructure Costs

To support future growth, library offsite infrastructure is required. The estimated cost of this infrastructure is based upon: (a) actual construction costs to the cut-off date, (b) debenture interest associated with financing, and (c) future cost estimates. Total cost is approximately **\$24.00 million** as outlined in the table below. Actual costs, debenture interest (if any), and cost estimates were provided by City staff. It is important to note that these costs represent “gross” costs, of which only a portion will go to support future development during the 25-year review period. The remainder of this section outlines how the “net” costs for future development are determined.

Summary of Library Offsite Infrastructure

Item	Project Description	Cost of Completed Work & Historical Interest	Future Debenture Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost
1	New Library @27,400 s.f.	\$ -	\$ -	\$ 23,000,000	\$ 23,000,000
2	Land Purchase	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
		\$ -	\$ -	\$ 24,000,000	\$ 24,000,000

*Costs estimates are reflected in current dollars.

**Estimates include engineering costs and contingencies.

***Offsite levy project details, allocations, etc. were determined by City staff and their engineering/consulting advisors.

**** Project numbering may be out of sequence as rows containing deleted projects are hidden.

H2. Library Offsite Infrastructure Grants & Contributions to Date

The MGA enables the City to allocate the costs of offsite infrastructure to future development, other than those costs that have been provided by way of special grant or contribution (i.e., contributed infrastructure). The City has/will receive **\$0.00 million** in special grants and contributions for library offsite levy infrastructure as shown in the table below (note, if the City receives other grants or contributions in the future, it will be reflected in one of the annual updates and rates adjusted accordingly). The result is that the total reduced project estimated cost is **\$24.00 million**.

Special Grants and Contributions for Library Offsite Infrastructure

Item	Project Description	Total Project Estimated Cost	Special Provincial Grants	Developer Agreement Contributions	Other Contributions	Reduced Project Estimated Cost
1	New Library @27,400 s.f	\$ 23,000,000	\$ -	\$ -	\$ -	\$ 23,000,000
2	Land Purchase	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000
		\$ 24,000,000	\$ -	\$ -	\$ -	\$ 24,000,000

H3. Library Infrastructure Staging

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

Library Infrastructure Staging

Item	Project Description	Year of Construction
1	New Library @27,400 s.f	2028
2	Land Purchase	2027

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

**Costs are inflated to the year of construction using an inflation rate of 3% for the next year, and 3% thereafter.

H4. Library Offsite Infrastructure Benefiting Parties

The library offsite infrastructure previously outlined will benefit various parties to varying degrees as determined by City staff and engineering advisors. The potential benefiting parties include:

- City of Chestermere – that portion of cost which is required to service existing residents.
- Other Stakeholders – other parties (such as neighboring municipalities) that benefit from the infrastructure.
- City of Chestermere Future Development (Financial Oversizing) – that portion of cost which benefits future development beyond the 25-year review period.
- City of Chestermere Future Development (in Rates) – all growth-related infrastructure (i.e., leviable recreation infrastructure costs) during the 25-year rate planning period.

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

Allocation of Library Infrastructure to Benefiting Parties

Item	Project Description	Reduced Project Estimated Cost	Muni Share %	Other Stakeholder Share	Developer Share Beyond 25 Yrs (Financial Oversizing %)
1	New Library @27,400 s.f	\$ 23,000,000	57.0%		5.2%
2	Land Purchase	\$ 1,000,000	57.0%		3.4%
		\$ 24,000,000			

*Allocations to future development (vs municipal share etc.) were determined by City staff and their engineering/consulting advisors.

**Financial oversizing is determined by separating out the pro rata portion of developer cost beyond the 25-year review period, in comparison with the anticipated year of construction. As the years move forward and rates are updated, these additional developer costs will be included in rate calculations. For example, a project which is slated to be constructed in year 20 of the 25-year review period will have 20% (5/25) of its costs in rates today, and 80% (20/25) of its costs will sit beyond the 25-year review period.

