

BYLAW 21-26
A BYLAW OF THE TOWN OF OKOTOKS
IN THE PROVINCE OF ALBERTA
TO IMPOSE AN OFF-SITE LEVY IN RESPECT
OF LAND THAT IS TO BE DEVELOPED OR SUBDIVIDED

WHEREAS pursuant to the *Municipal Government Act (MGA)*, RSA 2000 c. M-26 as amended, the Council of the Town of Okotoks (Council) may pass a bylaw to:

- a) provide for the imposition and payment of an Off-Site Levy in respect of land that is to be developed or subdivided; and
- b) authorize an agreement to be entered into in respect of the payment of such levy; and

WHEREAS Council deems it desirable to impose off-site levies for the purposes described in the *MGA*; and

WHEREAS Council deems it desirable to authorize agreements to be entered into in respect of the payment of Off-Site Levies; and

WHEREAS the Town of Okotoks engaged its engineering and other professional consultants to prepare reports in respect of the calculation of Off-Site Levies and which provides information about the approach and methods used to calculate the Off-Site Levies in this Bylaw, which reports are attached as Schedule "A" to this Bylaw; and

WHEREAS the Town of Okotoks has consulted with members of the development industry in respect of the calculation of the Off-Site Levies; and

WHEREAS based on Schedule "A" as attached to this Bylaw and the consultation with members of the development industry, Council deems it desirable to impose the Off-Site Levies set out in Schedule "A" to this Bylaw.

NOW THEREFORE Council enacts as follows:

1. SHORT TITLE

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

2. INTERPRETATION

- 2.1. In this Bylaw, unless the context otherwise requires, the following means:
- 2.1.1 **Chief Administrative Officer (CAO)** - the person appointed to the position of the chief administrative officer for the Town of Okotoks, within the meaning of the *MGA* and the Town of Okotoks' CAO Bylaw, or their delegate;
 - 2.1.2 **Council** - the Mayor and Councillors of the Town of Okotoks duly elected pursuant to the provisions of the *Local Authorities Election Act*;
 - 2.1.3 **Off-Site Levy** - an Off-Site Levy as imposed by this Bylaw;
 - 2.1.4 **Subdivision Servicing Agreement** - an agreement respecting an area to be subdivided as provided for in the *MGA*; and
 - 2.1.5 **Town** - the municipal corporation of the Town of Okotoks in the Province of Alberta and, where the context so requires, the area of land within the corporate boundaries thereof.
- 2.2. Any references in this Bylaw to any statutes are to those statutes as amended or replaced from time to time and any amendments thereto.

3. ADMINISTRATION AND ENFORCEMENT

- 3.1. Council hereby delegates to the CAO the authority to enforce and administer this Bylaw.

4. IMPOSITION OF OFF-SITE LEVIES

- 4.1. Off-Site Levies are hereby imposed in respect of all land within the Town that is to be developed or subdivided against which Off-Site Levies may be imposed in accordance with the *MGA*.

5. AGREEMENTS

- 5.1. The Town may negotiate and enter into agreements with respect to the payment of Off-Site Levies.
- 5.2. The Town may negotiate and enter into agreements with respect to the completion of and payment for the projects for which Off-Site Levies are collected. Without restriction, these may include agreements where a developer constructs all or part of an Off-Site Levy project and the Town agrees to pay the developer

from the funds collected as Off-Site Levy or to pay the developer by granting a credit for future Off-Site Levies.

6. PAYMENT OF OFF-SITE LEVIES

- 6.1. Off-Site Levies in respect of land that is subject to subdivision shall be paid as follows:
- 6.1.1 if the subdivision plan area is less than 0.5 hectares, the full Off-Site Levies shall be paid upon execution of a Subdivision Servicing Agreement or, if no Subdivision Servicing Agreement is to be executed, prior to endorsement of the plan of subdivision; or
 - 6.1.2 if the subdivision plan area is 0.5 hectares or greater and a Subdivision Servicing Agreement is to be executed:
 - i) 30% of the total Off-Site Levies shall be paid upon execution of a Subdivision Servicing Agreement;
 - ii) 30% of the total Off-Site Levies shall be paid on or before the one-year anniversary of execution of the Subdivision Servicing Agreement; and
 - iii) the remaining 40% of the total Off-Site Levies shall be paid on or before the two-year anniversary of execution of the Subdivision Servicing Agreement; or
 - 6.1.3 if the subdivision plan area is 0.5 hectares or greater and no Subdivision Servicing Agreement is to be executed, prior to endorsement of the plan of subdivision.
- 6.2. Off-Site Levies in respect of land that is subject to development shall be paid in full prior to release of the development permit.
- 6.3. Notwithstanding clauses 6.1 and 6.2, at the discretion of the CAO, the Town may enter into an agreement whereby Off-Site Levies are deferred or paid in stages, or different stages than those specified in clause 6.1.2, in which event the CAO may require that adequate security is provided for the payment of the Off-Site Levies.
- 6.4. In addition to agreements as set out in clause 6.3, the CAO may further grant exemptions or deferrals of Off-Site Levies or the payment thereof in accordance with Schedule "A".

7. DEFAULT OF PAYMENT

- 7.1. If a person fails, neglects, or refuses to pay an Off-Site Levy, the Town may:

- 7.1.1 commence proceedings in a court of competent jurisdiction for the payment of the Off-Site Levy;
- 7.1.2 refuse to endorse a plan of subdivision or release a development permit; or
- 7.1.3 take any other steps available in law or equity to remedy such failure, neglect, or refusal to pay the Off-Site Levy.

8. DETERMINATION OF OFF-SITE LEVIES

- 8.1. Off-Site Levies for all areas of the Town shall be as set out in Schedule "A".
- 8.2. The amount of Off-Site Levies payable pursuant to this Bylaw are determined based on the rate in effect:
 - 8.2.1. in the case of a development permit, on the date of issuance of the development permit; or
 - 8.2.2. in the case of a subdivision, on the date of approval of the subdivision.

9. DISCLOSURE AND ANNUAL REPORT

- 9.1. No less than once in each calendar year, the CAO shall provide a report to Council respecting all Off-Site Levies imposed under this Bylaw. Such report may be separate or may be part of the Town's regular budget review process. Such report shall contain all information required for the Town's annual report on the Off-Site Levies as required by the *Off-Site Levies Regulation*, Alberta Regulation 187/2017.

10. PERIODIC REVIEW

- 10.1. No less than once every four (4) calendar years, the CAO shall review the calculation of the Off-Site Levy.

11. GENERAL PROVISIONS AND COMING INTO FORCE

- 11.1. If any term, clause, or condition of this Bylaw or the application thereof is found to be invalid or unenforceable, the remainder of this Bylaw or the application of such term, clause, or condition shall not be affected and shall remain in force and effect.
- 11.2. This Bylaw shall come into full force and effect upon third and final reading, and

Bylaw 06-23 and any amendments thereto shall be repealed.

READ A FIRST TIME this 14th day of September 2026

READ A SECOND TIME this day of 2026

READ A THIRD TIME AND PASSED this day of 2026

Mayor

Chief Administrative Officer

Prepared for:

Town of Okotoks
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Date issued:

September 2026

Project number:

1306.0111.07

Schedule A

OFF-SITE LEVIES BACKGROUND REPORT

2026



This report was prepared by Urban Systems Ltd. for the account of the Town of Okotoks. The material reflects Urban Systems Ltd.'s best judgement in light of the information available to it at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. Urban Systems Ltd. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

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1 INTRODUCTION

The Town of Okotoks continues to experience significant growth. The Town’s recently completed Growth Strategy (2025) predicts the Town will double in population over the next 25yrs – under desired growth conditions. To support future community growth the Town annexed lands in 2017. and continues to review and assess growth-related infrastructure needs, creating the necessary foundation for this Off-Site Levy Bylaw update.

The Background Report forms part of the Off-Site Levy Bylaw and provides a summary of the calculation methodology used to determine the Town’s off-site levies. The Background Report is divided into four sections:

- 1) Off-Site Levy Guiding Principles**
Articulates the Town’s objectives related to the advancement of growth-related infrastructure.
- 2) Growth Needs**
Defines assumptions related to development area needs based on population and pattern of growth and references the studies completed by the Town to identify future growth-related infrastructure.
- 3) Off-Site Levy Program**
Describes what infrastructure is to be included within the off-site levy program and provides details on project costs, project timing, allocation of benefit and cost recovery methodology.
- 4) Levy Calculation**
Articulates cash flow components (inflation, carry costs, and interest earned) utilized within the off-site levy calculation and provides the resulting off-site levy rates.

The Background Report is intended to provide transparency to Council, the general public and the development industry regarding future infrastructure needs along with the levy calculation and rates.

1.1 ENABLING LEGISLATION

The *Municipal Government Act (MGA)* is law that establishes the responsibilities and powers of municipalities. Section 648 of the *MGA* allows municipalities to impose a levy to help pay for the capital costs of new or improved infrastructure to service growth. Section 648 provides direction on what types of infrastructure can be included in an off-site levy bylaw:

An off-site levy may be used only to pay for all or part of the capital cost of any or all of the following, as per Section 648(2):

- (a) new or expanded facilities for the storage, transmission, treatment or supplying of water;

- (b) new or expanded facilities for the treatment, movement or disposal of sanitary sewage;
- (c) new or expanded storm sewer drainage facilities;
- (c.1) new or expanded roads required for or impacted by a subdivision or development;
- (c.2) subject to the regulations, new or expanded transportation infrastructure required to connect, or to improve the connection of, municipal roads to provincial highways resulting from a subdivision or development;
- (d) land required for or in connection with any facilities described in clauses (a) to (c.2).

Additionally, Section 648(2.1) specifically states:

“In addition to the capital cost of facilities described in subsection (2), an off-site levy may be used to pay for all or part of the capital cost for any of the following purposes, including the cost of any related appurtenances and any land required for or in connection with the purpose:

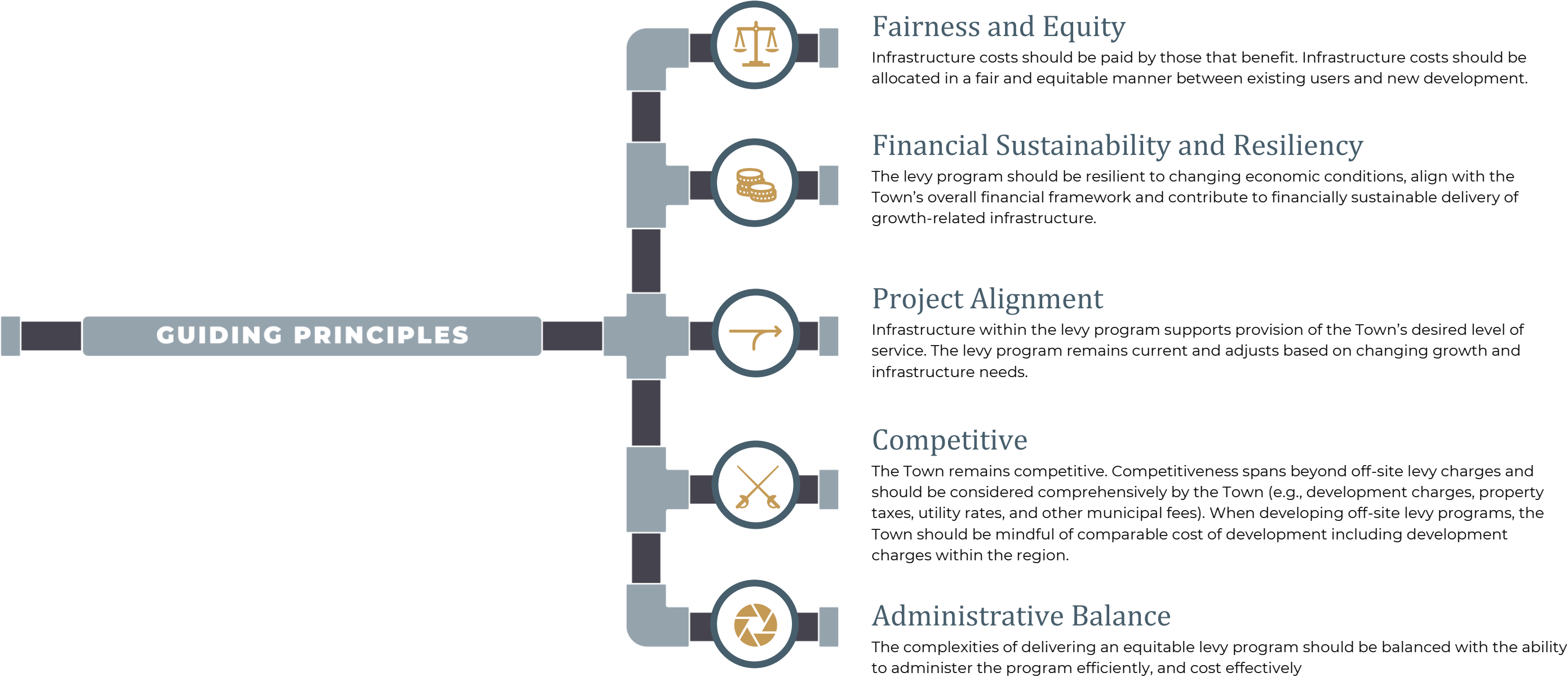
- (a) new or expanded community recreation facilities;
- (b) new or expanded fire hall facilities;
- (c) new or expanded police station facilities;
- (d) new or expanded libraries.

In addition to adhering to Section 648 of the *MGA*, municipalities must also align with the *Off-Site Levies Regulation* (Alberta Regulation 187/2017) when determining their off-site levy charges. Among other things, the Regulation requires correlation between the levy and the impacts of new development, method of calculation be clear, information used in the levy calculation be kept current and levies are determined in consultation with affected parties. Involvement of the affected parties is to be consultative in nature with the goal of obtaining perspective on the proposed approach to the levies.

Off-Site Levies are imposed by a municipality as a condition of development permit or subdivision approvals. Updated Off-Site Levy rates are to apply to development permit or subdivision applications approved after passing of the Off-Site Levy Bylaw. Off-Site Levy rates are determined by the Town at the date of development permit or subdivision approval.

2 GUIDING PRINCIPLES

The off-site levies are one tool that can be utilized by municipalities to finance and fund growth-related infrastructure. Off-site levy programs, like other programs utilized by municipalities, should reflect broader objectives of the community. To support the development of the Town's Off-Site Levy Program and alignment with broader Town objectives, the following guiding principles have been developed:



3 GROWTH NEEDS

3.1 GROWTH STRATEGY

The Town of Okotoks completed a Growth Strategy in 2025 to support the implementation of the Municipal Development Plan (MDP). The MDP provides direction related to anticipated population growth and guides long-range planning and physical growth within the Town. The Okotoks Growth Strategy is designed to put the vision of the MDP into action by providing a practical roadmap for how, when, and where the Town should grow over the next generation. Recognizing that growth is complex and ever-changing, the Strategy emphasizes sustainable development, complete communities, and enhancing quality of life for current and future residents and businesses.

The Growth Strategy explored multiple growth scenarios, capturing the impacts on stagnate to untethered growth. Beyond the numbers, the strategy focuses on a variety of considerations. The pace of growth directly affects how infrastructure is delivered, overall financial stability, and the well-being of the community. There are clear trade-offs: growing too quickly can strain utilities and disrupt communities, while growing too slowly can leave infrastructure underused and put pressure on finances. The Growth Management Framework focuses on making flexible, informed decisions, carefully weighing trade-offs, and being good stewards of the community so that Okotoks can grow in a way that stays true to its character and long-term goals.

Guided by this broad understanding related to growth, the Town developed a preferred growth scenario. Under this scenario, the population and number of jobs in Okotoks are anticipated to more than double over the next 25 years.

3.2 GROWTH FORECAST

Over the next 25 years, the Town of Okotoks is expected to grow on average by approximately 1,549 people and 934 jobs per year. These population projections were used in the off-site levy update and are summarized in Table 1 below. Based on the preferred growth scenario, residential development is projected to require an average of 19.03 hectares per year, while non-residential development is expected to require an additional 9.55 hectares annually. This results in an average total growth of 28.59 hectares per year over the next 25 years.

Table 1: Annual Population and Development Area Projections

Year	Annual Population Growth (persons)	Annual Development Area Needs (Ha) ¹		
		Residential	Non-Residential	Total
2026-2051	1,549	19.03	9.55	28.59

Table 2: Population and Development Area Projections Over 25 Year Time Period

Year	Population Growth (persons)	Development Area Needs (Ha) ¹ Over Time Period		
		Residential	Non-Residential	Total
2026-2051 (25 years)	40,274	475.75	238.75	714.50

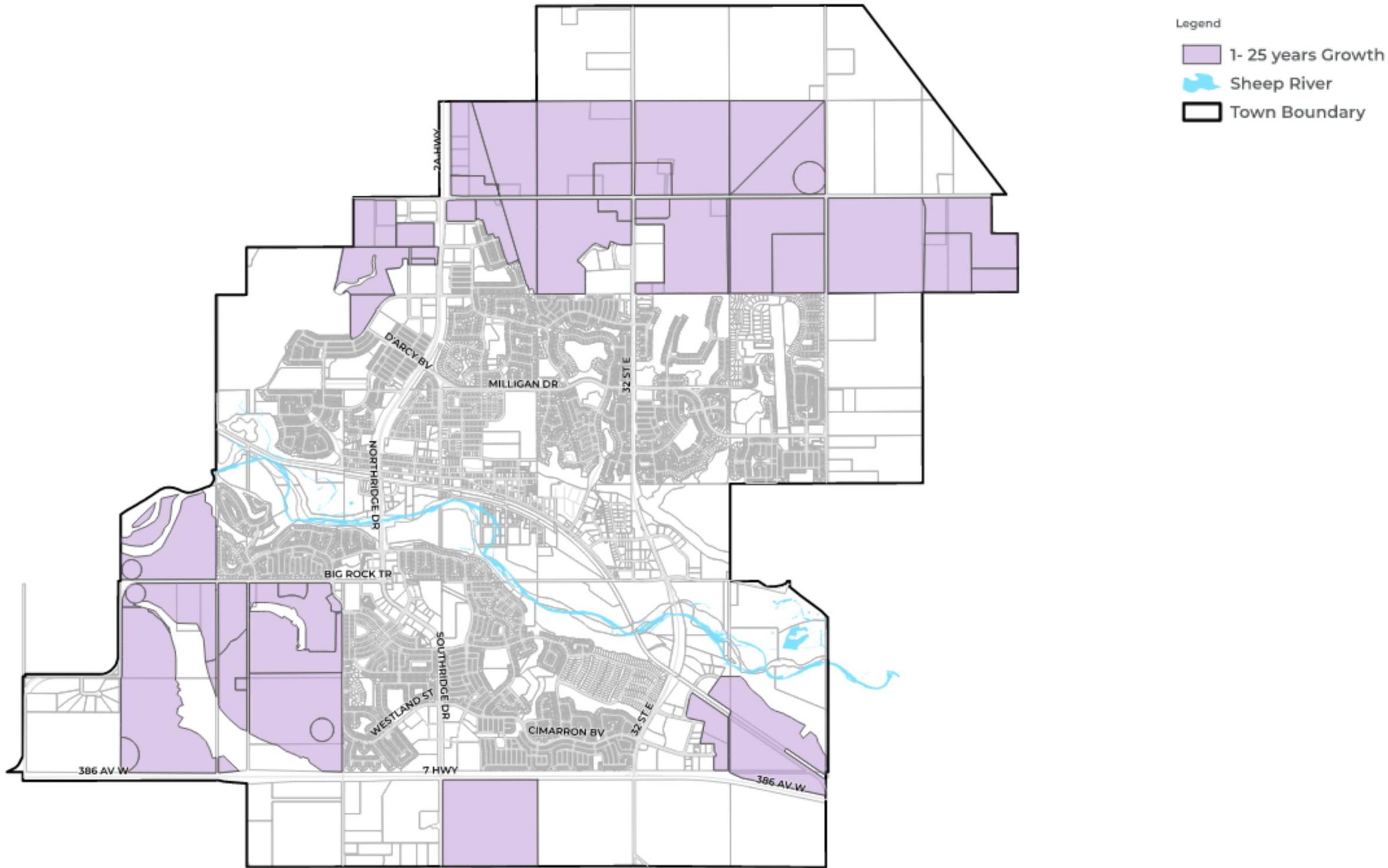
¹ A detailed overview of the annual growth assumptions, based on the Okotoks Growth Strategy (2025), is included in **Appendix A**. Note, the 25yr period is assumed from mid-2026 to mid-2051 to reflect 25 complete years of growth.

3.3 GROWTH PATTERN

The forecasted growth in conjunction with the location of growth (i.e., growth pattern) determines the Town's infrastructure needs to support future growth. A core goal of the Town's Municipal Development Plan is to ensure growth occurs in a logical and financially sustainable manner. Figure 1 displays the anticipated areas of future growth within the Town over the next 25 years.

It is not assumed that all of these areas will be fully built out within the 25-year period; however, the off-site infrastructure required to initiate and support development of these lands has been considered as part of the OSL Update.

Figure 1: Anticipated Growth Pattern



3.4 DETERMINATION OF INFRASTRUCTURE NEEDS

Over the past couple of years, the Town of Okotoks has reviewed growth-related infrastructure needs based on the projected and anticipated pattern of growth, as captured in the Town’s Growth Strategy, 2025). Through these assessments, master plans/studies have been updated and/or created to capture the infrastructure needs required to service future growth and form the basis for infrastructure to be included in the off-site levy program.

Table 3: Infrastructure Master Plans/Studies

System Type	Report Name	Author	Date Published
Water Infrastructure			
Water Supply	Foothills Okotoks Regional Water Project – Construction Procurement Documents (USL)	USL	Various (2024-2026)
	Foothills Okotoks Regional Water Project – Okotoks’ Capacity and Cost Allocation Summary Memorandum – REV 2	USL	June 16, 2026
Water Distribution	Water Master Plan (WSP, 2020)	WSP	February 2020
	Zone 4N Watermain Design Basis Memorandum (ISL, 2024)	ISL	October 30, 2024
Water Storage	Water Master Plan (WSP, 2020)	WSP	February 2020
	Town of Okotoks Zone 3S Reservoir Feasibility – Phase 1 Technical Memorandum (CIMA, 2022)	CIMA+	April 28, 2022
	Town of Okotoks Zone 3S Reservoir Feasibility – Phase 2 Technical Memorandum (CIMA, 2025)	CIMA+	August 6, 2025
	Okotoks South Reservoir Levy Clarification Memo (CIMA, 2026)	CIMA+	April 7, 2026
Sanitary Infrastructure			
Sanitary Collection	Sanitary Servicing Master Plan Update (ISL, 2016)	ISL	July 2016
	Sanitary Servicing Master Plan Update Memorandum (ISL, 2020)	ISL	February 11, 2020
	Okotoks Sanitary Servicing Study Update (ISL, 2024)	ISL	April 11, 2024
Sanitary Treatment and Disposal	Wastewater Treatment Plant Allocations Memorandum (USL, 2020)	USL	September 2020
	Okotoks WWTP - Capacity and Upgrades Deferral Study – Benefitting Population Technical Memorandum (AECOM, 2026)	AECOM	March 2026
Transportation Infrastructure			
Transportation	Transportation Master Plan Update – Network Analysis (Watt, 2020)	Watt	July 3, 2020
	TMP Network Analysis Update Memorandum (Watt, 2023)	Watt	June 22, 2023
	Highway 2 and 338 Ave Functional Planning Study (ISL, 2023)	ISL	June 2023
	338 Avenue Functional Study (Arcadis, 2024)	Arcadis	February 16, 2024
	338 Avenue Design and Cost Estimates (Arcadis, 2025)	Arcadis	May/June 2025
	338 Avenue and 32 Street Roundabout Concept Design and OPC (Arcadis, 2025)	Arcadis	December 4, 2025
	338 Avenue Off-Site Levy Cost Allocation Memorandum (USL, 2026)	USL	June 2026
Community Amenities			
Recreation	Recreation, Parks and Leisure Master Plan (RC Strategies, 2017)	RC Strategies	May 2017
	The State of Recreation, Parks and Leisure Research Report (RC Strategies, 2017)	RC Strategies	May 2017
	Defining a Potential New Community Recreation Centre (RCS+, 2020)	RCS+	June 4, 2020
	Community Amenities Off-Site Levy Study (HarGroup Management Consultants, 2022)	Hargroup	September 2022
	Recreation, Parks, and Leisure Master Plan Update (RCS+, 2023)	RCS+	July 2023
	Okotoks Off-Site Levy Bylaw Update – Recreation Levy Cost Adjustment	Town of Okotoks	August 2026

Plans and studies utilized to inform the infrastructure needs and analysis within the off-site levy program are captured in Table 3 and can be located on the Town’s website on the following page: [Town of Okotoks Off-Site Levies](#)

In addition to specific infrastructure category plans and studies referenced below, the Town engaged ISL Engineering to outline infrastructure needs to accommodate future growth and the costs associated with the infrastructure to create clarity related anticipated infrastructure needs related to water and wastewater linear infrastructure and transportation improvements. This work is captured in the Okotoks Infrastructure Summary Memorandum, ISL, February 25, 2025. All infrastructure studies and reports are available on the Town of Okotoks website: [Infrastructure Studies & Reports | The Town of Okotoks](#)

4 OFF-SITE LEVY PROGRAM

Off-site levies are primarily utilized as a funding tool for major off-site growth-related infrastructure and offer an effective mechanism to ensure costs are shared equitably with those that benefit. Infrastructure included, allocation of benefit, and the approach to cost recovery are key components of any off-site levy program. The method to determine these key components can vary across infrastructure categories and communities based on a community’s context and broader objectives.

