

BYLAW C-8549-2024

A bylaw of Rocky View County, in the Province of Alberta, for the purpose of establishing an off-site levy for regional transportation infrastructure.

WHEREAS in accordance with section 648 of the *Municipal Government Act*, Council may by bylaw provide for the imposition and payment of a levy, to be known as an off-site levy, in respect of land that is to be subdivided or developed and to authorize agreements to be entered into in respect of the levy;

AND WHEREAS Rocky View County Council deems it desirable to establish an off-site levy for the purposes described in section 648 of the *Municipal Government Act*;

AND WHEREAS Rocky View County has consulted in good faith with stakeholders in order to define and address existing and future facility requirements and determine the methodology on which to base off-site levies for regional transportation infrastructure;

AND WHEREAS Rocky View County Council engaged the engineering firms of Watt Consulting Group and Sedulous Engineering Inc. to prepare the following reports and plans, to be known collectively as the reports, for the fair and equitable calculation and allocation of an off-site levy for regional transportation infrastructure in accordance with the purposes of the *Municipal Government Act*:

- (1) *Rocky View County Future Network Analysis in Support of the Off-Site Levy*, December 2024, prepared by Watt Consulting Group; and
- (2) *Transportation Off-Site Levy Support Summary Report*, dated December 2024, prepared by Sedulous Engineering Inc.

AND WHEREAS the reports prepared by Watt Consulting Group and Sedulous Engineering Inc. detail the regional transportation infrastructure that is required to be constructed or upgraded as a result of subdivision or development, or that is impacted by subdivision or development;

AND WHEREAS Rocky View County applied the principles and criteria specified in the *Off-Site Levies Regulation* in the development of the off-site levy established by this bylaw;

AND WHEREAS based upon the information and principles set out in the reports prepared by Watt Consulting Group and Sedulous Engineering Inc., Rocky View County Council wishes to adopt a bylaw to impose and provide for the payment of an off-site levy, to set out the object of the off-site levy, to set the amount of the off-site levy, to indicate how the amount of the off-site levy was determined, and to authorize agreements to be entered into in respect of payment of the off-site levy;

NOW THEREFORE the Rocky View County Council, duly assembled, enacts as follows:

Title and Definitions

- 1 This bylaw may be cited as the *Regional Transportation Off-Site Levy Bylaw*.

- 2 Words in this bylaw have the same meaning as set out in the *Municipal Government Act* and the *Land Use Bylaw*, except for the definitions provided in Schedule 'A' of this bylaw, as the context requires.

Purpose and Interpretation

- 3 The purpose of this bylaw is to:
- (1) impose and provide for the payment of an off-site levy in respect to the subdivision and development of lands that will require or impact new or upgraded regional transportation infrastructure;
 - (2) set out the object of the off-site levy;
 - (3) indicate how the amount of the off-site levy was determined; and
 - (4) authorize Rocky View County to enter into agreements for the payment of the off-site levy.
- 4 The object of the off-site levy imposed and collected pursuant to this bylaw is to pay for all, or any portion, of the capital costs for any or all of the following:
- (1) new or expanded roads comprising the regional transportation infrastructure required for or impacted by subdivision or development; and
 - (2) land required for or in connection with the regional transportation infrastructure described in this bylaw.
- 5 Nothing in this bylaw shall be interpreted as precluding Rocky View County's Subdivision Authority or Development Authority from requiring an owner or developer of lands to construct or pay for all or a portion of regional transportation infrastructure having oversized capacity as a condition of a development permit approval or subdivision approval in accordance with the *Municipal Government Act*.
- 6 The following schedules and maps are attached to and form part of this bylaw:
- (1) Schedule 'A' – Definitions;
 - (2) Schedule 'B-1' / Map 'A' – Long Range Regional Transportation Infrastructure Network – Rurban Base Levy;
 - (3) Schedule 'B-2' / Map 'A' – Long Range Regional Transportation Infrastructure – Rural Base Levy;
 - (4) Schedule 'B-3' / Map 'A-2' – Long Range Transportation Network Bridge Structures;
 - (5) Schedule 'C' / Map 'B' – East Balzac Special Area 1;
 - (6) Schedule 'D' / Map 'C' – Conrich Special Area 2;

- (7) Schedule 'E' / Map 'D' – Southeast Industrial Special Area 3;
- (8) Schedule 'F' / Map 'E' – Springbank Special Area 4;
- (9) Schedule 'G' / Map 'F' – Highway 22 and Highway 1 Interchange Special Area 5;
- (10) Schedule 'H' / Map 'G' – Highway 791 and Highway 1 Interchange Special Area 6;
- (11) Schedule 'I' / Map 'H' – Highway 560 and Highway 797 Improvements Special Area 7;
- (12) Schedule 'J' / Map 'I' – Highway 22x and Highway 791 Improvements Special Area 8; and
- (13) Schedule 'K' – Off-Site Levy Summary.

Imposition of the Off-Site Levy

- 7 Subject to sections 15 through 18 of this bylaw, an off-site levy as provided for under the *Municipal Government Act* is imposed in respect of all lands that are to be subdivided or developed within Rocky View County and that require or impact the regional transportation infrastructure detailed in this bylaw, except for any land where off-site levies have been previously imposed and collected in full for the same purpose as provided for in this bylaw.
- 8 The off-site levy is imposed at the rates and on the terms specified by this bylaw. The off-site levy amounts imposed by this bylaw will apply to all new development permit and subdivision approvals after the date of the coming into full force and effect of this bylaw.
- 9 The off-site levy will be imposed as a condition of a development permit or subdivision approvals in accordance with this bylaw when such approval occurs after the coming into full force and effect of this bylaw.

Imposition of Rurban Base Levy Rate

- 10 All lands located within Rocky View County that are subject to the off-site levy imposed by this bylaw and that are subject of either a development permit or subdivision approval for rurban development are subject to the imposition of the rurban base levy rate as follows:
 - (1) \$34,223 per gross hectare (\$13,850 per gross acre) of the development area of the lands as detailed in Schedule 'B-1' of this bylaw, in addition to the applicable off-site levy detailed in sections 12 and 13 of this bylaw and Schedules 'C' through 'J' of this bylaw.

Imposition of Rural Base Levy Rate

- 11 All lands located within Rocky View County that are subject to the off-site levy imposed by this bylaw and that are subject of either a development permit or subdivision approval for non-Rurban development, including for natural resource extraction uses, are subject to the imposition of the rural base levy rate as follows:
- (1) \$12,198 per gross hectare (\$4,936 per gross acre) of the development area of the lands, as detailed in Schedule B-2' of this bylaw, in addition to the applicable off-site levy detailed in sections 12 and 13 of this bylaw and Schedules 'C' through 'J' of this bylaw.

