

BYLAW 6375

A BYLAW OF THE CITY OF LETHBRIDGE PROVIDING
FOR THE IMPOSITION OF AN OFF-SITE LEVY
IN RESPECT OF LAND TO BE DEVELOPED OR SUBDIVIDED
FOR THE YEARS 2023, 2024, 2025 AND 2026

WHEREAS Section 648 of the *Municipal Government Act* authorizes council to pass a bylaw to:

- a. Provide for the imposition and payment of a levy Off-Site in respect of land within the city that is to be developed or subdivided; and
- b. Authorize an Agreement to be entered into in respect of the payment of the levy.

AND WHEREAS, the *Municipal Government Act* provides that an Off-Site Levy may only be used to pay for all or part of the capital costs of any or all of the following:

- a. New or expanded facilities for the storage, transmission, treatment or supplying of water;
- b. New or expanded facilities for the treatment, movement or disposal of sanitary sewage;
- c. New or expanded storm sewer drainage facilities;
- d. New or expanded roads required for or impacted by a subdivision or development;
- e. 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;
- f. Land required for or in connection with any facilities described in clauses a – e.

AND WHEREAS, the Council of the City of Lethbridge finds that sharing the benefits of development equally across the Development Region is the most effective and efficient way to achieve both the orderly, economical and beneficial development, use of land and patterns of human settlement and the maintenance and improvement of the quality of the physical environment;

AND WHEREAS, the bylaw was advertised in accordance with S. 606 of the *Municipal Government Act* and City of Lethbridge Bylaw 6251 the Electronic Advertisement Bylaw;

NOW THEREFORE, THE COUNCIL OF THE CITY OF LETHBRIDGE, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, HEREBY ENACTS AS FOLLOWS:


PART I – TITLE, PURPOSE AND DEFINITIONS		
1	(1)	This bylaw may be cited as the "Off-Site Levy Bylaw".
Purpose		
2	(1)	The purpose of this Bylaw is to impose off-site levies for water, storm sewer drainage, sanitary sewage and roads required for or impacted by subdivision or development on all land within the City that is developed or subdivided.

Definitions		
3	(1)	In this Bylaw, unless the context otherwise requires:
		<p>(a) “Arterial Road Right of Way” means Land that is used for an arterial road and other infrastructure and is designated as an Arterial Road in the City of Lethbridge Transportation System Bylaw 5816.</p> <p>(b) “City” means the City of Lethbridge.</p> <p>(c) “Council” means the elected council of the City.</p> <p>(d) “Development” means:</p> <ol style="list-style-type: none"> i. a change of use of land, or an act done in relation to land that results in or is likely to result in a change in the use of the land, or ii. a change in the intensity of the use of land or an act done in relation to land that results in, or is likely to result in, a change of the intensity of the use of the said land. <p>(e) “Development Region” means the benefitting area shown on the map attached in Appendix D.</p> <p>(f) “Gross Development Area” means each and every hectare or part thereof as shown on a plan for the development which has been approved by the Development Authority, or on a Plan of Subdivision which has been approved by the Subdivision Authority, including any area which may be dedicated or used for roads, lanes, walkways, parks, reserve parcels, schools, or any other public use.</p> <p>(g) “Growth” is the creation of new serviced residential, commercial, or industrial lots from previously un-serviced land.</p> <p>(h) “Levy” means the Off-Site Levy for each of water, sanitary sewage, storm sewer drainage or roadways imposed and collected pursuant to this Bylaw.</p> <p>(i) “Net Development Area” means the area remaining after deletion of the following lands from the Gross Development Area:</p> <ol style="list-style-type: none"> i. Previously developed lands for which Off-Site Levies have already been paid; ii. Road rights-of-way for expressways and arterial roadways as designated by the City; iii. Environmental Reserves as defined in the <i>Municipal Government Act</i>; iv. Municipal Reserves as defined in the <i>Municipal Government Act</i>; v. School Reserves as defined in the <i>Municipal Government Act</i>; vi. Municipal and School Reserves as defined in the <i>Municipal Government Act</i>; vii. Oil and gas pipeline rights-of-way and facilities necessary for the operation of the pipeline; and viii. Railway rights-of-way. <p>(j) “Sanitary Sewer Off-Site Infrastructure” means the new or expanded facilities for the storage, transmission, treatment or disposal of sanitary sewage identified in Appendix B of this Bylaw for which a Sanitary Sewer Off-Site Levy shall be imposed.</p> <p>(k) “Sanitary Sewer Off-Site Levy Rate” means the per hectare rate to be used to determine the Sanitary Sewer Off-Site Levy to be imposed and collected from land being developed or subdivided in the Development Region for the Sanitary Sewer Off-Site Infrastructure.</p>