When advancing off-site levy infrastructure, two principal financial considerations arise: 1) financing - the provision of capital required to deliver the infrastructure, and 2) funding - determining who ultimately pays for the infrastructure. Off-site levies serve as a funding mechanism that enhances certainty regarding cost recovery for those who initially finance the infrastructure. As is the case in all Alberta municipalities, the Town’s financial capacity is governed and constrained by the Municipal Government Act. With the Town facing a variety of community needs (e.g., community amenities, asset renewal, etc.) beyond growth-related infrastructure, the Town does not possess the fiscal resources to finance all growth-related, off-site levy infrastructure independently.

Although the infrastructure identified within the off-site levy program is essential to support growth areas, both the Town and external participants must contribute to financing these projects. Given the Town’s limited ability to finance all required infrastructure for ongoing growth, increased industry participation is crucial to ensure timely delivery of necessary infrastructure. Development of a systematic approach helps establish clarity around what infrastructure the Town is unable to finance.

4.1 INFRASTRUCTURE INCLUDED

Infrastructure that can be considered for inclusion in an off-site levy program is guided by the *Municipal Government Act*. The Town has included major off-site infrastructure related to water, sanitary, transportation, and recreation. The specific infrastructure included under each category is detailed in **Section 5**.

Not all infrastructure included in the Town’s off-site levy program provides the same type or degree of benefit. Some infrastructure projects provide a direct “localized” benefit, while others provide a broader “off-site” benefit. As a result, the Town’s off-site levy program attempts to only include infrastructure project costs that are truly “off-site” in nature. For projects that provide both a “local” and broader “off-site” benefit, the portion of infrastructure costs included in the off-site levy program is referred to as “oversizing”.

4.2 OVERSIZING METHODOLOGY

In local development areas, water mains, sanitary sewers and transportation infrastructure are required to service the immediate needs of the site. However, to support long-term growth some of this infrastructure is designed and constructed at a larger scale than what is required for the local development alone. This is referred to as “oversized” infrastructure. Oversizing is planned to accommodate future developments, allowing those areas to connect to already-established systems rather than building redundant or parallel infrastructure later. Under this approach, the portion of infrastructure that provides benefit beyond the local development (i.e., “oversized” infrastructure) - is identified, and assessed separately, and considered for inclusion as off-site levy infrastructure. Inclusion in the Off-Site Levy Bylaw supports the fair allocation of costs among all beneficiaries, creates a mechanism for cost recovery, while recognizing the direct local benefit that should not be included in the Off-Site Levy Bylaw. Details around how oversizing infrastructure costs are determined are captured in **Appendix G**.

4.3 ALLOCATION OF BENEFIT

Allocation of benefit refers to the proportionate distribution of infrastructure costs to those that benefit from the infrastructure. Allocation of benefit can occur between existing development and new development, between multiple new developments and even contemplate multi-jurisdictional allocation, depending on the infrastructure. In determining the allocation of benefit to existing development or existing users of the infrastructure, several factors are considered, including:

- capacity - does the infrastructure provide new capacity?;
- compliance - is the infrastructure required to meet new regulations, etc.?; and
- condition - does the new infrastructure replace any existing assets?

Given the uniqueness of each infrastructure category and potentially each piece of infrastructure, allocation of benefit is discussed below for each infrastructure category in **Section 5**. Additionally, allocation of benefit is described for each project in the project table included in **Appendix E**.

4.4 RECOVERY APPROACH

When determining how infrastructure costs included in the off-site levy program will be recovered from those that benefit there are generally two pieces that require consideration: 1) the application of the levy (i.e., Town-wide or to specific area); and 2) timing of recovery.

4.4.1 Town-Wide vs Site Specific

Cost recovery of off-site levy infrastructure projects can be calculated and applied on a town-wide basis or on a specific benefitting area or catchment basis. The decision to apply levies by either of these methods depends on the particular infrastructure projects and whether the

benefit of the projects can be allocated to a specific area. That being said, in some cases, there is a risk of existing and/or future infrastructure capacity being arbitrarily assigned and secured outside of defined catchments (for example, through the construction of a sanitary lift station). This can lead to the inequitable application of levies, encouragement of non-contiguous development and increased life-cycle cost of service. Additionally, when the benefit of projects can be reasonably allocated to a specific area, the levy may still be applied on a town-wide basis if the disparity between charges to specific areas is not great and administrative efficiency would be achieved through averaging the costs over the entire Town.

For the purposes of the current levy calculations, a town-wide levy collection method has been selected for all types of infrastructure as it provides the most equitable approach, offers increased funding flexibility to support orderly and timely construction of projects, along with cost recovery for those front-ending, and a consistent levy for the development industry.

4.4.2 Build-Out vs Revolving Timeframe

The second key consideration when determining the most appropriate off-site levy calculation method is the time horizon for collection relative to each infrastructure type. Generally, there are two time horizons utilized: Build-Out (capacity-based); or Revolving Timeframe. A capacity-based time horizon considers all land potentially available for build-out and is typically most appropriate for well-defined built-out areas with a limited number of projects.

Conversely, the Revolving Timeframe considers potential development within a set number of years or set population horizon. If there are several projects anticipated over time, the Revolving Timeframe approach helps to minimize fluctuations and provides more funding flexibility. For the purposes of the current levy calculations, the approach for each infrastructure type is indicated in **Table 4** and discussed further in under each infrastructure category in Section 5.

Table 4: Summary of Levy Calculation Approach by Infrastructure Type

Infrastructure Type	Build-Out (Capacity-Based)	Revolving Timeframe
Water Supply & Treatment Projects	✓	
Water Distribution Projects		✓
Water Storage Projects		✓
Sanitary Sewer Collection Projects		✓
Sanitary Treatment and Disposal Projects	✓	
Transportation Projects		✓
Community Amenities	✓	

4.5 EXEMPTIONS AND DEFERRALS

4.5.1 Infill Lands

Subdivision or development of sites which, at the discretion of the CAO qualify as infill lands shall be exempt from the payment of off-site levies.

This exemption is meant to encourage redevelopment, infill and densification within the existing Town boundary in alignment with the Municipal Development Plan policies. Some infill would not be subject to levy charges in any event because levies can only be charged once under the MGA for a particular type of improvement. This exemption also recognizes that some existing development which has not previously paid levies may have contributed to off-site infrastructure costs through other means such as taxes and user fees. New growth has benefited from these earlier investments in infrastructure which has often been built with excess capacity. The amount of infill historically has been very small; less than 0.2% of total levies collected in 2010-2019.

4.5.2 Community Purpose Lands

Sites which are deemed by the CAO in their discretion to be subdivided and/or developed for community purposes shall be exempt from the payment of off-site levies.

These lands have been exempted because they provide a larger community benefit. Often, these lands are acquired to provide additional “soft services” and facilities that are required because of growth. Community Purpose lands have not been accounted for in growth projections.

4.5.3 Deferral

For lands that are entirely Commercial and Industrial, the CAO may at their discretion defer OSL payments to “lot sale” or development. Deferred levies are to be charged on the lot area multiplied by the Public Lands Gross Up factor and paid 100% at “lot sale”. The Town wishes to incentivize commercial and industrial lands in accordance with the economic vitality objectives outlined in the Municipal Development Plan. The CAO may consider deferral of levies for these lands until lot sale.

4.6 GRANTS

The Town may receive project specific and/or discretionary grants that may be utilized to help fund off-site levy projects. Application of the grants within the off-site levy program will vary depending on the type of grant. Project specific grants, such as Alberta Municipal Water/Wastewater Partnership (AMWWP) are applied to the total project cost. Both the Town and developers will share the benefit of these grants based upon the allocation of benefit of the project.

Discretionary grants, such as Municipal Sustainability Initiative, gas tax or others will be applied to the Town’s portion of the project costs. These grants are discretionary in nature, and the Town can choose which projects to apply this funding to.

4.7 COST ESTIMATES AND CONTINGENCIES

Project costs for future projects are established using cost estimates based on master plans, functional, or detailed designs. Sources of the analysis completed and project cost estimates are provided for each project in **Appendix E**.

Contingencies are applied to estimates based on the level of design and project understanding at the time of preparation. The contingency ranges applied are summarized in the table below:

Project Stage	Contingency (%)	
	Low	High
Conceptual	35%	50%
Functional	25%	35%
Preliminary Design	15%	25%
Detailed Design	10%	15%

For infrastructure projects, save for recreation, an additional 15% allowance is applied to account for design, testing, and survey costs to ensure full project cost recovery. Projects currently under construction are based on received tender pricing and approved Town budgets.

All future project costs have been escalated to their year of anticipated delivery using annual inflation rates consistent with the Town of Okotoks budgeting guidelines of 2.5%. If project cost estimates are not in 2026 dollars, then project costs have been inflated from the year of cost estimation to 2026 utilizing 2.5% for sanitary, water, and transportation projects and 5% annually for recreation projections. The annual inflation rate for recreation is based on input from the Town.

Project costs will be reviewed and updated over time as designs are refined and incorporated through future Off-Site Levy Bylaw amendments. For a full breakdown of project estimated costs, expenditures to-date, and remaining costs, refer to **Appendix E**.

5 INFRASTRUCTURE CATEGORIES

5.1 WATER SUPPLY AND TREATMENT

The Town currently draws raw water from the Sheep River, treats at the Town’s water treatment plant and then distributes to residents through the distribution network. Additional raw water supply from the Bow River and treatment improvements are needed to support future growth.

Infrastructure Included
The Town builds raw water supply infrastructure and water treatment capacity improvements and recovers new development’s portion through the off-site levy.

Allocation of Benefit
When a water supply and/or treatment expansion provides capacity and/or improved supply and treatment to existing development, that portion of the project is allocated as benefit to the Town-at-large. The required water supply project identified are solely required to support new development and, thus allocation of benefit is 100% to new development after accounting for any regional benefit. A breakdown of the allocation of benefit for each component is captured in the Foothills Okotoks Regional Water Project – Okotoks’ Capacity and Cost Allocation Summary Memorandum.

As displayed in the Okotoks’ Capacity and Cost Allocation Summary Memorandum, Okotoks’ ultimate share of the system capacity supports a population of approximately 26,000–42,000 depending on the component, with some infrastructure oversized to meet grant requirements and provide future servicing flexibility. Save for one segment of pipe (Pipe C), that was oversized to allow for future servicing flexibility for growth, all components of the system are allocated 100% to growth.

Given the range in benefiting population from the water supply components a weighted average has been utilized to allocate the project costs equitably to the benefitting population. The resulting benefitting population is approximately 36,446. Based on the growth assumptions captured in **Section 3**, the sub-regional water supply system is anticipated to benefit 672ha.

Recovery Approach
Projects related to the supply and treatment of water benefit all developments regardless of location. The capacity of the raw water supply pipeline is well understood and based on future population growth and assumed per capita demands. As such, the Water Supply and Treatment levy is calculated on a town-wide basis.

Grants
A project specific grant has been allocated for W-11 (Sub-Regional Raw Water Pipeline) at a total of \$36M. The grant amount allocated to Okotoks is \$30.2M. The net project costs have then been split between the Town of Okotoks and Foothills County based on allocation of assumed capacity. Portions of the grant have been received and applied against the project costs, remaining portions anticipated to be received in the future.

Future Infrastructure Considerations
The Town is currently reviewing the capacity of their water treatment plant to understand what capacity improvements will be required to support future growth. The current levy program does not include water treatment improvements and will be considered for inclusion in subsequent updates.

Table 5: Summary of OSL Projects – Water Supply and Treatment

Project ID	Project Description	Estimated Project Cost (\$2026)	Estimated Construction Years	Allocation of Benefit to Okotoks
W-11A	Sub-regional pipeline to supply the Town with raw water from the Bow River. Project is being developed in partnership with Foothills County and includes an intake, raw water supply and storage.	\$102,114,509	2026	73.9%
W-11B	Phase 2 will include the addition of a second cell to the raw water reservoir as well as added pumping capacity to the Intake Pump Station and Midline Pump Station.	\$13,407,500	2033-2034	93%

Project ID	Okotoks Share of Project Costs	Assumed Grants to Okotoks (\$2026)	Estimated Project Costs (Net Grants)	Allocation of Benefit to New Development
W-11A	\$75,439,936	\$30,189,414	\$45,250,522	100%
W-11B	\$12,464,150	\$0	\$12,464,150	100%

5.2 WATER DISTRIBUTION

The water distribution system is comprised of interconnected pressure zones including a network of pipes. The distribution system provides the necessary water pressure and fire flow distribution to serve all customers.

Infrastructure Included

Water distribution infrastructure included in the off-site levy program includes:

- major off-site distribution mains with a diameter greater than 300mm.
- pressure reducing valves

For distribution mains with a diameter greater than 300mm in new growth areas, only the project costs attributed to the main above 300mm are to be included in the off-site levy program to account for local benefit. There are currently no oversize projects identified for inclusion, however the calculation methodology to determine the off-site levy project costs (i.e., the oversizing amount) is captured in **Appendix G** for understanding as future projects are included.

Allocation of Benefit

Unless there is an existing deficiency in the distribution system that is improved by a project, the new improvements to the distribution network only provide benefit to new development. It is assumed that these projects are required to add additional capacity for growth, and as such, are 100% allocated to growth. A detailed breakdown of allocation of benefit for each project is captured in **Appendix E**.

Recovery Approach

The Water Master Plan, 2020, identifies off-site project needs over a 25-yr period and more projects are anticipated in the future as additional work (i.e., update to the Town’s Water Master Plan) is completed to understand needs to the full buildout of the Town.

As such, the Water Distribution Levy is calculated on a town-wide basis using a 25-yr revolving timeframe.

Grants

There are no grants assumed for water distribution projects. If eligible, water distribution projects are considered a low priority under the Alberta Municipal Water/Wastewater Partnership grant program and have not recently been funded.

Future Infrastructure Considerations

The Town is currently reviewing long-term water distribution needs for Okotoks. Additional water distribution projects will be considered for subsequent updates.

Table 6: Summary of OSL Projects – Water Distribution

Project ID	Project Description	Estimated Project Costs (\$2026) Remaining / Projected	Estimated Construction Years	Allocation of Benefit to New Development
W-10	Zone 4N Additional 500 mm HDPE Feedermain (Northridge Drive/Banister Gate Intersection - Robinson Drive/Suntree Lane Intersection)	\$50,000	2026	100%
W-13	Sheep River Heights Pressure Reducing Valve	\$652,438	2030	100%
W-14	Sheep River CT Pressure Reducing Valve	\$330,947	2030	100%

5.3 WATER STORAGE

The water storage system is comprised of pump stations and reservoirs.

 Infrastructure Included

Water storage infrastructure included in the off-site levy program includes:

- reservoirs,
- dedicated reservoir supply mains, and pump stations.

 Allocation of Benefit

The Phase 1 reservoir includes only growth driven storage required to service proposed development and therefore is 100% allocated to growth. It is assumed the pump station and supply lines are required to add additional capacity for growth as well as existing areas. A detailed breakdown of allocation of benefit for each project is captured in **Appendix E**.

 Recovery Approach

Due to connectivity between pressure zones and reservoirs in the Town’s water system, all the reservoirs and dedicated mains that feed the reservoirs can be considered to provide a combined storage volume available to the entire Town for growth purposes. Additionally, the Town is exploring opportunities to expand reservoir capacity to provide long-term water storage/supply resilience for the community..

As such, the water storage levy is calculated on a town-wide basis based on a 25-yr revolving window.

 Grants

There are no grants assumed for water storage projects. If eligible, water storage projects are considered a low priority under the Alberta Municipal Water/Wastewater Partnership grant program, and have not recently been funded.

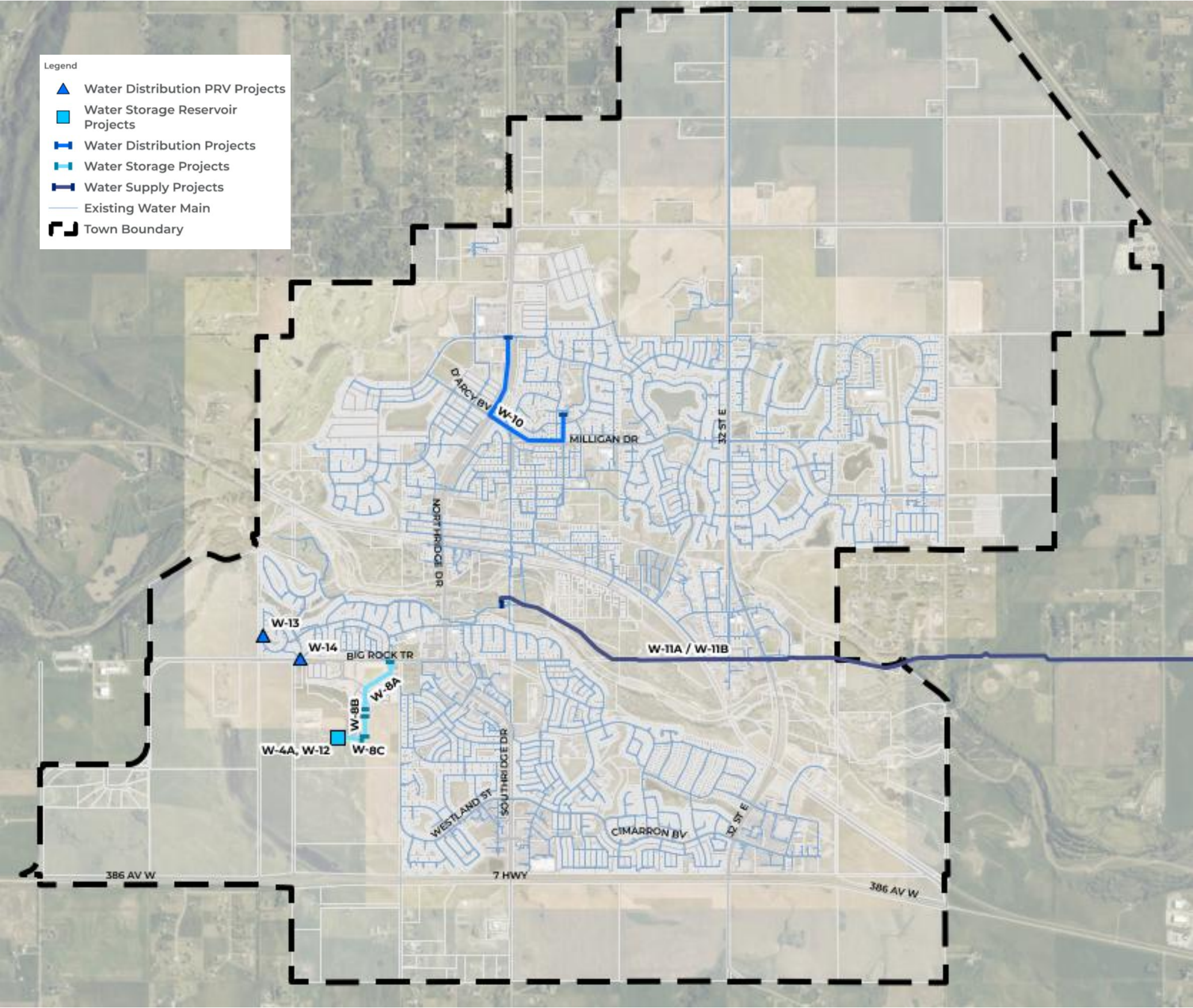
 Future Infrastructure Considerations

The Town is planning to update the Water Master Plan, 2020 in the years ahead. Through this work, it is anticipated that additional water storage projects will be considered to meet growth and long-term resilience needs of the community.

Table 7: Summary of OSL Projects – Water Storage

Project ID	Project Description	Estimated Project Costs (\$2026) Remaining / Projected	Estimated Construction Years	Allocation of Benefit to New Development
W-4A	South Okotoks Reservoir Phase 1 (3,660m3)	\$4,244,478	2027-2030	100%
W-12	South Okotoks Reservoir Supply Pump Station	\$4,139,298	2026-2028	56%
W-8A	450mm South Okotoks Twin Supply Mains	\$3,850,000	2026	71.1%
W-8B	450 mm South Okotoks Twin Supply Mains	\$926,725	2027	71.1%
W-8C	450 mm South Okotoks Twin Supply Mains	\$486,156	2027-2028	71.1%

Figure 2: Future Water Infrastructure Projects



5.4 SANITARY COLLECTION

The sanitary collection system encompasses a network of sewer mains and lift stations that convey sewage to the wastewater treatment plant for treatment and disposal.

Infrastructure Included

Sanitary collection infrastructure included in the off-site levy program includes:

- Off-site trunkmain extensions with a diameter greater than 300mm,
- Existing trunkmain upgrades or twinning,
- Siphons and forcemains.

For trunkmain extensions with a diameter greater than 300mm in new growth areas, only the project costs attributed to the main above 300mm are to be included in the off-site levy program to account for local benefit. The calculation methodology to determine the off-site levy project costs (i.e., the oversizing amount) is captured in **Appendix G**

Allocation of Benefit

Typically, sanitary collection improvements are either new extensions connecting new development to the sanitary collection system or upgrades to existing infrastructure to accommodate additional capacity for new development. The extensions to new growth areas does not improve the existing systems' level of service or reliability, and as such, have been allocated 100% to new development. Existing infrastructure identified to be replaced to accommodate additional capacity for new development is relatively new and is not anticipated to require any life-cycle work for some time. As such, there is no benefit to existing development through the replacement of this infrastructure and allocation of benefit is 100% to new development. A detailed breakdown of allocation of benefit for each project is captured in **Appendix E**.

Recovery Approach

A Town wide recovery approach is used for sanitary collection. Although the capacity of the various sections of the sanitary collection system can be allocated to specific development areas or catchments, the capacity within these collection systems may be allocated to new development beyond specific catchment areas through the utilization of lift stations or adjustment of the catchment boundaries. Accordingly, the entire sanitary collection system improvements have been viewed collectively as required system improvements that benefit new development regardless of where developments are located in the existing system. This principle removes inequity in capacity costs based on development location and reduces incentive for non-contiguous development and the overdevelopment of infrastructure. This approach also shares the benefits of excess capacity within the existing system equally with all development growth. There are a number of Sanitary Collection projects identified over the next 25yrs.

