

BYLAW C-7356-2014

- THIS BEING** a Bylaw of the Rocky View County in the Province of Alberta, to authorize an off-site transportation levy to pay for the cost of new or expanded roads required for or impacted by Subdivision or Development occurring on certain lands within Rocky View County;
- WHEREAS** the *Municipal Government Act*, R.S.A.2000 Chapter M-26 permits a Council to impose a levy known as an Off-Site Levy in respect of land to be developed or subdivided within a municipality's jurisdictional limits, and to authorize an agreement to be entered into for payment of the levy;
- AND WHEREAS** the Rocky View County Council deems it desirable to establish offsite levies for the purposes described in Section 648 of the **Municipal Government Act**, R.S.A. 2000, Chapter M-26;
- AND WHEREAS** the County has engaged in consultation with representatives of the development industry to address and define existing and future road infrastructure requirements of the County with respect to circumstances of the County and the benefits of development;
- AND WHEREAS** the County received advice and reports respecting upgrades to the new or expanded road infrastructure which set out a fair and equitable calculation of Off-Site Levies in accordance with the purpose of the **Municipal Government Act**; R.S.A. 2000 Chapter M-26;
- AND WHEREAS** the County has advertised its intention to consider the provision of this Bylaw pursuant to the requirements of the *Municipal Government Act*;
- NOW THEREFORE** pursuant to the authority conferred upon it by the laws of the Province of Alberta, the Rocky View County Council, duly assembled, enacts as follows:

1) TITLE

This Bylaw shall be known as the "Transportation Off-Site Levy Bylaw" herein referenced as the "Transportation Levy".

2) DEFINITIONS

For purposes of this Bylaw the following definitions apply:

- a) "Act" means the *Municipal Government Act*, R.S.A.2000 Chapter M-26, as amended;
- b) "Base Levy Rate" means that Levy rate calculated in accordance with Schedule "A";
- c) "Buildings" shall have the same meaning as within the Land Use Bylaw;
- d) "Business" shall have the same meaning as within the Land Use Bylaw;

- e) “Boundary Adjustment” means the adjustment of lot boundaries without the creation of additional lots;
- f) “Bylaw” means this bylaw including all schedules;
- g) “Capital Costs” means “capital costs” of the new or expanded roads and the lands required for in connection with the roads as referred to in Section 648 of the Act;
- h) “Commercial” means any development or subdivision for commercial use as contemplated under the Land Use Bylaw;
- i) “Council” means the Rocky View County Council;
- j) “County” means the Rocky View County or the geographical area within its jurisdictional boundaries, as the context may require.
- k) “Development” means “development” as defined in the Act and requires a Development Permit under the Land Use Bylaw;
- l) “Development Area” is used to define the portion of lands utilized directly for development purposes, and includes: the driveway access; all structures (buildings), the storage and display areas directly associated to the use; and the required parking area (as defined in the Land Use Bylaw).
 - i) For Development Permits for horticultural uses issued on agricultural or residential lands, the outdoor growing area of the specialized crop is not considered to be part of the storage or display area for the purposes of the *Development Area* calculation;
 - ii) For Development Permits for a Golf Course as included within the use *Outdoor Participant Recreation Services*, the *Development Area* only includes all structures and areas listed above.
- m) “Development Agreement” means a development agreement as contemplated under Section 650 or 655 of the Act;
- n) “Development Permit” means “development permit” as defined in the Land Use Bylaw;
- o) “Farmstead” shall have the same meaning as within the Land Use Bylaw;
- p) “First Parcel Out” shall have the same meaning as within the Municipal Development Plan;
- q) “Industrial” means any Development or Subdivision for Industrial use as contemplated under the Land Use Bylaw;
- r) “Institutional” shall have the same meaning as within the Land Use Bylaw;
- s) “Land Use Bylaw” means the land use bylaw in force within Rocky View County, as amended or replaced by Council from time to time.
- t) “Lands” means the private titled lands in accordance with the Lands Title Act, as amended, lying within the Development Area which were previously exempted from the imposition of an

off-site levy but which are now subject to the imposition of the off-site levy pursuant to paragraph 5(c).

- u) “Levy” means off-site levy imposed pursuant to this Bylaw under the authority of the Act which is comprised of the Base Levy Rate and, where applicable, the Base Levy Rate and the Special Levy Rate;
- v) “Reports” mean the reports as set out in Schedule “B”
- w) “Residential” shall have the same meaning as within the Land Use Bylaw;
- x) “Subdivision” means “subdivision” as defined in the Act;
- y) “Roads” has the same meaning as the definition within the Act and means new or expanded roads required for or impacted by Subdivision or Development as identified within the Schedules and Maps of this Bylaw;
- z) “Specialized Transportation Area” means those areas shown in Map “B”; and
- aa) “Special Area Levy Rate” means that additional levy rate calculated in accordance with Schedule “B”

3) OBJECT AND SCOPE

- a) The object of this Bylaw is to establish a Levy which shall be imposed upon Lands within the County which are the subject of Subdivision or Development, where no previous off-site levies have been collected for the same services under any previous bylaw, for the purpose of collecting funds to be allotted towards financing of the Capital Cost of:
 - i) new or expanded Roads required for or impacted by Subdivision or Development; and
 - ii) the acquisition of Lands required for or in connection with any such new or expanded Roads.
- b) The attached Schedules and Maps which form part of this Bylaw include:
 - i) Schedule “A” – Base Levy Calculation
 - ii) Schedule “B” – Special Area Levy Calculation
 - iii) Map “A” – County Map: Lands Subject to Levy
 - iv) Map “B” – Specialized Transportation Area Map

4) LEVY RATES

- a) BASE LEVY
 - i) Pursuant to the rationale and calculations shown on Schedule “A”; all Lands within the County upon which the Transportation Off-Site Levy Bylaw applies shall be subject to the imposition of a Base Levy Rate of \$11,354 per gross hectare (\$4,595 per gross acre).

b) **SPECIAL AREA LEVY**

i) In addition to the Base Levy Rate, all Lands located within the Specialized Transportation Areas outlined in Map "B" which the Transportation Off-Site Levy Bylaw applies are subject to the imposition of the Special Area Levy Rate.

ii) The justification of the Special Area Levy within the Specialized Transportation Areas is to fund and provide levy support to road infrastructure development that will provide connections to the Provincial Ring Roads, Regional Ring Roads and Provincial Highway networks located within the Specialized Transportation Areas.

iii) Pursuant to the rationale and calculations shown on Schedule "B", all Lands located within the Specialized Transportation Areas are subject to the imposition of the additional Special Area Levy Rate of:

(1) \$46,055 per gross hectare (\$18,638 per gross acre) for parcels comprising the Lands within Special Area 1 as defined by Map "B";

(2) \$14,414 per gross hectare (\$5,833 per gross acre) for parcels comprising the Lands within Special Area 2 as defined by Map "B";

(3) \$22,309 per gross hectare (\$9,028 per gross acre) for parcels comprising the Lands within Special Area 3 as defined by Map "B"; and

(4) \$28,120 per gross hectare (\$11,380 per gross acre) for parcels comprising the Lands within Special Area 4 as defined by Map "B".

(5) \$8762 per gross hectare (\$3546 per gross acre) for parcels comprising the Lands within Special Area 5 as defined by Map "B".

(6) \$15928 per gross hectare (\$6446 per gross acre) for parcels comprising the Lands within Special Area 6 as defined by Map "B".

(7) \$2184 per gross hectare (\$884 per gross acre) for parcels comprising the Lands within Special Area 7 as defined by Map "B".

(8) \$12913 per gross hectare (\$5226 per gross acre) for parcels comprising the Lands within Special Area 8 as defined by Map "B".

plus applicable Interest Costs associated with existing Cost Recovery Agreements. The Interest Costs will be determined at the time of payment for the Levy. Interest Cost payments will be calculated as a direct proportion to the land size making the payment divided by the total land size include within the Bylaw multiplied by the interest incurred at the time of payment.

c) Notwithstanding any provision within this Bylaw, all Subdivision and Development applications which were approved prior to:

(1) July 20, 2004 shall be imposed the Levy amount prescribed within Bylaw C-5875-2004.

(2) July 26, 2005 shall be imposed the Levy amount prescribed within Bylaw C-5889-2004.

(3) July 25, 2006 shall be imposed the Levy amount prescribed within Bylaw C-6094-2005.

- (4) July 24, 2007 shall be imposed the Levy amount prescribed within Bylaw C-6273-2006.
- (5) March 17, 2009 shall be imposed the Levy amount prescribed within the Bylaw C-6496-2007.
- (6) July 20, 2010 shall be imposed the Levy amount prescribed within the Bylaw C-6710-2008
- (7) November 29, 2011 shall be imposed the Levy amount prescribed within Bylaw C-6935-2010.
- (8) October 23, 2012 shall be imposed the Levy amount prescribed within Bylaw C-7195-2011.
- (9) _____, 2014 shall be imposed the Levy amount prescribed within Bylaw C-7195-2012.

d) The Levy rates, inclusive of the Base Levy Rate and the Special Area Levy Rate, set out in this Bylaw shall be reviewed annually and, if applicable, will be adjusted each year to reflect changes based on changes in conditions including the prior average yearly road construction costs within the County, as calculated by the County.