Imposition of Off-Site Levies

- 12 In addition to the rurban base levy rate or rural base levy rate imposed by either section 10 or 11 of this bylaw, an off-site levy will be imposed as a condition of subdivision approvals as follows:
- (1) subdivision approvals with respect to all lands located in the benefitting areas shown on Schedules 'C' through 'J' of this bylaw and corresponding Maps 'B' through 'I' of this bylaw that will create residential parcels less than 4.0 hectares (9.88 acres);
 - (2) subdivision approvals with respect to all lands located in the benefitting areas shown on Schedules 'C' through 'J' of this bylaw and corresponding Maps 'B' through 'I' of this bylaw that will create residential parcels equal or greater than 4.0 hectares (9.88 acres) where, in the opinion of Rocky View County, further subdivision or development is unlikely to occur due to technical limitations;
 - (3) subdivision approvals with respect to all lands located in the benefitting areas shown on Schedules 'C' through 'J' of this bylaw and corresponding Maps 'B' through 'I' of this bylaw that will create business or institutional parcels of any size; and
 - (4) any lands outside of the benefitting areas shown on Schedules 'C' through 'J' of this bylaw and corresponding Maps 'B' through 'I' of this bylaw where the subdivision or development will impact the regional transportation infrastructure.
- 13 In addition to the rurban base levy rate or rural base levy rate imposed by either section 10 or 11 of this bylaw, an off-site levy will be imposed as a condition of development permit approvals as follows:
- (1) development permit approvals for any agricultural, business, residential, or institutional uses for all lands located in the benefitting areas shown on Schedules 'C' through 'J' of this bylaw and corresponding Maps 'B' through 'I' of this bylaw; and

- (2) development permit approvals for any agricultural, business, residential, or institutional uses for all lands outside of the benefitting areas shown on Schedules 'C' through 'J' of this bylaw and corresponding Maps 'B' through 'I' of this bylaw where the development will impact the regional transportation infrastructure.
- 14 Despite any other provision in this bylaw, Rocky View County may impose further or different off-site levies, duly imposed by bylaw, on any portion of lands that are the subject of a development permit or subdivision approval and which the County has not already collected the off-site levy imposed by this bylaw or any previous off-site levy bylaw authorized by the *Municipal Government Act* or predecessor legislation for the same purpose as provided for in this bylaw.

Exemptions to the Off-Site Levy

- 15 Despite any other provision of this bylaw, when the owner or developer of lands is required by a condition of a development permit or subdivision approval to construct or upgrade any road to its identified standard within the regional transportation infrastructure, Rocky View County will not impose the portion of the off-site levy related to that particular road construction or upgrade as a condition of the development permit or subdivision approval for the lands.
- 16 Despite any other provision of this bylaw, the off-site levy will not be imposed on subdivision approvals as follows:
 - (1) subdivision approvals in an agricultural or residential district when the parcel(s) created as a result of the subdivision exceed 4.0 hectares (9.88 acres) and where in the opinion of Rocky View County, further subdivision or development is likely to occur;
 - (2) subdivision approvals for first parcels out; or
 - (3) subdivision approvals for the sole purpose of a boundary adjustment.
- 17 Despite any other provision of this bylaw, the off-site levy will not be imposed on development permit approvals for lands that are located within a residential or agricultural district if:
 - (1) the approval is directly associated with the construction of a dwelling;
 - (2) the approval is directly associated with the construction of an accessory building, accessory use, or farm building;
 - (3) the approval is issued on a temporary basis and is subject to renewal; or
 - (4) the development is unlikely to result in an increase in traffic on the local road network.

- 18 Council, in its sole and unfettered discretion, may defer the imposition of the off-site levy under this bylaw, in whole or in part, to the next development permit or subdivision approval affecting the lands:
- (1) if Council determines that it is appropriate to defer the imposition of the off-site levy on the lands as a condition of the development permit or subdivision approval; and
 - (2) subject always to receipt of a report from Rocky View County or consultation with the County.

Off-Site Levy Payments

- 19 Rocky View County may enter into agreements, including development agreements, with owners of lands subject to the imposition of the off-site levy for the payment of the off-site levy imposed on those lands by this bylaw.
- 20 The off-site levy imposed by this bylaw must be paid upon the earlier of the following dates:
- (1) the issuance of the development permit in respect of the lands if no development agreement is required as a condition of the development permit approval;
 - (2) prior to the endorsement of a plan of subdivision in respect of the lands if no development agreement is required as a condition of the subdivision approval; or
 - (3) the date(s) required for payment of the off-site levy as set forth within a development agreement pursuant to the conditions of a development permit or subdivision approval in respect of the lands.
- 21 Any payment of the off-site levy imposed by this bylaw that is not paid when due and owing is a debt owing to Rocky View County and will be subject to interest as determined by the County's policies. This provision does not affect any other remedy available to Rocky View County for late or non-payments of the off-site levy.
- 22 When the owner of lands subject to the off-site levy imposed by this bylaw fails, neglects, or refuses to pay the off-site levy imposed on the lands, to execute a required development agreement addressing payment of the off-site levy imposed on the lands, or to provide sufficient security for the payment of the off-site levy imposed on the lands, Rocky View County may, in addition to any other rights or remedies available:
- (1) refuse to release a development permit or endorse a plan of subdivision until the owner of the lands had paid the off-site levy imposed on the lands, has executed the required development agreement address the payment of the off-site levy imposed on the land, or has provided sufficient security for the payment of the off-site levy imposed on the lands to the satisfaction of the Chief Administrative Officer, as the context requires; or
 - (2) commence court proceedings for the recovery of the off-site levy as an amount due and payable to Rocky View County.

- 23 The Chief Administrative Officer may authorize and enter into development agreements that provide a credit to an owner or developer to be applied towards payment of the off-site levy payable by the owner or developer in an amount equivalent to all or a portion of the cost of construction incurred by the owner or developer in relation to the construction of the ultimate cross-section of the transportation improvement that is within the scope of this bylaw.

Determination of the Off-Site Levy

- 24 The off-site levy imposed by this bylaw was determined in accordance with the information and calculations from the reports prepared by Watt Consulting Group and Sedulous Engineering Inc., which are incorporated into this bylaw by reference and will be disclosed by Rocky View County upon request in accordance with section 31 of this bylaw.
- 25 The basis and determination of the off-site levy amount for each of the separate regional transportation infrastructure components for which an off-site levy has been imposed by this bylaw is shown in Schedules 'C' through 'J' of this bylaw and corresponding Maps 'B' through 'I' of this bylaw.
- 26 The total off-site levy amount imposed on lands that will require the construction or upgrade of regional transportation infrastructure, or that will impact regional transportation infrastructure, is shown in Schedule 'K' of this bylaw.
- 27 With respect to the cost of borrowing incurred by Rocky View County to fund the construction or upgrade of regional transportation infrastructure pursuant to this bylaw:
- (1) the cost of borrowing that accrued up to and including December 31, 2019 is included in the calculation of the off-site levy within the schedules attached to and forming part of this bylaw; and
 - (2) the cost of borrowing accruing after December 31, 2019, will be calculated by Rocky View County and be required as part of the off-site levy imposed and payable under this bylaw.

Off-Site Levy Administration and Off-Site Levy Fund

- 28 Council delegates to the Chief Administrative Officer the power and responsibility to administer and enforce this bylaw.
- 29 The Chief Administrative Officer must establish, maintain, and administer an off-site levy fund in accordance with the *Municipal Government Act*.

Annual Report to Council and Information Requests

- 30 The Chief Administrative Officer must, at least once per calendar year, provide Council with a report detailing all off-site levies imposed under this bylaw, collections and expenditures during the previous calendar year, unpaid off-site levy amounts as at the end of the previous calendar year, funds on hand to meet anticipated expenditures during the current calendar year, and updated estimates of the costs expected to be incurred in order to complete construction of regional transportation infrastructure for which the off-site levy has been imposed by this bylaw.
- 31 Rocky View County must disclose full information regarding off-site levy calculations, allocations, impositions, collections, costs, and payments upon request by an owner or ratepayer.