Based on the Okotoks Sanitary Servicing Study Update (ISL, 2024), the projects identified will be required within analyzed horizon periods. The Sanitary Collection levy is calculated on a town-wide basis over a 25-year revolving timeframe.



Grants

There are no grants assumed for sanitary collection.



Future Infrastructure Considerations

The Sanitary Master Plan is continually reviewed and updated to reflect the most current servicing scenarios possible.

Table 8: Summary of OSL Projects – Sanitary Collection

Project ID	Project Description	Estimated Project Costs (\$2026) Remaining / Projected	Estimated Construction Years	Assumed Grants / Regional Contributions (\$2026)	Allocation of Benefit to New Development
SAN-9A/10/12	525 mm Gravity Sewer North Railway Trunk Upgrade (North Railway Street Bend - Fisher Gate)	\$2,267,196	2026	\$0	100%
SAN-15	1050 mm Gravity Sewer (Crystal Shores Road to Crystal Green Lane)	\$994,942	2026-2027	\$0	100%
SAN-14A	1050 mm Gravity Sewer (Crystal Shores Road to 260m South)	\$994,942	2027-2028	\$0	100%
SAN-13/14B/16	1050 mm (North Railway Street to 260m south of Crystal Shores Road)	\$7,540,336	2031-2032	\$0	100%
SAN-45	450 mm Gravity Sewer - Riverside Drive & South Railway Street Upgrade (Northridge Drive/Riverside Drive Intersection - Start of Oak Ave)	\$6,631,506	2026-2027	\$0	100%
SAN-46	350 mm Siphon (32 Street/Railroad intersection - WWTP)	\$5,450,643	2031-2032	\$0	100%
SAN-60	675 mm Gravity Sewer (S-3, Highway 7/2A Intersection - Highway 7/32nd Street Intersection)	\$3,709,757	2031-2032	\$0	100%
SAN-61	750 mm Gravity Sewer (Highway 7/32nd Street Intersection - 32 Street/Railroad intersection)	\$1,546,520	2032-2033	\$0	100%

Table 9: Summary of OSL Projects – Sanitary Collection – Oversize Methodology Applied -

Project ID	Project Description	Estimated Project Costs (\$2026) Remaining / Projected	Estimated Construction Years	Assumed Grants / Regional Contributions (\$2026)	Allocation of Benefit to New Development
SAN-43C	1050 mm (Crystal Green Lane to 610m into undeveloped land)	\$995,993	2026-2027	\$0	100%
SAN-47	375 mm Forcemain	\$2,722,169	2031-2032	\$0	100%
SAN-48	900 mm Gravity Sewer	\$378,225	2027-2028	\$0	100%
SAN-50A	675 mm Gravity Sewer	\$243,745	2028-2029	\$0	100%
SAN-50B	675 mm Gravity Sewer	\$401,339	2029-2030	\$0	100%
SAN-51	450 mm Gravity Sewer	\$198,568	2040-2041	\$0	100%
SAN-53A	525 mm Gravity Sewer	\$307,833	2030-2031	\$0	100%
SAN-53B	525 mm Gravity Sewer	\$458,073	2029-2030	\$0	100%
SAN-55	450 mm Gravity Sewer	\$550,528	2030-2031	\$0	100%
SAN-59	600 mm Gravity Sewer	\$169,151	2030-2031	\$0	100%
SAN-65	675 mm Gravity Sewer	\$630,375	2029-2030	\$0	100%
SAN-68	250 mm Siphon	\$5,161,721	2034-2035	\$0	100%
SAN-69	525 mm Gravity Sewer	\$718,628	2033-2034	\$0	100%
SAN-42	375 mm Gravity Sewer	\$355,111	2034-2035	\$0	100%
SAN-49A	375 mm Gravity Sewer	\$631,426	2049-2050	\$0	100%
SAN-49B	375 mm Gravity Sewer	\$89,303	2049-2050	\$0	100%
SAN-49C	375 mm Gravity Sewer	\$433,908	2049-2050	\$0	100%
SAN-49D	375 mm Gravity Sewer	\$206,973	2049-2050	\$0	100%
SAN-52	375 mm Gravity Sewer	\$465,427	2044-2045	\$0	100%
SAN-54	375 mm Gravity Sewer	\$235,340	2028-2029	\$0	100%
SAN-57	375 mm Gravity Sewer	\$300,479	2028-2029	\$0	100%
SAN-64	375 mm Gravity Sewer	\$510,604	2034-2035	\$0	100%

5.5 SANITARY TREATMENT AND DISPOSAL

The Town collects and treats all sewage at their wastewater treatment plant and disposes of the treated effluent. In 2019, the Town initiated significant improvements to their Wastewater Treatment Plant (WWTP) All of the improvements play a role in supporting future growth. Further refinement to the phasing and timing of improvements at the Town's WWTP was completed through the Okotoks WWTP - Capacity and Upgrades Deferral Study – Benefitting Population Technical Memorandum (AECOM, 2026).

 **Infrastructure Included**
Sanitary treatment and disposal infrastructure wastewater treatment plant upgrades and expansions.

 **Allocation of Benefit**
Allocation of benefit between existing and future development varies based on the improvement. Each improvement has been reviewed from a capacity, compliance, and condition perspective. Improvements that provide benefit related to capacity are allocated 100% to growth, while improvements that provide benefit related to compliance and condition are shared between existing and future development. A detailed breakdown of allocation of benefit for each project is captured in **Appendix E**.

 **Recovery Approach**
Projects related to sanitary treatment and disposal benefit all developments regardless of location. The capacity of the treatment plant improvements is based on the WWTP – Capacity and Upgrades Deferral Study – Benefitting Population Technical Memorandum (AECOM, 2026). The Study indicates that improvements will provide capacity until a total population of 72,277. Based on the growth assumptions captured in **Section 3**, the capacity timeframe is projected to be 25 yrs (716ha). The Sanitary Treatment and Disposal Levy is calculated on a town-wide basis and based on the capacity (716ha) of the long-term sanitary treatment and disposal solution.

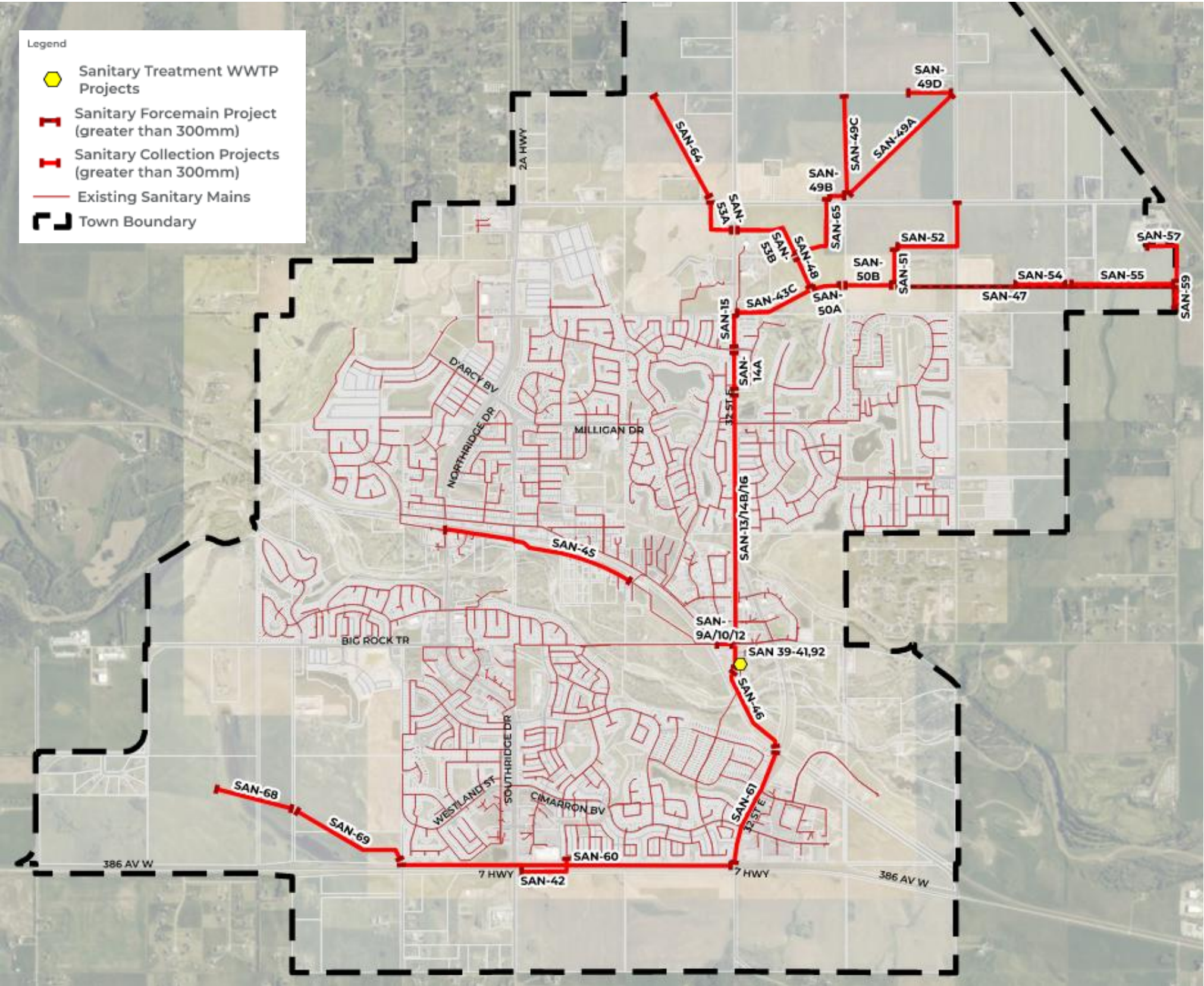
 **Grants**
In June 2020, notification from Alberta Transportation was received related to the funding of the Wastewater Treatment Plant under the Alberta Municipal Water/Wastewater Partnership program. The notification indicated that the WWTP upgrade could be eligible for a grant of up to \$5,490,000. Portions of the grant have been received and applied against the project costs, remaining portions anticipated to be received in the future.

 **Future Infrastructure Considerations**
As the Town continues to advance improvements to the WWTP, future sanitary treatment needs to support growth will be assessed.

Table 10: Summary of OSL Projects – Sanitary Treatment and Disposal

Project ID	Project Description	Estimated Project Costs (\$2026) Remaining / Projected	Estimated Construction Years	Assumed Grants / Regional Contributions (\$2026)	Allocation of Benefit to New Development
39	Headworks	\$455,520	2026	\$0	50%
92	The upgrades include construction of a new channel and expanded disinfection capacities with new reactors for growth.	\$3,601,122	2027-2029	\$0	100%
40	Primary treatment is expanded by way of a second activated clarifier to accommodate rising flows from growth.	\$5,992,896	2030-2032	\$0	70%
41	Equalization tank is modified and expanded to regulate rising flows. In addition, upgrades at the sludge management and solids section of the plant include expanded capacity for dissolved air flotation which separates solids from liquid streams.	\$3,143,444	2026-2028	\$0	100%

Figure 3: Future Sanitary Infrastructure



5.6 TRANSPORTATION

The Town's transportation system consists of a network of minor and major roadways and intersections.

 Infrastructure Included

Transportation infrastructure projects in the off-site levy program include:

- Arterials,
- Arterial to Arterial intersections, and
- Infrastructure improvements in the Established Area required to support capacity improvements for growth.

5.6.1.1 *Arterials – Greenfield Areas*

Many municipalities distinguish between transportation improvements that provide direct benefit to adjacent properties and transportation improvements that provide regional benefit. Collector roadways are typically recognized as the responsibility of the local developer as their function is to provide access to properties (direct benefit to adjacent properties). As such, the funding and construction of collectors is the requirement of local or boundary developers. Arterials, and arterial to arterial intersections are typically recognized as the classification of roadway that provide benefit both to the local/boundary developer but also seen to have a regional benefit. Arterials are the highest classification of road within the Town of Okotoks. Only roads that operate at future expected arterial volumes and function are classified as arterial and included in the Off-Site Levy project list. For arterials constructed in greenfield areas the cost determined between the future artieral and collector is carried as a future Off-Site Levy project costs. The breakdown of deteriming Off-Site Levy arterial project costs in greenfield areas is shown in **Table 9**.

Table 11: Arterial Cost Breakdown

Cost	Source
Estimated Full Arterial Cost	Cost estimates for arterial roads included in the Off-Site Levy are based the latest information available to the Town, including master planning, functional design, preliminary or detailed design. Utilizing such information ensures the full cost of the proposed corridors are considered.
Costs Included in Off-Site Levy Program for Arterial Roadway	Estimated Full Arterial Cost Estimate minus the City of Calgary Road Classification Collector

5.6.1.2 *Intersections – Greenfield Areas*

For arterial to arterial intersections constructed in greenfield areas the cost determined between the future intersection and collector roadway length through the intersection is carried as a future Off-Site Levy project costs.

5.6.1.3 *Infrastructure Improvmnts – Established Area*

As the Town continues to grow, the Town’s existing transportation network’s is impacted, requiring capacity improvements to corridors and intersections to maintain the Town’s existing level of service. Transportation improvements identified in the Established Area are fully included within the Off-Site Levy as they reflect capacity improvements to support growth within the Town.

 Allocation of Benefit

The transportation allocation of benefit methodology differentiates between infrastructure serving greenfield growth areas and infrastructure providing broader town-wide benefits. The transportation projects included in the Off-Site Levy benefit large areas opposed to individual parcels. As such, allocation of benefit is applied network wide and is based on a project's location within the overall network (i.e., Greenfield Areas or The Established Area). For determining the allocation of benefit the following land areas are utilized:

- Greenfield Areas that have already paid levies and/or are exempt (levied lands).
- Greenfield Areas that have not yet paid levies (unlevied lands).
- The Established Area

The utilization of land is a repeatable approach that provides a strong proxy for understanding future demands as land uses, densities and travel patterns evolve over time. Allocation of benefit is based on the assumed buildout of the Town.

Infrastructure located in the greenfield areas, does not provide improved reliability, quality or service level to the Established Area. As such one hundred percent of the benefit is allocated between levied and unlevied lands in the Greenfield Areas. This allocation is based on the proportion of unlevied lands within the Greenfield Area. Unlevied lands reflect those lands that have not been levied and/or that assumed to be exempt from levies.

For infrastructure located in the Established Area, that provides benefit to lands outside the Established Area (i.e., Greenfield Area), a shared benefit approach is utilized to allocate benefit. One hundred percent of the benefit is allocated among Greenfield levied, Greenfield unlevied, and Established Area lands. The allocation to growth is based the proportion of unlevied greenfield lands to total town lands.

Note, allocation of benefit for projects T-7C,T-9A, and T-81 are based on Off-Site Levy Bylaw 06-23 as the projects were already underway, and/or agreements executed as this Off-Site Levy Bylaw was been updated.



Recovery Approach

Arterials, arterial to arterial intersections, and interchanges provide benefit to the overall transportation system in the Town. There are several transportation projects identified over the next 25yrs. Based on the Transportation Master Plan Update – Network Analysis, July 3, 2020, projects identified will be required in analyzed horizon periods. The rate and pattern of new development will dictate exact timing. As such, the anticipated timeframe for transportation projects have been captured within the identified time horizons with project costs averaged through this period.

The transportation off-site levy is calculated on a town-wide basis over a 25-year revolving timeframe.



Grants/Local Developer Contributions

No grants have been assumed for transportation projects. There is no on-going non-discretionary funding program available for municipalities to fund roadway infrastructure



Future Infrastructure Considerations

The Town is currently updating the Transportation Master Plan, which will guide future updates to the Off-Site Levy.

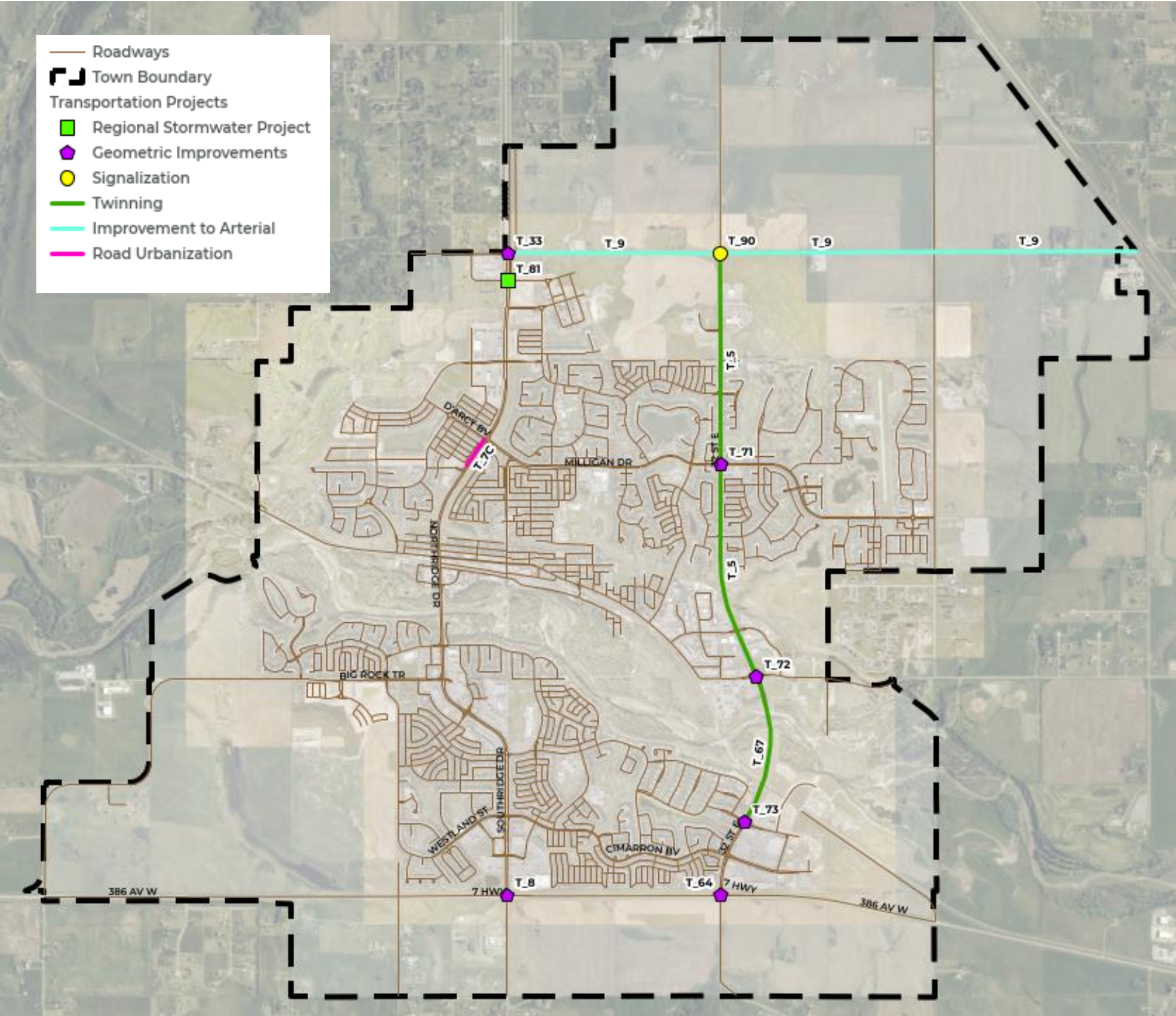
Table 12: Summary of Projects – Transportation OSL Projects

Project ID	Project Description	Estimated Project Costs (\$2026) Remaining / Projected	Estimated Construction Years	Allocation of Benefit to New Development
T-5	Twinning of 32 Street from North Railway Street to 338 Avenue. From 2-lane to 4-lane (3270 meters)	\$11,880,468	2036-2045	50.3%
T-7C	Northridge Drive Urbanation Phase 3	\$47,347	2026	75%
T-8	Southridge and Highway 7 intersection. Southbound and westbound left lanes.	\$2,820,928	2028-2035	50.3%
T-9A	338 Avenue Expansion from Northridge Drive to Highway 2 - Functional Plan & Detailed Design	\$96,109	2025-2026	75%
T-33	Northridge Drive and 338 Avenue. Southbound Dual Left Turn.	\$219,581	2040-2042	50.3%
T-64	Intersection Improvements - 32 Street and Highway 7. Adding acceleration lane for free SB right turn + restriping SB approach from one left + one shared left / through + one right to one left turn lane + one through lane + one right turn lane.	\$1,518,153	2028-2030	50.3%
T-67	Twinning 32 Street from Southbank Road to North Railway Street. From 2-lane to 4-lane (550 metres + 2 bridges).	\$22,560,071	2036-2045	50.3%
T-71	Milligan Drive and 32 Street. Adding one SBL turn lane + one EBR turn lane.	\$200,669	2027-2028	50.3%
T-72	North Railway Street/32 Street. Adding one NBL turn lane + one WBL turn lane + acceleration lane for free EB right turn movement.	\$534,768	2040-2041	50.3%
T-73	Southbank Road and 32 Street. Adding one SBL turn lane + acceleration lane for free WB right turn.	\$410,794	2040-2041	50.3%
T-81	Northridge Drive and Northgate Circle Storm Contribution. Reduces and Diverts Stormwater Runoff Generated on Northridge Drive on Downstream Users.	\$687,056	2027	75%
T-90	338 Ave and 32 Street Intersection Improvements	\$870,158	2027-2028	50.3%

Table 13: Summary of Projects – Transportation OSL Projections – Oversize Methodology -

Project ID	Project Description	Estimated Project Cost (\$2026)	Estimated Construction Years	Allocation of Benefit to New Development
9B	338 Avenue Expansion from Northridge Drive to Highway 2.	\$49,914,227	2036-2045	91.5%

Figure 4: Future Transportation Projects



5.7 COMMUNITY AMENITIES

The Community Amenities Off-Site Levy Study (HarGroup, Jan 2022) assessed the Town’s community amenity needs and offered potential development options to address these needs. This study builds on the 2017 Recreation, Parks and Leisure Master Plan as well as the 2020 *Defining A Potential New Community Recreation Centre* memorandum. The result of the Community Amenities Off-Site Levy Study was a functional program for the expansion of the Okotoks Recreation Centre. Project Descriptions.

Infrastructure Included

Community Amenity infrastructure projects in the off-site levy program include:

- Recreation Centre & Leisure Water
 - The base expansion of the Okotoks Recreation Centre is focused on leisure aquatics amenities and other indoor recreational spaces. Leisure aquatics components typically include active pool areas and structures along with out-of-water support areas. In addition to the aquatic amenities the expansion of the Okotoks Recreation Centre is anticipated to include dry sport areas, indoor play areas, climbing wall, etc. along with auxiliary support areas, such as change rooms.
- Flatwater
 - A flatwater expansion to the aquatics facility at the Okotoks Recreation Centre will provide for a FINA-compliant, 10-lane 25m lap pool for racing, fitness training, springboard diving, and other sports.

Allocation of Benefit

The benefiting population for the proposed recreation centre amenities is 60,000. Based on the Town’s growth projections, the Town is anticipated to reach 60,000 people in 2043. The Community Amenity Levy will be applied Town-wide as all future residents will benefit from these amenities.

The Town of Okotoks has a Master Cost Sharing Agreement with Foothills County to share operating costs related to some community amenities that benefit residents of both municipalities. Based on historical usage patterns the County contributes 19% towards the operational costs of the Okotoks Recreation Centre. As such, 19% of the total project costs have been allocated to regional benefit. The remaining project costs have been split between existing and new development based on population at the time of project inclusion in the Off-Sity Levy Bylaw.