5) LEVY APPLICABILITY

- a) The Transportation Levy shall be imposed in the approval of Subdivision or Development applications for which approvals are obtained after the date of passing the within Bylaw.
- b) A Levy imposed under this Bylaw can only be imposed once in respect of Land that is the subject of a Subdivision or Development as referenced in this Bylaw.
- c) Where any Lands are exempted from the imposition of the Levy under the terms of this Bylaw with respect to any particular Subdivision or Development, nothing shall prevent the imposition of the Levy on those Lands, or portions thereof, which are subject to any subsequent Subdivision or Development in accordance with the terms of this Bylaw.
- d) Nothing in this Bylaw precludes the County from Imposing a different or other off-site Levy, duly enacted by Bylaw, on any portion of the Lands in respect of which the County has not collected a Levy for that particular infrastructure or service.
- e) The Transportation Levy shall be imposed in the approval of the following Subdivisions:
 - i) All Lands within the County for which approval of a Residential Subdivision with parcel sizes less than **4.0 hectares** (9.88 acres).
 - ii) Notwithstanding the above, all Lands within the County for which approval of a Residential Subdivision with parcel sizes equal or greater than **4.0 hectares** (9.88 acres) in which the County is of the opinion will not be subdivided or redeveloped further due to technical limitations.
 - iii) All Lands within the County for which Subdivision Approval of Residential Three District or Agricultural Holdings District parcels of all lot sizes is granted, the Transportation Off-Site Levy will be deemed applicable for 1.2 hectares (3.0 acres) of each of those parcels.
 - iv) All Lands within the County which are granted Subdivision Approval for new Business, or Institutional parcels for all parcel sizes.

- f) The Transportation Levy shall be imposed in the approval of the following Development Permits:
 - i) All Lands within the County which are granted Development Approval for Agricultural, Business, Residential or Institutional parcels for all parcel sizes;

6) EXEMPTIONS

- a) The following Subdivision Approvals are exempted from the imposition of the Base Levy Rate and the Special Area Levy Rate:
 - i) the Subdivision of a Farmstead; or
 - ii) the Subdivision for the First Parcel Out of a previously un-subdivided quarter section; or
 - iii) the Subdivision is for Boundary Adjustment only; or
 - iv) those portions of Lands designated Environmental Reserve within a Subdivision Approval.
- b) The following Development Approvals are exempted from the imposition of the Base Levy Rate and the Special Area Levy Rate:
 - i) all Lands which are contained within a Farmstead district; or
 - ii) any portion of the Lands which lie outside of the Development Area of the Lands actually being developed pursuant to the Development Permit; or
 - iii) all Lands designated as either a residential or an agricultural land use district, and the issuance of the permit is:
 - (1) directly associated with construction of a dwelling; or
 - (2) is a renewable permit; or
 - (3) is unlikely to result in an increase in traffic on the local road network.
 - iv) a change to an existing Agricultural, Business, Residential or Institutional use in which the floor area of the Buildings on the site, or a change to area used for storage, parking or display area is less than 10% of the pre-existing area.
- c) The following Lands are exempted from the imposition of the Special Area Levy Rate only:
 - i) All Lands which are the subject matter of a Residential Subdivision where the unsubdivided parcel comprises of 2.02 hectares (5.00 acres) or less and only one additional parcel is being created from the parent parcel.
- d) Any Lands or portions thereof where Council has determined, in its sole and unfettered discretion, that it is appropriate in the circumstances to not impose the Levy upon such portion of the Lands as a result of the Development contemplated in the applicable Development Permit or Subdivision Approval.

7) COLLECTION AND EXPENDITURE OF LEVY AMOUNTS

- a) The Levy imposed herein shall be paid at the earliest of the following times:
 - i) in the case of a Subdivision, before the related plan of subdivision is endorsed by the County and registered pursuant to the Land Titles Act; or
 - ii) in the case of Development, before the issuance of the Development Permit; or
 - iii) in the case of Subdivision or Development where a Development Agreement is required, before the applicable Development Agreement is executed by the County.
- b) All funds collected pursuant to this Bylaw herein shall be accounted for and expended only as permitted under the provisions of the Act and this Bylaw;
- c) The interest earned upon funds collected by the Levy imposed pursuant to this Bylaw will be retained by the County.
- d) There will be no refunds on collected Levies.
- e) The collection of the Levy will offset the upgrade costs of completing the Long Range Transportation Network and local, collector road infrastructures. The fees applied to the Long Range Transportation Network will be associated with the creation of Quadrants as depicted on "Map A" and will be calculated as 30% of the overall Levy fees. The fees applied to the local and collector infrastructure will be calculated based on the roads within each independent Township and will be calculated as 70% of the overall Levy fees.
- f) Special Area Levy Rate amounts will be applied 100% to road infrastructure construction and development as depicted on Map "B".

8) TRANSITIONAL

1. Bylaw C-7195-2012 is hereby repealed upon the passing of this bylaw.
2. Bylaw C-7356-2014 is passed when it receives third reading, and is signed by the Reeve/Deputy Reeve and the Municipal Clerk, as per the *Municipal Government Act*.

Division: ALL
File: 1007-800

READ A FIRST TIME IN COUNCIL this 10th day of June , 2014
READ A SECOND TIME IN COUNCIL this 14th day of October , 2014
READ A THIRD TIME IN COUNCIL this 14th day of October , 2014

Reeve. 

CAO or Designate 

Date Bylaw Signed 

SCHEDULE "A"

ATTACHED TO AND FORMING PART OF BYLAW C-7356-2014

Rationale and calculations of the Transportation Levy within the County for upgrade of the Long Range Transportation Network and the High Corridor Roads or expanded roads required for or impacted by subdivision or development.

Rationale:

- 1) With the increase of road users within the County Boundaries due to newly created residential, agricultural, business and institutional development the County requires the development of a Long Range Transportation Network to efficiently transport traffic to the Provincial Highway Systems.
- 2) Notwithstanding the development of a Long Range Transportation Network, the current Municipal Road Infrastructure will also require upgrades to meet the demand of subdivision and development.
- 3) The collection of the Transportation Levy will offset the upgrade costs of completing the Long Range Transportation Network and local and collector road infrastructures. The fees applied to the Long Range Transportation Network will be associated with the creation of Quadrants as depicted on "Map A". The fees applied to the local and collector infrastructure will be calculated based on the roads within each independent Township.
- 4) All roads developed within the designated routing of the Long Range Transportation Network will be constructed to meet the following standard:
 - a) Network A to consist of a 36-meter right of way, 14.8 meter paved surface, 80 kph, 4:1 slopes and designed to accommodate traffic volumes larger than 2500 vehicles per day.
 - b) Network B to consist of a 30-meter right of way, 9.0 meter paved surface, 80 kph, 4:1 slopes and designed to accommodate 2500 vehicle per day.
- 5) All roads developed within the local and collection road designation will be constructed to meet the standards prescribed in Section 400 of the County's Servicing Standards. In specific areas of the County, some roads will be developed to urban standards to facilitate anticipated traffic volumes.
- 6) The average value of existing road network completed to standards is 28%. Upgrades to the Long Range Transportation Network and the Local and Collector Infrastructure will be borne 100% subdivision and development.
- 7) Construction costs are as follows:
 - a) Long Range Transportation Network A @ \$1,776,100 per kilometer. This total takes into account the sub-grade, base and asphalt overlay, one full overlay within 10 years as pavement preservation and one-intersection treatment every 1.6 kilometers and signalization if required.
 - b) Long Range Transportation Network B @ \$1,325,375 per kilometer. This total takes into account the sub-grade, base and asphalt overlay, one full overlay within 10 years as pavement preservation and one-intersection treatment every 3.2 kilometers.
 - c) Collector roads @ \$909,900 per kilometer
 - d) Local roads @ \$725,100 per kilometer
- 8) Land acquisitions per 1.0 kilometer are as follows:
 - a) In areas of parcels of 4.0 acres or less
 - i) \$432,600 Long Range Transportation Network A
 - ii) \$246,750 for Long Range Transportation Network B
 - iii) \$123,900 for Collector and Local Road Infrastructure
 - b) In areas of parcels of more than 4 acres and less than 40 acres
 - i) \$192,600 for Long Range Transportation Network A

- ii) \$110,200 for Long Range Transportation Network B
- iii) \$55,620 for Collector and Local Road Infrastructure
- c) In areas of parcels greater than 40 acres
 - i) \$114,200 for Long Range Transportation Network A
 - ii) \$65,300 for Long Range Transportation Network B
 - iii) \$32,600 for Collector and Local Road Infrastructure

All land acquisition costs for the Long Range Transportation Network A are based on the acquisition of 7 acres of land per 1.0 kilometer. All land acquisition costs for the Long Range Transportation Network B are based on the acquisition of 4 acres of land per 1.0 kilometer. Land acquisition costs for the Collector and Local Roads Infrastructure are based on 2 acres of land per 1.0 km. The assumption is that 70% will be from parcels under 4 acre parcels and 15% from parcels of 4 to 40 acres and 15% from parcels over 40 acres.