Severability

- 32 Each provision of this bylaw is independent of all other provisions. If any provision of this bylaw is declared invalid for any reason by a court of competent jurisdiction, all other provisions of this bylaw will remain valid and enforceable.

Transition, Repeal, and Effective Date

- 33 Despite any other provision of this bylaw, all development permits or subdivisions approved prior to:
- (1) July 20, 2004 will be the imposed the levy amount prescribed by Bylaw C-5875-2004;
 - (2) July 26, 2005 will be the imposed the levy amount prescribed by Bylaw C-5889-2004;
 - (3) July 25, 2006 will be the imposed the levy amount prescribed by Bylaw C-6094-2005;
 - (4) July 24, 2007 will be the imposed the levy amount prescribed by Bylaw C-6273-2006;
 - (5) March 17, 2009 will be the imposed the levy amount prescribed by Bylaw C6496-2007;
 - (6) July 20, 2010 will be the imposed the levy amount prescribed by Bylaw C-6710--2008;
 - (7) November 29, 2011 will be the imposed the levy amount prescribed by Bylaw C--6935-2010;
 - (8) October 23, 2012 will be the imposed the levy amount prescribed by Bylaw C-7195-2011;



- (9) October 14, 2014 will be the imposed the levy amount prescribed by Bylaw C-7195-2012;
 - (10) June 9, 2020 will be imposed the off-site levy amount prescribed by Bylaw C-7356-2014; and
 - (11) January 31, 2026 will be imposed the off-site levy amount prescribed by Bylaw C-8007-2020; and
- 34 Bylaw C-8007-2020 will remain in full force and effect until the payment of any amounts imposed within C-8007-2020, including as provided for in section 33 of this bylaw, have been fully paid or satisfied, whereupon the bylaw is repealed.
- 35 This bylaw is passed when it receives third reading and is signed in accordance with the *Municipal Government Act*.
- 36 This bylaw comes into full force and effect on January 31, 2026.

READ A FIRST TIME this

23 day of July, ~~2025~~
2024

READ A SECOND TIME this

7 day of January, 2025

~~UNANIMOUS PERMISSION FOR THIRD READING~~
this

~~_____ day of _____, 2025~~

READ A THIRD AND FINAL TIME this

7 day of January, 2025

Reeve

Chief Administrative Officer

January 21 2025

Date Bylaw Signed

Bylaw C-8549-2024**Schedule 'A' – Definitions**

- 1 **"Accessory building"** has the same meaning as in the *Land Use Bylaw*.
- 2 **"Accessory use"** has the same meaning as in the *Land Use Bylaw*.
- 3 **"Agriculture"** or **"agricultural"** means any subdivision or development for an agricultural or agriculture use as contemplated in the *Land Use Bylaw*.
- 4 **"Benefitting areas"** means those lands within the respective benefitting areas of the regional transportation infrastructure as described in Schedules "A-1" through "I";
- 5 **"Boundary adjustment"** means the adjustment of lot boundaries of parcels of lands without the creation of additional lots.
- 6 **"Building"** has the same meaning as in the *Land Use Bylaw*.
- 7 **"Business"** means any subdivision or development for a business use as contemplated in the *Land Use Bylaw*, which includes both commercial and industrial uses.
- 8 **"Chief Administrative Officer"** means the Chief Administrative Officer of Rocky View County pursuant to the *Municipal Government Act* or their authorized delegate.
- 9 **"Commercial"** means any subdivision or development for commercial use as contemplated in the *Land Use Bylaw*.
- 10 **"Council"** means the Rocky View County Council.
- 11 **"County"** means Rocky View County.
- 12 **"Development"** has the same meaning as provided for in the *Municipal Government Act*.
- 13 **"Development agreement"** means a development agreement as provided for in the *Municipal Government Act*.
- 14 **"Development area"** means the gross acreage of lands that are subject of the proposed subdivision or development, including:
 - (1) all buildings and other structures;
 - (2) all driveway access areas;
 - (3) all areas required to be landscaped as a condition of a development permit or subdivision approval;
 - (4) all storage and display areas directly associated with a development permit or subdivision approval;
 - (5) all parking areas required for a development permit or subdivision approval;

- (6) all areas to be designated as reserve lands or subject to exclusions below as a condition of a subdivision approval; and
- (7) any areas that will be dedicated for roads or utilities as a condition of development permit or subdivision approval.

Despite the above, a development area does not include the following:

- (8) with respect to development permits issued for a golf course, any portion of the lands that are outside of the scope of the development area outlined above (i.e. hazards, roughs, greens, etc.);
- (9) with respect to development permits issued for a solar farm, any portion of the Lands that are outside of the scope of the development area outlined above (i.e. solar panels and electricity grid);
- (10) with respect to development permits issued for a farmers market, any portions of the lands utilized for the growing of crops that are outside of the scope of the development area outlined above;
- (11) with respect to subdivisions involving an existing dwelling, the subdivided parcel that contains the existing dwelling; and
- (12) all areas designated environmental reserve or subject to an environmental reserve easement, each as defined within the *Municipal Government Act* as a condition of subdivision approval.

15 **"Development permit"** has the same meaning as in the *Land Use Bylaw*.

16 **"Dwelling"** has the same meaning as in the *Land Use Bylaw*.

17 **"Farm building"** has the same meaning as in the *Land Use Bylaw*.

18 **"First parcel out"** has the same meaning as within the *Land Use Bylaw*.

19 **"Industrial"** means any subdivision and development for an industrial use as contemplated in the *Land Use Bylaw* but does not include natural resource extraction uses.

20 **"Institutional"** means any subdivision or development for an institutional use as contemplated in the *Land Use Bylaw*.

21 **"Land Use Bylaw"** means Rocky View County's current *Land Use Bylaw*, as amended or replaced from time to time.

22 **"Municipal Government Act"** means the *Municipal Government Act*, RSA 2000, c M-26, as amended or replaced from time to time.

23 **"Natural resource extraction"** has the same meaning as in the *Land Use Bylaw*.

- 24 **"Off-site levy"** or **"off-site levies"** means the off-site levy imposed by this bylaw.
- 25 **"Off-Site Levies Regulation"** means the *Off-Site Levies Regulation*, AR 187/2017, as amended or replaced from time to time.
- 26 **"Regional transportation infrastructure"** means those roads identified in Schedules "B-1" through "J" of this bylaw.
- 27 **"Reports"** means the following reports:
- (1) *Rocky View County Future Network Analysis in Support of the Off-Site Levy* dated June 2018 and prepared by Watt Consulting Group; and
 - (2) *Transportation Off-Site Levy Support Summary Report*, dated June 2018 and prepared by Sedulous Engineering Inc.
- 28 **"Reserve land"** has the same meaning as provided for in the *Municipal Government Act*.
- 29 **"Residential"** means any subdivision or development for residential use as contemplated in the *Land Use Bylaw*.
- 30 **"Roads"** has the same meaning as in the *Municipal Government Act* and includes transportation infrastructure.
- 31 **"Rurban base levy rate"** means the base off-site levy rate applied to rurban development as referenced in section 10 of this bylaw and described in Schedule 'B-1' and Map 'A' of this bylaw.
- 32 **"Rurban development"** means any subdivision or development that:
- (1) is for the purpose of, in whole or in part, business or institutional development;
 - (2) with respect to subdivision, creates residential lots less than 1.98 acres in size and has piped water and sewer servicing.
- Rurban development does not include any subdivision or development on lands for the purpose of natural resource extraction.
- 33 **"Rural base levy rate"** means the base off-site levy rate that is applied to all non-rurban development, including natural resource extraction uses, as referenced in section 11 of this bylaw and described in Schedule 'B-2' and Map 'A' of this bylaw.
- 34 **"Subdivision"** has the same meaning as provided for in the *Municipal Government Act*.
- 35 **"Transportation infrastructure"** has the same meaning as provided for in the *Off-Site Levies Regulation*.