The Okotoks Recreation Centre base expansion and leisure water addition is required immediately. Leisure water features do not currently exist in the Town of Okotoks, and as such, the benefit will be realized by both existing and new development. The allocation split between existing and new development is based on the Town’s population at time of inclusion of the Community Amenity infrastructure in the Off-Site Levy Bylaw. Projects R-1A and R-1B were included in the Off-Site Levy Bylaw in 2023. The Town’s population at this time was 31,741. As

such, the allocation of benefit to existing development is 53% and 47% to new development. The flatwater expansion is required to address increased demand from new development in Okotoks and, as such, the benefit will be fully realized by new development after considering the regional benefit allocation. Project costs identified in the Community Amenities Off-Site Levy Study (HarGroup, Jan 2022) applicable to Furniture, Furnishings and Equipment have not been included in the total project costs as they are not permitted costs to allocate to growth.

Recovery Approach

Community Amenity projects benefit all developments regardless of location. The capacity of the Community Amenity projects is based on the Community Amenities Off-Site Levy Study (HarGroup, Jan 2022). The Study indicates that improvements will provide capacity until a total population of 60,000. Based on the growth assumptions captured in **Section 3**, the capacity timeframe is projected to be +/- 18 yrs (+/- 486ha).

Future Infrastructure Considerations

The Town’s recreation master planning indicates community amenities beyond those currently included in the Off-Site Levy Bylaw (e.g., twin ice arena) are required to support a growing community. The Town will continue to assess inclusion of these amenities in future Off-Site Levy Bylaw updates. Additionally, the Town is currently completing design work for recreation projects currently included in the Off-Site Levy Bylaw, which will further inform future anticipated project costs. Lastly, the Town has just completed a Fire Master Plan, which will inform future fire protection needs to support growth in the community. Future Off-Site Levy Updates will contemplate refinement and additions to the Community Amenities levy.

Table 14: Summary of Projects – Community Amenities OSL Projects

Project ID	Project Description	Estimated Project Costs (\$2026) Remaining / Projected	Estimated Construction Years	Regional Benefit Allocation (Foothills)	Okotoks Benefit Allocation (New Development + Existing)	Net Okotoks Project Costs
R-1A	Recreation Centre Expansion - Leisure Water and Other	\$59,014,933	2029-2031	19%	81%	\$47,802,095
R-1B	Recreation Centre Expansion - Leisure Water and Other - Design Work	\$5,650,000	2026	19%	81%	\$4,576,500
R-2	Flatwater Expansion	\$17,260,189	2033-2034	19%	81%	\$13,980,753

Project ID	Net Okotoks Project Costs	New Development Benefit Allocation (Net Regional Benefit)	Existing Development Benefit Allocation (Net Regional Benefit)	New Development Project Costs	Existing Development Project Costs
R-1A	\$47,802,095	47%	53%	\$22,466,985	\$31,277,914
R-1B	\$4,576,500	47%	53%	\$2,150,955	\$2,994,500
R-2	\$13,980,753	100%	0%	\$13,980,753	\$0

6 OFF-SITE LEVY CALCULATIONS

The off-site levy calculation is based on a cash flow projection that incorporates assumptions for population growth, project expenditures, payment timing, interest rate returns, borrowing costs and inflation to determine levy rates. The cash flow approach ensures full cost recovery to support fairness and equity of the levy rates. Calculation of the off-site levy charges is based on four key components and can be simplified as follows:

OFF-SITE
LEVY RATE

=

LEVY ACCOUNT
STARTING BALANCE

+

COLLECTION
EXPENDITURES

+

INTEREST EARNED
CARRY COSTS

HECTARES OF DEVELOPMENT

Anticipated growth (hectares of development) and project expenditures (costs and timing) are captured in **Sections 3.0 and 5.0**. The below provides an overview of the remaining components that feed into the calculation.

6.1 LEVY ACCOUNT BALANCES

To properly account for the previous collection of levies and/or project expenditures, off-site levy fund balances need to be brought forward into the levy calculation. The levy account starting balance reflects the aggregated total of collections received, less project expenditures, plus interest credits, less borrowing costs. This is the starting point of the levy calculation and reflects actual collections and expenditures credited and charged to the account to-date.

Accounting for the levy starting balance ensures levies collected to date for future projects are reflected in the levy calculations to avoid collecting twice for projects. Correspondingly, any deficit account balances, resulting from previously constructed projects where levies have not been fully collected, are brought forward to the new levy calculation.

As the Off-Site Levies are established using a Town wide philosophy, any changes that result from a levy update will be reflected in the fund balance. If a project costs more or less than projected, when the project is completed the difference will be reflected in the fund balance. If a project is deleted the funds collected to date will be used to fund infrastructure of the same type; the future levy may decrease. If a project is added the funds collected to date may be used to fund this project; the future levy may increase.

As a result, the model starts with either a positive or negative fund balance for each of the infrastructure categories. The Town utilizes seperate levy fund accounts to track balances. As of December 31, 2025, the Town’s Off-Site Levy account balances were as follows:

Table 15: Levy Account Balances

Infrastructure Category	Fund Balance (December 31,2025)
Sanitary Collection Levy	\$(2,006,462)
Sanitary Treatment & Disposal Levy	\$(15,077,715)
Transportation Levy	\$(575,007)
Water Supply & Treatment Levy	\$(25,813,741)
Water Distribution & Storage Levy	\$(1,389,326)
Community Amenity Levy	\$2,749,536

Based on this approach, two components feed into the levy rates calculations : 1) carry forward fund balances; and 2) future projects. If a new fund balance is being created (e.g., Sanitary Collection and Transportation Oversizing, then the balance is assumed to be \$0 (zero).

Future project rates capture all anticipated expenditures, revenues, interest earned, carrying costs, etc. from January 1, 2026 forward. The duration of the calculation is based on the specific recovery methodology discussed in **Section 5** for each infrastructure category.

The starting position for each calculation along with other key cash flow totals is captured below in Cash Flow Snapshot. Annual cash flow summaries are provided in **Appendix A**.

6.2 FINANCIAL MODEL INPUTS

Financial model inputs include interest earned, carrying costs and inflation. When a projected positive fund balance occurs, interest earned is applied to the positive balance. Conversely, when a fund balance is negative (e.g., the Town front-ends infrastructure prior to collecting enough funds to cover the project costs) a borrowing cost is applied to the negative balance.

When Okotoks finances (front-ends) infrastructure a 5yr (2021 – 2025) interest rate average has been utilized. This average is based on the 25yr debenture rates through Alberta Capital Finance. Once debtentures are actualized by the Town, the financing rates should be adjusted to reflect actuals as the Off-Site Levy Bylaw is updated. Where debentures have previously been advanced by the Town, applicable borrowing costs are captured in the modelling.

In some cases, a developer may agreed to finance and/or construct infrastructure with excess capacity. No debt costs have been assumed within the financial modelling.

Inflation rates are applied in two different ways in the modelling.

- 1) To determine future anticipated expenditures, project costs are inflated annually. To bring estimated project costs to current (\$2026) dollars, projects are inflated from the year of estimate to 2026. All projects save for recreation projects have been inflated from year of estimate to current (\$2026) by 2.5% per year. Recreation projects have been inflated by 5% per year from year of estimate to current (\$2026). For projects assumed to be constructed after 2026 project costs have been inflated by 2.5% per year, in alignment with the Town's capital planning.
- 2) Inflation is also applied to the levy rate to try and equalize payments between years. This rate is reflective of general inflation within the economy and is based on the Bank of Canada's long-range target. The following are the assumptions used in the model and are based on current and historical trends:

Table 16: Financial Model Inputs

Input	Percentage
Interest Earned on Positive Fund Balances	2.67%
Interest Paid on Debt or Deficit for infrastructure to be financed by Town*	4.47%
Project Cost Annual Inflation (2026 onwards)	2.5%
Inflation Rate Annual Inflation	2.0%

* Based on 5-year Average (2021-2025) - Alberta Capital Finance

6.3 PAYMENT TIMING

The timing of when the Town receives off-site levy payments from development is important from a cash flow perspective. Payment timing varies depending on the type of development and the granting of deferrals as outlined in Schedule A and the body of the Off-Site Levies Bylaw.

The financial model assumes levy payments for all new growth (July 1, 2026 forward) is received through three payments; the first payment (30%) is assumed on execution. the second payment (30%) is assumed on the first anniversary, and the third payment (40%) is assumed on the second anniversary. This model assumption has been made as most of the new development is assumed to follow this payment timing.

6.4 OFF-SITE LEVY UPDATES

The Off-Site Levies will be periodically reviewed and updated. Minor updates include updates to fund balances, interest and borrowing costs, project costs and timing updates. Major Off-Site Levy Bylaw updates are the result of a significant shift in methodology or substantial changes to anticipated project lists. Periodic updates will occur to ensure levy information remains current and to help ensure fairness and equity.

Off-Site Levy Bylaw updates may occur to all infrastructure types or to only one infrastructure type at a time, at the CAO's discretion.

6.5 SUMMARY OF OFF-SITE LEVY RATES

The following levy calculations are based on assumptions provided in this report. The levies will be effective as of the passing of the Bylaw. The future levies are calculated using an inflation factor of 2% per year.

Table 17: Summary of Off-Site Levy Rates

Infrastructure Category	Off-Site Levy (Ha)		
	Effective Until Dec 31, 2026	Effective Until Dec 31, 2027*	Effective Until Dec 31, 2028*
Sanitary Treatment and Disposal	\$42,020	\$42,861	\$43,718
Sanitary Collection	\$65,038	\$66,339	\$67,666
Oversized Portion of Levy	\$11,520	\$11,750	\$11,985
Water Supply and Treatment	\$108,126	\$110,289	\$112,495
Water Storage	\$19,566	\$19,958	\$20,357
Water Distribution	\$3,445	\$3,513	\$3,584
Transportation	\$74,173	\$75,657	\$77,170
Oversized Portion of Levy	\$46,334	\$47,260	\$48,205
Community Amenity	\$77,055	\$78,596	\$80,168
LEVY TOTAL	\$389,424	\$397,213	\$405,157

*Off-Site Levy rates beyond December 31, 2028 are subject to a 2% per year inflationary increase

Schedule A

APPENDIX A: Growth Assumptions



Population and Employment Growth Projections - Based on Okotoks Growth Strategy (2024)

(Baseline population (2025) taken from Alberta Dashboard.

Year	Population Growth Rate	Residential Population	Annual Population Growth	Annual Employment Growth	Annual Residential Hectare Growth (ha)	Annual Employment Hectare Growth (ha)	Cumulative Residential (ha)	Cumulative Non-Residential (ha)	Annual total (ha)	Cumulative total (ha)
2025	4.63%	33,482	1,549	934	19.03	9.55	19.03	9.55	28.58	0.00
2026	4.42%	35,031	1,549	934	19.03	9.55	38.06	19.10	28.58	28.58
2027	4.23%	36,580	1,549	934	19.03	9.55	57.09	28.65	28.58	57.16
2028	4.06%	38,129	1,549	934	19.03	9.55	76.12	38.20	28.58	85.74
2029	3.90%	39,678	1,549	934	19.03	9.55	95.15	47.75	28.58	114.32
2030	3.76%	41,227	1,549	934	19.03	9.55	114.18	57.30	28.58	142.90
2031	3.62%	42,776	1,549	934	19.03	9.55	133.21	66.85	28.58	171.48
2032	3.49%	44,325	1,549	934	19.03	9.55	152.24	76.40	28.58	200.06
2033	3.38%	45,874	1,549	934	19.03	9.55	171.27	85.95	28.58	228.64
2034	3.27%	47,423	1,549	934	19.03	9.55	190.30	95.50	28.58	257.22
2035	3.16%	48,972	1,549	934	19.03	9.55	209.33	105.05	28.58	285.80
2036	3.07%	50,521	1,549	934	19.03	9.55	228.36	114.60	28.58	314.38
2037	2.97%	52,070	1,549	934	19.03	9.55	247.39	124.15	28.58	342.96
2038	2.89%	53,619	1,549	934	19.03	9.55	266.42	133.70	28.58	371.54
2039	2.81%	55,168	1,549	934	19.03	9.55	285.45	143.25	28.58	400.12
2040	2.73%	56,717	1,549	934	19.03	9.55	304.48	152.80	28.58	428.70
2041	2.66%	58,266	1,549	934	19.03	9.55	323.51	162.35	28.58	457.28
2042	2.59%	59,815	1,549	934	19.03	9.55	342.54	171.90	28.58	485.86
2043	2.52%	61,364	1,549	934	19.03	9.55	361.57	181.45	28.58	514.44
2044	2.46%	62,913	1,549	934	19.03	9.55	380.60	191.00	28.58	543.02
2045	2.40%	64,462	1,549	934	19.03	9.55	399.63	200.55	28.58	571.60
2046	2.35%	66,011	1,549	934	19.03	9.55	418.66	210.10	28.58	600.18
2047	2.29%	67,560	1,549	934	19.03	9.55	437.69	219.65	28.58	628.76
2048	2.24%	69,109	1,549	934	19.03	9.55	456.72	229.20	28.58	657.34
2049	2.19%	70,658	1,549	934	19.03	9.55	475.75	238.75	28.58	685.92
2050	2.15%	72,207	1,549	934	19.03	9.55	494.78	248.30	28.58	714.50

Schedule A

APPENDIX B: Off-Site Levy Cash Flow
Summaries



Sanitary Treatment and Disposal Levy

25-YEAR WINDOW	Year	Off-Site Levy Fund Balance (Beginning of Year)	Debenture Principal Advanced Remaining	Existing Debentu re Payment s	Expenditures	Assumed Annual Growth (Ha)	Levy Rate	Anticipated Annual Fee Revenue ¹	Annual Cumulative Surplus (Deficit)	Annual Interest Earned	Annual Borrowing Costs	Off-Site Levy Fund Balance (End of Year)
	2026	-\$15,077,715	\$15,077,617	\$966,494	\$1,275,575	18.48	\$42,020	\$1,409,281	-\$832,884	\$0	-\$37,446	-\$870,331
	2027	-\$870,331	\$0	\$966,494	\$2,304,393	28.58	\$42,861	\$1,504,676	-\$2,636,541	\$0	-\$118,539	-\$2,755,080
	2028	-\$2,755,080	\$0	\$966,494	\$2,362,003	28.58	\$43,718	\$1,052,876	-\$5,030,701	\$0	-\$226,180	-\$5,256,881
	2029	-\$5,256,881	\$0	\$966,494	\$1,292,672	28.58	\$44,592	\$1,247,160	-\$6,268,886	\$0	-\$281,849	-\$6,550,735
	2030	-\$6,550,735	\$0	\$966,494	\$1,543,508	28.58	\$45,484	\$1,272,104	-\$7,788,633	\$0	-\$350,177	-\$8,138,810
	2031	-\$8,138,810	\$0	\$966,494	\$1,582,096	28.58	\$46,394	\$1,297,546	-\$9,389,854	\$0	-\$422,168	-\$9,812,022
	2032	-\$9,812,022	\$0	\$966,494	\$1,621,649	28.58	\$47,322	\$1,323,497	-\$11,076,668	\$0	-\$498,007	-\$11,574,675
	2033	-\$11,574,675	\$0	\$966,494	\$0	28.58	\$48,268	\$1,349,967	-\$11,191,202	\$0	-\$503,156	-\$11,694,358
	2034	-\$11,694,358	\$0	\$966,494	\$0	28.58	\$49,234	\$1,376,966	-\$11,283,886	\$0	-\$507,324	-\$11,791,209
	2035	-\$11,791,209	\$0	\$966,494	\$0	28.58	\$50,218	\$1,404,505	-\$11,353,198	\$0	-\$510,440	-\$11,863,637
	2036	-\$11,863,637	\$0	\$966,494	\$0	28.58	\$51,223	\$1,432,595	-\$11,397,536	\$0	-\$512,433	-\$11,909,969
	2037	-\$11,909,969	\$0	\$966,494	\$0	28.58	\$52,247	\$1,461,247	-\$11,415,215	\$0	-\$513,228	-\$11,928,443
	2038	-\$11,928,443	\$0	\$966,494	\$0	28.58	\$53,292	\$1,490,472	-\$11,404,465	\$0	-\$512,745	-\$11,917,210
	2039	-\$11,917,210	\$0	\$966,494	\$0	28.58	\$54,358	\$1,520,282	-\$11,363,422	\$0	-\$510,899	-\$11,874,321
	2040	-\$11,874,321	\$0	\$966,494	\$0	28.58	\$55,445	\$1,550,687	-\$11,290,128	\$0	-\$507,604	-\$11,797,732
	2041	-\$11,797,732	\$0	\$966,494	\$0	28.58	\$56,554	\$1,581,701	-\$11,182,524	\$0	-\$502,766	-\$11,685,291
	2042	-\$11,685,291	\$0	\$966,494	\$0	28.58	\$57,685	\$1,613,335	-\$11,038,449	\$0	-\$496,289	-\$11,534,738
	2043	-\$11,534,738	\$0	\$966,494	\$0	28.58	\$58,839	\$1,645,602	-\$10,855,630	\$0	-\$488,069	-\$11,343,699
	2044	-\$11,343,699	\$0	\$966,494	\$0	28.58	\$60,016	\$1,678,514	-\$10,631,679	\$0	-\$478,000	-\$11,109,679
	2045	-\$11,109,679	\$0	\$377,476	\$0	28.58	\$61,216	\$1,712,084	-\$9,775,071	\$0	-\$439,487	-\$10,214,559
	2046	-\$10,214,559	\$0	\$377,476	\$0	28.58	\$62,440	\$1,746,326	-\$8,845,709	\$0	-\$397,703	-\$9,243,412
	2047	-\$9,243,412	\$0	\$0	\$0	28.58	\$63,689	\$1,781,252	-\$7,462,160	\$0	-\$335,499	-\$7,797,659
	2048	-\$7,797,659	\$0	\$0	\$0	28.58	\$64,963	\$1,816,877	-\$5,980,782	\$0	-\$268,896	-\$6,249,678
	2049	-\$6,249,678	\$0	\$0	\$0	28.58	\$66,262	\$1,853,215	-\$4,396,463	\$0	-\$197,665	-\$4,594,128
	2050	-\$4,594,128	\$0	\$0	\$0	28.58	\$67,587	\$1,890,279	-\$2,703,849	\$0	-\$121,565	-\$2,825,414
	2051	-\$2,825,414	\$0	\$0	\$0	11.40	\$68,939	\$1,572,681	-\$1,252,733	\$0	-\$56,323	-\$1,309,056
	2052	-\$1,309,056	\$0	\$0	\$0	0.00	\$0	\$1,008,337	-\$300,719	\$0	-\$13,520	-\$314,239
	2053	-\$314,239	\$0	\$0	\$0	0.00	\$0	\$314,239	\$0	\$0	\$0	\$0
Totals					\$11,981,896			\$40,908,302		\$0	-\$9,807,978	

¹Due to payment timing, anticipated annual fee revenue includes revenue received in 2025 and beyond from agreements executed prior to 2026. Note agreements executed in 2025 are based on rates and payments timing in Bylaw 06-23..

Sanitary Collection Levy

25-YEAR WINDOW	Year	Off-Site Levy Fund Balance (Beginning of Year)	Expenditures	Assumed Annual Growth (Ha)	Levy Rate	Anticipated Annual Fee Revenue ¹	Annual Cumulative Surplus (Deficit)	Annual Interest Earned	Annual Borrowing Costs	Off-Site Levy Fund Balance (End of Year)
	2026	-\$2,006,462	\$6,080,420	18.48	\$53,519	\$1,287,389	-\$6,799,493	\$0	-\$305,705	-\$7,105,198
	2027	-\$7,105,198	\$4,418,462	28.58	\$54,589	\$1,526,272	-\$9,997,388	\$0	-\$449,483	-\$10,446,871
	2028	-\$10,446,871	\$522,655	28.58	\$55,681	\$1,340,976	-\$9,628,551	\$0	-\$432,900	-\$10,061,450
	2029	-\$10,061,450	\$0	28.58	\$56,794	\$1,588,422	-\$8,473,028	\$0	-\$380,947	-\$8,853,976
	2030	-\$8,853,976	\$0	28.58	\$57,930	\$1,620,190	-\$7,233,786	\$0	-\$325,231	-\$7,559,017
	2031	-\$7,559,017	\$9,447,674	28.58	\$59,089	\$1,652,594	-\$15,354,097	\$0	-\$690,320	-\$16,044,417
	2032	-\$16,044,417	\$10,580,611	28.58	\$60,271	\$1,685,646	-\$24,939,382	\$0	-\$1,121,275	-\$26,060,657
	2033	-\$26,060,657	\$919,163	28.58	\$61,476	\$1,719,359	-\$25,260,461	\$0	-\$1,135,710	-\$26,396,171
	2034	-\$26,396,171	\$0	28.58	\$62,706	\$1,753,746	-\$24,642,426	\$0	-\$1,107,923	-\$25,750,349
	2035	-\$25,750,349	\$0	28.58	\$63,960	\$1,788,821	-\$23,961,528	\$0	-\$1,077,310	-\$25,038,838
	2036	-\$25,038,838	\$0	28.58	\$65,239	\$1,824,597	-\$23,214,241	\$0	-\$1,043,712	-\$24,257,953
	2037	-\$24,257,953	\$0	28.58	\$66,544	\$1,861,089	-\$22,396,864	\$0	-\$1,006,963	-\$23,403,827
	2038	-\$23,403,827	\$0	28.58	\$67,874	\$1,898,311	-\$21,505,516	\$0	-\$966,888	-\$22,472,404
	2039	-\$22,472,404	\$0	28.58	\$69,232	\$1,936,277	-\$20,536,127	\$0	-\$923,304	-\$21,459,431
	2040	-\$21,459,431	\$0	28.58	\$70,617	\$1,975,003	-\$19,484,428	\$0	-\$876,020	-\$20,360,448
	2041	-\$20,360,448	\$0	28.58	\$72,029	\$2,014,503	-\$18,345,946	\$0	-\$824,834	-\$19,170,779
	2042	-\$19,170,779	\$0	28.58	\$73,470	\$2,054,793	-\$17,115,986	\$0	-\$769,535	-\$17,885,521
	2043	-\$17,885,521	\$0	28.58	\$74,939	\$2,095,889	-\$15,789,632	\$0	-\$709,902	-\$16,499,534
	2044	-\$16,499,534	\$0	28.58	\$76,438	\$2,137,807	-\$14,361,728	\$0	-\$645,703	-\$15,007,431
	2045	-\$15,007,431	\$0	28.58	\$77,966	\$2,180,563	-\$12,826,868	\$0	-\$576,696	-\$13,403,564
	2046	-\$13,403,564	\$0	28.58	\$79,526	\$2,224,174	-\$11,179,390	\$0	-\$502,625	-\$11,682,016
	2047	-\$11,682,016	\$0	28.58	\$81,116	\$2,268,657	-\$9,413,358	\$0	-\$423,225	-\$9,836,583
	2048	-\$9,836,583	\$0	28.58	\$82,739	\$2,314,031	-\$7,522,553	\$0	-\$338,214	-\$7,860,767
	2049	-\$7,860,767	\$0	28.58	\$84,393	\$2,360,311	-\$5,500,455	\$0	-\$247,300	-\$5,747,756
	2050	-\$5,747,756	\$0	28.58	\$86,081	\$2,407,517	-\$3,340,239	\$0	-\$150,177	-\$3,490,416
	2051	-\$3,490,416	\$0	10.10	\$87,803	\$1,968,994	-\$1,521,422	\$0	-\$68,403	-\$1,589,825
	2052	-\$1,589,825	\$0	0.00	\$0	\$1,250,229	-\$339,596	\$0	-\$15,268	-\$354,864
	2053	-\$354,864	\$0	0.00	\$0	\$354,864	\$0	\$0	\$0	\$0
Totals			\$31,968,986			\$51,091,022		\$0	-\$17,115,575	

¹Due to payment timing, anticipated annual fee revenue includes revenue received in 2025 and beyond from agreements executed prior to 2026. Note agreements executed in 2025 are based on rates and payments timing in Bylaw 06-23..