H5. Existing Receipts & Adjusted Levy Cost

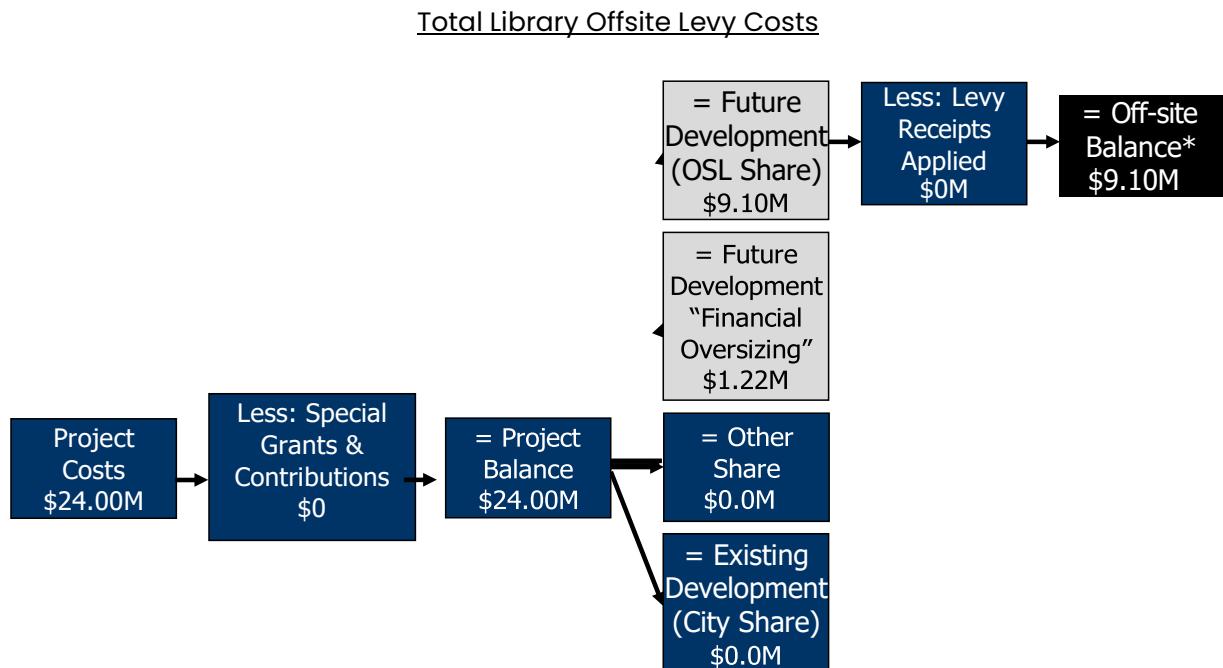
Using the offsite levy share percentages shown in the previous section and applying those percentages to project costs results in an offsite levy cost of approximately **\$9.10 million**. However, prior to allocating these costs to benefiting areas, existing offsite levy receipts collected from developers need to be considered in determining the residual/net costs to developers. The City has collected **\$0.00 million** in offsite levies to date, and results in an adjusted offsite levy cost of approximately **\$9.10 million**.

Offsite Levy Funds Collected to Date & Adjusted Levy Cost

Item	Project Description	OSL / Developer Cost	Offsite Levy Funds Collected to Dec 31, 2016	Offsite Levy Funds Collected Starting Jan 1, 2017	Adjusted Developer (Levy) Cost
1	New Library @27,400 s.f	\$ 8,703,200	\$ -	\$ -	\$ 8,703,200
2	Land Purchase	\$ 395,600	\$ -	\$ -	\$ 395,600
		\$ 9,098,800	\$ -	\$ -	\$ 9,098,800

H6. Summary of Library Offsite Levy Cost Flow-through

As shown in the figure below, the total cost for fire infrastructure that forms the basis of the rate is approximately **\$9.10 million**. The cost allocations to each benefitting party are based on the benefitting percentages shown in Section F4. The offsite levy balance (due from developers) is allocated to various benefitting areas (as described in the next section).



H7. Library Infrastructure Benefiting Areas

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

Benefiting Areas for Library Offsite Infrastructure

Item	Project Description	Developer Cost	Benefiting Areas (Area Numbers 1-22)																					
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1	New Library @27,400 s.f	\$ 8,703,200	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Land Purchase	\$ 395,600	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
			\$ 9,098,800																					

H8. Reserve Balance

The balance of the City's library reserve at December 31st, 2024 is **\$0.00 million**. No off site levies have been collected for the library facility yet.