Calculations for Long Range Transportation Network:

Quadrant 1 as shown on “Map A”

Construction Totals:

Long Range Transportation Network A	22.0 km
Long Range Transportation Network B	52.0 km
High Corridor Network	40.0 km

Network A 22.0 km X \$1,776,100/km =	\$39,074,200
Network B 92.0 km X \$1,325,375/km =	<u>\$121,934,500</u>
	\$161,308,700

Land Acquisition Totals:

22.0 km X ((432,600 X 0.70) + (192,600 X 0.15) + (114,200 X 0.15))	=	\$7,674,480
92.0 km X ((246,750 X 0.70) + (110,200 X 0.15) + (65,300 X 0.15))	=	<u>\$18,312,600</u>
		\$25,987,080

50 % of the roads within Quadrant 1 are completed to an acceptable pavement standard but 51% of the roads would be capable to meet the standard prescribed for the Long Range Transportation Network, therefore 25.5% would be assumed completed and paid for by the County.

$$\$161,308,700 \times 0.255 = \underline{\$41,133,719}$$

Residual amount required to complete Network roads within Quadrant 1

$$\$161,308,700 - \$41,133,719 = \underline{\$120,174,981}$$

Quadrant 1 has a total of 150,834 acres of which 65% of the total is assumed developable.

Total charge per acre:

Construction $\frac{\$120,174,981}{98,042}$ + Acquisition $\frac{\$25,987,080}{98,042}$ = $\underline{\$1490/ac}$

Quadrant 2 as shown on “Map A”

Construction Totals:

Long Range Transportation Network A	26.0 km
Long Range Transportation Network B	178.0 km
High Corridor Network	4.0 km

Network A 26.0 km X \$1,776,100 /km =	\$46,178,600
Network B 179.6 km X \$1,325,375 /km =	<u>\$238,037,350</u>
	\$284,215,950

Land Acquisition Totals:

26.0km X ((432,600 X 0.70) + (192,600 X 0.15) + (114,200 X 0.15)) = \$9,069,840

179.6 km X ((246,750 X 0.70) + (110,200 X 0.15) + (65,300 X 0.15)) = $\frac{35,749,380}{44,819,220}$

10% of the roads within Quadrant 2 are completed to an acceptable pavement standard but 25% of the roads would be capable to meet the standard prescribed for the Long Range Transportation Network, therefore 2.5% would be assumed completed and paid for by the County.

$\$284,215,950 \times 0.025 =$ \$7,105,399

Residual amount required to completed Network roads within Quadrant 2

$\$284,215,950 - \$7,105,399 =$ \$277,110,551

Quadrant 2 has a total of 357,608 acres of which 50% of the total is assumed developable.

Total charge per acre:

Construction $\frac{\$280,211,929}{176644}$ + Acquisition $\frac{\$44,819,220}{176644}$ = $\underline{\$1840/ac}$

Quadrant 3 as shown on “Map A”

Construction Totals:

Long Range Transportation Network A	35.0 km
Long Range Transportation Network B	102.0 km
High Corridor Network	13.0 km

Network A 33.4 km X \$1,776,100 /km =	\$59,321,740
Network B 111.8 km X \$1,325,375 /km =	<u>\$148,176,925</u>
	\$207,498,665

Land Acquisition Totals:

$$\begin{aligned}
 33.4 \text{ km} \times ((432,600 \times 0.70) + (192,600 \times 0.15) + (114,200 \times 0.15)) &= \$11,651,256 \\
 115.0 \text{ km} \times ((246,750 \times 0.70) + (110,200 \times 0.15) + (65,300 \times 0.15)) &= \underline{\$22,253,790} \\
 &= \$33,905,046
 \end{aligned}$$

8.2 % of the roads within Quadrant 3 are completed to an acceptable pavement standard but 15% of the roads would be capable to meet the standard prescribed for the Long Range Transportation Network, therefore 1.2% would be assumed completed and paid for by the County.

$$\$207,498,665 \times 0.012 = \$2,489,984$$

Residual amount required to completed Network roads within Quadrant 3

$$\$207,498,665 - \$2,489,984 = \$205,008,681$$

Quadrant 3 has a total of 317,487 acres of which 60% of the total is assumed developable.

Total charge per acre:

$$\begin{array}{r}
 \text{Construction } \underline{\$207,498,665} + \text{Acquisition } \underline{\$33,905,046} \\
 190,492 \qquad \qquad \qquad 190,492 \qquad \qquad \qquad = \underline{\$1267/\text{ac}}
 \end{array}$$

Quadrant 4 as shown on “Map A”

Construction Totals:

Long Range Transportation Network A	24.0 km
Long Range Transportation Network B	63.0 km
High Corridor Network	0.0 km

$$\begin{aligned}
 \text{Network A } 24.0 \text{ km} \times \$1,776,100 /\text{km} &= \$42,626,400 \\
 \text{Network B } 63.0 \text{ km} \times \$1,325,375 /\text{km} &= \underline{\$83,498,625} \\
 &= \$126,125,025
 \end{aligned}$$

Land Acquisition Totals:

$$\begin{aligned}
 24.0\text{km} \times ((432,600 \times 0.70) + (192,600 \times 0.15) + (114,200 \times 0.15)) &= \$8,372,160 \\
 63.0 \text{ km} \times ((246,750 \times 0.70) + (110,200 \times 0.15) + (65,300 \times 0.15)) &= \underline{\$12,540,150} \\
 &= \$20,912,310
 \end{aligned}$$

16% of the roads within Quadrant 4 are completed to an acceptable pavement standard but 15% of the roads would be capable to meet the standard prescribed for the Long Range Transportation Network, therefore 2.4% would be assumed completed and paid for by the County.

$$\$126,125,025 \times 0.024 = \$3,027,001$$

Residual amount required to completed Network roads within Quadrant 4

$$\$126,125,025 - \$3,027,001 = \$123,098,024$$

Quadrant 4 has a total of 180,422 acres of which 70% of the total is assumed developable.

Total charge per acre:

$$\text{Construction } \frac{\$123,098,024}{126,295} + \text{Acquisition } \frac{\$20,912,310}{126,295} = \underline{\$1140 /ac}$$

Averaging the four Quadrants would result in a \$1434 per acre would be applicable to the subdivision or development for the development of roads for the Long Range Transportation Network in accordance with Section 4(a) of the Bylaw.

Calculations for Collector and Local Roads:

Typical calculation for the County based on the development of 38 kilometers of collector roads standard within a Township and 67 kilometer of local road standard within a Township.

Construction Totals:

Collector Roads	38.0 km
Local Roads	67.0 km

$$38.0\text{km} \times \$909,900 /\text{km} + 67.0\text{km} \times \$725,100 /\text{km} = \underline{\$83,157,900}$$

Land Acquisition Totals:

$$105.0 \text{ km} \times ((123,900 \times 0.70) + (55,620 \times 0.15) + (32,600 \times 0.15)) \times 0.5 = \underline{\$5,248,058}$$

45% of the roads are completed to an acceptable standard.

$$\$83,157,900 \times 0.45 = \underline{\$37,421,055}$$

Residual amount required to complete roads within Township

$$\$83,157,900 - \$37,421,055 = \underline{\$45,736,845}$$

Township has 23,040 acres which 70% of the total is assumed developable

Total charge per acre:

$$\text{Construction } \frac{\$45,736,845}{16,128} + \text{Acquisition } \frac{\$5,248,058}{16,128} = \underline{\$3161/ac}$$

Total fee applied to subdivision or development \$1434 + \$3161 use \$4595 per acre

Total applicable fee to subdivision and development is \$4595 per acre for the development of roads for the Long Range Transportation Network and the Collector and Local Roads Infrastructure in accordance with Section 4(a) of the Bylaw.

SCHEDULE “B”

ATTACHED TO AND FORMING PART OF BYLAW C-7195-2011

Rationale and calculations of the Specialized Transportation Levy within the Municipal District for upgrades and construction of the Road Network Connections to Major Provincial Road Infrastructure required for or impacted from the increased pressure of subdivision or development.

Rationale:

1. With the completion of the Provincial Ring Road, the County will be required to create road infrastructure that connects to pre-define Provincial Interchanges.
2. Additionally, the Provincial Highways will require systems upgrades to facilitate forecasted Municipal land uses
3. The urgency behind completing this infrastructure is limited by the Municipalities ability to absorb the projected costs associated with these Provincial Network Connections.
4. In several cases the connection points to Provincial Ring Road or Provincial Highway system will be constructed on newly constructed road allowance which will require roadway pre-design and land purchases.
5. The collection of the Specialized Transportation Levy will offset the costs of needed road infrastructure by current and future Subdivision and Development
6. The fees applied to the Specialized Transportation Levy will be associated with the creation of Specialized Transportation Areas as depicted on “Map B”.
7. Revenue collected through the Specialized Transportation Levy can be utilized to provide funding to the Provincial Government to advance construction programs.
8. In specific situations, the Municipal may utilize the Specialized Transportation Levy to repay developers who front end the costs of projects included under Schedule “B” of this Bylaw.