Sanitary Collection Levy – Oversized Portion

25-YEAR WINDOW	Year	Off-Site Levy Fund Balance (Beginning of Year)	Expenditures	Assumed Annual Growth (Ha)	Levy Rate	Anticipated Annual Fee Revenue ¹	Annual Cumulative Surplus (Deficit)	Annual Interest Earned	Annual Borrowing Costs	Off-Site Levy Fund Balance (End of Year)
	2026	\$0	\$284,870	18.48	\$11,520	\$63,852	-\$221,018	\$0	\$0	-\$221,018
	2027	-\$221,018	\$391,713	28.58	\$11,750	\$164,599	-\$448,132	\$0	\$0	-\$448,132
	2028	-\$448,132	\$173,196	28.58	\$11,985	\$288,644	-\$332,684	\$0	\$0	-\$332,684
	2029	-\$332,684	\$331,087	28.58	\$12,225	\$341,907	-\$321,864	\$0	\$0	-\$321,864
	2030	-\$321,864	\$393,670	28.58	\$12,469	\$348,745	-\$366,790	\$0	\$0	-\$366,790
	2031	-\$366,790	\$1,195,590	28.58	\$12,719	\$355,720	-\$1,206,660	\$0	\$0	-\$1,206,660
	2032	-\$1,206,660	\$1,090,074	28.58	\$12,973	\$362,834	-\$1,933,900	\$0	\$0	-\$1,933,900
	2033	-\$1,933,900	\$113,007	28.58	\$13,233	\$370,091	-\$1,676,817	\$0	\$0	-\$1,676,817
	2034	-\$1,676,817	\$3,169,605	28.58	\$13,497	\$377,493	-\$4,468,929	\$0	\$0	-\$4,468,929
	2035	-\$4,468,929	\$3,130,117	28.58	\$13,767	\$385,043	-\$7,214,003	\$0	\$0	-\$7,214,003
	2036	-\$7,214,003	\$0	28.58	\$14,043	\$392,743	-\$6,821,259	\$0	\$0	-\$6,821,259
	2037	-\$6,821,259	\$0	28.58	\$14,323	\$400,598	-\$6,420,661	\$0	\$0	-\$6,420,661
	2038	-\$6,420,661	\$0	28.58	\$14,610	\$408,610	-\$6,012,051	\$0	\$0	-\$6,012,051
	2039	-\$6,012,051	\$0	28.58	\$14,902	\$416,783	-\$5,595,268	\$0	\$0	-\$5,595,268
	2040	-\$5,595,268	\$24,331	28.58	\$15,200	\$425,118	-\$5,194,481	\$0	\$0	-\$5,194,481
	2041	-\$5,194,481	\$24,940	28.58	\$15,504	\$433,621	-\$4,785,801	\$0	\$0	-\$4,785,801
	2042	-\$4,785,801	\$0	28.58	\$15,814	\$442,293	-\$4,343,508	\$0	\$0	-\$4,343,508
	2043	-\$4,343,508	\$0	28.58	\$16,131	\$451,139	-\$3,892,369	\$0	\$0	-\$3,892,369
	2044	-\$3,892,369	\$34,110	28.58	\$16,453	\$460,162	-\$3,466,317	\$0	\$0	-\$3,466,317
	2045	-\$3,466,317	\$34,962	28.58	\$16,782	\$469,365	-\$3,031,915	\$0	\$0	-\$3,031,915
	2046	-\$3,031,915	\$0	28.58	\$17,118	\$478,752	-\$2,553,163	\$0	\$0	-\$2,553,163
	2047	-\$2,553,163	\$0	28.58	\$17,460	\$488,327	-\$2,064,835	\$0	\$0	-\$2,064,835
	2048	-\$2,064,835	\$0	28.58	\$17,809	\$498,094	-\$1,566,742	\$0	\$0	-\$1,566,742
	2049	-\$1,566,742	\$113,013	28.58	\$18,166	\$508,056	-\$1,171,699	\$0	\$0	-\$1,171,699
	2050	-\$1,171,699	\$115,838	28.58	\$18,529	\$518,217	-\$769,320	\$0	\$0	-\$769,320
	2051	-\$769,320	\$0	10.10	\$18,900	\$423,825	-\$345,495	\$0	\$0	-\$345,495
	2052	-\$345,495	\$0	0.00	\$0	\$269,111	-\$76,384	\$0	\$0	-\$76,384
	2053	-\$76,384	\$0	0.00	\$0	\$76,384	\$0	\$0	\$0	\$0
Totals			\$10,620,124			\$10,620,124		\$0	\$0	

¹Due to payment timing, anticipated annual fee revenue includes revenue received in 2025 and beyond from agreements executed prior to 2026. Note agreements executed in 2025 are based on rates and payments timing in Bylaw 06-23..

Water Supply and Treatment Levy

25-YEAR WINDOW	Year	Off-Site Levy Fund Balance (Beginning of Year)	Debenture Principal Advanced Remaining	Existing Debenture Payments	Expenditures	Assumed Annual Growth (Ha)	Levy Rate	Anticipated Annual Fee Revenue ¹	Annual Cumulative Surplus (Deficit)	Annual Interest Earned	Annual Borrowing Costs	Off-Site Levy Fund Balance (End of Year)
	2026	-\$25,813,741	\$29,073,490	\$1,866,884	\$19,168,369	18.48	\$108,126	\$1,708,232	-\$16,067,271	\$0	-\$722,384	-\$16,789,655
	2027	-\$16,789,655	\$0	\$1,866,884	\$0	28.58	\$110,289	\$2,397,459.94	-\$16,259,079	\$0	-\$731,008	-\$16,990,087
	2028	-\$16,990,087	\$0	\$1,866,884	\$0	28.58	\$112,495	\$2,709,243	-\$16,147,728	\$0	-\$726,002	-\$16,873,730
	2029	-\$16,873,730	\$0	\$1,866,884	\$0	28.58	\$114,745	\$3,209,171	-\$15,531,442	\$0	-\$698,294	-\$16,229,736
	2030	-\$16,229,736	\$0	\$1,866,884	\$0	28.58	\$117,039	\$3,273,354	-\$14,823,265	\$0	-\$666,454	-\$15,489,719
	2031	-\$15,489,719	\$0	\$1,866,884	\$0	28.58	\$119,380	\$3,338,822	-\$14,017,781	\$0	-\$630,239	-\$14,648,020
	2032	-\$14,648,020	\$0	\$1,866,884	\$0	28.58	\$121,768	\$3,405,598	-\$13,109,306	\$0	-\$589,394	-\$13,698,700
	2033	-\$13,698,700	\$0	\$1,866,884	\$7,407,979	28.58	\$124,203	\$3,473,710	-\$19,499,853	\$0	-\$876,713	-\$20,376,566
	2034	-\$20,376,566	\$0	\$1,866,884	\$7,593,178	28.58	\$126,687	\$3,543,184	-\$26,293,444	\$0	-\$1,182,153	-\$27,475,597
	2035	-\$27,475,597	\$0	\$1,866,884	\$0	28.58	\$129,221	\$3,614,048	-\$25,728,433	\$0	-\$1,156,750	-\$26,885,183
	2036	-\$26,885,183	\$0	\$1,866,884	\$0	28.58	\$131,805	\$3,686,329	-\$25,065,738	\$0	-\$1,126,956	-\$26,192,694
	2037	-\$26,192,694	\$0	\$1,866,884	\$0	28.58	\$134,442	\$3,760,055	-\$24,299,522	\$0	-\$1,092,507	-\$25,392,028
	2038	-\$25,392,028	\$0	\$1,866,884	\$0	28.58	\$137,130	\$3,835,256	-\$23,423,656	\$0	-\$1,053,128	-\$24,476,783
	2039	-\$24,476,783	\$0	\$1,866,884	\$0	28.58	\$139,873	\$3,911,962	-\$22,431,705	\$0	-\$1,008,529	-\$23,440,235
	2040	-\$23,440,235	\$0	\$1,866,884	\$0	28.58	\$142,670	\$3,990,201	-\$21,316,917	\$0	-\$958,409	-\$22,275,326
	2041	-\$22,275,326	\$0	\$1,866,884	\$0	28.58	\$145,524	\$4,070,005	-\$20,072,205	\$0	-\$902,446	-\$20,974,651
	2042	-\$20,974,651	\$0	\$1,866,884	\$0	28.58	\$148,434	\$4,151,405	-\$18,690,130	\$0	-\$840,308	-\$19,530,438
	2043	-\$19,530,438	\$0	\$1,866,884	\$0	28.58	\$151,403	\$4,234,433	-\$17,162,889	\$0	-\$771,643	-\$17,934,532
	2044	-\$17,934,532	\$0	\$1,866,884	\$0	28.58	\$154,431	\$4,319,122	-\$15,482,294	\$0	-\$696,084	-\$16,178,378
	2045	-\$16,178,378	\$0	\$1,866,884	\$0	28.58	\$157,520	\$4,405,504	-\$13,639,757	\$0	-\$613,243	-\$14,253,001
	2046	-\$14,253,001	\$0	\$1,866,884	\$0	28.58	\$160,670	\$4,493,614	-\$11,626,270	\$0	-\$522,717	-\$12,148,987
	2047	-\$12,148,987	\$0	\$1,866,884	\$0	28.58	\$163,883	\$4,583,486	-\$9,432,384	\$0	-\$424,080	-\$9,856,464
	2048	-\$9,856,464	\$0	\$1,866,884	\$0	28.58	\$167,161	\$4,675,156	-\$7,048,192	\$0	-\$316,887	-\$7,365,078
	2049	-\$7,365,078	\$0	\$1,866,884	\$0	25.20	\$170,504	\$4,595,738	-\$4,636,224	\$0	-\$208,445	-\$4,844,668
	2050	-\$4,844,668	\$0	\$0	\$0	0.00	\$0	\$3,199,969	-\$1,644,699	\$0	-\$73,946	-\$1,718,645
	2051	-\$1,718,645	\$0	\$0	\$0	0.00	\$0	\$1,718,645	\$0	\$0	\$0	\$0
Totals					\$34,169,526			\$94,303,702		\$0	-\$18,588,720	

¹Due to payment timing, anticipated annual fee revenue includes revenue received in 2025 and beyond from agreements executed prior to 2026. Note agreements executed in 2025 are based on rates and payments timing in Bylaw 06-23..

Water Storage Levy

25-YEAR WINDOW	Year	Off-Site Levy Fund Balance (Beginning of Year)	Expenditures	Assumed Annual Growth (Ha)	Levy Rate	Anticipated Annual Fee Revenue ¹	Annual Cumulative Surplus (Deficit)	Annual Interest Earned	Annual Borrowing Costs	Off-Site Levy Fund Balance (End of Year)
	2026	\$0	\$3,510,019	18.48	\$19,566	\$108,452	-\$3,401,567	\$0	-\$152,934	-\$3,554,501
	2027	-\$3,554,501	\$2,732,156	28.58	\$19,958	\$279,570	-\$6,007,088	\$0	-\$270,079	-\$6,277,166
	2028	-\$6,277,166	\$2,108,202	28.58	\$20,357	\$490,260	-\$7,895,108	\$0	-\$354,964	-\$8,250,073
	2029	-\$8,250,073	\$1,142,710	28.58	\$20,764	\$580,726	-\$8,812,056	\$0	-\$396,190	-\$9,208,246
	2030	-\$9,208,246	\$1,171,277	28.58	\$21,179	\$592,340	-\$9,787,183	\$0	-\$440,032	-\$10,227,215
	2031	-\$10,227,215	\$0	28.58	\$21,603	\$604,187	-\$9,623,028	\$0	-\$432,651	-\$10,055,679
	2032	-\$10,055,679	\$0	28.58	\$22,035	\$616,271	-\$9,439,408	\$0	-\$424,396	-\$9,863,804
	2033	-\$9,863,804	\$0	28.58	\$22,476	\$628,596	-\$9,235,207	\$0	-\$415,215	-\$9,650,422
	2034	-\$9,650,422	\$0	28.58	\$22,925	\$641,168	-\$9,009,254	\$0	-\$405,056	-\$9,414,310
	2035	-\$9,414,310	\$0	28.58	\$23,384	\$653,992	-\$8,760,318	\$0	-\$393,864	-\$9,154,182
	2036	-\$9,154,182	\$0	28.58	\$23,851	\$667,072	-\$8,487,111	\$0	-\$381,581	-\$8,868,691
	2037	-\$8,868,691	\$0	28.58	\$24,328	\$680,413	-\$8,188,278	\$0	-\$368,145	-\$8,556,423
	2038	-\$8,556,423	\$0	28.58	\$24,815	\$694,021	-\$7,862,402	\$0	-\$353,494	-\$8,215,896
	2039	-\$8,215,896	\$0	28.58	\$25,311	\$707,902	-\$7,507,994	\$0	-\$337,559	-\$7,845,554
	2040	-\$7,845,554	\$0	28.58	\$25,817	\$722,060	-\$7,123,494	\$0	-\$320,272	-\$7,443,766
	2041	-\$7,443,766	\$0	28.58	\$26,334	\$736,501	-\$6,707,265	\$0	-\$301,559	-\$7,008,824
	2042	-\$7,008,824	\$0	28.58	\$26,860	\$751,231	-\$6,257,593	\$0	-\$281,341	-\$6,538,934
	2043	-\$6,538,934	\$0	28.58	\$27,398	\$766,256	-\$5,772,679	\$0	-\$259,540	-\$6,032,219
	2044	-\$6,032,219	\$0	28.58	\$27,946	\$781,581	-\$5,250,638	\$0	-\$236,069	-\$5,486,707
	2045	-\$5,486,707	\$0	28.58	\$28,504	\$797,212	-\$4,689,494	\$0	-\$210,840	-\$4,900,334
	2046	-\$4,900,334	\$0	28.58	\$29,075	\$813,156	-\$4,087,178	\$0	-\$183,760	-\$4,270,937
	2047	-\$4,270,937	\$0	28.58	\$29,656	\$829,420	-\$3,441,517	\$0	-\$154,731	-\$3,596,248
	2048	-\$3,596,248	\$0	28.58	\$30,249	\$846,008	-\$2,750,240	\$0	-\$123,651	-\$2,873,891
	2049	-\$2,873,891	\$0	28.58	\$30,854	\$862,928	-\$2,010,963	\$0	-\$90,413	-\$2,101,376
	2050	-\$2,101,376	\$0	28.58	\$31,471	\$880,187	-\$1,221,189	\$0	-\$54,905	-\$1,276,094
	2051	-\$1,276,094	\$0	10.10	\$32,101	\$719,863	-\$556,231	\$0	-\$25,008	-\$581,239
	2052	-\$581,239	\$0	0.00	\$0	\$457,083	-\$124,156	\$0	-\$5,582	-\$129,738
	2053	-\$129,738	\$0	0.00	\$0	\$129,738	\$0	\$0	\$0	\$0
Totals			\$10,664,364			\$18,038,192		\$0	-\$7,373,828	

¹Due to payment timing, anticipated annual fee revenue includes revenue received in 2025 and beyond from agreements executed prior to 2026. Note agreements executed in 2025 are based on rates and payments timing in Bylaw 06-23..

Water Distribution Levy

25-YEAR WINDOW	Year	Off-Site Levy Fund Balance (Beginning of Year)	Expenditures	Assumed Annual Growth (Ha)	Levy Rate	Anticipated Annual Fee Revenue ¹	Annual Cumulative Surplus (Deficit)	Annual Interest Earned	Annual Borrowing Costs	Off-Site Levy Fund Balance (End of Year)
	2026	-\$1,389,326	\$50,000	18.48	\$3,445	\$354,640	-\$1,084,687	\$0	-\$48,768	-\$1,133,454
	2027	-\$1,133,454	\$0	28.58	\$3,513	\$307,153	-\$826,301	\$0	-\$37,151	-\$863,452
	2028	-\$863,452	\$0	28.58	\$3,584	\$86,307	-\$777,145	\$0	-\$34,940	-\$812,085
	2029	-\$812,085	\$0	28.58	\$3,655	\$102,233	-\$709,853	\$0	-\$31,915	-\$741,768
	2030	-\$741,768	\$1,085,473	28.58	\$3,728	\$104,277	-\$1,722,964	\$0	-\$77,464	-\$1,800,428
	2031	-\$1,800,428	\$0	28.58	\$3,803	\$106,363	-\$1,694,065	\$0	-\$76,165	-\$1,770,230
	2032	-\$1,770,230	\$0	28.58	\$3,879	\$108,490	-\$1,661,740	\$0	-\$74,712	-\$1,736,452
	2033	-\$1,736,452	\$0	28.58	\$3,957	\$110,660	-\$1,625,792	\$0	-\$73,096	-\$1,698,888
	2034	-\$1,698,888	\$0	28.58	\$4,036	\$112,873	-\$1,586,015	\$0	-\$71,307	-\$1,657,322
	2035	-\$1,657,322	\$0	28.58	\$4,117	\$115,131	-\$1,542,191	\$0	-\$69,337	-\$1,611,528
	2036	-\$1,611,528	\$0	28.58	\$4,199	\$117,433	-\$1,494,095	\$0	-\$67,175	-\$1,561,270
	2037	-\$1,561,270	\$0	28.58	\$4,283	\$119,782	-\$1,441,488	\$0	-\$64,809	-\$1,506,297
	2038	-\$1,506,297	\$0	28.58	\$4,368	\$122,177	-\$1,384,120	\$0	-\$62,230	-\$1,446,350
	2039	-\$1,446,350	\$0	28.58	\$4,456	\$124,621	-\$1,321,729	\$0	-\$59,425	-\$1,381,154
	2040	-\$1,381,154	\$0	28.58	\$4,545	\$127,113	-\$1,254,040	\$0	-\$56,382	-\$1,310,422
	2041	-\$1,310,422	\$0	28.58	\$4,636	\$129,656	-\$1,180,766	\$0	-\$53,087	-\$1,233,853
	2042	-\$1,233,853	\$0	28.58	\$4,729	\$132,249	-\$1,101,604	\$0	-\$49,528	-\$1,151,133
	2043	-\$1,151,133	\$0	28.58	\$4,823	\$134,894	-\$1,016,239	\$0	-\$45,690	-\$1,061,929
	2044	-\$1,061,929	\$0	28.58	\$4,920	\$137,592	-\$924,337	\$0	-\$41,558	-\$965,895
	2045	-\$965,895	\$0	28.58	\$5,018	\$140,344	-\$825,552	\$0	-\$37,117	-\$862,669
	2046	-\$862,669	\$0	28.58	\$5,118	\$143,150	-\$719,518	\$0	-\$32,350	-\$751,868
	2047	-\$751,868	\$0	28.58	\$5,221	\$146,013	-\$605,855	\$0	-\$27,239	-\$633,094
	2048	-\$633,094	\$0	28.58	\$5,325	\$148,934	-\$484,160	\$0	-\$21,768	-\$505,928
	2049	-\$505,928	\$0	28.58	\$5,432	\$151,912	-\$354,016	\$0	-\$15,917	-\$369,932
	2050	-\$369,932	\$0	28.58	\$5,540	\$154,951	-\$214,982	\$0	-\$9,666	-\$224,647
	2051	-\$224,647	\$0	10.10	\$5,651	\$126,727	-\$97,920	\$0	-\$4,403	-\$102,323
	2052	-\$102,323	\$0	0.00	\$0	\$80,466	-\$21,857	\$0	-\$983	-\$22,839
	2053	-\$22,839	\$0	0.00	\$0	\$22,839	\$0	\$0	\$0	\$0
Totals			\$1,135,473			\$3,768,979			\$0	-\$1,244,179

¹Due to payment timing, anticipated annual fee revenue includes revenue received in 2025 and beyond from agreements executed prior to 2026. Note agreements executed in 2025 are based on rates and payments timing in Bylaw 06-23..

Transportation Levy

25-YEAR WINDOW	Year	Off-Site Levy Fund Balance (Beginning of Year)	Expenditures	Assumed Annual Growth (Ha)	Levy Rate	Anticipated Annual Fee Revenue ¹	Annual Cumulative Surplus (Deficit)	Annual Interest Earned	Annual Borrowing Costs	Off-Site Levy Fund Balance (End of Year)
	2026	-\$575,007	\$107,592	18.48	\$27,840	\$2,394,337	\$1,711,738	\$45,772	\$0	\$1,757,510
	2027	\$1,757,510	\$804,220	28.58	\$28,397	\$2,119,687	\$3,072,976	\$82,171	\$0	\$3,155,148
	2028	\$3,155,148	\$736,722	28.58	\$28,965	\$697,563	\$3,115,988	\$83,322	\$0	\$3,199,309
	2029	\$3,199,309	\$465,119	28.58	\$29,544	\$826,282	\$3,560,472	\$95,207	\$0	\$3,655,679
	2030	\$3,655,679	\$476,747	28.58	\$30,135	\$842,807	\$4,021,739	\$107,541	\$0	\$4,129,280
	2031	\$4,129,280	\$200,673	28.58	\$30,737	\$859,663	\$4,788,270	\$128,038	\$0	\$4,916,309
	2032	\$4,916,309	\$205,690	28.58	\$31,352	\$876,857	\$5,587,475	\$149,409	\$0	\$5,736,884
	2033	\$5,736,884	\$210,832	28.58	\$31,979	\$894,394	\$6,420,446	\$171,683	\$0	\$6,592,129
	2034	\$6,592,129	\$216,103	28.58	\$32,619	\$912,282	\$7,288,307	\$194,889	\$0	\$7,483,197
	2035	\$7,483,197	\$221,506	28.58	\$33,271	\$930,527	\$8,192,218	\$219,060	\$0	\$8,411,278
	2036	\$8,411,278	\$2,217,566	28.58	\$33,937	\$949,138	\$7,142,850	\$191,000	\$0	\$7,333,850
	2037	\$7,333,850	\$2,273,005	28.58	\$34,615	\$968,121	\$6,028,966	\$161,215	\$0	\$6,190,180
	2038	\$6,190,180	\$2,329,830	28.58	\$35,308	\$987,483	\$4,847,833	\$129,631	\$0	\$4,977,464
	2039	\$4,977,464	\$2,388,076	28.58	\$36,014	\$1,007,233	\$3,596,620	\$96,174	\$0	\$3,692,794
	2040	\$3,692,794	\$2,835,816	28.58	\$36,734	\$1,027,377	\$1,884,355	\$50,388	\$0	\$1,934,743
	2041	\$1,934,743	\$2,906,712	28.58	\$37,469	\$1,047,925	\$75,956	\$2,031	\$0	\$77,987
	2042	\$77,987	\$2,626,351	28.58	\$38,218	\$1,068,883	-\$1,479,481	\$0	-\$66,517	-\$1,545,998
	2043	-\$1,545,998	\$2,635,989	28.58	\$38,982	\$1,090,261	-\$3,091,726	\$0	-\$139,004	-\$3,230,730
	2044	-\$3,230,730	\$2,701,889	28.58	\$39,762	\$1,112,066	-\$4,820,553	\$0	-\$216,732	-\$5,037,285
	2045	-\$5,037,285	\$2,769,436	28.58	\$40,557	\$1,134,308	-\$6,672,413	\$0	-\$299,992	-\$6,972,405
	2046	-\$6,972,405	\$0	28.58	\$41,369	\$1,156,994	-\$5,815,411	\$0	-\$261,461	-\$6,076,872
	2047	-\$6,076,872	\$0	28.58	\$42,196	\$1,180,134	-\$4,896,738	\$0	-\$220,157	-\$5,116,896
	2048	-\$5,116,896	\$0	28.58	\$43,040	\$1,203,736	-\$3,913,159	\$0	-\$175,936	-\$4,089,095
	2049	-\$4,089,095	\$0	28.58	\$43,901	\$1,227,811	-\$2,861,284	\$0	-\$128,643	-\$2,989,927
	2050	-\$2,989,927	\$0	28.58	\$44,779	\$1,252,367	-\$1,737,560	\$0	-\$78,121	-\$1,815,681
	2051	-\$1,815,681	\$0	10.10	\$45,674	\$1,024,252	-\$791,429	\$0	-\$35,583	-\$827,012
	2052	-\$827,012	\$0	0.00	\$0	\$650,357	-\$176,655	\$0	-\$7,942	-\$184,597
	2053	-\$184,597	\$0	0.00	\$0	\$184,597	\$0	\$0	\$0	\$0
Totals			\$29,329,876			\$29,627,441		\$1,907,530	-\$1,630,088	

¹Due to payment timing, anticipated annual fee revenue includes revenue received in 2025 and beyond from agreements executed prior to 2026. Note agreements executed in 2025 are based on rates and payments timing in Bylaw 06-23..