Library Offsite Levy Reserve Balance

2024			
Interest on Opening Balance			\$-
Project Expenditures (OSL Share) As Reflected by City		\$-	\$-
Net Project Expenditures (OSL Share) In Addition to Amount Reflected By City	\$-		\$-
Offsite Levy Receipts	\$-		\$-
Public Facilities Fees Added To Rec Levy Account		\$-	\$-
Interest on Project Expenditure		\$-	\$-
Interest on Offsite Levy Receipts	\$-		\$-
Interest on Receipts Collected Under Old Agreement or Old Bylaw (if any)	\$-		\$-

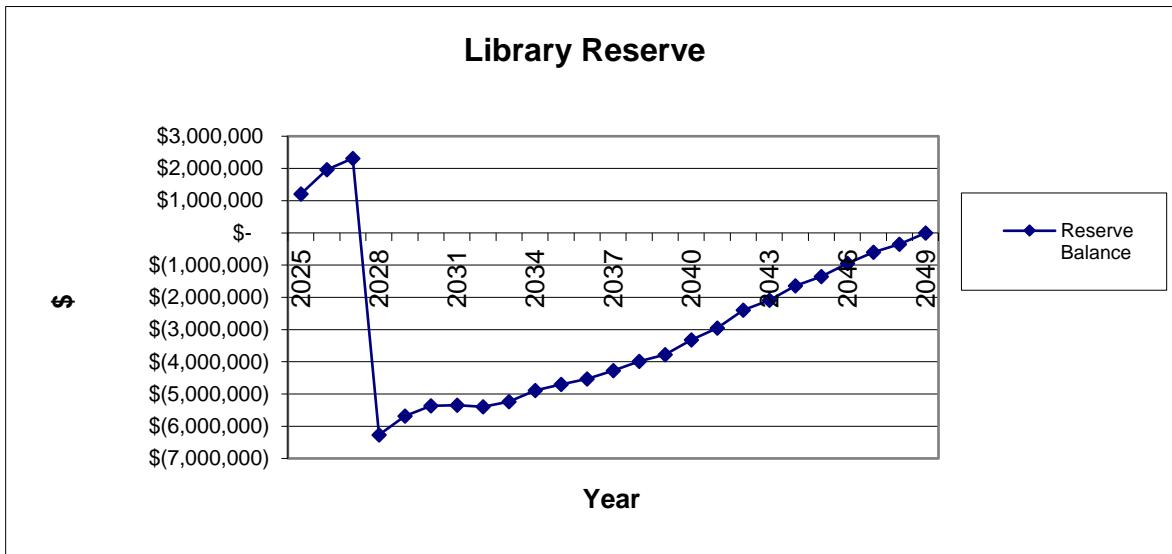
H9. Development and Library Infrastructure Staging Impacts

Library offsite infrastructure will be constructed in staged fashion over the 25-year review period. We have reviewed the availability of offsite levy funds to meet these construction requirements and found that offsite levy reserve funds will not be sufficient to pay for construction of library infrastructure from time to time—front ending of infrastructure will be required. A front-ender is the party that constructs and pays up front for infrastructure that benefits other parties. The front-ender (be it a municipality or a developer) is reimbursed over time as levies are collected, and in accordance with the municipality's front-ending repayment policies.

To compensate parties for capital they provide in front-ending offsite infrastructure construction, a **5.04%** interest allowance has been charged to the reserve when it is forecast to be in a negative balance. Further, a **2.00%** interest credit has been provided to the reserve when it is forecast to be in a positive balance. The graph and table below outline the forecast fire levy reserve balances over the 25-year development period.