Calculations for Specialized Transportation Levy

Special Area 1 as shown on “Map B”

Balzac

Required Road Infrastructure Project Totals (Land & Construction):

- Range Road 293 – Bridge Structure for overpass to Métis Trail
(as supported by AMEC pre-design report 2008) \$16,500,000
- Township Road 261/Highway 2 Interchange
(as supported by MMM cost estimates) \$40,900,000
- Proportionate Non Recovery amount from Developer (\$10,000,000)
- Highway 566 expansion and intersection improvements
(From RR 294 to RR 290 as supported by Urban Sys. & HDRITrans) \$39,000,000
- Range Road 292 – Connection to 60th Street Interchange
(East Balzac Transportation Functional Study) \$16,000,000

- Cost Share Funding from County of 60th Street Interchange (25%) \$18,750,000
\$121,150,000

Special Area 1 has 6,500 acres of applicable lands which will benefit and require the above noted road infrastructure.

Total charge per acre:

Construction	=	<u>\$121,150,000</u>	
		6,500	<u>\$18,638/ac</u>

Total applicable fee to subdivision and development is \$18,638 per acre for the development of road infrastructure required to connect to Provincial Road Networks in accordance with Section 4(b) of the Bylaw.

Special Area 2 as shown on “Map B”

Conrich

Required Road Infrastructure Project Totals (Land & Construction):

- Township Road 250 (McKnight Blvd) Expansion (East Freeway Functional Design Study – Earth Tech) \$5,500,000
- Cost Share Funding from County of Highway 1 & Range Road 285/284 (25%) (Conrich Road Functional Study – McElhane) \$26,750,000
- Cost Share Funding from County of Highway 1 & Rainbow Road (25%) (Rainbow Road Functional Study – Earth Tech) \$23,750,000
\$56,000,000

Special Area 2 has 9,600 acres of lands which will benefit and require the above noted road infrastructure.

Total charge per acre:

Construction	=	<u>\$56,000,000</u>	
		9,600	<u>\$5,833/ac</u>

Total applicable fee to subdivision and development is \$5,833 per acre for the development of road infrastructure required to connect to Provincial Road Networks in accordance with Section 4(b) of the Bylaw.

Special Area 3 as shown on “Map B”

SE Industrial

Required Road Infrastructure Project Totals (Land & Construction):

- Construction and Land Purchases of Peigan Trail connection (East Freeway Access Management Study – CHM2-Hill) \$17,500,000
- Cost Share Funding from County of 61st flyover (50%) (Glenmore Trail Functional Study – UMA) \$15,000,000
- \$32,500,000

Special Area 3 has 3,600 acres of lands which will benefit and require the above noted road infrastructure.

Total charge per acre:

Construction	= $\frac{\$32,500,000}{3,600}$	<u>\$9,028/ac</u>
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Total applicable fee to subdivision and development is \$9,028 per acre for the development of road infrastructure required to connect to Provincial Road Networks in accordance with Section 4(b) of the Bylaw.

Special Area 4 as shown on “Map B”

Springbank

Required Road Infrastructure Construction Totals:

- Construction and Land Purchases of Bow Trail connection (West Ring Road Functional Study – Trans Tech) \$21,500,000
- Construction and Land Purchases of RR 34 flyover (100%) (Greater Springbank Functional Study – Itrans/Urban Systems) \$66,000,000
- Cost Share Funding from County of Highway 1 & RR 33 Interchange (25%) (Hwy 1/RR 33 Functional Study – Castleglen) \$26,250,000
- Cost Share Funding from County of Highway 1 & RR 31 Interchange (25%) (Highway 1 Freeway Corridor Management – ARA) \$26,250,000
- \$140,000,000

Special Area 4 has 12,300 acres of lands which will benefit and require the above noted road infrastructure.

Total charge per acre:

$$\text{Construction} = \frac{\$140,000,000}{12,300} \quad \underline{\$11,380/\text{ac}}$$

Total applicable fee to subdivision and development is \$11,380 per acre for the development of road infrastructure required to connect to Provincial Road Networks in accordance with Section 4(b) of the Bylaw.

Special Area 5 as shown on “Map B”

Hwy 22 & Hwy 1 Interchange

Required Road Infrastructure Construction Totals:

Cost Share Funding from County of Highway 22 & Highway 1 Interchange (25%) (Highway 22 & Highway 1 Functional Planning Study – ISL Consulting)	\$56,750,000
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Special Area 5 has 16006 acres of applicable lands which will benefit and require the above noted road infrastructure.

Total charge per acre:

$$\text{Construction} = \frac{\$56,750,000}{16006} = \underline{\$3546 /\text{ac}}$$

Total applicable fee to subdivision and development is \$3546 per acre for the development of road infrastructure required to connect to Provincial Road Networks in accordance with Section 4(b) of the Bylaw.

Special Area 6 as shown on “Map B”

Highway 791 & Highway 1 Interchange

Required Road Infrastructure Construction Totals (includes land Acquisition):

Cost Share Funding from County of Highway 791 & Highway 1 Interchange (25%) (Highway 791 Functional Planning Study – UMA/AECOM June 2009)	\$30,297,291
--	--------------

Special Area 6 has 4700 acres of lands which will benefit and require the above noted road infrastructure.

Total charge per acre:

$$\text{Construction} = \frac{\$30,297,291}{4700} \quad \underline{\$6446/\text{ac}}$$

Total applicable fee to subdivision and development is \$6446 per acre for the development of road infrastructure required to connect to Provincial Road Networks in accordance with Section 4(b) of the Bylaw.

Special Area 7 as shown on “Map B”

Highway 560:02 Calgary to Highway 797

Required Road Infrastructure Construction Totals (includes land Acquisition):

Cost Share Funding from County of Highway 791 & Highway 1 Interchange (25%) (Highway 560:02 Calgary to Highway 797 Functional Planning Study – UMA/AECOM Feb 2007)	\$21,900,000
--	--------------

Special Area 7 has 24769 acres of lands which will benefit and require the above noted road infrastructure.

Total charge per acre:

Construction	= $\frac{\$21,900,000}{24769}$	<u>\$884/ac</u>
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Total applicable fee to subdivision and development is \$884 per acre for the development of road infrastructure required to connect to Provincial Road Networks in accordance with Section 4(b) of the Bylaw.

Special Area 8 as shown on “Map B”

Highway 22X & Highway 791 Interchange

Required Road Infrastructure Construction Totals (includes land Acquisition):

Cost Share Funding from County of Highway 22X & Highway 791 Interchange (25%) (Highway 22X & Highway 791 Functional Planning Study – CastleGlenn Consultants Inc. Sept 2011)	\$60,975,000
---	--------------

Special Area 8 has 40721 acres of lands which will benefit and require the above noted road infrastructure.

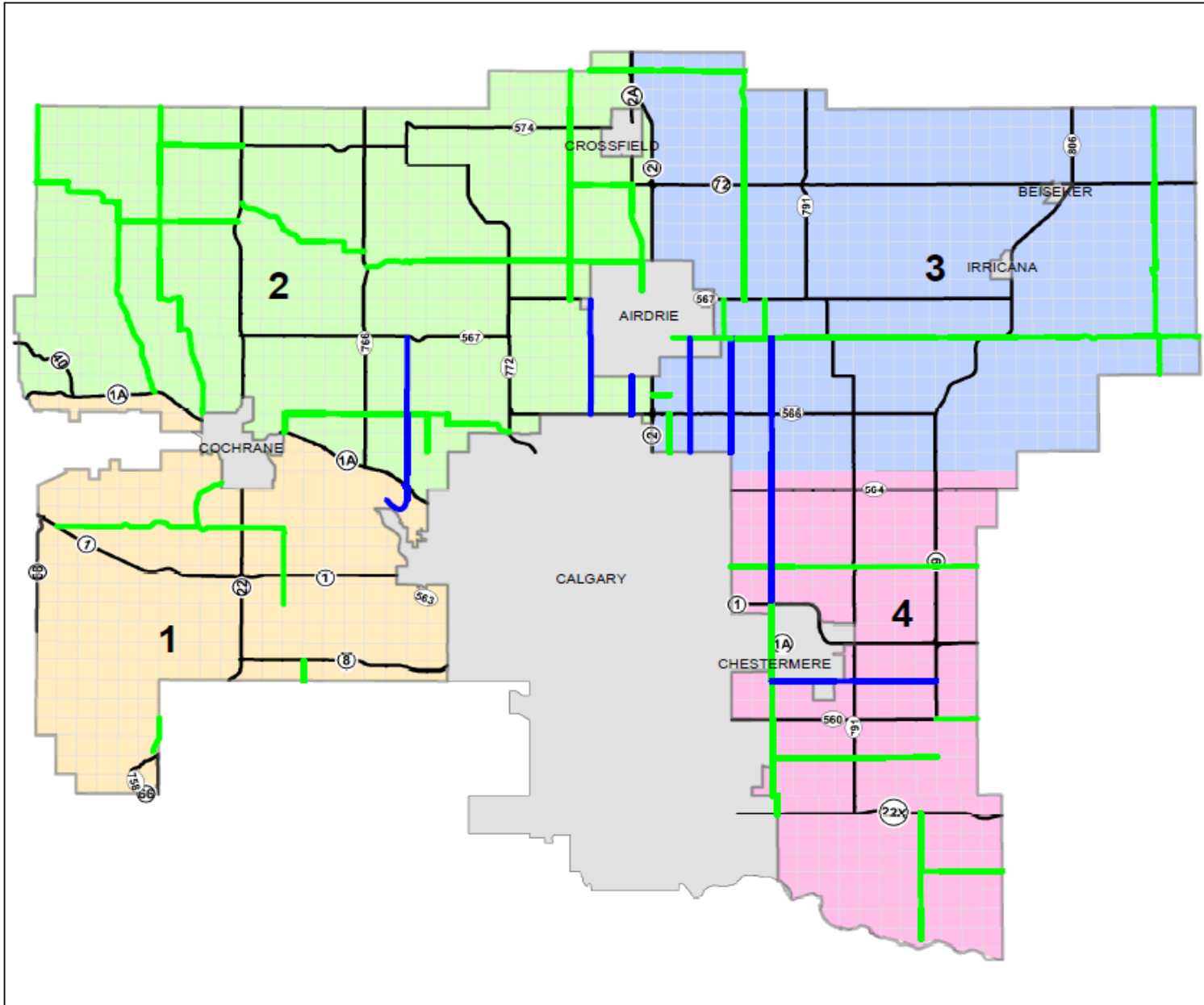
Total charge per acre:

Construction	= $\frac{\$60,975,000}{40721}$	<u>\$1497/ac</u>
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Total applicable fee to subdivision and development is \$5226 per acre for the development of road infrastructure required to connect to Provincial Road Networks in accordance with Section 4(b) of the Bylaw.

INSERTED NEW MAPS

Map A



Long Range Transportation Network

- A
- B

Quadrants

- Quadrant 1
- Quadrant 2
- Quadrant 3
- Quadrant 4

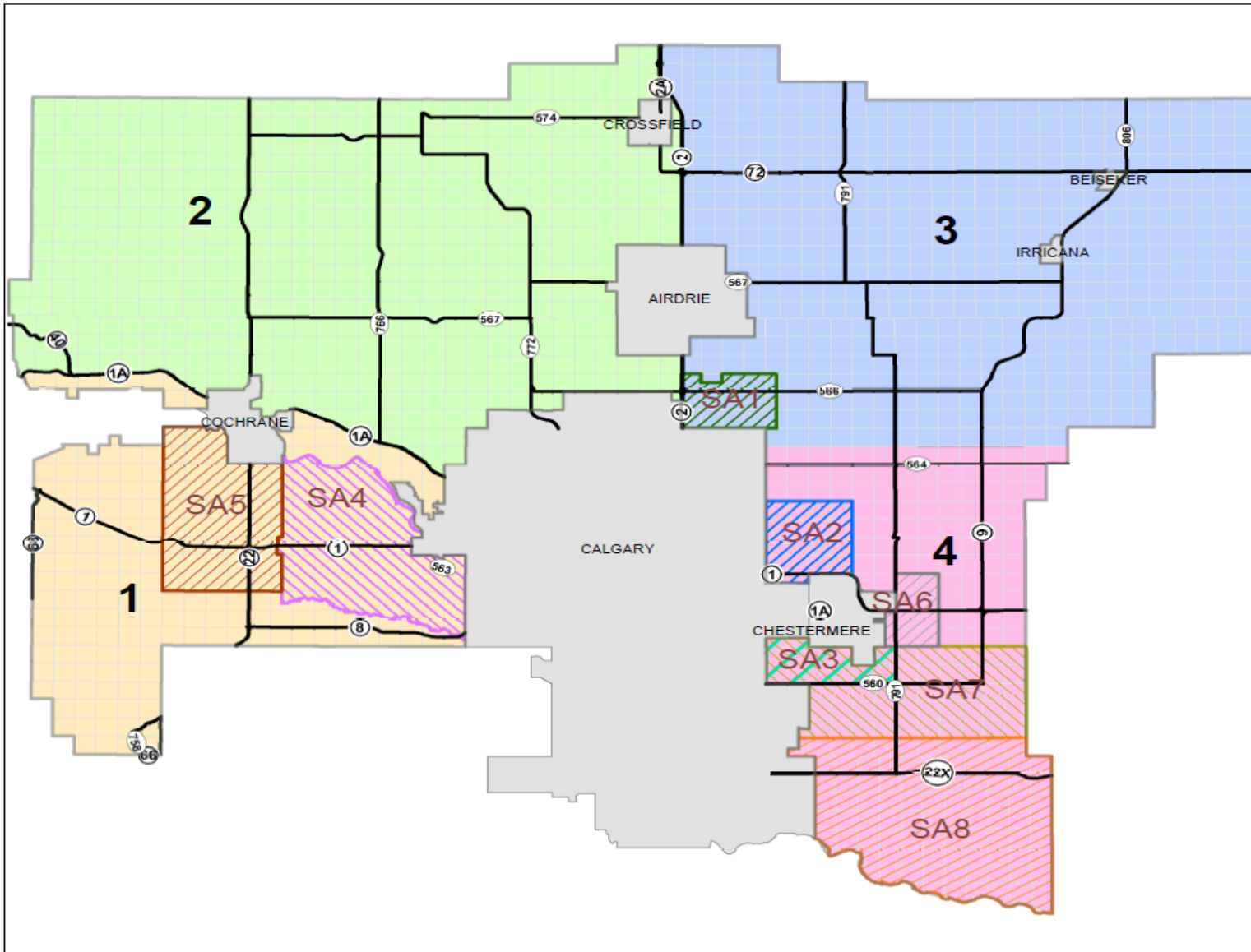
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Map B

Special Areas

- SA 1
- SA 2
- SA 3
- SA 4
- SA 5
- SA 6
- SA 7
- SA 8

Quadrants

- Quadrant 1
- Quadrant 2
- Quadrant 3
- Quadrant 4

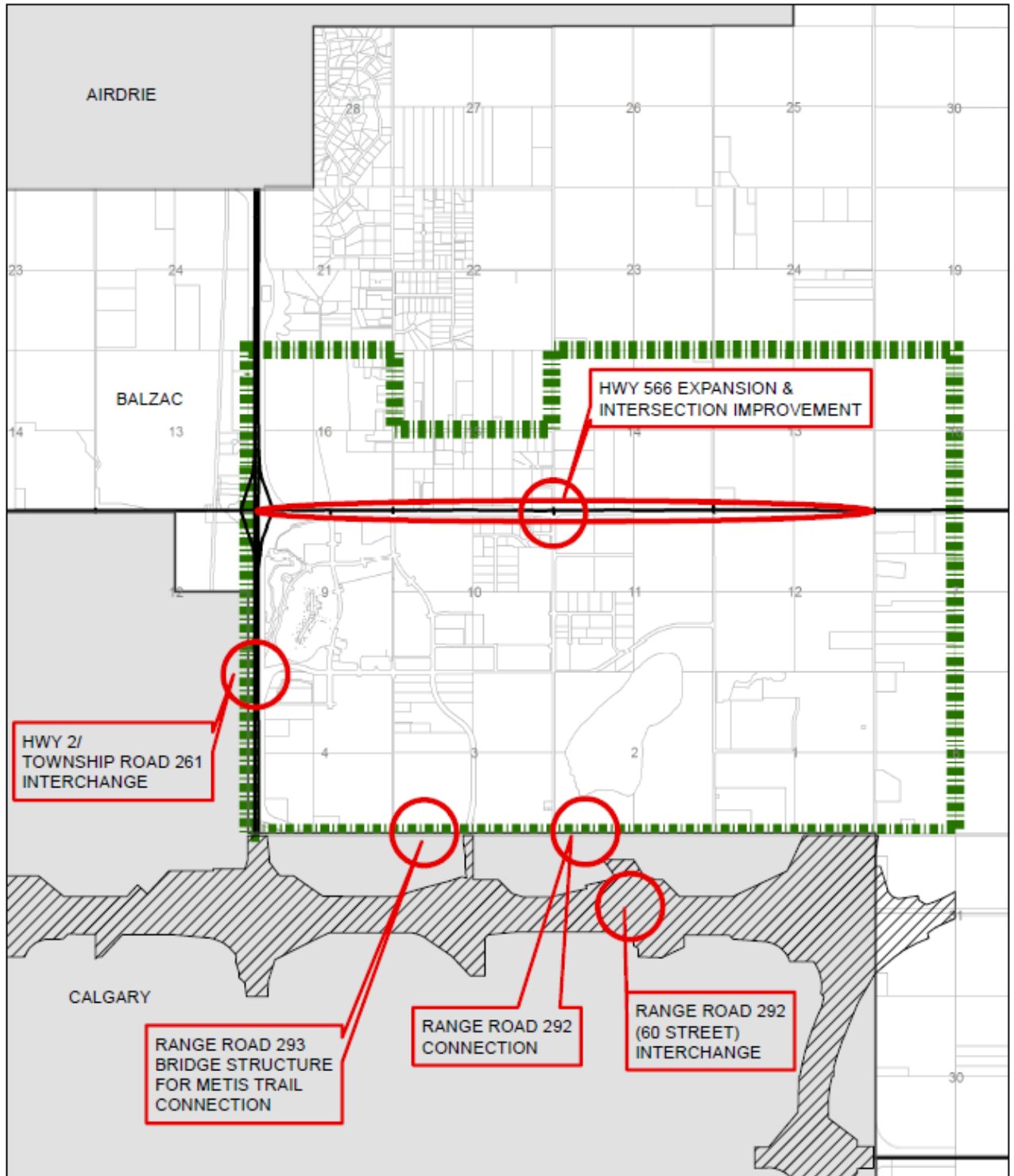
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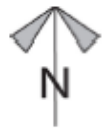