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**Schedule ‘B-1’ – Long Range Regional Transportation Infrastructure Network –
Rurban Base Levy**

Description:

Rocky View County’s existing regional road network requires expansion to accommodate forecasted traffic volumes. With the increase of road users within Rocky View County’s 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 provincial highway systems.

The long range regional transportation infrastructure network is based on the build out traffic volumes resulting from development in growth areas of Rocky View County. All roads within the long range regional transportation infrastructure network will be constructed to meet the required cross sections as detailed in the project costs and consist of:

- Network A Road – 11.4m Paved Surface within a 36m Right of Way;
- Network B Road – 9.0m Paved Surface within a 30m Right of Way;
- 4 Lane Arterial Road – 23.8m Paved Surface within a 40m Right of Way; and
- 6 Lane Arterial Road – 32.2m Paved Surface within a 50m Right of Way.

Project Costs:

Upgrade Capital Cost Estimates:

- | | |
|------------------------------------|---------------------|
| • 159.28km of Network A Road: | \$231,926,718 |
| • 373.93km of Network B Road: | \$714,113,901 |
| • 85.82km of 4 Lane Arterial Road: | \$390,983,104 |
| • 3.10km of 6 Lane Arterial Road: | <u>\$18,648,555</u> |
| • Total Cost | \$1,477,692,405 |

Non-Levy Cost (24%): \$354,646,177

Rural Levy Cost (25%): \$369,423,101

Total Estimated Rurban Cost Levy: \$753,623,127

Rurban Levy Cost Calculation:

\$753,623,127 / 22,021 hectares = \$34,223/hectare or \$13,850/acre.

Cost and Benefit Allocation Rationale (New and Existing Development):

The lands benefitting from the expanded long range regional transportation infrastructure network include all lands having new development that will increase traffic. Non-levy cost is 24% of the overall traffic volume accounted for with respect to background and regional traffic have been removed from the costs. There are no other measurable benefits to existing development as the upgrade will only increase capacity.

Rural and Rurban levy costs are based on the land use typology of specific growth areas that address new growth and development. A split of 25% of the overall traffic volume is allocated to future rural development and 51% towards future rurban development.

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**Schedule ‘B-2’ – Long Range Regional Transportation Infrastructure Network –
Rural Base Levy**

Description:

Rocky View County’s existing regional road network requires expansion to accommodate forecasted traffic volumes. With the increase of road users within Rocky View County’s boundaries due to newly created residential, agricultural, business, and institutional development, the County requires the development of a long range regional transportation infrastructure network to efficiently transport traffic to the provincial highway systems.

The long range regional transportation infrastructure network is based on the build out traffic volumes resulting from development in all growth areas of Rocky View County. All roads within the long range regional transportation network will be constructed to meet the required cross sections as detailed in the project costs and consist of:

- Network A Road – 11.4m Paved Surface within a 36m Right of Way
- Network B Road – 9.0m Paved Surface within a 30m Right of Way
- 4 Lane Arterial Road – 23.8m Paved Surface within a 40m Right of Way
- 6 Lane Arterial Road – 32.2m Paved Surface within a 50m Right of Way

Project Costs:

Upgrade Capital Cost Estimates:

- | | |
|------------------------------------|---------------------|
| • 159.28km of Network A Road: | \$231,926,718 |
| • 373.93km of Network B Road: | \$714,113,901 |
| • 85.82km of 4 Lane Arterial Road: | \$390,983,104 |
| • 3.10km of 6 Lane Arterial Road: | <u>\$18,648,555</u> |
| • Total Cost | \$1,477,692,405 |

Non-Levy Cost (24%): \$354,646,177

Rurban Levy Cost (51%): \$753,623,127

Total Estimated Rural Cost Levy: \$369,423,101

Rural Levy Cost Calculation:

\$369,423,101 / 30,286 hectares = \$12,198/hectare or \$4,936/acre.

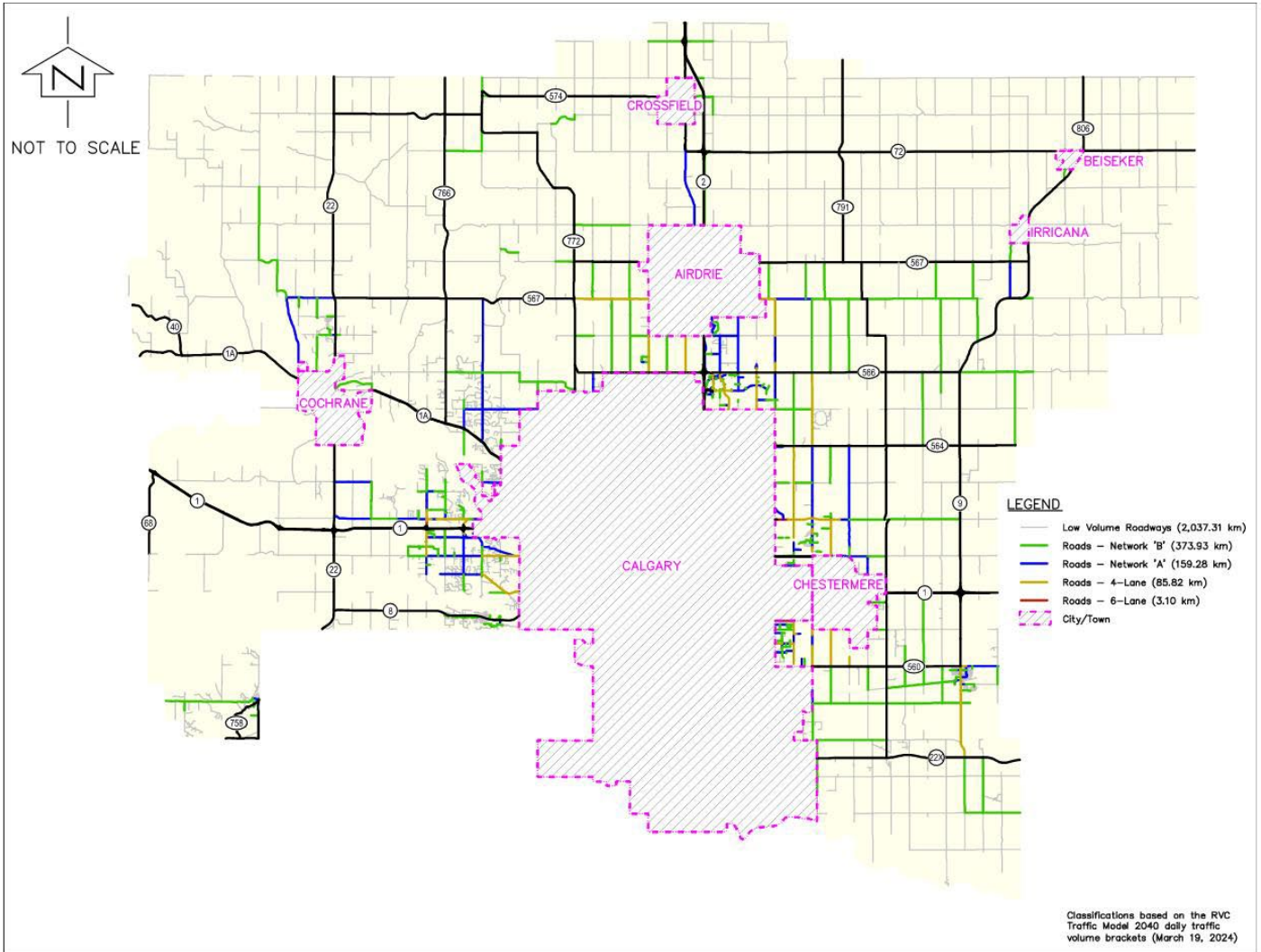
Cost and Benefit Allocation Rationale (New and Existing Development):