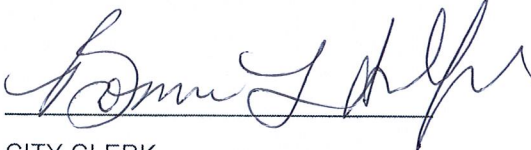
		<p>(l) “Stakeholders” are defined in the <i>Municipal Government Act</i> and include interested members of the development community, including but not limited to members and the executive of the Building, Industry and Land Development Association (BILD), Lethbridge Region.</p> <p>(m) “Storm Sewer Off-Site Infrastructure” means the new or expanded storm sewer drainage facilities identified in Appendix B of this Bylaw for which a Storm Sewer Off-Site Levy shall be imposed.</p> <p>(n) “Storm Sewer Off-Site Levy Rate” means the per hectare rate to be used to determine the Storm Sewer Off-Site Levy to be imposed and collected from land being developed or subdivided in the Development Region for the Storm Sewer Off-Site Infrastructure.</p> <p>(o) “Transportation Off-Site Infrastructure” means the new or expanded expressways and divided or undivided arterial roadways identified in Appendix B of this Bylaw for which a Transportation Off-Site Levy shall be imposed.</p> <p>(p) “Transportation Off-Site Levy Rate” means the per hectare rate to be used to determine the Transportation Off-Site Levy to be imposed and collected from land being developed or subdivided in the Development Region for the Transportation Off-Site.</p> <p>(q) “Water Off-Site Infrastructure” means the new or expanded facilities for the storage, transmission, treatment or supply of water identified in Appendix B of this Bylaw for which a Water Off-Site Levy shall be imposed.</p> <p>(r) “Water Off-Site Levy Rate” means the per hectare rate to be used to determine the Water Off-Site Levy to be imposed and collected from land being developed or subdivided in each basin for the Water Off-Site Infrastructure.</p>
PART II – RATES OF OFF-SITE LEVIES		
4		For the purposes of calculating and imposing Off-Site Levies the City is a single Development Region as shown in Appendix D .
5		The Off-Site Levy Rates (Appendix A) for each separate Levy Fund shall be calculated based on the cost of the Off-Site Infrastructure (Appendix B).
6		The Off-Site Levy Rates (Appendix A) shall be reviewed at least every four years to ensure that the Rates reflect actual construction costs and are adjusted for inflationary increases.
7		The Net Development Area (Appendix C) will be reviewed at least every four years to ensure the Rates accurately reflect the available developable area.
8		For greater certainty, the following eligible infrastructure is not included in Off-Site Infrastructure: <ul style="list-style-type: none"> a) Water treatment plants; b) Wastewater treatment plants; c) Storm water detention facilities; d) Roadway bridge crossings of the river valley; or e) Expansion of arterial roadways over four lanes
9	(1)	The methodology, assumptions, process, calculation and management is described in the Administrative Methodology Document.
	(2)	The Administrative Methodology Document is published at: https://www.lethbridge.ca/Doing-Business/Planning-Development/Urban-Construction-Right-of-Way-Coordination/Pages/Offsite-Levy-Bylaw.aspx

		AGREEMENT FOR SERVICES
10		The City may enter into Agreements in respect of the payment of Off-Site Levies or oversizing credits.
		IMPOSITION OF LEVY
11		An Off-Site Levy shall be imposed on each hectare of Net Development Area within the City at the time an approval is given for the subdivision of the land or on the date a Development Permit is approved for development on the land.
12		Levies are deemed to have been imposed whether or not the imposition of the Levies is made a specific condition of the subdivision approval or development permit.
		GENERAL
13		Nothing in this Bylaw precludes the City from imposing further or different levies, duly enacted by bylaw on any portion of the Lands within the Development Region in respect of which the City has not collected Off-Site Levies.
14		Documents used to determine infrastructure requirements are listed in Appendix E .
		TRANSITION
15		This Bylaw applies to any: <ul style="list-style-type: none"> i. Subdivision approved on or after the date this Bylaw comes into force; and ii. Development where the issuance of the development permit occurs on or after the date this Bylaw comes into force.
		SEVERABILITY
16		If any portion of this Bylaw is declared or held to be invalid for any reason the remaining provisions of the Bylaw shall continue to be in full force and effect.
		REPEAL
17		Bylaw 5990 is hereby repealed.
18		Any Off-Site Levies imposed under previous Bylaws but not yet paid shall continue to be imposed and collected as though the Bylaw under which they were enacted was never repealed.
		EFFECTIVE DATE
19		This Bylaw shall take effect and come into force January 1, 2023.

READ A FIRST TIME this 8 day of November, A.D. 2022



 MAYOR

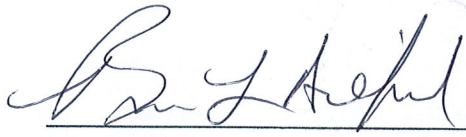


 CITY CLERK

READ A SECOND TIME this 29 day of November, A.D. 2022




MAYOR

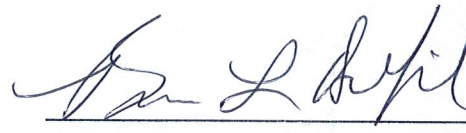


CITY CLERK

READ A THIRD TIME this 29 day of November, A.D. 2022



MAYOR



CITY CLERK

APPENDIX A – OFF-SITE LEVY RATES (\$/Ha)

	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>
Water	62,000	62,000	62,000	62,000
Wastewater	66,000	75,000	84,000	94,000
Storm Sewer	58,000	58,000	58,000	58,000
Transportation (Arterials)	104,000	104,000	104,000	104,000
Total	290,000	299,000	308,000	318,000

Appendix B Off-site Infrastructure
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2019 Cost numbers in blue are projects that are in the 2022-2031 CIP
 Future Value - is based on 3.1% inflation and percentage of offsite levy funding
 All amounts are listed in thousands of dollars
 % funded- refers to % of project cost funded by the offsite levy