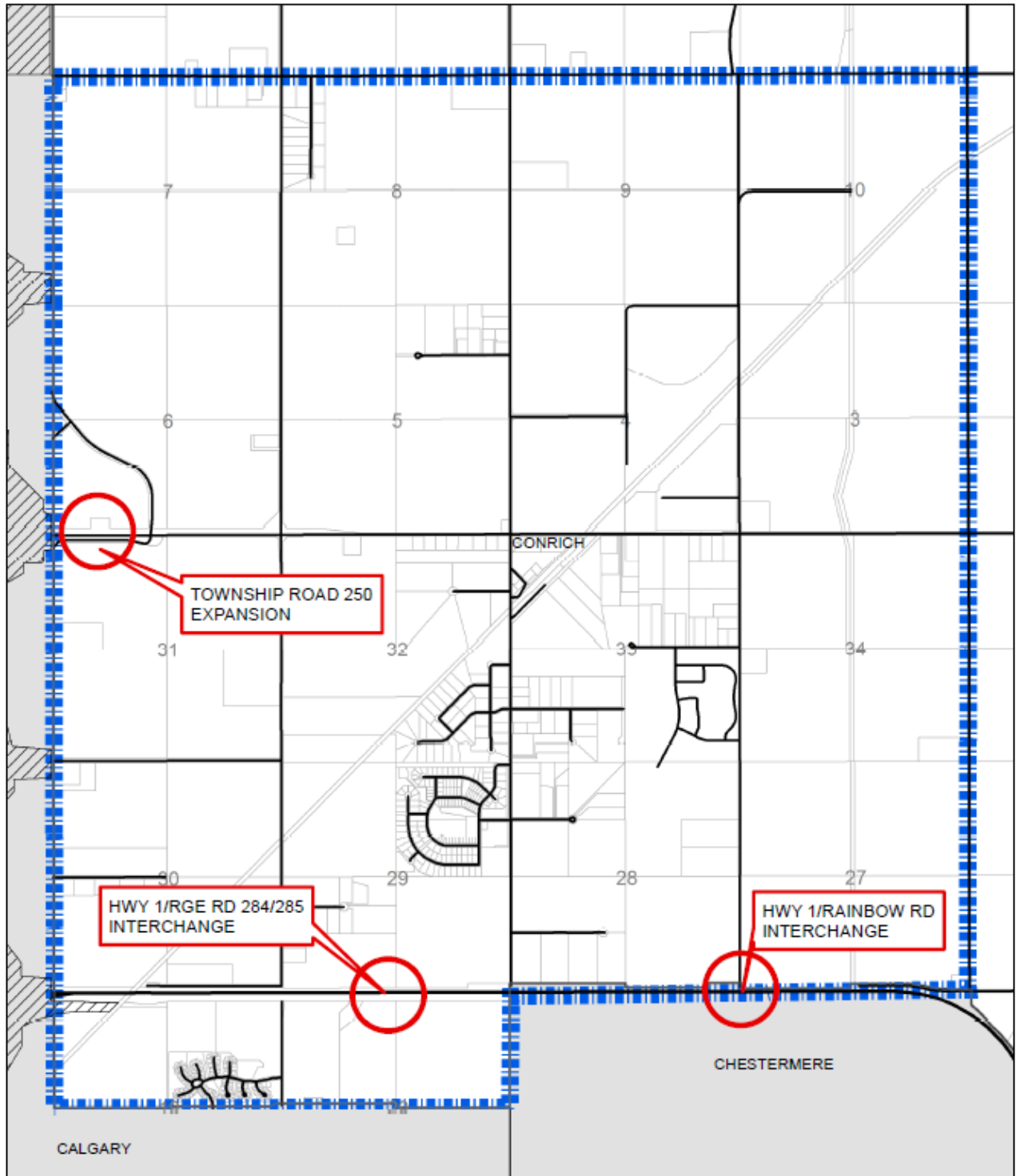
Map "B" Special Area #1

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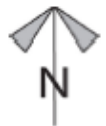