Transportation Levy – Oversized Portion

25-YEAR WINDOW	Year	Off-Site Levy Fund Balance (Beginning of Year)	Expenditures	Assumed Annual Growth (Ha)	Levy Rate	Anticipated Annual Fee Revenue ¹	Annual Cumulative Surplus (Deficit)	Annual Interest Earned	Annual Borrowing Costs	Off-Site Levy Fund Balance (End of Year)
	2026	\$0	\$0	18.48	\$46,334	\$256,818	\$256,818			\$256,818
	2027	\$256,818	\$3,063,985	28.58	\$47,260	\$662,028	-\$2,145,140			-\$2,145,140
	2028	-\$2,145,140	\$3,140,585	28.58	\$48,205	\$1,160,947	-\$4,124,777			-\$4,124,777
	2029	-\$4,124,777	\$0	28.58	\$49,170	\$1,375,174	-\$2,749,604			-\$2,749,604
	2030	-\$2,749,604	\$0	28.58	\$50,153	\$1,402,677	-\$1,346,927			-\$1,346,927
	2031	-\$1,346,927	\$0	28.58	\$51,156	\$1,430,731	\$83,804			\$83,804
	2032	\$83,804	\$0	28.58	\$52,179	\$1,459,345	\$1,543,149			\$1,543,149
	2033	\$1,543,149	\$0	28.58	\$53,223	\$1,488,532	\$3,031,681			\$3,031,681
	2034	\$3,031,681	\$0	28.58	\$54,287	\$1,518,303	\$4,549,984			\$4,549,984
	2035	\$4,549,984	\$6,671,032	28.58	\$55,373	\$1,548,669	-\$572,380			-\$572,380
	2036	-\$572,380	\$6,837,808	28.58	\$56,480	\$1,579,642	-\$5,830,546			-\$5,830,546
	2037	-\$5,830,546	\$0	28.58	\$57,610	\$1,611,235	-\$4,219,311			-\$4,219,311
	2038	-\$4,219,311	\$0	28.58	\$58,762	\$1,643,460	-\$2,575,851			-\$2,575,851
	2039	-\$2,575,851	\$0	28.58	\$59,937	\$1,676,329	-\$899,522			-\$899,522
	2040	-\$899,522	\$0	28.58	\$61,136	\$1,709,855	\$810,333			\$810,333
	2041	\$810,333	\$0	28.58	\$62,359	\$1,744,053	\$2,554,386			\$2,554,386
	2042	\$2,554,386	\$1,479,188	28.58	\$63,606	\$1,778,934	\$2,854,131			\$2,854,131
	2043	\$2,854,131	\$1,516,168	28.58	\$64,878	\$1,814,512	\$3,152,476			\$3,152,476
	2044	\$3,152,476	\$0	28.58	\$66,176	\$1,850,803	\$5,003,278			\$5,003,278
	2045	\$5,003,278	\$0	28.58	\$67,499	\$1,887,819	\$6,891,097			\$6,891,097
	2046	\$6,891,097	\$0	28.58	\$68,849	\$1,925,575	\$8,816,672			\$8,816,672
	2047	\$8,816,672	\$5,624,666	28.58	\$70,226	\$1,964,086	\$5,156,093			\$5,156,093
	2048	\$5,156,093	\$5,765,282	28.58	\$71,631	\$2,003,368	\$1,394,178			\$1,394,178
	2049	\$1,394,178	\$0	28.58	\$73,063	\$2,043,436	\$3,437,614			\$3,437,614
	2050	\$3,437,614	\$4,254,903	28.58	\$74,525	\$2,084,304	\$1,267,015			\$1,267,015
	2051	\$1,267,015	\$4,361,275	10.10	\$76,015	\$1,704,653	-\$1,389,607			-\$1,389,607
	2052	-\$1,389,607	\$0	0.00	\$0	\$1,082,384	-\$307,223			-\$307,223
	2053	-\$307,223	\$0	0.00	\$0	\$307,223	\$0			\$0
Totals			\$42,714,892			\$42,714,892	\$0	\$0		

¹Due to payment timing, anticipated annual fee revenue includes revenue received in 2025 and beyond from agreements executed prior to 2026. Note agreements executed in 2025 are based on rates and payments timing in Bylaw 06-23..

Recreation Levy

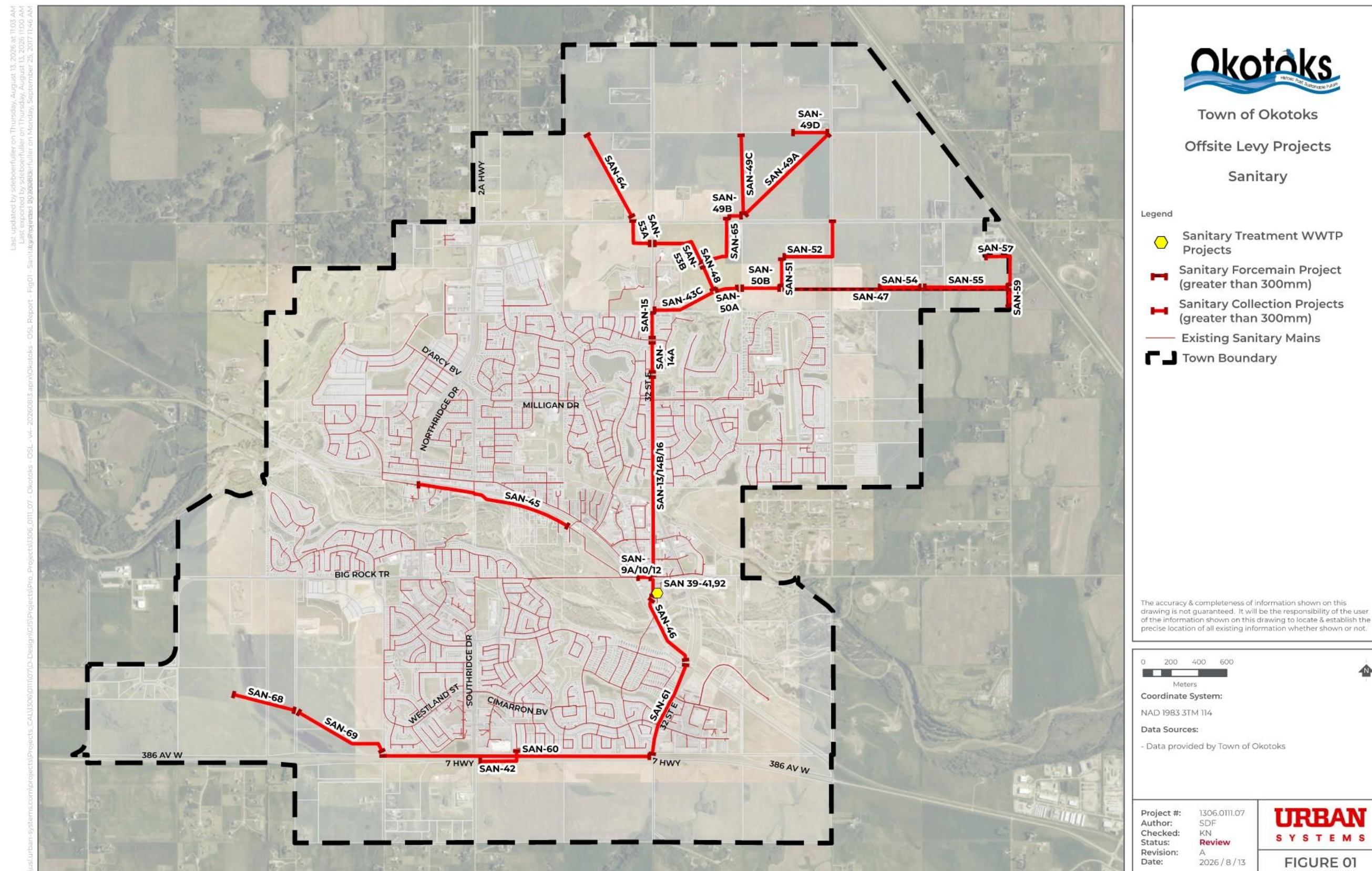
25-YEAR WINDOW	Year	Off-Site Levy Fund Balance (Beginning of Year)	Expenditures	Assumed Annual Growth (Ha)	Levy Rate	Anticipated Annual Fee Revenue ¹	Annual Cumulative Surplus (Deficit)	Annual Interest Earned	Annual Borrowing Costs	Off-Site Levy Fund Balance (End of Year)
	2026	\$2,749,536	\$2,150,955	18.48	\$77,055	\$2,179,261	\$2,777,842	\$74,279	\$0	\$2,852,122
	2027	\$2,852,122	\$0	28.58	\$78,596	\$2,450,890	\$5,303,011	\$141,803	\$0	\$5,444,814
	2028	\$5,444,814	\$0	28.58	\$80,168	\$1,930,702	\$7,375,515	\$197,221	\$0	\$7,572,737
	2029	\$7,572,737	\$8,064,828	28.58	\$81,771	\$2,286,968	\$1,794,876	\$47,995	\$0	\$1,842,871
	2030	\$1,842,871	\$8,266,449	28.58	\$83,406	\$2,332,708	-\$4,090,870	\$0	-\$183,926	-\$4,274,796
	2031	-\$4,274,796	\$8,473,110	28.58	\$85,075	\$2,379,362	-\$10,368,545	\$0	-\$466,170	-\$10,834,714
	2032	-\$10,834,714	\$0	28.58	\$86,776	\$2,426,949	-\$8,407,765	\$0	-\$378,013	-\$8,785,779
	2033	-\$8,785,779	\$8,309,361	28.58	\$88,512	\$2,475,488	-\$14,619,652	\$0	-\$657,300	-\$15,276,951
	2034	-\$15,276,951	\$8,517,095	28.58	\$90,282	\$2,524,998	-\$21,269,048	\$0	-\$956,256	-\$22,225,305
	2035	-\$22,225,305	\$0	28.58	\$92,087	\$2,575,498	-\$19,649,807	\$0	-\$883,455	-\$20,533,263
	2036	-\$20,533,263	\$0	28.58	\$93,929	\$2,627,008	-\$17,906,255	\$0	-\$805,065	-\$18,711,320
	2037	-\$18,711,320	\$0	28.58	\$95,808	\$2,679,548	-\$16,031,773	\$0	-\$720,788	-\$16,752,561
	2038	-\$16,752,561	\$0	28.58	\$97,724	\$2,733,139	-\$14,019,422	\$0	-\$630,313	-\$14,649,736
	2039	-\$14,649,736	\$0	28.58	\$99,678	\$2,787,801	-\$11,861,934	\$0	-\$533,313	-\$12,395,247
	2040	-\$12,395,247	\$0	28.58	\$101,672	\$2,843,557	-\$9,551,689	\$0	-\$429,444	-\$9,981,133
	2041	-\$9,981,133	\$0	28.58	\$103,705	\$2,900,429	-\$7,080,705	\$0	-\$318,348	-\$7,399,053
	2042	-\$7,399,053	\$0	28.58	\$105,779	\$2,958,437	-\$4,440,616	\$0	-\$199,650	-\$4,640,266
	2043	-\$4,640,266	\$0	13.52	\$107,895	\$2,530,051	-\$2,110,216	\$0	-\$94,875	-\$2,205,091
	2044	-\$2,205,091	\$0	0.00	\$0	\$1,646,808	-\$558,282	\$0	-\$25,100	-\$583,383
	2045	-\$583,383	\$0	0.00	\$0	\$583,383	\$0	\$0	\$0	\$0
Totals			\$43,781,799			\$47,852,982			\$461,298	-\$7,282,017

¹Due to payment timing, anticipated annual fee revenue includes revenue received in 2025 and beyond from agreements executed prior to 2026. Note agreements executed in 2025 are based on rates and payments timing in Bylaw 06-23..

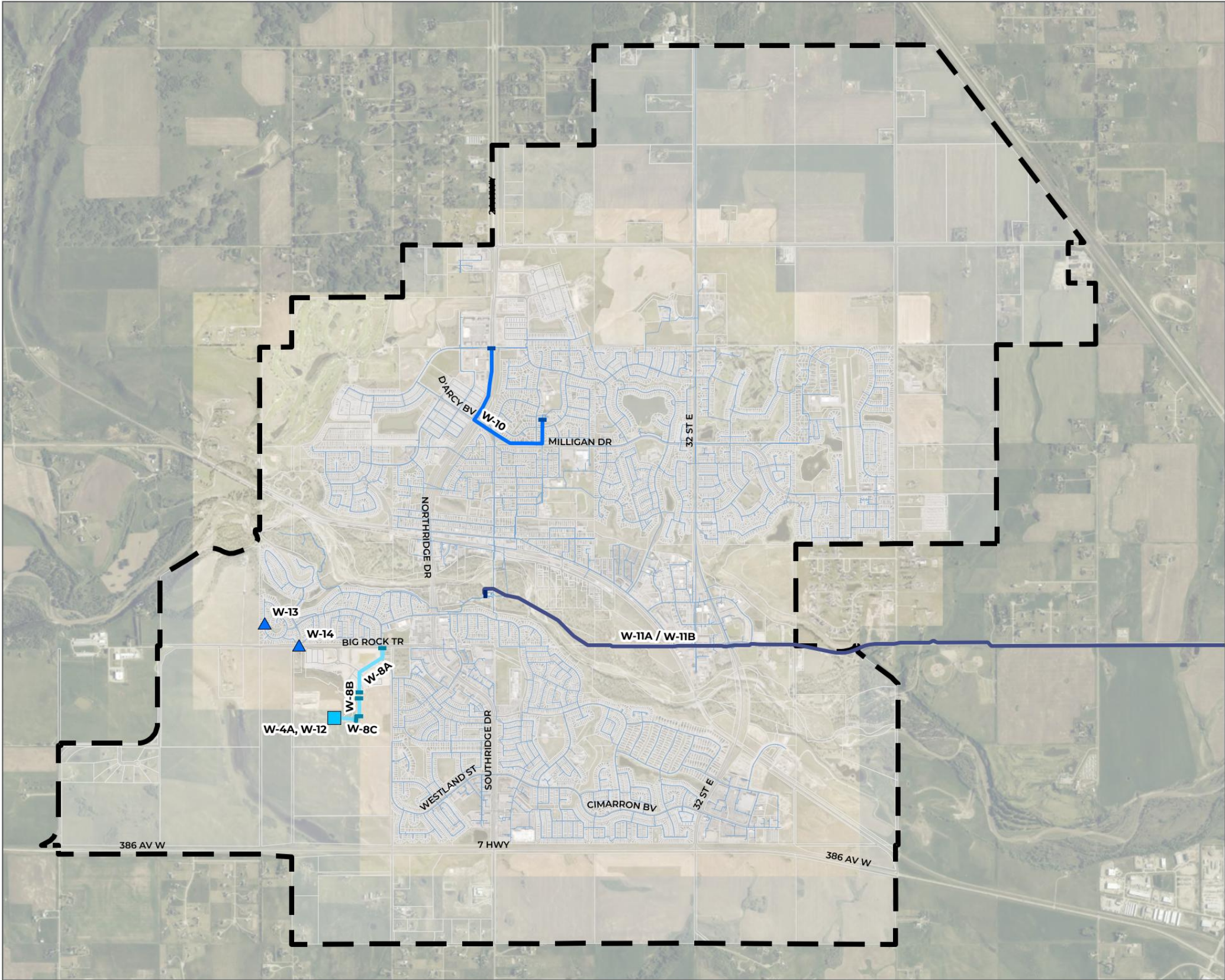
Schedule A

APPENDIX C: Servicing Figures





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Last exported by sdeboerfuller on Tuesday, June 23, 2026 at 1:20 PM
Last printed by sdeboerfuller on Monday, September 25, 2027 at 11:46 AM



Town of Okotoks
Offsite Levy Projects
Water

- Legend
- Water Distribution PRV Projects
 - Water Storage Reservoir Projects
 - Water Distribution Projects
 - Water Storage Projects
 - Water Supply Projects
 - Existing Water Main
 - Town Boundary

The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.

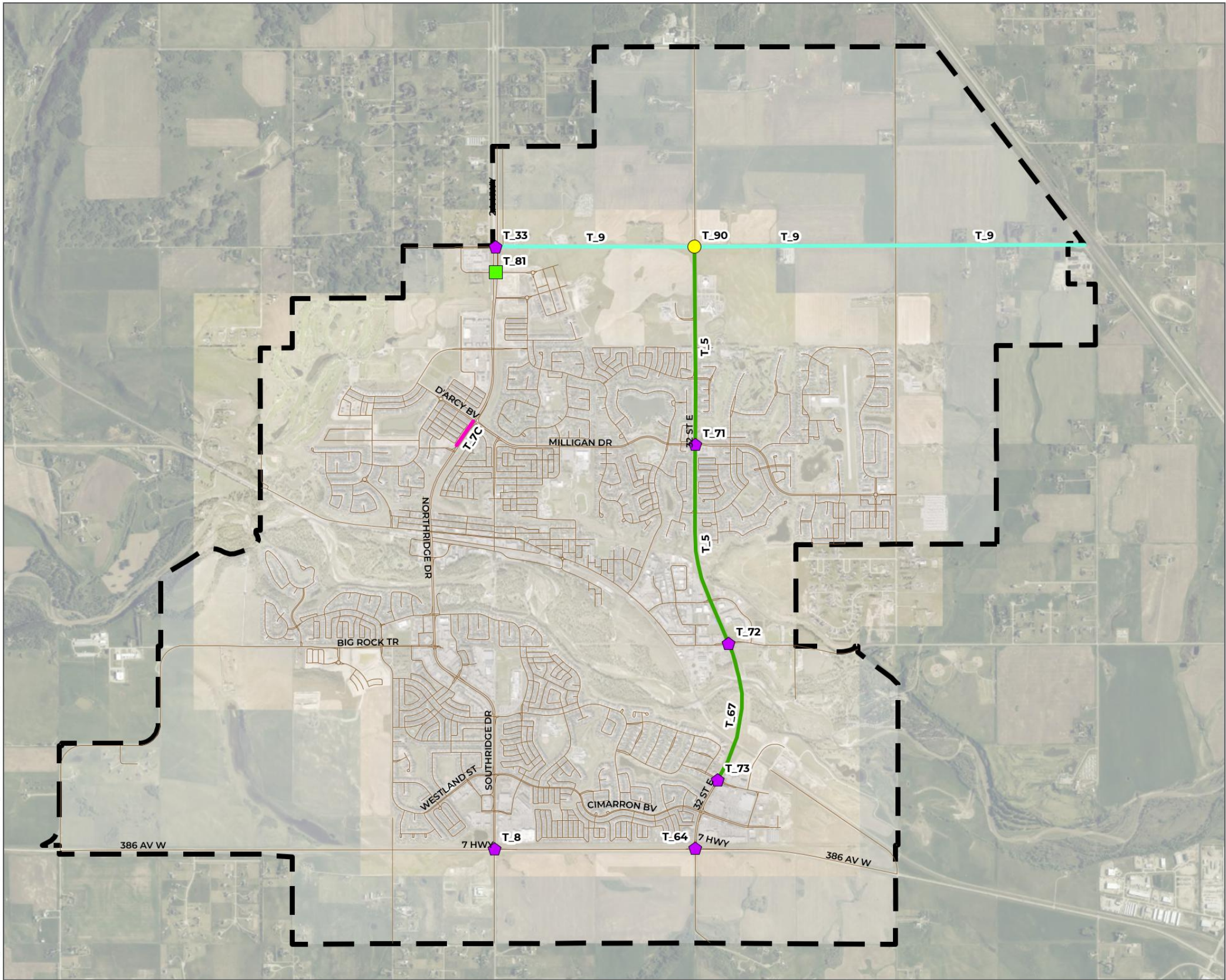
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Data Sources:
- Data provided by Town of Okotoks

Project #: 1306.0111.07
Author: SDF
Checked: KN
Status: Review
Revision: A
Date: 2026 / 6 / 23



FIGURE 02

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Last exported by sdeboerfuller on Tuesday, June 23, 2026 3:15 PM
Last printed by sdeboerfuller on Monday, September 25, 2017 11:46 AM



Town of Okotoks
Offsite Levy Projects
Transportation

- Legend
- Roadways
 - ▬ Town Boundary
 - Transportation Projects
 - Regional Stormwater Project
 - ◆ Geometric Improvements
 - Signalization
 - Twinning
 - Improvement to Arterial
 - Road Urbanization

The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.

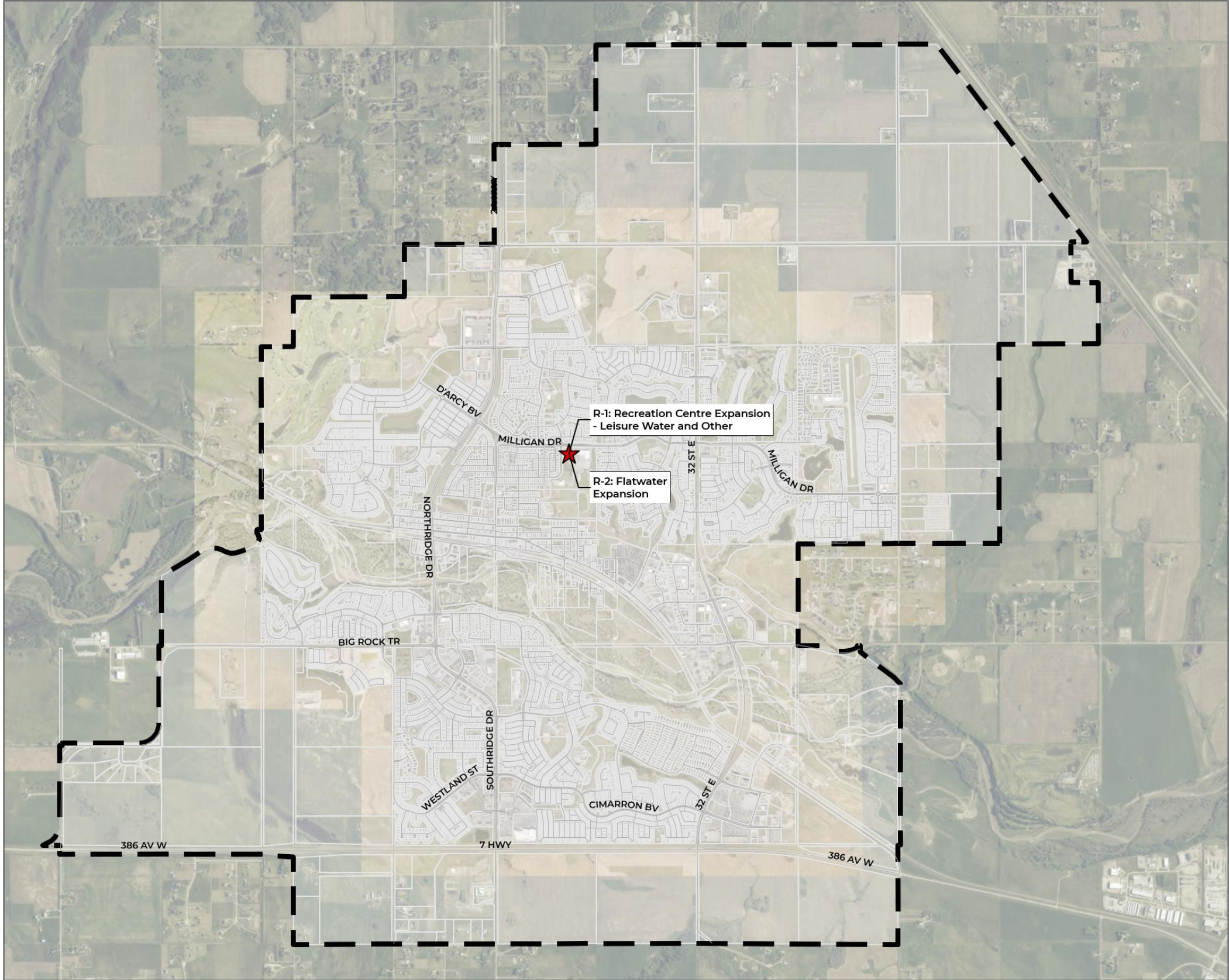
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NAD 1983 3TM 114
Data Sources:
- Data provided by Town of Okotoks

Project #: 1306.0111.07
Author: SDF
Checked: KN
Status: Review
Revision: A
Date: 2026 / 6 / 23



FIGURE 03

Last updated by sdeboerfuller on Tuesday, April 21, 2026 at 11:43 AM
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Last printed by sdeboerfuller on Monday, September 25, 2017 at 11:46 AM
\\usl-urban-systems.com\Projects\Projects_CAD\1306\0111\07-D-Design\GIS\Projects\Pro-Projects\1306_0111_07 - Okotoks - OSL - v2-2026\042\aprx\Okotoks - OSL Report - Fig04 - Community Amenities.aprx



Town of Okotoks

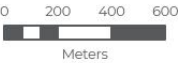
Offsite Levy Projects

Community Amenities

Legend

-  Community Amenities Projects
-  Town Boundary

The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.