Project	Description	Transportation Off-site Infrastructure	Water Off-site Infrastructure	Sanitary Sewer Off-site Infrastructure	Storm Sewer Off-site Infrastructure	2019 Value	Future Value	Year	% funded
West Siphon Screen Relocation	West Siphon Screen Relocation Year 1	-	-	-	960	960	960	2023	100%
West Siphon Screen Relocation	West Siphon Screen Relocation Year 2	-	-	-	960	990	990	2024	100%
Walsh Dr	University Dr W to Metis Tr W Underground	-	1,056	3,096	3,096	7,248	8,705	2025	100%
Walsh Dr	University Dr W to Metis Tr W	6,900	-	-	-	6,900	8,544	2026	100%
N Scenic Dr	26 Ave and Scenic Dr intersection improvement	1,275	-	-	-	395	395	2027	25%
N Scenic Dr	Uplands Blvd to Grace Dainty Rd Stage 1	2,964	-	-	-	2,964	3,901	2028	100%
28 ST N	Kodiak Gate to Blackwolf Blvd N Underground	-	384	-	-	384	505	2028	100%
SE Regional Lift Station	26 Avenue N - 23 St N to Stafford Regional Trunk as part of twinning	-	-	1,145	-	1,145	1,507	2028	100%
Metis Trail	Intersection Metis Trail station Gate	1,020	-	-	-	1,020	1,343	2028	100%
26 AVE N	23 St N to N Scenic Dr Stage 2	7,344	-	-	-	3,672	4,983	2029	50%
SE Regional Lift Station	Regional Trunk Along 28 St N From 2 Ave N to 14 Ave N	-	-	5,688	-	5,688	9,270	2029	100%
University Dr N	Walsh Dr W to Hwy 3 Interchange Design	611	-	-	-	611	611	2029	100%
28 ST N	Kodiak Gate to Blackwolf Blvd N Stage 1	5,388	-	-	-	5,388	7,538	2030	100%
SE Regional Lift Station	SE Lift Station Phase 1	-	-	-	-	8,395	8,395	2030	100%
SE Regional Lift Station	SE Gravity Sewer Parkside Dr S to 24 Ave S	-	-	6,480	-	6,480	9,066	2030	100%
SE Regional Lift Station	SE Gravity Main 51 St S - 24 Ave S to 33 Ave S	-	-	4,320	-	4,320	6,044	2030	100%
Extreme West storm outfall	Chinook outfall	-	-	-	5,040	5,040	7,383	2031	100%
University Dr N	Walsh Dr W to WLEC Commercial Access Stage 1	3,552	-	-	-	3,552	5,124	2031	100%
University Dr N	Walsh Dr W to WLEC Commercial Access Underground	-	576	1,584	1,296	3,456	4,985	2031	100%
SE Regional Lift Station	SE Gravity Main 33 Ave S to 44 Ave S	-	-	1,512	-	1,512	2,249	2032	100%
43 ST N	9 Ave N to 26 Ave N Stage 1 & 2	9,372	-	-	-	9,372	3,592	2033	25%
Walsh Dr	Metis Tr W to 400m W of Metis Tr W Stage 2	1,968	-	-	-	1,968	3,017	2033	100%
Walsh Dr	Metis Tr W to 400m W of Metis Tr W Underground	-	-	864	864	1,728	2,650	2033	100%
Metis Trail	Coalbrook Gate W to Greatbear Blvd W Stage 1	3,504	-	-	-	3,504	5,373	2033	100%
Metis Trail	Coalbrook Gate W to Greatbear Blvd W Underground	-	-	1,512	-	1,512	2,318	2033	100%
Storm Trunk and Outfall serving n of 44 aver, installed west of 13 St	From Outfall at river to 13 St and along 44 Ave to 28 St and along 28 St for 400m	-	-	-	5,400	5,400	8,801	2035	100%
28 ST N	From 5 th Ave including intersection to 9 th including intersection	6,864	-	-	-	6,864	5,594	2035	50%
Garry Dr. W	Garry Station Port W to Homestead Blvd W Stage 1	2,078	-	-	-	2,078	3,387	2035	100%
Garry Dr. W	Garry Station Port W to Homestead Blvd W Underground	-	355	799	-	1,154	1,881	2035	100%
N Scenic Dr	Grace Dainty Rd to 44 Ave Stage 1	5,388	-	-	756	6,144	10,324	2036	100%
28 ST N	Blackwolf Blvd N to 44 Ave N Stage 1	2,208	-	-	-	2,208	3,710	2036	100%
28 ST N	Blackwolf Blvd N to 44 Ave N Storm	-	-	-	864	864	1,452	2036	100%
28 ST N	44 Ave N to 50 Ave N Stage 1	4,956	-	-	-	4,956	8,328	2036	100%
28 ST N	44 Ave N to 50 Ave N Underground	-	768	-	1,728	2,496	4,194	2036	100%
SE Storm Outfall	SE Regional Storm outfall and trunk	-	-	-	7,200	7,200	12,474	2037	100%
Metis Trail	Whoop-up Dr W to Caledonia Blvd W Stage 2	3,504	-	-	-	3,504	3,035	2037	50%
N Scenic Dr	44 Ave N to 400 m Past 44 Ave Stage 1	2,208	-	-	-	2,208	3,944	2038	100%
N Scenic Dr	44 Ave N to 400 m Past 44 Ave Underground	-	-	864	864	1,728	3,086	2038	100%
University Dr N	WLEC Commercial Access to Hwy 3 Interchange Stage 1	4,800	-	-	-	4,800	8,839	2039	100%
University Dr N	WLEC Commercial Access to Hwy 3 Interchange Underground	-	960	2,160	2,160	5,280	9,723	2039	100%
University Dr S	Sunridge Blvd W to Canyons Parkway W Stage 2	4,896	-	-	-	4,896	6,972	2040	75%
26 AVE N	34 St N to 43 St N Stage 2	5,880	-	-	-	5,880	5,933	2042	50%
Metis Trail	Caledonia Blvd W to Garry Dr W Stage 2	7,488	-	-	-	7,488	11,685	2043	75%
N Scenic Dr	400 m Past 44 Ave to Cemetery Stage 1	2,748	-	-	-	2,748	5,895	2044	100%
N Scenic Dr	400 m Past 44 Ave to Cemetery Underground	-	-	864	864	1,728	3,707	2044	100%