The lands benefitting from the expanded long range regional transportation infrastructure network include all lands having new development that will increase traffic. Non-Levy Cost is 24% of the overall traffic volume accounted for with respect to background and regional traffic have been removed from the costs. There are no other measurable benefits to existing development as the upgrade will only increase capacity.

Rural and rurban levy costs are based on the land use typology of specific growth areas that address new growth and development. A split of 25% of the overall traffic volume is allocated to future rural development and 51% towards future rurban development.

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**Map 'A' – Long Range Regional Transportation Infrastructure Network –
Rurban and Rural Base Levies**



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Schedule ‘B-3’ – Long Range Regional Transportation Network Bridge Structures

Description: Rocky View County’s existing regional road network requires expansion to accommodate forecasted traffic volumes. with the increase of road users within rocky view county’s boundaries due to newly created residential, agricultural, business, and institutional development, the county requires the development of a long range regional transportation infrastructure network to efficiently transport traffic to the provincial highway systems. The long range regional transportation network includes numerous existing bridges and bridge files that will require upgrades to meet additional demands.

The long range regional transportation infrastructure network is based on the build out traffic volumes resulting from development in all growth areas of Rocky View County. All bridge structures existing on the network will require replacement or expansion in order to accommodate the future road network expansion.

- Network A Road – 11.4m Paved Surface within a 36m Right of Way
- Network B Road – 9.0m Paved Surface within a 30m Right of Way
- 4 Lane Arterial Road – 23.8m Paved Surface within a 40m Right of Way
- 6 Lane Arterial Road – 32.2m Paved Surface within a 50m Right of Way

The long range regional transportation network includes 54 existing bridge structure as follows:

Project Costs:

Upgrade Capital Cost Estimates:

- | | |
|--|--------------------|
| • 1 Network A Road – Span Structures: | \$1,524,963 |
| • 6 Network A Road – Culvert Structures: | \$2,652,633 |
| • 11 Network B Road – Span Structures: | \$14,764,816 |
| • 29 Network B Road – Culvert Structures: | \$12,209,377 |
| • 4 4 Lane Arterial Road – Span Structures: | \$11,118,163 |
| • 3 4 Lane Arterial Road – Culvert Structures: | \$1,797,804 |
| • 0 6 Lane Arterial Road Bridges: | <u> 0</u> |
| • Total Cost | \$44,067,756 |

Non-Levy Cost (24%): \$10,576,262

Rural Levy Cost (25%): \$11,016,939

Rurban Levy Cost (51%): \$22,474,556

Rural Levy Cost Calculation:

$\$11,016,939 / 30,286 \text{ hectares} = \$364/\text{hectare}$ or $\$147/\text{acre}$.

Rurban Levy Cost Calculation:

$\$22,474,556 / 22,021 \text{ hectares} = \$1,021/\text{hectare}$ or $\$413/\text{acre}$.

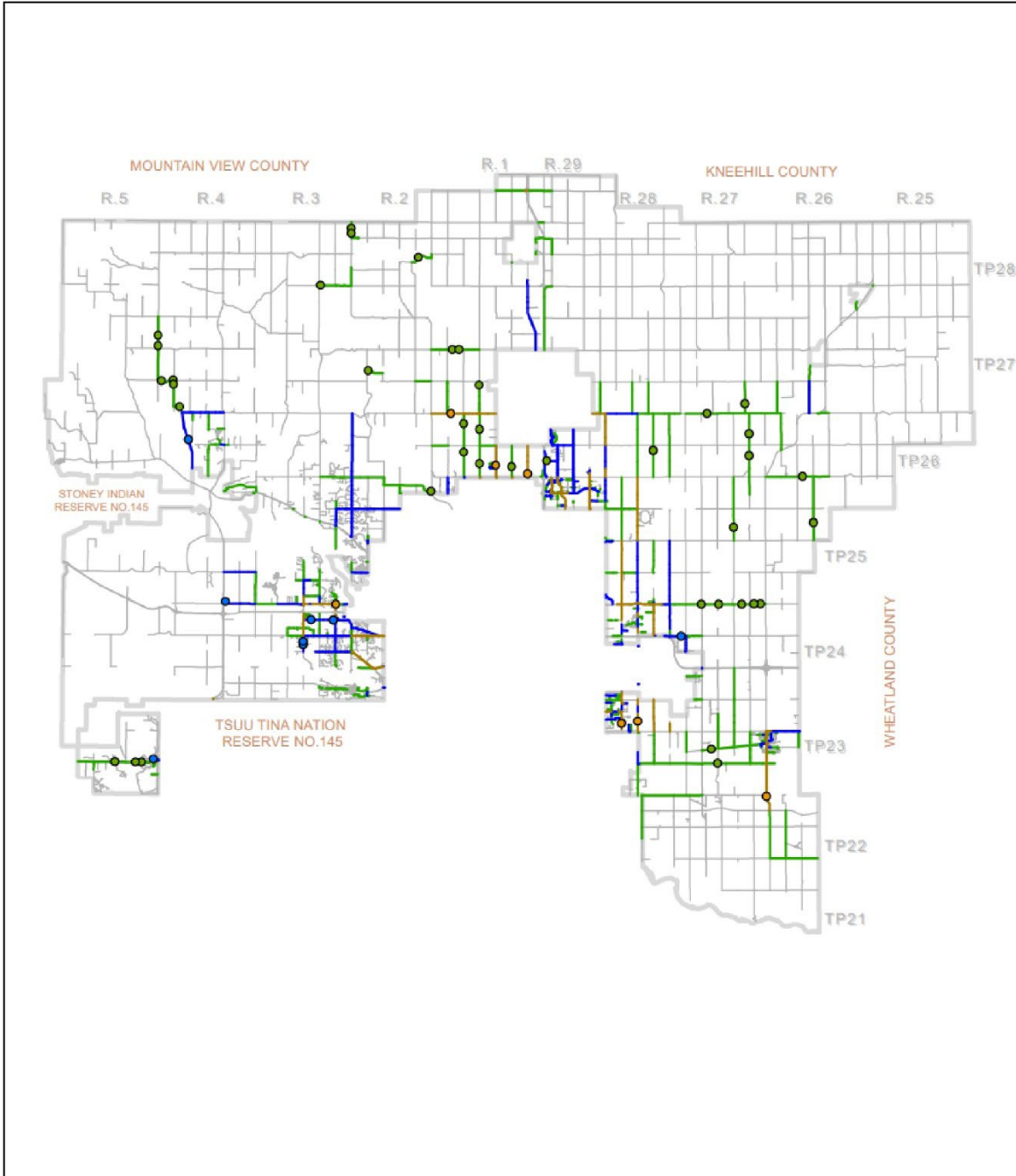
Cost and Benefit Allocation Rationale (New and Existing Development):

The lands benefitting from the expanded long range regional transportation infrastructure network include all lands having new development that will increase traffic. Non-levy cost is 24% of the overall traffic volume accounted for with respect to background and regional traffic have been removed from the costs. There are no other measurable benefits to existing development as the upgrade will only increase capacity.