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

Anticipated Library Offsite Levy Reserve Balances¹⁰



Anticipated Library Offsite Levy Reserve Balances

Year	Opening Balance				\$ -
	Receipts	Expenditure	Interest	Balance	
2025	\$ 1,181,521	\$ -	\$ 23,630	\$ 1,205,151	
2026	\$ 723,065	\$ -	\$ 38,564	\$ 1,966,781	
2027	\$ 720,354	\$ 419,692	\$ 45,349	\$ 2,312,792	
2028	\$ 1,230,391	\$ 9,510,222	\$ (300,739)	\$ (6,267,778)	
2029	\$ 854,259	\$ -	\$ (272,841)	\$ (5,686,361)	
2030	\$ 576,759	\$ -	\$ (257,524)	\$ (5,367,125)	
2031	\$ 278,641	\$ -	\$ (256,460)	\$ (5,344,944)	
2032	\$ 208,280	\$ -	\$ (258,888)	\$ (5,395,552)	
2033	\$ 405,408	\$ -	\$ (251,503)	\$ (5,241,648)	
2034	\$ 588,078	\$ -	\$ (234,540)	\$ (4,888,110)	
2035	\$ 409,847	\$ -	\$ (225,704)	\$ (4,703,967)	
2036	\$ 385,041	\$ -	\$ (217,674)	\$ (4,536,600)	
2037	\$ 465,796	\$ -	\$ (205,169)	\$ (4,275,972)	
2038	\$ 479,770	\$ -	\$ (191,329)	\$ (3,987,531)	
2039	\$ 393,314	\$ -	\$ (181,149)	\$ (3,775,366)	
2040	\$ 612,863	\$ -	\$ (159,390)	\$ (3,321,893)	
2041	\$ 513,559	\$ -	\$ (141,540)	\$ (2,949,874)	
2042	\$ 663,411	\$ -	\$ (115,238)	\$ (2,401,701)	
2043	\$ 413,847	\$ -	\$ (100,188)	\$ (2,088,042)	
2044	\$ 524,469	\$ -	\$ (78,804)	\$ (1,642,377)	
2045	\$ 354,997	\$ -	\$ (64,884)	\$ (1,352,264)	
2046	\$ 445,524	\$ -	\$ (45,700)	\$ (952,439)	
2047	\$ 383,004	\$ -	\$ (28,700)	\$ (598,135)	
2048	\$ 263,172	\$ -	\$ (16,882)	\$ (351,845)	
2049	\$ 351,845	\$ -	\$ (0)	\$ (0)	

¹⁰In determining staging adjustments, the offsite levy model also applies inflation to future rates. In so doing it acknowledges that rates must keep pace with inflation just as costs do. Also, it acknowledges that an offsite levy rate of \$X paid today is not worth the same as the equivalent \$X rate paid in the future (i.e., it is discounted).

APPENDIX H: RATE COMPARISON

The table below compares the City of Chestermere offsite levy rates to rates in other municipalities.

Municipality / Area	Average Per Ha.
City of Beaumont Residential (roads, water, sewer)	\$53,951 - \$77,595 (2022)
City of Beaumont Commercial/ Industrial (roads, water, sewer)	\$80,900 - \$116,390 (2019)
City of Lacombe (roads, water, sewer, storm)	\$33,572 - \$97,060 (2024)
City of Brooks (water, sewer, storm)	\$56,164 - 116,746 (2023)
City of Spruce Grove (roads, water, sewer)	\$105,318 - 149,410 (2023)
City of Fort Saskatchewan (South Fort) (roads, water, sewer, storm)	\$29,961 - 61,904 (2019)
City of Cold Lake (roads, water, sewer, storm)	\$86,635 - 137,144 (2016)
City of Lloydminster (roads, water, sewer, storm)	\$163,015 (2024)
City of Medicine Hat (roads, sewer, storm, water)	\$48,813 - \$168,307 (2022)
Town of Strathmore (roads, water, sewer, storm)	\$114,000 - \$168,000 (2021)
City of Leduc (roads, water, sewer, Fire)	\$151,330-\$227,679 (2023)
Town of Okotoks (roads, water, sewer)	\$272,793 (2024)
Town of Cochrane (roads, water, sewer, storm, recreation)	\$297,869 - 336,554 (2023)
Red Deer (roads, water, sewer, storm)	\$209,663 - 302,644 (2019)
Town of High River (roads, water, sewer, facilities)	\$97,400- \$256,700 (2023)
Strathcona County (New Growth Areas) (roads, water, sewer, storm)	\$251,000 (2021)
City of Lethbridge (roads, water, sewer, storm)	\$308,000 (2025)
City of Chestermere (roads, water, sewer, storm, recreation, fire)	\$246,950 - 402,620 (2024)
City of St. Albert (roads, water, sewer, storm)	\$301,288-\$487,114 (2024)
City of Airdrie (roads, water, sewer, storm)	\$366,600 - 370,170 (2022)
City of Edmonton (roads, water, sewer, storm)	\$400,000+
City of Edmonton (fire)	\$12,816 - \$42,032 (2024)
City of Calgary Green Field Area (roads, water, sewer, storm, library, emergency services, transit)	\$659,028 (2024)

Information adapted from recent online sources. Note, some municipalities have updated (or are in the process of updating) levy rates, but these rates were not available online at the time of writing.