Appendix B Off-site Infrastructure

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Project	Description	Transportation Off-site Infrastructure	Water Off-site Infrastructure	Sanitary Sewer Off-site Infrastructure	Storm Sewer Off-site Infrastructure	2019 Value	Future Value	Year	% funded
28 ST N	9th Avenue to 18th Ave N. Design & Constr Stage 1 & 2	6,864	-	-	-	6,864	7,362	2044	50%
10 Ave S	13 St S to MMD S Stage 2	8,082	-	-	-	8,082	4,334	2044	25%
58 St	33 Ave S to 44 Ave S Stage 1	3,600	-	-	-	3,600	8,209	2046	100%
Metis Trail	Temple Blvd W to Whoop-up Dr W Stage 2	3,984	-	-	-	3,984	4,542	2046	50%
Garry Dr. W	Squamish Blvd W to Garry Station Port W Stage 2	6,144	-	-	-	6,144	10,507	2046	75%
43 ST N	26 Ave N to 44 Ave N Underground	-	1,584	-	-	1,584	3,724	2047	100%
Walsh Dr	400m W of Metis Tr W to Chinook Tr W Stage 1	1,728	-	-	-	1,728	4,062	2047	100%
Walsh Dr	400m W of Metis Tr W to Chinook Tr W Underground	-	1,152	4,320	864	6,336	7,448	2047	50%
28 ST N	50 Ave N to 62 Ave N Stage 1	3,456	-	-	-	3,456	8,904	2050	100%
28 ST N	50 Ave N to 62 Ave N Underground	-	768	-	1,728	2,496	6,431	2050	100%
Chinook Trail	Whoop-up Dr W to Garry Dr W Stage 1	10,560	-	-	-	10,560	28,920	2052	100%
Chinook Trail	Whoop-up Dr W to Garry Dr W Underground	-	1,920	6,480	1,728	10,128	27,737	2052	100%
Chinook Trail	Garry Dr W to Walsh Dr W Underground	-	1,152	3,744	-	4,896	13,408	2052	100%
Garry Dr. W	Homestead Blvd W to Chinook Tr W Underground	-	432	-	-	432	1,183	2052	100%
Chinook Trail	University Dr W to Metis Tr W Stage 1	10,080	-	-	-	10,080	28,461	2053	100%
Chinook Trail	University Dr W to Metis Tr W Underground	-	1,920	1,728	864	4,512	12,740	2053	100%
43 ST N	26 Ave N to 44 Ave N Stage 1 & 2	16,206	-	-	-	16,206	11,794	2054	25%
Metis Trail	Garry Dr W to Walsh Dr W Stage 2	5,328	-	-	-	5,328	11,633	2054	75%
Walsh Dr	East of West Side Dr W To 400m W of Metis Tr W Stage 2	9,948	-	-	-	9,948	14,480	2054	50%
Garry Dr. W	Homestead Blvd W to Chinook Tr W Stage 1	2,424	-	-	-	2,424	7,275	2055	100%
N Scenic Dr	5 Ave N to Stafford Dr N Stage 2	12,768	-	-	-	12,768	20,367	2057	50%
58 St	10 Ave S to 17 Ave S Stage 1	6,144	-	-	-	6,144	19,601	2057	100%
58 St	10 Ave S to 17 Ave S Underground	-	1,152	1,296	-	2,448	7,810	2057	100%
SE Regional Lift Station	South of 44 Ave Trunks and North Lift station Upgrades	-	-	1,361	-	1,361	4,341	2057	100%
Extreme West storm outfall	Macleod outfall	-	-	-	5,400	5,400	17,228	2057	100%
Metis Trail	Macleod Dr W to Chinook Tr W Stage 1	6,144	-	-	-	6,144	20,209	2058	100%
Metis Trail	Macleod Dr W to Chinook Tr W Underground	-	-	2,592	-	2,592	8,526	2058	100%
Chinook Trail	Macleod Dr W to Whoop-up Dr W Stage 1	11,904	-	-	-	11,904	40,368	2059	100%
Chinook Trail	Macleod Dr W to Whoop-up Dr W Underground	-	2,112	5,472	1,728	9,312	31,578	2059	100%
Metis Trail	Walsh Dr W to "5 Ave" W Stage 1	4,896	-	-	-	4,896	17,118	2060	100%
43 ST N	44 Ave N to 62 Ave N Stage 2	9,372	-	-	-	9,372	8,446	2061	25%
N Scenic Dr	Stafford Dr to Uplands Blvd Stage 2	4,575	-	-	-	4,575	8,501	2062	50%
Metis Trail	McLeod Dr W to Temple Blvd W Stage 2	7,008	-	-	-	7,008	13,842	2064	50%
Whoop-Up Dr	Mauritania Blvd W to Chinook Tr W Stage 1	6,624	-	-	-	6,624	26,979	2065	100%
Whoop-Up Dr	30 St W to Chinook Tr W Underground	-	1,152	1,728	864	3,744	15,249	2065	100%
58 St	24 Ave S to South of Canal Stage 1	3,072	-	-	-	3,072	12,900	2066	100%
58 St	24 Ave S to South of Canal Underground	-	576	-	-	576	2,419	2066	100%
58 St	South of Canal to 33 Ave S Stage 1	2,208	-	-	-	2,208	9,272	2066	100%
N Scenic Dr	Uplands Blvd to 44 Ave Stage 2	4,200	-	-	-	4,200	9,091	2067	50%
N Scenic Dr	44 Ave N to 400 m Past 44 Ave Stage 2	2,988	-	-	-	2,988	6,468	2067	50%
58 St	17 Ave S to 24 Ave S Stage 1	6,144	-	-	-	6,144	26,599	2067	100%
58 St	17 Ave S to 24 Ave S Underground	-	1,152	1,296	-	2,448	10,598	2067	100%
Chinook Trail	Garry Dr W to Walsh Dr W Stage 1	6,144	-	-	-	6,144	28,274	2069	100%
University Dr N	Walsh Dr W to WLEC Commercial Access Stage 2	5,280	-	-	-	5,280	12,149	2069	50%
University Dr N	WLEC Commercial Access to Hwy 3 Interchange Stage 2	4,800	-	-	-	4,800	11,044	2069	50%
N Scenic Dr	Cemetery Entrance along curve to 62 Ave to 800m East of Scenic	5,232	-	-	-	5,232	25,593	2071	100%
Metis Trail	"5 Ave" W to West Side Drive Underground	-	1,728	4,752	3,888	10,368	52,288	2072	100%
Extreme West/South storm outfall	Straight south from Metis	-	-	-	5,040	5,040	27,856	2075	100%
Metis Trail	"5 Ave" W to West Side Drive Stage 1	8,736	-	-	-	8,736	48,283	2075	100%
Metis Trail	"5 Ave" W to West Side Drive Stage 2	8,736	-	-	-	8,736	48,283	2075	100%
28 ST N	Kodiak Gate to Blackwolf Blvd N Stage 2	5,388	-	-	-	5,388	15,351	2076	50%
Metis Trail	Walsh Dr W to "5 Ave" W Stage 2	4,896	-	-	-	4,896	31,522	2080	100%
Metis Trail	Walsh Dr W to "5 Ave" W Underground	-	768	1,728	1,728	4,224	27,196	2080	100%
62 AVE N	800m East of N Scenic Dr to 28 St N Stage 1	3,936	-	-	-	3,936	26,937	2082	100%