Coordinate System:

NAD 1983 3TM 114

Data Sources:

- Data provided by Town of Okotoks

Project #: 1306.0111.07
Author: SDF
Checked: KN
Status: Review
Revision: A
Date: 2026 / 4 / 21

URBAN
SYSTEMS

FIGURE 04

Schedule A

APPENDIX D: Debenture Schedules



Allocation of Debenture Payment to Growth		100%
Debenture Inputs		
2022 Debenture		
Loan Amount	\$7,000,000	
Borrowing Rate	2.42%	
Term (years)	25	
Payment Frequency	Bi-Annually	

2022 Debenture					
Calculations based on: Principal is \$7,000,000.00					
Term is 25 Years	Loan Type is Blended		Deferred payments NA	Interest rate of 2.482 %	Outstanding Balance
	Payment #	Payment	Principal	Interest	Balance
2022	1	\$188,738.13	\$101,868.13	\$86,870.00	\$6,898,131.87
2022	2	\$188,738.13	\$103,132.31	\$85,605.82	\$6,794,999.56
2023	3	\$188,738.13	\$104,412.19	\$84,325.94	\$6,690,587.37
2023	4	\$188,738.13	\$105,707.94	\$83,030.19	\$6,584,879.43
2024	5	\$188,738.13	\$107,019.78	\$81,718.35	\$6,477,859.65
2024	6	\$188,738.13	\$108,347.89	\$80,390.24	\$6,369,511.76
2025	7	\$188,738.13	\$109,692.49	\$79,045.64	\$6,259,819.27
2025	8	\$188,738.13	\$111,053.77	\$77,684.36	\$6,148,765.50
2026	9	\$188,738.13	\$112,431.95	\$76,306.18	\$6,036,333.55
2026	10	\$188,738.13	\$113,827.23	\$74,910.90	\$5,922,506.32
2027	11	\$188,738.13	\$115,239.83	\$73,498.30	\$5,807,266.49
2027	12	\$188,738.13	\$116,669.95	\$72,068.18	\$5,690,596.54
2028	13	\$188,738.13	\$118,117.83	\$70,620.30	\$5,572,478.71
2028	14	\$188,738.13	\$119,583.67	\$69,154.46	\$5,452,895.04
2029	15	\$188,738.13	\$121,067.70	\$67,670.43	\$5,331,827.34
2029	16	\$188,738.13	\$122,570.15	\$66,167.98	\$5,209,257.19
2030	17	\$188,738.13	\$124,091.25	\$64,646.88	\$5,085,165.94
2030	18	\$188,738.13	\$125,631.22	\$63,106.91	\$4,959,534.72
2031	19	\$188,738.13	\$127,190.30	\$61,547.83	\$4,832,344.42
2031	20	\$188,738.13	\$128,768.74	\$59,969.39	\$4,703,575.68
2032	21	\$188,738.13	\$130,366.76	\$58,371.37	\$4,573,208.92
2032	22	\$188,738.13	\$131,984.61	\$56,753.52	\$4,441,224.31
2033	23	\$188,738.13	\$133,622.54	\$55,115.59	\$4,307,601.77
2033	24	\$188,738.13	\$135,280.79	\$53,457.34	\$4,172,320.98
2034	25	\$188,738.13	\$136,959.63	\$51,778.50	\$4,035,361.35
2034	26	\$188,738.13	\$138,659.30	\$50,078.83	\$3,896,702.05
2035	27	\$188,738.13	\$140,380.06	\$48,358.07	\$3,756,321.99
2035	28	\$188,738.13	\$142,122.17	\$46,615.96	\$3,614,199.82
2036	29	\$188,738.13	\$143,885.91	\$44,852.22	\$3,470,313.91
2036	30	\$188,738.13	\$145,671.53	\$43,066.60	\$3,324,642.38
2037	31	\$188,738.13	\$147,479.32	\$41,258.81	\$3,177,163.06
2037	32	\$188,738.13	\$149,309.54	\$39,428.59	\$3,027,853.52
2038	33	\$188,738.13	\$151,162.47	\$37,575.66	\$2,876,691.05
2038	34	\$188,738.13	\$153,038.39	\$35,699.74	\$2,723,652.66
2039	35	\$188,738.13	\$154,937.60	\$33,800.53	\$2,568,715.06
2039	36	\$188,738.13	\$156,860.38	\$31,877.75	\$2,411,854.68
2040	37	\$188,738.13	\$158,807.01	\$29,931.12	\$2,253,047.67
2040	38	\$188,738.13	\$160,777.81	\$27,960.32	\$2,092,269.86
2041	39	\$188,738.13	\$162,773.06	\$25,965.07	\$1,929,496.80
2041	40	\$188,738.13	\$164,793.07	\$23,945.06	\$1,764,703.73
2042	41	\$188,738.13	\$166,838.16	\$21,899.97	\$1,597,865.57
2042	42	\$188,738.13	\$168,908.62	\$19,829.51	\$1,428,956.95
2043	43	\$188,738.13	\$171,004.77	\$17,733.36	\$1,257,952.18
2043	44	\$188,738.13	\$173,126.94	\$15,611.19	\$1,084,825.24
2044	45	\$188,738.13	\$175,275.45	\$13,462.68	\$909,549.79
2044	46	\$188,738.13	\$177,450.62	\$11,287.51	\$732,099.17
2045	47	\$188,738.13	\$179,652.78	\$9,085.35	\$552,446.39
2045	48	\$188,738.13	\$181,882.27	\$6,855.86	\$370,564.12
2046	49	\$188,738.13	\$184,139.43	\$4,598.70	\$186,424.69
2046	50	\$188,738.13	\$186,424.69	\$2,313.44	\$0.00
Totals:		\$9,436,906.50	\$7,000,000.00	\$86,920.00	

Allocation of Debenture Payment to Growth		100%
Debenture Inputs		
2020 Debenture		
Loan Amount	\$11,000,000	
Borrowing Rate	2.42%	
Term (years)	25	
Payment Frequency	Bi-Annually	

2020 Debeture

Calculations based on: Principal is \$11,000,000.00						
Term is 25 Years		Loan Type is Blended		Deferred payments NA	Interest rate of 2.42 %	Oustanding Balance
Year	Payment #	Payment	Principal	Interest	Balance	
2020	1	\$294,508.66	\$161,408.66	\$133,100.00	\$10,838,591.34	
2020	2	\$294,508.66	\$163,361.70	\$131,146.96	\$10,675,229.64	
2021	3	\$294,508.66	\$165,338.38	\$129,170.28	\$10,509,891.26	
2021	4	\$294,508.66	\$167,338.98	\$127,169.68	\$10,342,552.28	
2022	5	\$294,508.66	\$169,363.78	\$125,144.88	\$10,173,188.50	
2022	6	\$294,508.66	\$171,413.08	\$123,095.58	\$10,001,775.42	
2023	7	\$294,508.66	\$173,487.18	\$121,021.48	\$9,828,288.24	
2023	8	\$294,508.66	\$175,586.37	\$118,922.29	\$9,652,701.87	
2024	9	\$294,508.66	\$177,710.97	\$116,797.69	\$9,474,990.90	
2024	10	\$294,508.66	\$179,861.27	\$114,647.39	\$9,295,129.63	
2025	11	\$294,508.66	\$182,037.59	\$112,471.07	\$9,113,092.04	
2025	12	\$294,508.66	\$184,240.25	\$110,268.41	\$8,928,851.79	
2026	13	\$294,508.66	\$186,469.55	\$108,039.11	\$8,742,382.24	
2026	14	\$294,508.66	\$188,725.83	\$105,782.83	\$8,553,656.41	
2027	15	\$294,508.66	\$191,009.42	\$103,499.24	\$8,362,646.99	
2027	16	\$294,508.66	\$193,320.63	\$101,188.03	\$8,169,326.36	
2028	17	\$294,508.66	\$195,659.81	\$98,848.85	\$7,973,666.55	
2028	18	\$294,508.66	\$198,027.29	\$96,481.37	\$7,775,639.26	
2029	19	\$294,508.66	\$200,423.42	\$94,085.24	\$7,575,215.84	
2029	20	\$294,508.66	\$202,848.55	\$91,660.11	\$7,372,367.29	
2030	21	\$294,508.66	\$205,303.02	\$89,205.64	\$7,167,064.27	
2030	22	\$294,508.66	\$207,787.18	\$86,721.48	\$6,959,277.09	
2031	23	\$294,508.66	\$210,301.41	\$84,207.25	\$6,748,975.68	
2031	24	\$294,508.66	\$212,846.05	\$81,662.61	\$6,536,129.63	
2032	25	\$294,508.66	\$215,421.49	\$79,087.17	\$6,320,708.14	
2032	26	\$294,508.66	\$218,028.09	\$76,480.57	\$6,102,680.05	
2033	27	\$294,508.66	\$220,666.23	\$73,842.43	\$5,882,013.82	
2033	28	\$294,508.66	\$223,336.29	\$71,172.37	\$5,658,677.53	
2034	29	\$294,508.66	\$226,038.66	\$68,470.00	\$5,432,638.87	
2034	30	\$294,508.66	\$228,773.73	\$65,734.93	\$5,203,865.14	
2035	31	\$294,508.66	\$231,541.89	\$62,966.77	\$4,972,323.25	
2035	32	\$294,508.66	\$234,343.55	\$60,165.11	\$4,737,979.70	
2036	33	\$294,508.66	\$237,179.11	\$57,329.55	\$4,500,800.59	
2036	34	\$294,508.66	\$240,048.97	\$54,459.69	\$4,260,751.62	
2037	35	\$294,508.66	\$242,953.57	\$51,555.09	\$4,017,798.05	
2037	36	\$294,508.66	\$245,893.30	\$48,615.36	\$3,771,904.75	
2038	37	\$294,508.66	\$248,868.61	\$45,640.05	\$3,523,036.14	
2038	38	\$294,508.66	\$251,879.92	\$42,628.74	\$3,271,156.22	
2039	39	\$294,508.66	\$254,927.67	\$39,580.99	\$3,016,228.55	
2039	40	\$294,508.66	\$258,012.29	\$36,496.37	\$2,758,216.26	
2040	41	\$294,508.66	\$261,134.24	\$33,374.42	\$2,497,082.02	
2040	42	\$294,508.66	\$264,293.97	\$30,214.69	\$2,232,788.05	
2041	43	\$294,508.66	\$267,491.92	\$27,016.74	\$1,965,296.13	
2041	44	\$294,508.66	\$270,728.58	\$23,780.08	\$1,694,567.55	
2042	45	\$294,508.66	\$274,004.39	\$20,504.27	\$1,420,563.16	
2042	46	\$294,508.66	\$277,319.85	\$17,188.81	\$1,143,243.31	
2043	47	\$294,508.66	\$280,675.42	\$13,833.24	\$862,567.89	
2043	48	\$294,508.66	\$284,071.59	\$10,437.07	\$578,496.30	
2044	49	\$294,508.66	\$287,508.85	\$6,999.81	\$290,987.45	
2044	50	\$294,508.66	\$290,987.45	\$3,521.21	\$0.00	
Totals:		\$14,725,433.00	\$11,000,000.00	\$3,725,433.00		

Allocation of Debenture Payment to Growth		100%
Debenture Details from Town		
2020 Debenture		
Loan Amount		\$29,800,000
Borrowing Rate		3.85%
Term (years)		25
Payment Frequency		Bi-Annually

TD Loan Schedule

Calculations based on: Principal Is \$29,800,000.00				
Payment	Principal	Interest	Balance	
\$ 466,744.75	-\$ 180,497.61	-\$ 286,247.14	\$ 29,619,502.39	
\$ 1,866,979.01	-\$ 739,588.24	-\$ 1,127,390.76	\$ 28,879,914.14	
\$ 1,866,979.01	-\$ 768,570.25	-\$ 1,098,408.75	\$ 28,111,343.89	
\$ 1,866,979.01	-\$ 798,687.97	-\$ 1,068,291.04	\$ 27,312,655.92	
\$ 1,866,979.01	-\$ 829,985.90	-\$ 1,036,993.10	\$ 26,482,670.01	
\$ 933,489.50	-\$ 427,111.09	-\$ 506,378.41	\$ 26,055,558.92	

Alberta Capital Finance

Calculations based on: Principal Is \$29,800,000.00				
Term is 25 Years	Loan Type is Blended	Deferred payments NA	Interest rate of 3.85 %	Outstading Balance
Payment #	Payment	Principal	Interest	Balance
2025 1	\$933,441.77	\$359,791.77	\$573,650.00	\$29,440,208.23
2025 2	\$933,441.77	\$366,717.76	\$566,724.01	\$29,073,490.47
2026 3	\$933,441.77	\$373,777.08	\$559,664.69	\$28,699,713.39
2026 4	\$933,441.77	\$380,972.29	\$552,469.48	\$28,318,741.10
2027 5	\$933,441.77	\$388,306.00	\$545,135.77	\$27,930,435.10
2027 6	\$933,441.77	\$395,780.89	\$537,660.88	\$27,534,654.21
2028 7	\$933,441.77	\$403,399.68	\$530,042.09	\$27,131,254.53
2028 8	\$933,441.77	\$411,165.12	\$522,276.65	\$26,720,089.41
2029 9	\$933,441.77	\$419,080.05	\$514,361.72	\$26,301,009.36
2029 10	\$933,441.77	\$427,147.34	\$506,294.43	\$25,873,862.02
2030 11	\$933,441.77	\$435,369.93	\$498,071.84	\$25,438,492.09
2030 12	\$933,441.77	\$443,750.80	\$489,690.97	\$24,994,741.29
2031 13	\$933,441.77	\$452,293.00	\$481,148.77	\$24,542,448.29
2031 14	\$933,441.77	\$460,999.64	\$472,442.13	\$24,081,448.65
2032 15	\$933,441.77	\$469,873.88	\$463,567.89	\$23,611,574.77
2032 16	\$933,441.77	\$478,918.96	\$454,522.81	\$23,132,655.81
2033 17	\$933,441.77	\$488,138.15	\$445,303.62	\$22,644,517.66
2033 18	\$933,441.77	\$497,534.81	\$435,906.96	\$22,146,982.85
2034 19	\$933,441.77	\$507,112.35	\$426,329.42	\$21,639,870.50
2034 20	\$933,441.77	\$516,874.26	\$416,567.51	\$21,122,996.24
2035 21	\$933,441.77	\$526,824.09	\$406,617.68	\$20,596,172.15
2035 22	\$933,441.77	\$536,965.46	\$396,476.31	\$20,059,206.69
2036 23	\$933,441.77	\$547,302.04	\$386,139.73	\$19,511,904.65
2036 24	\$933,441.77	\$557,837.61	\$375,604.16	\$18,954,067.04
2037 25	\$933,441.77	\$568,575.98	\$364,865.79	\$18,385,491.06
2037 26	\$933,441.77	\$579,521.07	\$353,920.70	\$17,805,969.99
2038 27	\$933,441.77	\$590,676.85	\$342,764.92	\$17,215,293.14
2038 28	\$933,441.77	\$602,047.38	\$331,394.39	\$16,613,245.76
2039 29	\$933,441.77	\$613,636.79	\$319,804.98	\$15,999,608.97
2039 30	\$933,441.77	\$625,449.30	\$307,992.47	\$15,374,159.67
2040 31	\$933,441.77	\$637,489.20	\$295,952.57	\$14,736,670.47
2040 32	\$933,441.77	\$649,760.86	\$283,680.91	\$14,086,909.61
2041 33	\$933,441.77	\$662,268.76	\$271,173.01	\$13,424,640.85
2041 34	\$933,441.77	\$675,017.43	\$258,424.34	\$12,749,623.42
2042 35	\$933,441.77	\$688,011.52	\$245,430.25	\$12,061,611.90
2042 36	\$933,441.77	\$701,255.74	\$232,186.03	\$11,360,356.16
2043 37	\$933,441.77	\$714,754.91	\$218,686.86	\$10,645,601.25
2043 38	\$933,441.77	\$728,513.95	\$204,927.82	\$9,917,087.30
2044 39	\$933,441.77	\$742,537.84	\$190,903.93	\$9,174,549.46
2044 40	\$933,441.77	\$756,831.69	\$176,610.08	\$8,417,717.77
2045 41	\$933,441.77	\$771,400.70	\$162,041.07	\$7,646,317.07
2045 42	\$933,441.77	\$786,250.17	\$147,191.60	\$6,860,066.90
2046 43	\$933,441.77	\$801,385.48	\$132,056.29	\$6,058,681.42
2046 44	\$933,441.77	\$816,812.15	\$116,629.62	\$5,241,869.27
2047 45	\$933,441.77	\$832,535.79	\$100,905.98	\$4,409,333.48
2047 46	\$933,441.77	\$848,562.10	\$84,879.67	\$3,560,771.38
2048 47	\$933,441.77	\$864,896.92	\$68,544.85	\$2,695,874.46
2048 48	\$933,441.77	\$881,546.19	\$51,895.58	\$1,814,328.27
2049 49	\$933,441.77	\$898,515.95	\$34,925.82	\$915,812.32
2049 50	\$933,441.77	\$915,812.32	\$17,629.45	\$0.00
Totals:	\$46,672,088.50	\$29,800,000.00	\$16,872,088.50	

Schedule A

APPENDIX E: Project Summary Sheet



Infrastructure Category	Project Description			Timing		Project Costs	Reference Documents
	Code	Name	Description	Start Year	End Year	Total Project Cost (\$2026)	Source Documents Referenced
Water Distribution	10	Zone 4N Additional 500 mm HDPE Feedermain	Zone 4N Additional 500 mm HDPE Feedermain (Northridge Drive/Banister Gate Intersection - Robinson Drive/Suntree Lane Intersection)	2026	2026	\$3,800,000	Project is currently under construction and costs as per Town budget (\$2025).
	13	Sheep River Heights Pressure Reducing Valve	Sheep River Heights Pressure Reducing Valve (Sheep River Heights)	2030	2030	\$652,438	Project costs as per Servicing Strategy Brief - 2025 Update (ISL, August 8, 2025). Project costs are in 2024 dollars and have been inflated. Project analysis based on South Reservoir Feasibility Study (CIMA).
	14	Sheep River CT Pressure Reducing Valve	Sheep River CT Pressure Reducing Valve (Sheep River Blvd)	2030	2030	\$330,947	Project costs as per Servicing Strategy Brief - 2025 Update (ISL, August 8, 2025). Project costs are in 2024 dollars and have been inflated. Project analysis based on South Reservoir Feasibility Study (CIMA).
						\$4,783,385	
Water Storage	4A	South Okotoks Reservoir Phase 1 (3,660 m3)	South Okotoks Reservoir Phase 1 (3,660 m3)	2027	2030	\$4,244,477.91	Allocation of benefit and project costs as per Town of Okotoks Zone 3S Reservoir Feasibility - Phase 2 Technical Memorandum (CIMA+, August 6, 2025). Allocation of benefit further clarified in South Reservoir Levy Clarification Memo (CIMA+, March 17, 2026). Project costs were estimated in 2022 and been inflated.
	12	South Okotoks Reservoir Supply Pump Station	South Okotoks Reservoir Supply Pump Station (S-2)	2026	2028	\$4,139,298.34	Allocation of benefit and project costs as per Town of Okotoks Zone 3S Reservoir Feasibility - Phase 2 Technical Memorandum (CIMA+, August 6, 2025). Project costs were estimated in 2022 and been inflated.
	8A	450 mm South Okotoks Twin Supply Mains	450 mm South Okotoks Twin Supply Mains and Upgraded Network (S-2, S-12, Big Rock Trail/Sheepriver Drive intersection - Woodhaven Drive/Woodbend Way Intersection)	2026	2026	\$3,850,000	Project costs as per Tillotson Phase 1 SSA. Allocation of benefit as per Town of Okotoks Zone 3S Reservoir Feasibility - Phase 2 Technical Memorandum (CIMA+, August 6, 2025).
	8B	450 mm South Okotoks Twin Supply Mains	450 mm South Okotoks Twin Supply Mains and Upgraded Network (S-2, S-12, Big Rock Trail/Sheepriver Drive intersection - Woodhaven Drive/Woodbend Way Intersection)	2027	2027	\$926,725.00	Allocation of benefit and project costs as per Town of Okotoks Zone 3S Reservoir Feasibility - Phase 2 Technical Memorandum (CIMA+, August 6, 2025). Allocation of benefit further clarified in South Reservoir Levy Clarification Memo (CIMA+, March 17, 2026). Project costs were estimated in 2022 and been inflated.
	8C	450 mm South Okotoks Twin Supply Mains	450 mm South Okotoks Twin Supply Mains and Upgraded Network (S-2, S-12, Big Rock Trail/Sheepriver Drive intersection - Woodhaven Drive/Woodbend Way Intersection)	2027	2028	\$486,155.50	
						\$13,646,656.75	
Water Supply	11A	Sub-Regional Raw Water Pipeline - Phase 1	Sub-regional pipeline to supply the Town with raw water from the Bow River. Project is being developed in partnership with Foothills County and includes an intake, raw water supply and storage.	2026	2026	\$102,114,508.65	Benefitting population and cost allocation for FORW Phase 1 and Phase 2 are summarized in the Foothills Okotoks Regional Water Project – Okotoks' Capacity and Cost Allocation Summary Memorandum – REV 2 (USL, June 16, 2026)
	11B	Sub-Regional Raw Water Pipeline - Phase 2	Phase 2 will include the addition of a second cell to the raw water reservoir as well as added pumping capacity to the Intake Pump Station and Midline Pump Station.	2033	2034	\$13,407,500.00	Benefitting population and cost allocation for FORW Phase 1 and Phase 2 are summarized in the Foothills Okotoks Regional Water Project – Okotoks' Capacity and Cost Allocation Summary Memorandum – REV 2 (USL, June 16, 2026)
						\$115,522,008.65	