Rural and rurban levy costs are based on the land use typology of specific growth areas that address new growth and development. A split of 25% of the overall traffic volume is allocated to future rural development and 51% towards future rurban development.

Bylaw C-8549-2024

Map 'A-2' – Long Range Transportation Network Bridge Structures



Map "A-2"
Long Range Transportation Network Bridge Structures



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Bylaw C-8549-2024
Schedule 'C' – East Balzac Special Area 1

Description:

Rocky View County requires project specific upgrades to regional transportation infrastructure to create road infrastructure connections to the provincial highway system to accommodate future development. The collection of the East Balzac Special Area 1 Levy will fund the construction of Balzac specific infrastructure as identified below.

Project Costs:

Special Area 1 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) \$25,706,462
- Township Road 261/Highway 2 Interchange (as supported by MMM Group 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 Systems and HDR-ITrans) \$33,042,009
- Range Road 292 – Connection to 60th Street Interchange (East Balzac Transportation Functional Study) \$24,927,478
- Cost Share Funding from County of 60th Street Interchange (12.5%) \$15,495,447
- Total: \$130,071,396

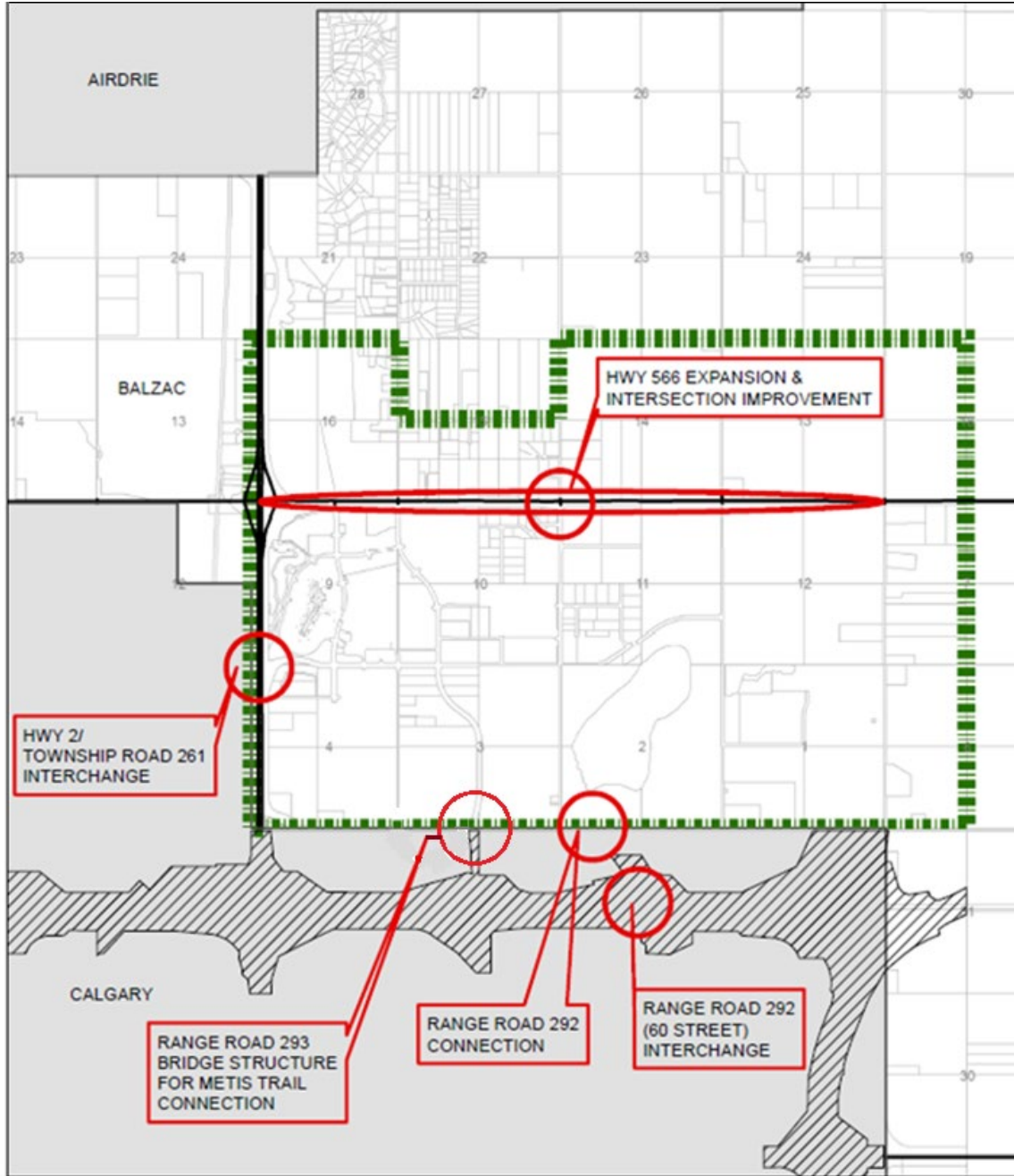
Levy Cost Calculation:

\$130,071,396 / 2,630 hectares = \$49,457/hectare or \$20,014/acre.

Cost and Benefit Allocation Rationale (New and Existing Development):

The lands benefitting from the expanded infrastructure include all lands having new development that will increase traffic. There are no other measurable benefits to existing development as the upgrades will only increase capacity.

Bylaw C-8549-2024
Map 'B' – East Balzac Special Area 1



Map "B"
Special Area #1

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Schedule 'D' – Conrich Special Area 2

Description:

Rocky View County requires project specific upgrades to regional transportation infrastructure to create road infrastructure connections to the provincial highway system to accommodate future development. The collection of the Conrich Special Area 2 Levy will fund the construction of Conrich specific infrastructure as identified below.