Appendix B Off-site Infrastructure
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Project	Description	Transportation Off-site Infrastructure	Water Off-site Infrastructure	Sanitary Sewer Off-site Infrastructure	Storm Sewer Off-site Infrastructure	2019 Value	Future Value	Year	% funded
62 AVE N	800m East of N Scenic Dr to 28 St N Underground	-	384	-	864	1,248	8,541	2082	100%
62 AVE N	28 St N to 43 St N Stage 1	8,832	-	-	-	8,832	60,444	2082	100%
62 AVE N	28 St N to 43 St N Underground	-	1,536	-	-	1,536	10,512	2082	100%
58 St	44 Ave S to 60 Ave S to Six-mile Coulee Stage 1	5,664	-	-	-	5,664	38,763	2082	100%
Chinook Trail	Metis Tr W to Macleod Dr W Stage 1	8,304	-	-	-	8,304	56,831	2082	100%
Chinook Trail	Metis Tr W to Macleod Dr W Underground	-	1,632	1,728	864	4,224	28,908	2082	100%
Oversized Utility Costs			663	663	663	1,990	2,464	yearly	100%
TOTAL		349,315	25,883	69,776	58,275	3,188,799	1,354,318		

APPENDIX C – FORECAST GROWTH OF NET DEVELOPABLE AREA

Inflation Factor 3.10%

Rate of Return 2.50%

Forecast Growth by Year				
Year	2023	2024	2025	2026
Forecast (Ha)	30	30	35	35

APPENDIX E – INFRASTRUCTURE REQUIREMENT DOCUMENTS

The following list of documents are referenced and created in support of establishing the Off-site Levy rates:

Reference Documents (available at www.lethbridge.ca)

- Municipal Development Plan
- The Transportation Master Plan
- Area Structure Plans
- Outline Plans (Not statutory)
- Capital Improvement Program 2022-2031

Materials and Minutes of Review Meetings 2022 (available at www.lethbridge.ca)

- 1 Kick-off Meeting April 13.pdf
- 2 Financial Factors.pdf
- 3 Project Scope Estimates Timing.pdf
- 4 Set The Levy Rate.pdf
- 5 Document Review.pdf
- 6 Document Review 2.pdf
- Council Orientation 2022.pdf

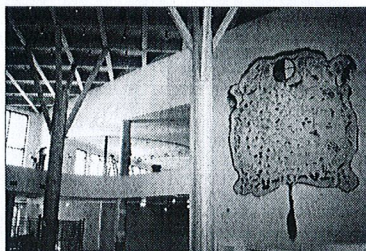
Documentation and Inputs for the Cash Flow Model (available at www.lethbridge.ca)

- Financial Factors 2022.pdf
- Updated Growth Maps 2022.pdf
- Cash Flow Graph 2022-05-18.pdf

Outputs / Results / Cash Flow Model

The Off-site Levy Cash Flow Models is available to view on request to the City Engineer by e-mailing byron.buzunis@lethbridge.ca

New college campus in Standoff an investment in the future



Red Crow Community College welcomed students to its new main campus in Standoff this fall. SUBMITTED PHOTO

Cal Braid
LETHBRIDGE HERALD
Local Journalism & Public Awareness

Red Crow Community College has a new main campus located in Standoff, and in September it welcomed students for the 2022 academic year. The new facility is 100,000 square feet, with state-of-the-art learning spaces and enhanced gathering areas throughout the campus to foster greater community engagement.