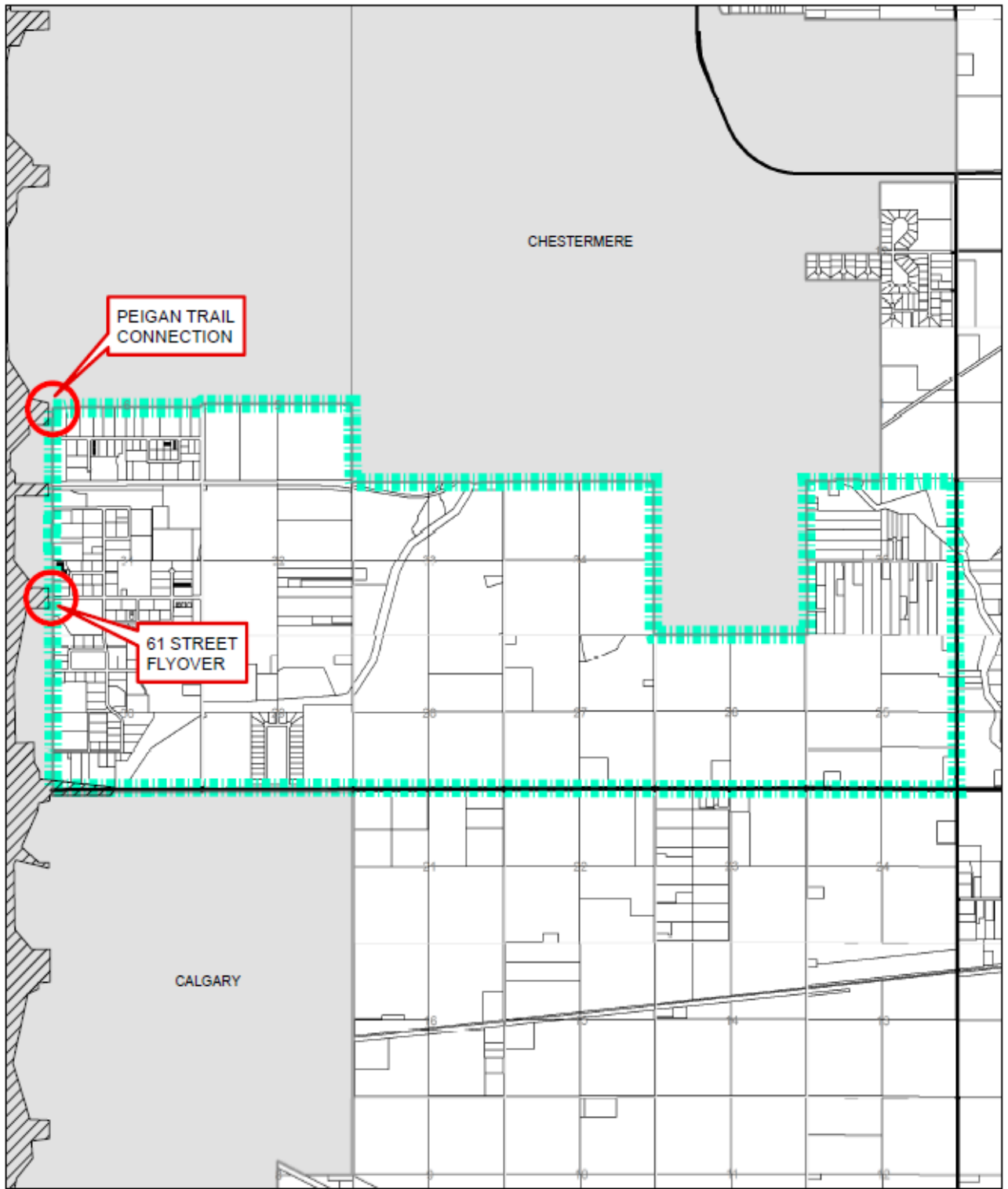
Map "B"
Special Area #2

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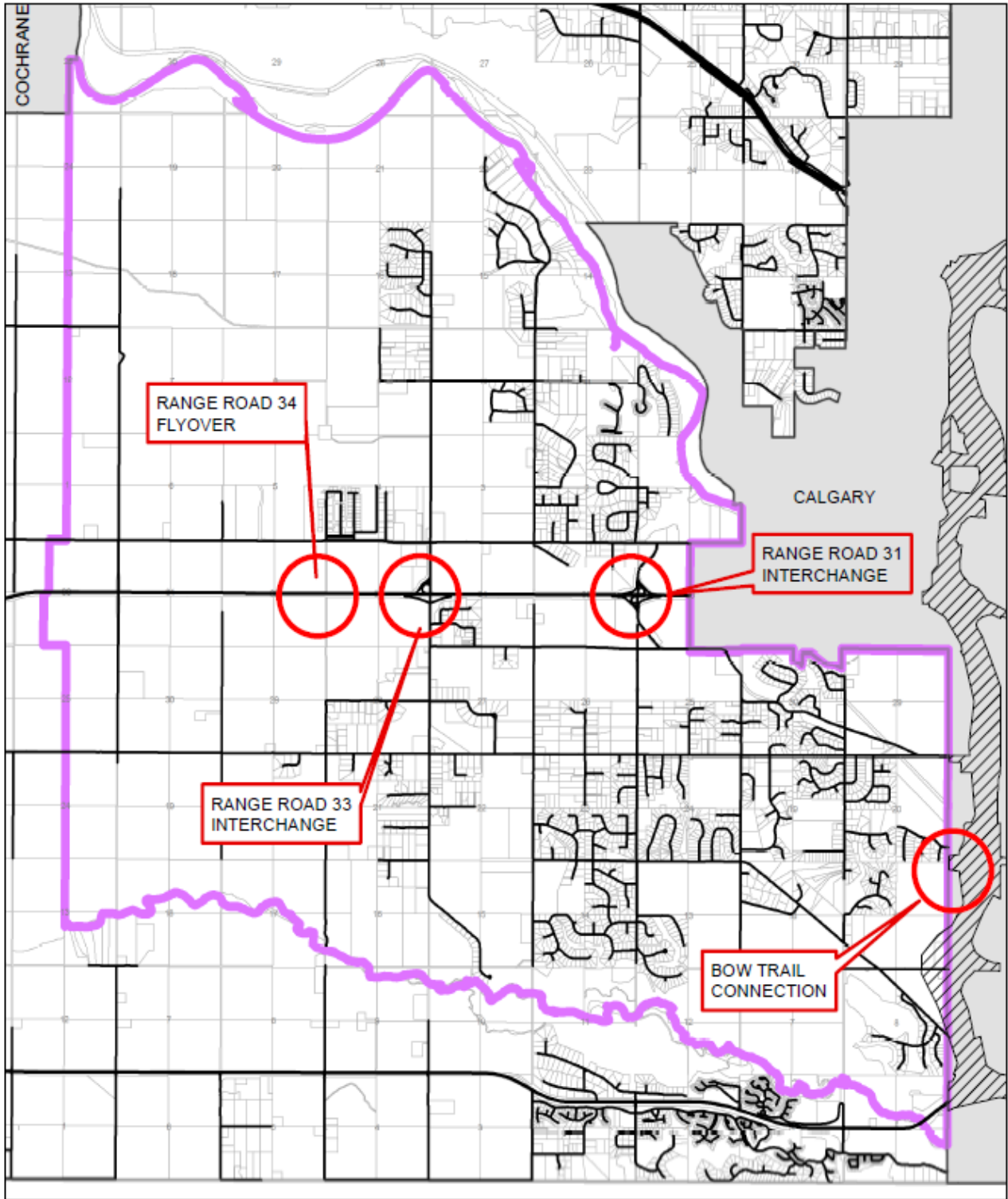
Map "B" Special Area #3

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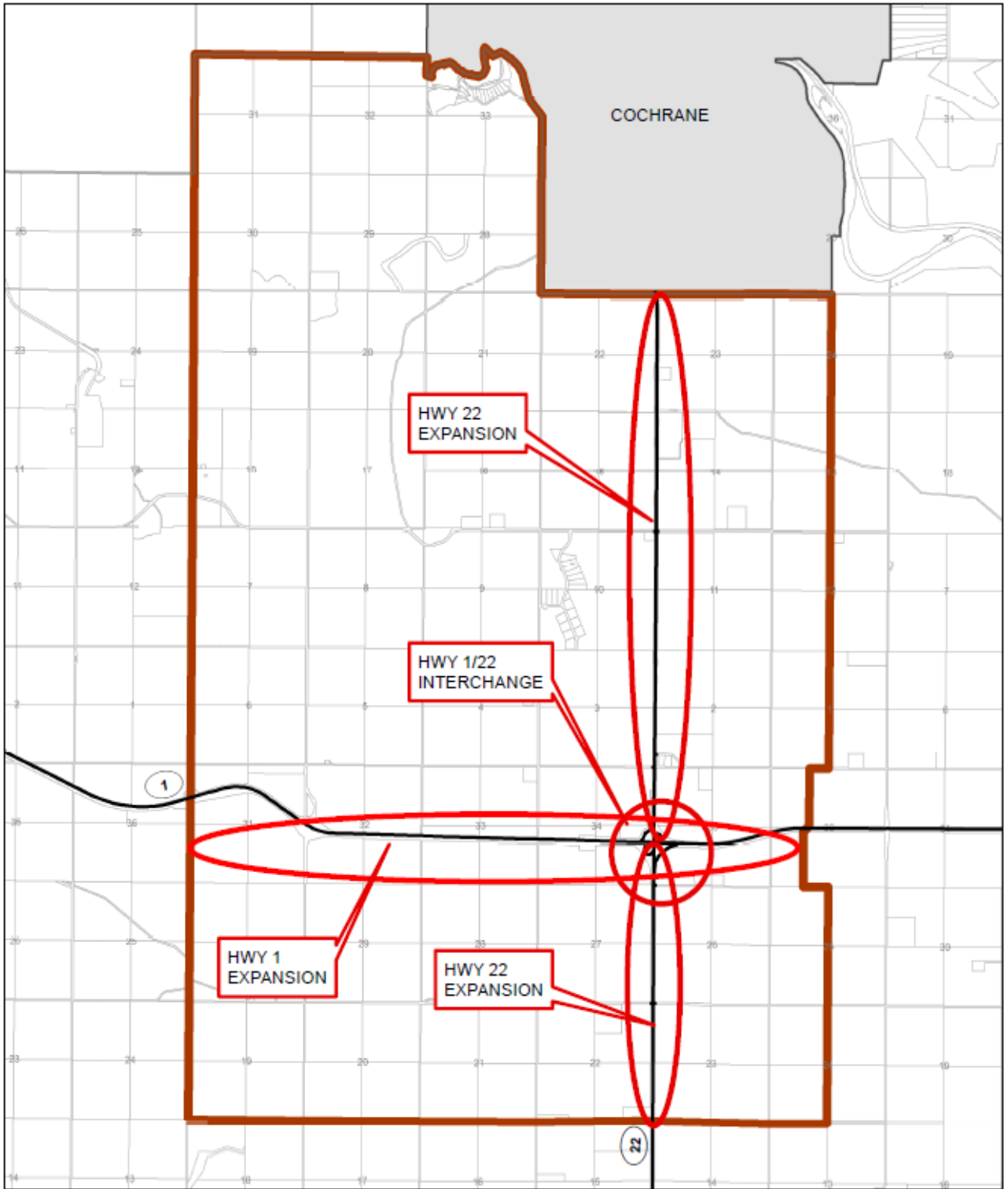
Map "B" Special Area #4

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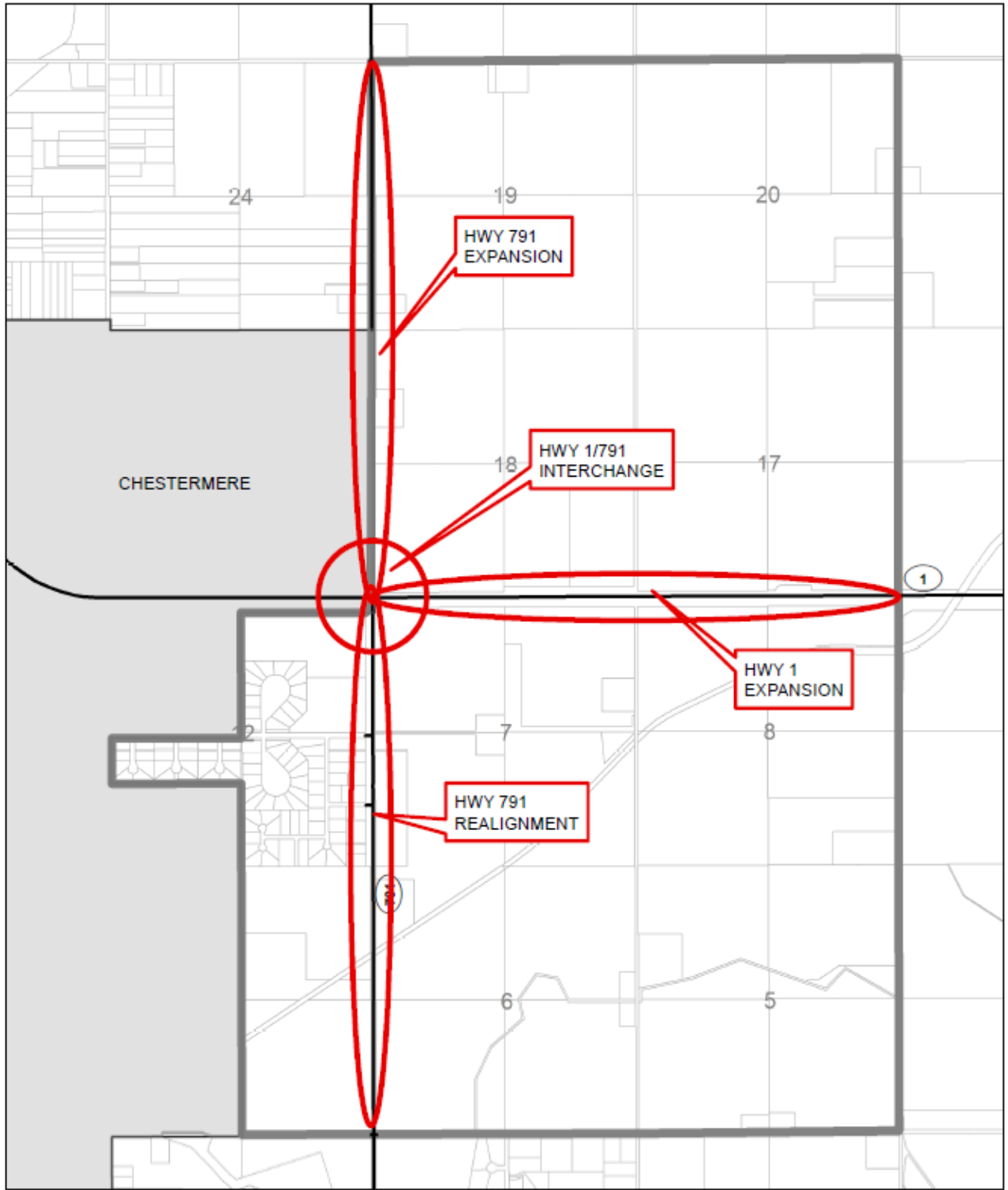
Map "B" Special Area #5