Project Costs:

Special Area 2 Required Road Infrastructure Project Totals (Land & Construction):

- Township Road 250 (McKnight Blvd) Expansion
(East Freeway Functional Design Study – Earth Tech) \$9,090,662
- Cost Share Funding from County of Highway 1 & Range
Road 285/284 (12.5%)
(Conrich Road Functional Study – McElhaney) \$19,069,552
- Cost Share Funding from County of Highway 1 & Rainbow
Road (12.5%) (Rainbow Road Functional Study – Earth Tech) \$13,766,380
- Cost Share Funding from County of Township Road 250
(McKnight Blvd) Stoney Interchange
(East Freeway Functional Design Study – Earth Tech) \$31,809,053
- Total: \$73,735,647

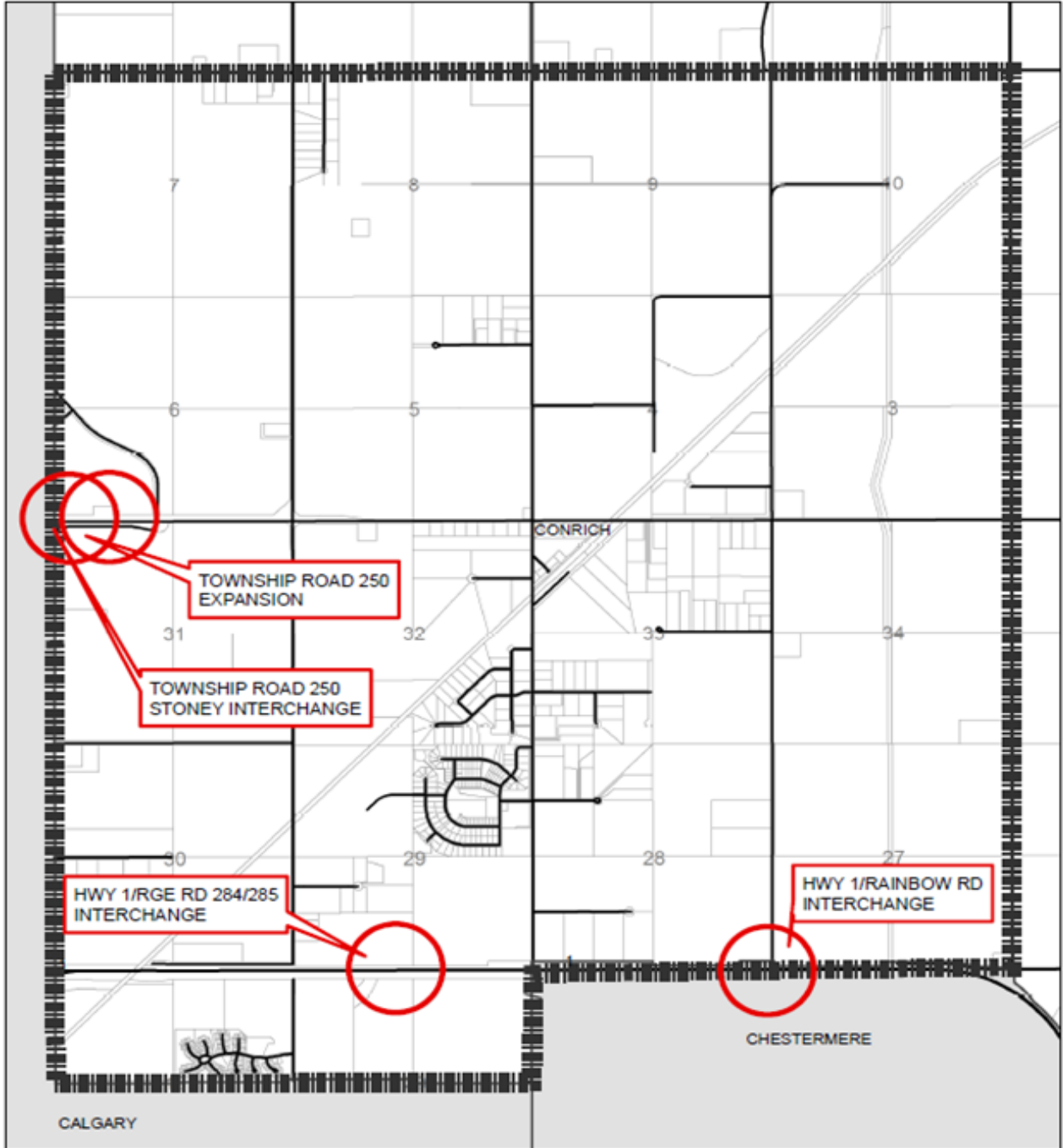
Levy Cost Calculation:

\$73,735,647 / 3,885 hectares = \$18,980/hectare or \$7,681/acre

Cost and Benefit Allocation Rationale (New and Existing Development):

The lands benefitting from the expanded infrastructure include all lands having new development that will increase traffic. There are no other measurable benefits to existing development as the upgrades will only increase capacity.

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Map 'C' – Conrich Special Area 2



Map 'C' Special Area 2

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Bylaw C-8549-2024
Schedule 'E' – Southeast Industrial Special Area 3

Description:

Rocky View County requires project specific upgrades to regional transportation infrastructure to create road infrastructure connections to the provincial highway system to accommodate future development. The collection of the Southeast Industrial Special Area 3 Levy will fund the construction of area specific infrastructure as identified below.

Project Costs:

Special Area 3 Required Road Infrastructure Project Totals (Land & Construction):

- Construction and Land Purchases of Peigan Trail connection
(East Freeway Access Management Study – CHM2 Hill) \$26,470,320
- Cost Share Funding from County of 61st flyover (50%)
(Glenmore Trail Functional Study – UMA Engineering Ltd.) \$16,882,632
- Total: \$43,352,952

Levy Cost Calculation:

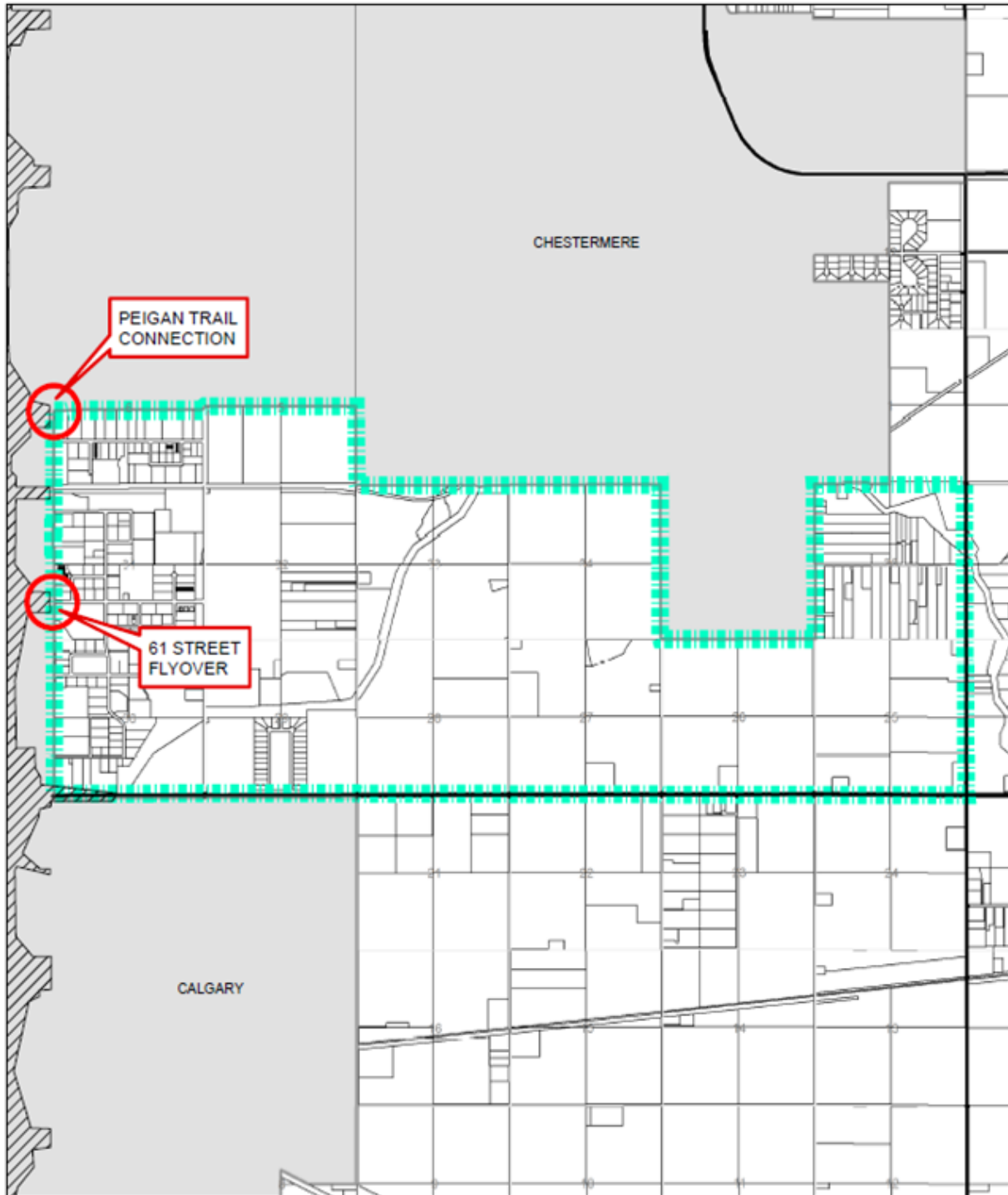
$\$43,352,952 / 1,457 \text{ hectares} = \$29,755/\text{hectare}$ or $\$12,041/\text{acre}$.