"As the first tribal college in the country, the college is uniquely positioned to be a leader among Indigenous education providers," a school press release stated. "Our college is an accredited education and training provider that recognizes the significance that our Blackfoot culture has in the academic learning of students."

Funding for the \$48 million dollar facility came from three sources: the College provided \$8 million, the Blood Tribe Chief and Council invested \$20 million, and the Investing in Canada Infrastructure Program provided the final \$20 million dollars. The release added, "This is a great example of how governments can work together to fund a post-secondary institution for Indigenous peoples to learn, grow, and succeed. Our college provides significant benefits to all involved and adds to the cultural, economic, and social prosperity of our people. Red Crow Community College has earned a strong reputation as a forward-thinking academic institution."

School president Roy Weasel Fat has been with the college for 25 years. He started as an instructor, became the adult education coordinator, then the vice-president of academics, and finally president. He believes the college has an integral and important role in changing the community's future.

Weasel Fat said the curriculum carries a strong cultural and spiritual component to it. "For our Blackfoot culture curriculum, we've developed courses that we offer to all our programs. If we deliver a one-year business certificate that has ten courses, we'll add three to five cultural courses within it. It's for our younger generation, people who don't really speak the language. Our elder advisory program is a very integral part of our college. We have the elders that guide us in Blackfoot protocol and they're also part of the instructional team."

"We built the college for the future, so we will be increasing enrollment in our programs over time."

The program implementation teachings based on Kainaysimmi and Nitsiapi values, and Weasel Fat interpreted the terms, saying, "Kainaysimmi applies to all the ways of living and being in Blackfoot culture. Nitsiapi is a descriptive term for our community, and it translates into real people."

The college has two campuses, one in the City of Lethbridge and the new main campus in Standoff. Weasel Fat said the college is developing new programs as they move along and continue to draw increased enrollment. The satellite campus in Lethbridge mainly offers adult upgrading, while the new facility is currently running its first semester of programming. They've been offering classes in Standoff for many years but have used a different facility until now.

Lori Van Rooijen, project manager of the new campus facility, described the attributes that make the new building so unique.

"The main floor is about 50,000 square feet and it's kind of on the shape of an eagle. It's got wings on it that are surrounded by an atrium that has 15-foot ceilings and enough room for a tipi to be in it. It's quite a beautiful, grandiose space. It's very transparent. The

ceiling is a wood honeycomb that's supported by four abstract tree structures. We commissioned 17 Blackfoot artists to create pieces for the college. When you walk into this building it is a Blackfoot building. You know that you are in Blackfoot territory (and) you know that you are in a culturally-infused Blackfoot facility. It's quite inspirational for students. One of the things students have commented on is that it's just such a great environment for learning and they are really, really enjoying the space."

The press release goes on to say, "The facility includes a learning commons with access to books and digital information, open study areas, break out space, and computer labs. Specialized science labs, as well as a medical simulation room are designed to support the student interest in the science and medical field. The new campus facility also provides a Blackfoot ceremonial space, an outdoor teaching area to reinforce our strong connection to land-based learning, counselling, and collaborative spaces to support student success, administrative offices, and a Kahnshooniks lounge."

Student services includes a library, a daycare centre, a cafeteria, and a fitness centre and gymnasium for students, staff, and members of the community. A variety of classroom sizes will add significant capacity to post-secondary programming and will accommodate up to 900 full-time students.

Old Dominion tour hits Lethbridge in March

Al Beeber
LETHBRIDGE HERALD
Local Journalism & Public Awareness

Get ready for some good vibes from the biggest country band in the business.

Gold and Gold Sakamoto Productions are bringing Old Dominion and their No Bad Vibes tour to Lethbridge on March 9, 2023.

Ron Sakamoto said the band was more than willing to accommodate the promoter by having a show in his hometown, he said this week.

Lethbridge is the smallest city on the Canadian portion of Old Dominion's tour which starts Jan. 27 in Ottawa and ends March 11 in Winnipeg. Other dates are in Toronto, London, Ont., Vancouver, Edmonton, Calgary (March 3) and Regina. Old Dominion is the reigning Country

Music Association group of the year - an award it's won for five straight years. The band announced its latest tour Tuesday in Nashville.

Supporting Old Dominion on the Canadian portion of the tour will be Steven Lee Olson, Frank Ray and Shawn Austin. Tickets go on sale Oct. 28 at 10 a.m. Since breaking out in 2014, Old Dominion has earned eight No. 1 singles, over a billion on-demand streams and headlined concerts around the world.

Lethbridge man wins \$1 million

WESTERN CANADA
LOTTERY CORE - Morris Suenen has a million reasons to celebrate after bringing home a MaxMillions prize on the Oct. 4 Lotto Max draw.

The Lethbridge man picked up his winning ticket a couple of days before the draw at Pure Casino Lethbridge at 37502 Avenue. He won by precisely matching winning MaxMillions numbers - 15, 21, 25, 30, 32, 34, and 35 - to nab one of the \$1 million prizes.

The day after the draw, Suenen headed to a local store with his friend to check his tickets. At first, he wasn't sure what he was seeing.