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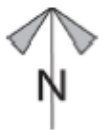


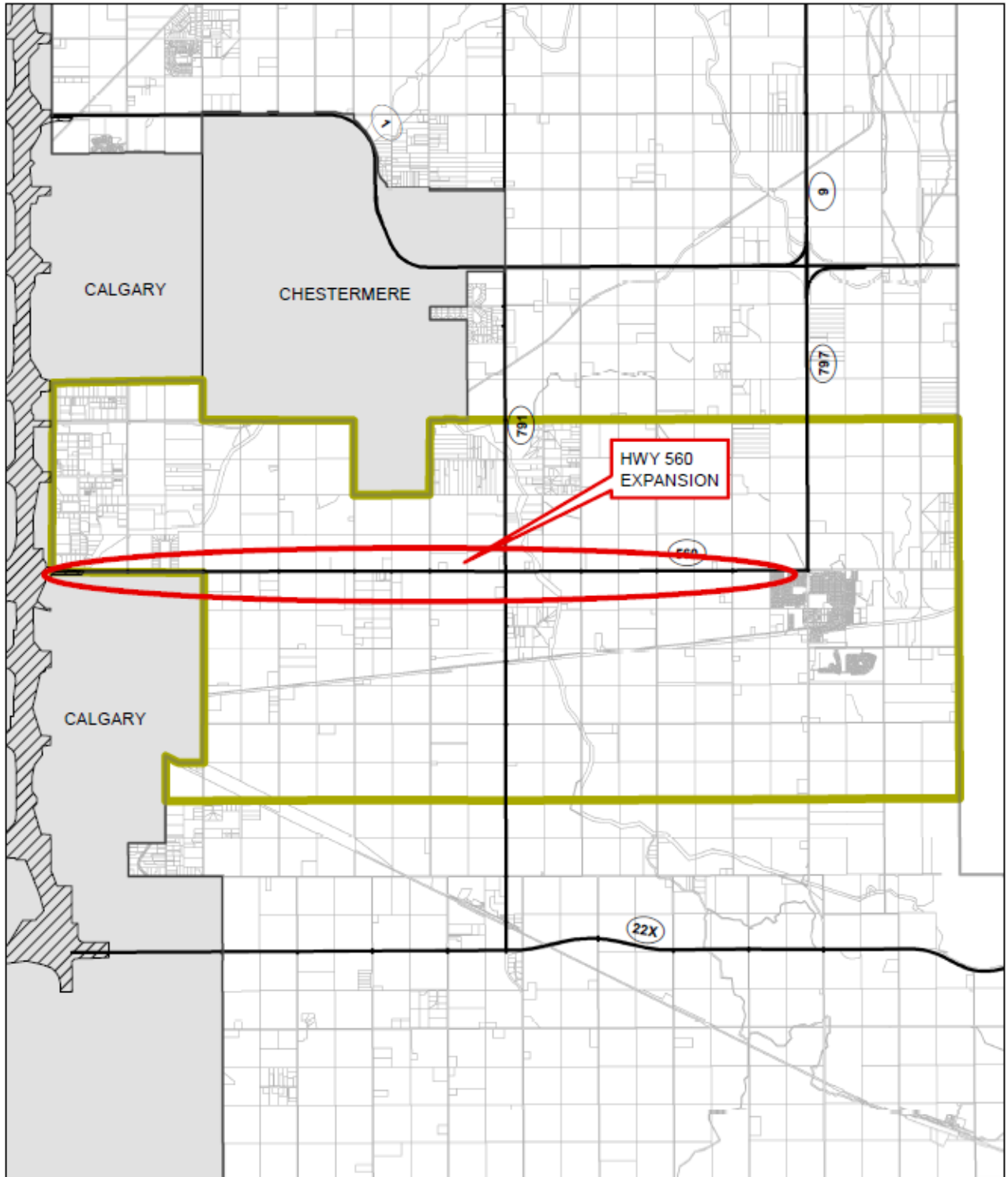
Map "B" Special Area #6

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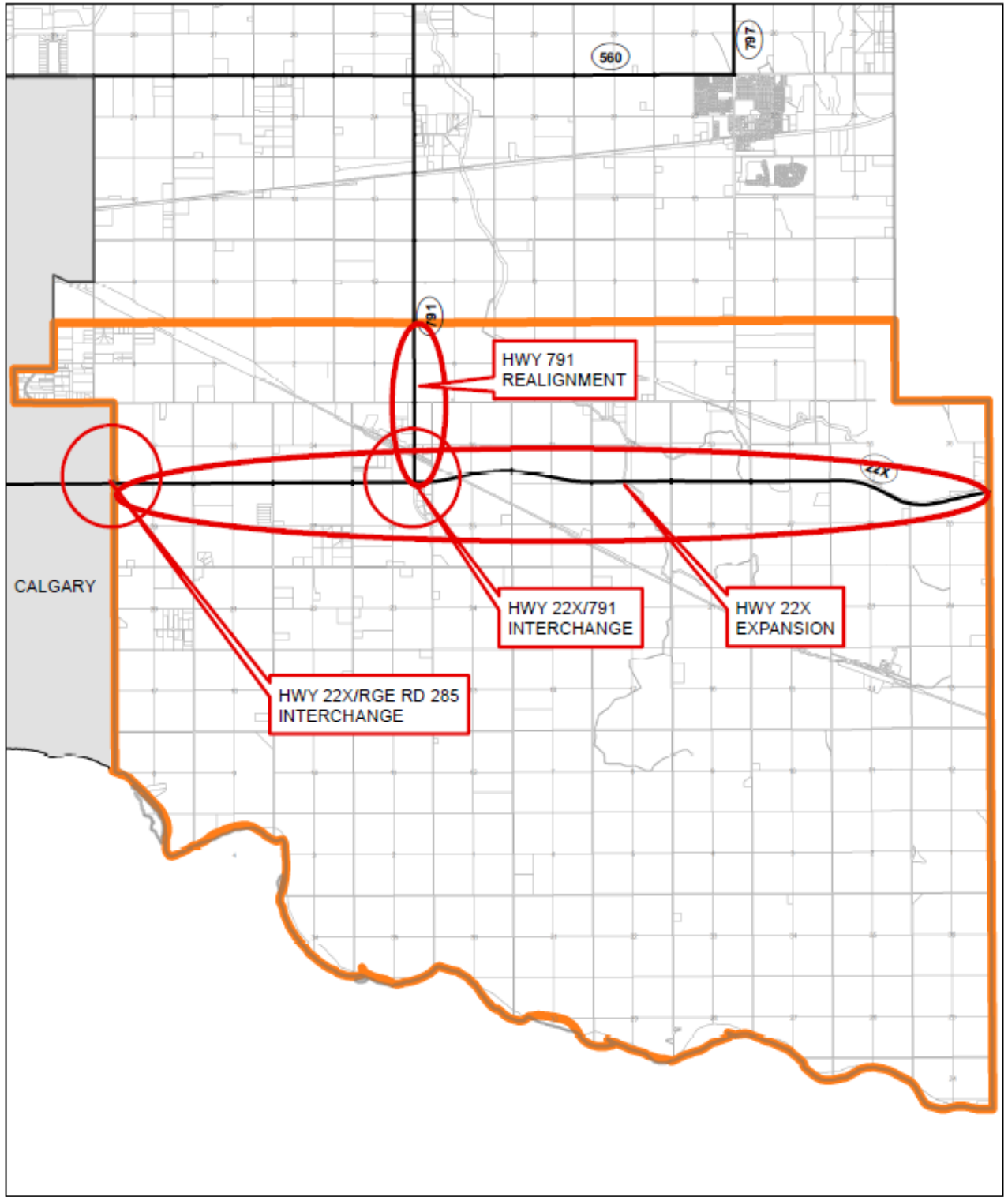
Map "B" Special Area #7

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Map "B" Special Area #8

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