Infrastructure Category	Project Description			Timing		Project Costs	Reference Documents
	Code	Name	Description	Start Year	End Year	Total Project Cost (\$2026)	Source Documents Referenced
Sanitary Treatment	39	Headworks		2026	2026	\$2,687,673	Significant project milestones complete and operational. Total completion expected in 2026. Completed as part of previous WWTP Phase B upgrade as originally defined in Wastewater Treatment Plant Allocation Memorandum (USL, September 21, 2020)
	92	WWTP Ultraviolet Disinfection	The upgrades include construction of a new channel and expanded disinfection capacities with new reactors for growth.	2027	2029	\$3,601,122	WWTP upgrades were analyzed as part of Okotoks WWTP Capacity and Upgrades Deferral Study (AECOM, September 2024). The benefitting populations and estimated costs for the upgrades were further summarized in the Okotoks WWTP Capacity and Upgrades Deferral - Benefitting Population Technical Memorandum (AECOM, March 11, 2026)
	40	WWTP Activated Primary Clarifier	Primary treatment is expanded by way of a second activated clarifier to accommodate rising flows from growth.	2030	2032	\$5,992,896	WWTP upgrades were analyzed as part of Okotoks WWTP Capacity and Upgrades Deferral Study (AECOM, September 2024). Lifecycle improvements to APC #1 moved to a separate utility funded budget. The benefitting populations and estimated costs for the upgrades were further summarized in the Okotoks WWTP Capacity and Upgrades Deferral - Benefitting Population Technical Memorandum (AECOM, March 11, 2026)
	41	WWTP Dissolved Air Flotation #2 + EQ	Equalization tank is modified and expanded to regulate rising flows. In addition, upgrades at the sludge management and solids section of the plant include expanded capacity for dissolved air flotation which separates solids from liquid streams.	2026	2028	\$3,143,444	WWTP upgrades were analyzed as part of Okotoks WWTP Capacity and Upgrades Deferral Study (AECOM, September 2024). The benefitting populations and estimated costs for the upgrades were further summarized in the Okotoks WWTP Capacity and Upgrades Deferral - Benefitting Population Technical Memorandum (AECOM, March 11, 2026)
							\$15,425,135
Sanitary Collection	9A/10/12	525 mm Gravity Sewer North Railway Trunk Upgrade (North Railway Street Bend - Fisher Gate)		2026	2026	\$5,919,048.00	Project costs as per Servicing Strategy Brief - 2025 Update (ISL, August 8, 2025). Project costs are in 2024 dollars and have been inflated. Project analysis based on Okotoks Sanitary Servicing Study Update (ISL, April 11, 2024).
	15	1050 mm Gravity Sewer (Crystal Shores Road to Crystal Green Lane)		2026	2027	\$994,941.88	Project costs as per Servicing Strategy Brief - 2025 Update (ISL, August 8, 2025). Separated from SAN43 and based on unit rates. Project costs are in 2024 dollars and have been inflated. Project analysis based on Okotoks Sanitary Servicing Study Update (ISL, April 11, 2024).
	14A	1050 mm Gravity Sewer (Crystal Shores Road to 260m South)		2027	2028	\$994,941.88	Project costs as per Servicing Strategy Brief - 2025 Update (ISL, August 8, 2025). Separated from SAN43 and based on unit rates. Project costs are in 2024 dollars and have been inflated. Project analysis based on Okotoks Sanitary Servicing Study Update (ISL, April 11, 2024).
	13/14B/16	1050 mm (North Railway Street to 260m south of Crystal Shores Road)		2031	2032	\$7,540,335.63	Project costs as per Servicing Strategy Brief - 2025 Update (ISL, August 8, 2025). Separated from SAN43 and based on unit rates. Project costs are in 2024 dollars and have been inflated. Project analysis based on Okotoks Sanitary Servicing Study Update (ISL, April 11, 2024).
	45	450 mm Gravity Sewer - Riverside Drive & South Railway Street Upgrade (Northridge Drive/Riverside Drive Intersection - Start of Oak Ave)		2026	2027	\$7,040,975.22	Project costs as per USL Estimate at Completion (June, 2026). Project analysis based on Okotoks Sanitary Servicing Study Update (ISL, April 11, 2024).
	46	350 mm Siphon (32 Street/Railroad intersection - WWTP)		2031	2032	\$5,450,642.50	Project costs as per Servicing Strategy Brief - 2025 Update (ISL, August 8, 2025). Project costs are in 2024 dollars and have been inflated. Project analysis based on Okotoks Sanitary Servicing Study Update (ISL, April 11, 2024).
	60	675 mm Gravity Sewer (S-3, Highway 7/2A Intersection - Highway 7/32nd Street Intersection)		2031	2032	\$3,709,756.88	Project costs as per Servicing Strategy Brief - 2025 Update (ISL, August 8, 2025). Project costs are in 2024 dollars and have been inflated. Project analysis based on Okotoks Sanitary Servicing Study Update (ISL, April 11, 2024).
	61	750 mm Gravity Sewer (Highway 7/32nd Street Intersection - 32 Street/Railroad intersection)		2032	2033	\$1,546,520.00	Project costs as per Servicing Strategy Brief - 2025 Update (ISL, August 8, 2025). Project costs are in 2024 dollars and have been inflated. Project analysis based on Okotoks Sanitary Servicing Study Update (ISL, April 11, 2024).
						\$33,197,162	

Infrastructure Category	Project Description			Timing		Project Costs	Reference Documents
	Code	Name	Description	Start Year	End Year	Total Project Cost (\$2026)	Source Documents Referenced
Sanitary Collection - Oversize	43C	1050 mm (Crystal Green Lane to 610m into undeveloped land)		2026	2027	\$995,992.50	Project costs as per Servicing Strategy Brief - 2025 Update (ISL, August 8, 2025). Project costs are in 2024 dollars and have been inflated. Project analysis based on Okotoks Sanitary Servicing Study Update (ISL, April 11, 2024).
	47	375 mm Forcemain		2031	2032	\$2,722,169.38	
	48	900 mm Gravity Sewer		2027	2028	\$378,225.00	
	50A	675 mm Gravity Sewer		2028	2029	\$243,745.00	
	50B	675 mm Gravity Sewer		2029	2030	\$401,338.75	
	51	450 mm Gravity Sewer		2040	2041	\$198,568.13	
	53A	525 mm Gravity Sewer		2030	2031	\$307,833.13	
	53B	525 mm Gravity Sewer		2029	2030	\$458,072.50	
	55	450 mm Gravity Sewer		2030	2031	\$550,527.50	
	59	600 mm Gravity Sewer		2030	2031	\$169,150.63	
	65	675 mm Gravity Sewer		2029	2030	\$630,375.00	
	68	250 mm Siphon		2034	2035	\$5,161,720.63	
	69	525 mm Gravity Sewer		2033	2034	\$718,627.50	
	42	375 mm Gravity Sewer		2034	2035	\$355,111.25	
	49A	375 mm Gravity Sewer		2049	2050	\$631,425.63	
	49B	375 mm Gravity Sewer		2049	2050	\$89,303.13	
	49C	375 mm Gravity Sewer		2049	2050	\$433,908.13	
	49D	375 mm Gravity Sewer		2049	2050	\$206,973.13	
	52	375 mm Gravity Sewer		2044	2045	\$465,426.88	
	54	375 mm Gravity Sewer		2028	2029	\$235,340.00	
57	375 mm Gravity Sewer		2028	2029	\$300,478.75		
64	375 mm Gravity Sewer		2034	2035	\$510,603.75		
						\$16,164,916.25	

Infrastructure Category	Project Description			Timing		Project Costs	Reference Documents
	Code	Name	Description	Start Year	End Year	Total Project Cost (\$2026)	Source Documents Referenced
Transportation	5	Twinning of 32 Street from North Railway Street to 338 Avenue	From 2-lane to 4-lane (3270 metres)	2036	2045	\$11,880,467.50	Project costs as per Servicing Strategy Brief - 2025 Update (ISL, August 8, 2025). Project costs are in 2024 dollars and have been inflated.
	7C	Northridge Drive Urbanization Phase 3	Includes urbanization of the west side of Northridge Drive from Sandstone Gate to Spring Gate	2026	2026	\$47,347.00	Project is substantially complete and costs as per Town budget (\$2026)
	8	Intersection Improvements - Southridge Drive and HWY 7	Southbound and westbound left lanes, 1 EBT lane, 1 WBT lane, 1 NBT lane and 1 SBT lane inbound and outbound, 1 Left turn bay at EB approach + 1 Left turn bay at SB + acceleration lane for WB free right turn	2028	2035	\$2,820,928.13	Project costs as per Servicing Strategy Brief - 2025 Update (ISL, August 8, 2025). Project costs are in 2024 dollars and have been inflated. Consolidated T-8 with T-61 and T-62.
	33	Northridge Drive and 338 Avenue	Southbound Dual Left Turn	2040	2042	\$219,580.63	Project costs as per Servicing Strategy Brief - 2025 Update (ISL, August 8, 2025). Project costs are in 2024 dollars and have been inflated.
	64	Intersection Improvements - 32 Street and HWY 7	Adding acceleration lane for free SB right turn + restriping SB approach from one left + one shared left / through + one right to one left turn lane + one through lane + one right turn lane,	2028	2030	\$1,518,153.13	Project costs as per Servicing Strategy Brief - 2025 Update (ISL, August 8, 2025). Project costs are in 2024 dollars and have been inflated. Consolidated with T-64 and T-65.
	67	Twinning 32 Street from Southbank Road to North Railway Street	From 2-lane to 4-lane (550 metres + 2 bridges)	2036	2045	\$22,560,070.63	Project costs as per Servicing Strategy Brief - 2025 Update (ISL, August 8, 2025). Project costs are in 2024 dollars and have been inflated.
	71	Milligan Drive and 32 Street	Adding one SBL turn lane + one EBR turn lane	2027	2028	\$200,669.38	Project costs as per Servicing Strategy Brief - 2025 Update (ISL, August 8, 2025). Project costs are in 2024 dollars and have been inflated.
	72	North Railway Street/32 Street	Adding one NBL turn lane + one WBL turn lane + acceleration lane for free EB right turn movement	2040	2041	\$534,768.13	Project costs as per Servicing Strategy Brief - 2025 Update (ISL, August 8, 2025). Project costs are in 2024 dollars and have been inflated.
	73	Southbank Road and 32 Street	Adding one SBL turn lane + acceleration lane for free WB right turn	2040	2041	\$410,794.38	Project costs as per Servicing Strategy Brief - 2025 Update (ISL, August 8, 2025). Project costs are in 2024 dollars and have been inflated.
	81	Northridge Drive and Northgate Circle Storm Contribution	Reduces and Diverts Stormwater Runoff Generated on Northridge Drive on Downstream Users	2027	2027	\$687,056.22	Project costs as per Servicing Strategy Brief - 2025 Update (ISL, August 8, 2025). Project costs are in 2024 dollars and have been inflated.
	90	338 Ave and 32 Street Intersection Improvements	Roundabout at the intersection of 338 Ave and 32 Street.	2027	2028	\$870,158.38	Project costs from Arcadis - Class 5 Opinion of Probable Ciost (Arcadis, May 26, 2025). Project costs are in 2025 dollars and have been inflated.
						\$42,749,993	
Transportation - Oversize	9B	338 Avenue Expansion from Northridge Drive to Highway 2	From 2-lane to 4-lane (4600 metres)	2036	2045	\$49,914,227.18	Project costs from revised Arcadis - Class 5 Opinion of Probable Ciost (Arcadis, May 26, 2025) estimate done by USL. Project costs are in 2025 dollars and have been inflated.

Infrastructure Category	Project Description			Timing		Project Costs	Reference Documents
	Code	Name	Description	Start Year	End Year	Total Project Cost (\$2026)	Source Documents Referenced
Community Amenities	R-1A	Recreation Centre Expansion - Leisure Water and Other		2029	2031	\$59,014,933	Project costs provided as per the Community Amenities Off-Site Levy Study, 2022 and inflated to 2026 at 5% annually. Design budget (\$5.65M) has been netted off (Project R-1B).
	R-1B	Recreation Centre Expansion - Leisure Water and Other - Design Work		2026	2026	\$5,650,000	Project costs provided as per the Community Amenities Off-Site Levy Study, 2022 and inflated to 2026 at 5% annually. Design cost budget provided by Town (\$5.65M)
	R-2	Flatwater Expansion		2033	2034	\$17,260,189	Project costs provided as per the Community Amenities Off-Site Levy Study, 2022 and inflated to 2026 at 5% per year.
						\$81,925,121	

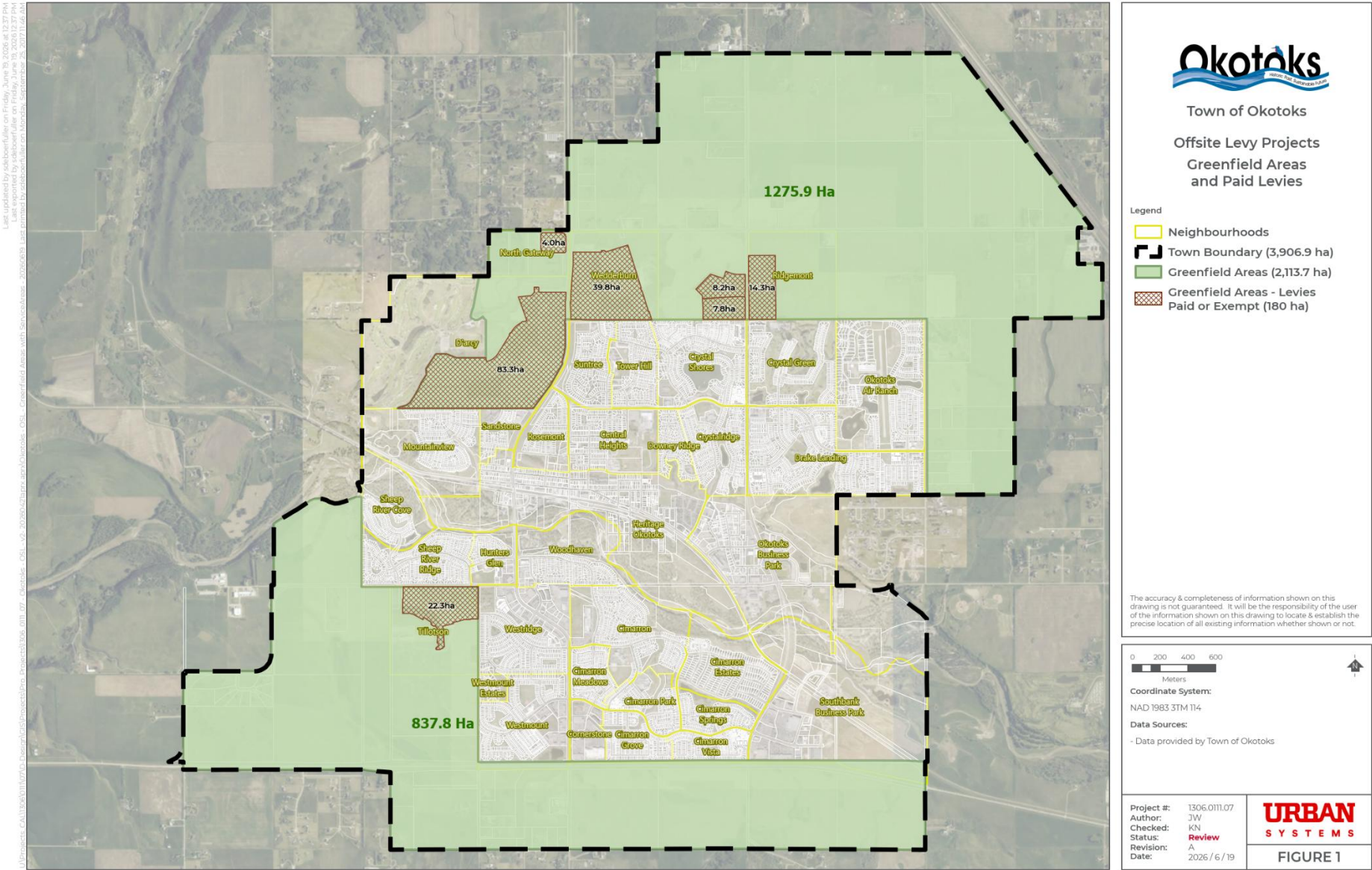
Schedule A

APPENDIX F: Transportation Allocation Of
Benefit



Transportation Infrastructure Allocation of Benefit

Area	Ha
Total Town Boundary	3,906.9
Greenfield Area (Levied and Unlevied)	2,113.7
Greenfield Area (Levied)	173.2
Greenfield Area (Levied and/or Exempt)	180.0
Allocation of Benefit	Ha
Greenfield Infrastructure	
Greenfield Area (Levied and Exempt)	180.0
Greenfield Area	2,113.7
Allocation to Growth	91.5%
Allocation to Existing	8.5%
Shared Infrastructure	
Greenfield Area (Levied and Unlevied)	2,113.7
LESS Greenfield Area (Levied)	173.2
Greenfield Area (Unlevied)	1,940.5
Total Town Boundary	3,906.9
Allocation to Growth	50.3%
Allocation to Existing	49.7%



Schedule A

APPENDIX G: Oversizing Methodology



Oversizing Methodology - Sanitary Sewer

Sanitar sewer infrastructure is considered “oversized” when the the internal diameter of the sanitary sewer pipe exceeds 300 millimeters.

The oversized portion of eligible projects identified are carried in the Town’s off-site levy program as a mechanism for cost recovery of the front-ender. As development occurs (i.e. subdivision endorsement or Development Permit release) levies will be collected for the oversized portion of growth-related infrastructure.

Given the nature of the infrastructure, the cost recovery program is assumed to be applied Town-wide. All development will contribute to the oversized infrastructure.

If a project is identified as eligible under the criteria outlined above, and front-ended by a developer the steps to recovering include:

1. The Developer must submit detailed cost calculations and all supporting documentation to the Town of Okotoks for reimbursement.
2. Upon approval by the Town, the Developer may then issue an official invoice along with the cost calculations and all supporting documentation.
3. The Developer will be reimbursed with collections from the sanitary sewer oversizing levy fund on a first in first out basis.
4. Reimbursement amounts will be based on the most current City of Calgary Development Agreement rates and reflect the difference in the City of Calgary Development Agreement Rate of the infrastructure installed relative to the 300mm rate.

Oversizing Methodology – Watermains

Watermains are considered “oversized” when the internal diameter of the water pipe exceeds 300 millimeters.

The oversized portion of eligible projects identified are carried in the Town’s off-site levy program as a mechanism for cost recovery of the front-ender. As development occurs (i.e. subdivision endorsement or Development Permit release) levies will be collected for the oversized portion of growth-related infrastructure.

Given the nature of the infrastructure, the cost recovery program is assumed to be applied Town-wide. All development will contribute to the oversized infrastructure.

If a project is identified as eligible under the criteria outlined above, the steps to recovering will be the same as sanitary sewer oversize.

Oversizing Methodology – Transportation

Road infrastructure is considered “oversized” when a road located in a greenfield area is classified as an Arterial Road. This includes arterials four lanes and above. Arterial to arterial intersection improvements are also eligible.

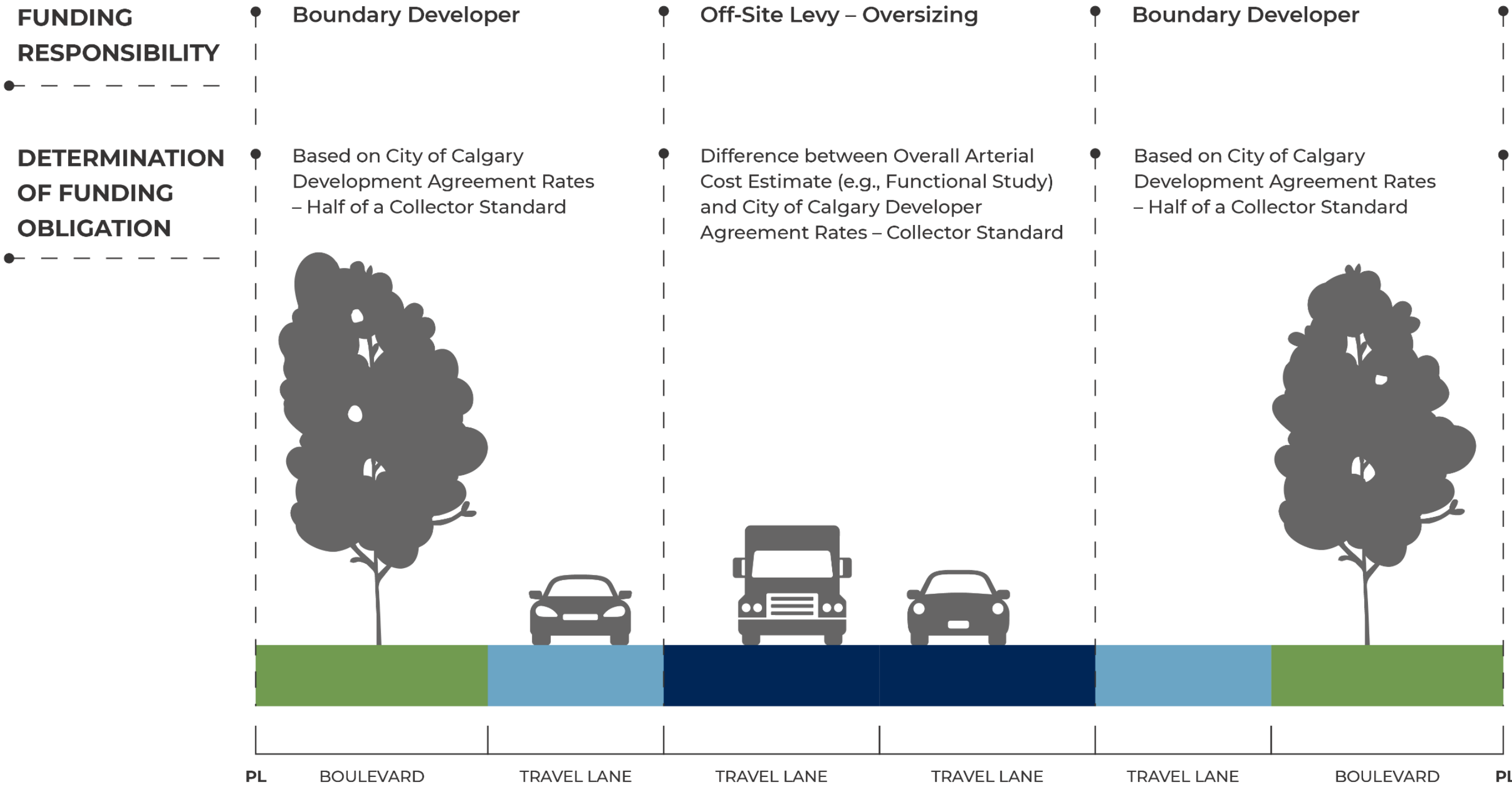
Collector roadways are the responsibility of the local developer as they provide direct benefit to adjacent properties. As such, the funding and construction of collectors is the requirement of local or boundary developers. The difference between the collector and arterial standards in greenfield areas is considered the “oversized” portion and captured within the Town’s off-site levy program.

To determine the overall costs of the arterial road, the Town will utilize a functional, and/or more detailed design cost estimates. To determine the oversized portion to be included in the off-site levy, the difference between the arterial cost estimate, and the lineal meter unit price for collectors in accordance with the 2026 City of Calgary Development Agreement will be used.

Given the nature of the infrastructure, the cost recovery program is assumed to be applied Town-wide. All development will contribute to the oversize collections.

If a project is identified as eligible under the criteria outlined above, the steps to recovering will be the same as sanitary oversize.

ARTERIAL CORRIDOR FUNDING APPROACH



ARTERIAL CORRIDOR LAND DEDICATION / ACQUISITION APPROACH

* If no Public Right-of-Way
Corridor to be dedicated
to Collector Standard.