"I checked the ticket on the self-scanner and thought 'Oh, there's a big long number,'" he laughed as he claimed his prize. "I thought I'd better recheck it to be sure."

Suenen used the self-checker once more and realized he was looking at a \$1 million winning ticket. He made a beeline to the cashier to validate his win.

"I was happy when I realized it was a winning ticket," Suenen says he doesn't have any concrete plans for his windfall yet. "I'll put it in the bank for now," he noted. "After that, I may get a small motorhome."

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SAVE \$6

SUPREME HOMESTYLE LASAGNA
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SAVE \$4

LASAGNA
1.18 kg
SAVE \$2

21.99

Thursday October 20th to
Wednesday, October 26, 2022

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225 12 STREET NORTH
403-329-6630

DEVELOPMENT PERMITS

LAND USE BYLAW 6300

Take notice that the following Discretionary Use applications and applications involving waivers have been approved by the Development Officers. More information can be obtained by calling 403-320-3920.

NORTH AVENUES AND STREETS:
3410 - 24 Avenue North DEV14088
General Industrial District
Waiver - Side Setback

1138 42 Avenue North DEV14172
Low Density Residential District
Compliance: Waiver, Front setback - Single Detached Dwelling

SOUTH AVENUES AND STREETS:
206 Sixmile Place South DEV14108
Low Density Residential District
Waiver, Rear Setback - Single Detached Dwelling

2810 47 Street South DEV14170
Medium Density Residential District
Waiver, Parcel coverage - Detached Garage

311 8 Street South DEV14174
Downtown Commercial District.
Exterior Building Alterations or Improvements,
Medical and Health Office (outpatient).

4708 40 Avenue South DEV14189
Low Density Residential District
Waiver, Rear Setback - Single Detached Dwelling

WEST AVENUES AND STREETS:
555 Columbia Boulevard West DEV14176
Medium Density Residential District
Waiver, side setback - uncovered deck

APPEALS:
A letter of appeal may be delivered and/or mailed to:
Secretary of the Subdivision and Development Appeal Board, City Clerk's

For more info, visit:
lethbridge.ca/living-here/My-Property/
Pages/Public-Notices

Off-site Levy Bylaw
Bylaw 6375
Nov. 3, 2022 - 1:30 PM.
City Hall, 910 - 4 Ave. S.

What is This About?
The Civic Works Standing Policy Committee will give members of the public and development community an opportunity to express their views with respect to the proposed Off-Site Levy Bylaw.

The proposed Off-Site Levy Rates (per hectare) will be presented as follows:

2023	\$290,000
2024	\$299,000
2025	\$308,000
2026	\$318,000

Tell Us What You Think
● Written submissions by Wednesday, Oct. 26, 2022
● Verbal presentations on Thursday, Nov. 3, 2022

Bylaw can be viewed at City Hall, 910 - 4 Avenue S.

Questions, contact Byron Buzunis, 403-320-3975 or byron.buzunis@lethbridge.ca

For additional information on this bylaw, filing a petition related to this bylaw, or any other question please contact 311

For more info, visit:
lethbridge.ca/notice

30,000+ READERS EVERY DAY!

Elon Musk's Twitter takeover should be 'wake-up call' for users, say experts

Tara Deschamps
THE CANADIAN PRESS - TORONTO

Elon Musk's Twitter takeover should push users to think twice about how much time and trust they put in social media platforms, technology observers say.

Musk's purchase of the San Francisco-based tech giant this week, his reputation for brash business moves and the uncertainty around his Twitter plans have some users wondering if they should leave the platform for good.

Whether people stick with Twitter or not, many feel the sale of Twitter should be seen as a lesson.

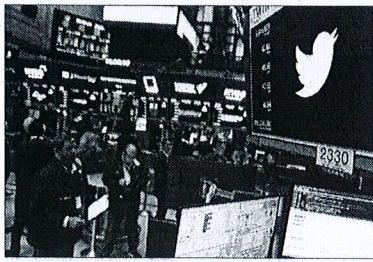
"It's a wake-up call for people to think about how much time and energy and intellectual capital do you want to invest in a single platform when it can be so disturbing?" said Courtney Radtsch, a senior fellow at the Centre for International Governance Innovation, a think tank focussed on technology and international governance.

Twitter has a reputation for hosting hateful posts and many users have complained about facing harassment and bots on the platform. While Musk has missed about defeating spam bots and making algorithms open source to increase trust, he has also talked about changing free speech. Many believe he could result in him allowing controversial figures back onto Twitter and reducing moderation efforts.

How many of these ideas he will act on remains uncertain, but Radtsch suggested it's an important reminder that a new leader can make radical changes to a social network.

"People have spent a lot of time on this platform, creating their brands or developing their presence," she said. "We still have to see what his policies are going to result in... but I think that you could potentially see some people go off of protest."

Radtsch doesn't think a critical mass will leave because there are no other platforms that operate the same way or offer a similar experience, but she hopes



The symbol for Twitter appears above a trading post on the floor of the New York Stock Exchange earlier this month.

many that do depart will realize how important data portability is.

Twitter users can download their data, but their networks and posted material can't easily be transferred to other platforms.

"I don't think this type of angst (around Twitter) that is felt by many users, illustrates why that's such an important policy that needs to be developed sooner rather than later," Radtsch said.

The Twitter sale might also be a reminder about the lack of privacy some platforms offer, she said. Many, for example, are warning that Musk has the power to read anyone's direct messages.

"I don't think anyone has enough time to go through and read everyone's direct messages, but... without privacy protections... you should not expect that these platforms are there to maintain your security," Radtsch said.

Such concerns have loomed since Twitter's board accepted Musk's US\$44-billion bid to take over the social media platform in May.

The controversial Tesla and SpaceX leader, who has Canadian citizenship, later tried to back out of the deal.

Twitter sued Musk to force him to make the acquisition and a Delaware

court ruled the deal must go through. It was finalized earlier this week.

Musk marked the occasion by changing his Twitter bio to "chief test" and walking into the tech giant's San Francisco headquarters with a porcelain sink after posting "Entering Twitter HQ — let that sink in."

His first act was reportedly firing three top Twitter executives — chief executive Parag Mehta, the company's chief financial officer and its top lawyer.

But his biggest act will likely be finding a way to make money on the investment while transforming the company to support some of his values like free speech, said Daniel Tsai, a technology lecturer at the University of Toronto.

"It's not in it to lose money and that means you can't make it a hedgecap for advertisers," Tsai said.

Advertisers won't want to be on the platform, if their materials might be seen alongside hateful, violent or even controversial messages or if the user base sinks to an extremely low level.

Tsai said, "There's definitely a potential there for Musk to face a career-defining response, if he allows the environment of Twitter to become so negative that his advertisers get targeted and drop Twitter like a stone."

Air Canada looks to avoid repeat of summer mistakes in upcoming travel season

MONTREAL (CP) — Air Canada is looking to avoid a repeat of this past summer's widespread disruptions as it heads into the busy holiday travel season.

The company learned valuable lessons during the "operationally challenging" summer months that it is applying to current operations as travel demand continues to bounce back, said chief executive Michael Rousseau on Friday.

After operational improvements in late summer, the airline is now performing at pre-pandemic levels as it continues to increase staffing numbers, he said in a news release.

"We sincerely regret any inconveniences that have occurred," said Rousseau.

With the cancelled flights and airport gridlock of the summer still fresh in the minds of many travellers, he looked to reassure passengers about the lessons the airline has learned.

"With customers booking their winter and holiday getaway travel, they can have full confidence in our ability to carry them safely and conveniently."

While travel disruptions continued throughout July, there were improvements in August and September that helped see Air Canada transport around 11.5 million passengers in the third quarter and reach its first positive operating income since the pandemic began.

The positive results drove the airline's shares up 3.7 per cent to above \$20 Friday morning, the highest the stock has been since June when operational disruptions began.

The airline said it had \$344 million in operating income for the quarter, compared with an operating loss of \$364 million in the third quarter of 2021. In addition to high demand, this quarter also saw high ticket prices that helped offset fuel costs, said Walter Spracklin, an analyst for RBC Dominion Securities.

An unfavourable foreign exchange rate added to the high price of aircraft fuel, which increased more than 80 per cent from the third quarter of 2021, said Amos Karzaz, chief financial officer for Air Canada.

An improved passenger load of 86 per cent, up from 71 per cent in 2021, also helped mitigate these costs, as fuller planes also led to better than expected cost per seat reductions, said Spracklin.

Air Canada reported its capacity, measured as available seat miles, for the quarter was up 130 per cent compared with a year ago, while its traffic measured in revenue passenger miles was up 179.5 per cent compared with the third quarter of 2021.

Overall, Air Canada reported a net loss of \$508 million in its third quarter compared with a loss of \$610 million in the same quarter last year as it ramped up operations and more than doubled its revenue.

While the airline does not expect to return to 2019 capacity levels before 2024, Rousseau said that he likes where the airline is at right now from "a demand perspective, a yield perspective and from a capacity perspective."

Off-site Levy Bylaw

Bylaw 6375
Nov. 3, 2022 - 1:30 P.M.
City Hall, 910 - 4 Ave. S.

What is This About?
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Verbal presentations on Thursday, Nov. 3, 2022
Bylaw can be viewed at City Hall, 910 - 4 Avenue S.

Questions, contact Byron Buzunis, 403-320-3975 or byron.buzunis@lethbridge.ca
For additional information on this bylaw, filing a petition related to this bylaw, or any other question please contact 311.
For more info, visit: lethbridge.ca/notices

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lethbridge.ca

DEVELOPMENT PERMITS

LAND USE BYLAW 6300
Take notice that the following Discretionary Use applications and applications involving waivers have been approved by the Development Officers. More information can be obtained by calling 403-320-3920.

- NORTH AVENUES AND STREETS:**
842 8 Street North DEV14193
Low Density Residential District
Compliance Waiver, Short Front Setback - Single Detached Dwelling and Detached Garage
- SOUTH AVENUES AND STREETS:**
1509 13 Avenue South DEV13884
Low Density Residential District
Waiver, Height - Detached garage with Secondary Suite
929 15 Street South DEV14027
Low Density Residential District
Waiver, Height - Detached garage with Secondary Suite
821 17 Street South DEV14197
Low Density Residential District
Compliance Waiver, Side Setback - Detached Garage

WEST AVENUES AND STREETS:
APPEALS:
A letter of appeal may be delivered and/or mailed to:
Secretary of the Subdivision and Development Appeal Board, City Clerk's Office, 2nd Floor 910 - 4 Avenue South, Lethbridge, AB T1J 0P6, Phone 403-329-7329, for receipt no later than November 21, 2022.
For more info, visit: lethbridge.ca/land-use/My-Property/Pages/Public-Notices

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Thursday October 27th to
Wednesday, November 2nd, 2022

M&M

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