Cost and Benefit Allocation Rationale (New and Existing Development):

The lands benefitting from the expanded infrastructure include all lands having new development that will increase traffic. There are no other measurable benefits to existing development as the upgrades will only increase capacity.

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Map 'D' – Southeast Industrial Special Area 3



Map 'D' Special Area 3

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Bylaw C-8549-2024
Schedule 'F' – Springbank Special Area 4

Description:

Rocky View County requires project specific upgrades to regional transportation infrastructure to create road infrastructure connections to the provincial highway system to accommodate future development. The collection of the Springbank Special Area 4 Levy will fund the construction of area specific infrastructure as identified below.

Project Costs:

Special Area 4 Required Road Infrastructure Project Totals (Land & Construction):

- 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 (12.5%) (Hwy 1/RR 33 Functional Study-Castleglen
 Consultants Inc.) \$17,125,148
- Cost Share Funding from County of Highway 1 & RR 31
 Interchange (12.5%)
 (Highway 1 Freeway Corridor Management – ARA) \$17,125,148
- Total: \$100,250,296

Levy Cost Calculation:

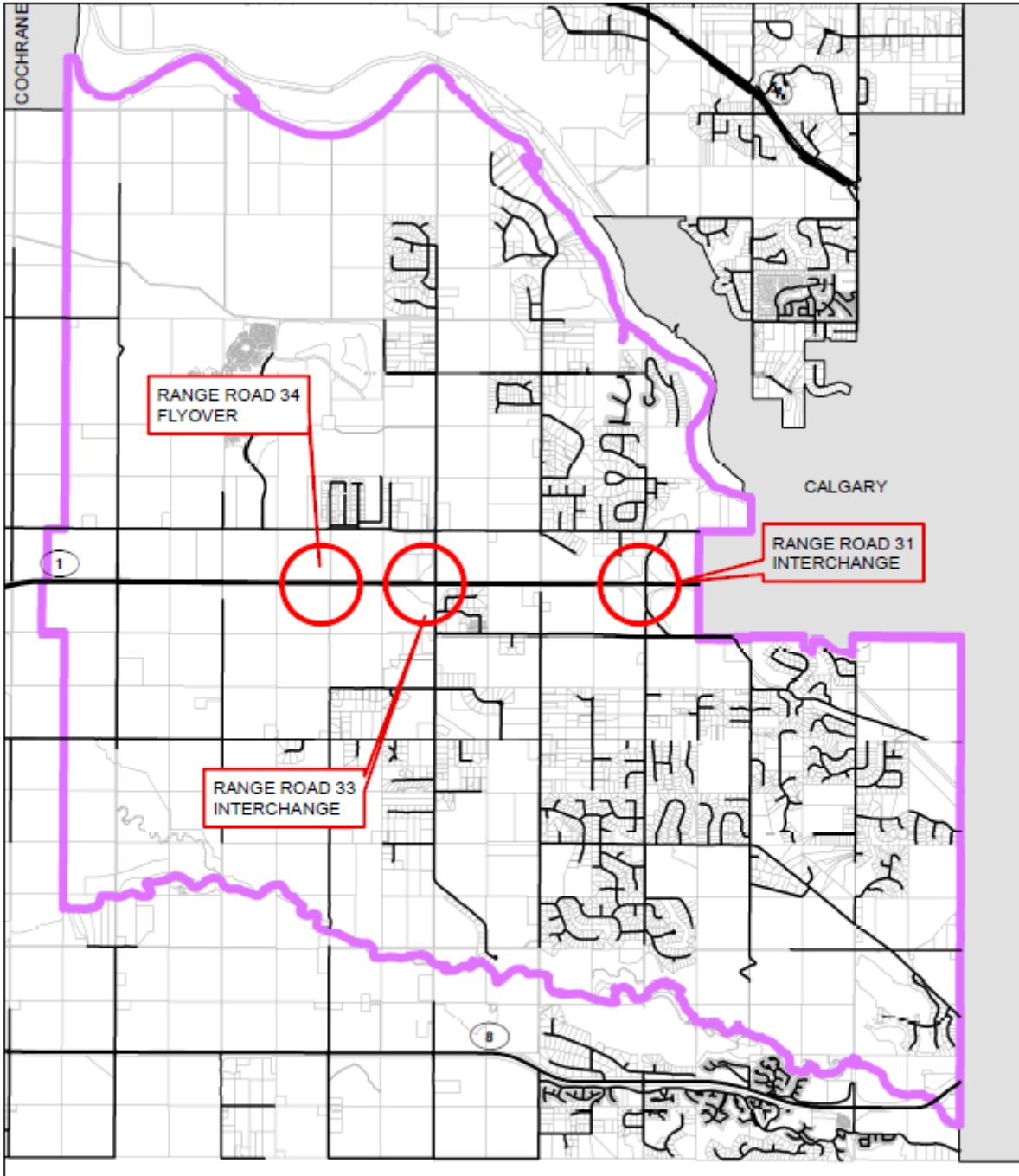
\$100,250,296.08 / 4,978 hectares = \$20,139/hectare or \$8,150/acre

Cost and Benefit Allocation Rationale (New and Existing Development):

The lands benefitting from the expanded infrastructure include all lands having new development that will increase traffic. There are no other measurable benefits to existing development as the upgrades will only increase capacity.

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Map 'E' – Springbank Special Area 4



Map "B"
Special Area #4

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Bylaw C-8549-2024**Schedule 'G' – Highway 22 and Highway 1 Interchange Special Area 5****Description:**

The County requires project specific upgrades to regional transportation infrastructure to create road infrastructure connections to the provincial highway system to accommodate future development. The collection of the Highway 22 and Highway 1 Interchange Special Area 5 Levy will fund the construction of area specific infrastructure as identified below.

Project Costs:

Special Area 5 Required Road Infrastructure Project Totals (Land & Construction):

- Cost Share Funding from County of Highway 22 & Highway 1 Interchange (12.5%) (Highway 22 & Highway 1 Functional Planning Study - ISL Consulting) \$38,133,627

Levy Cost Calculation:

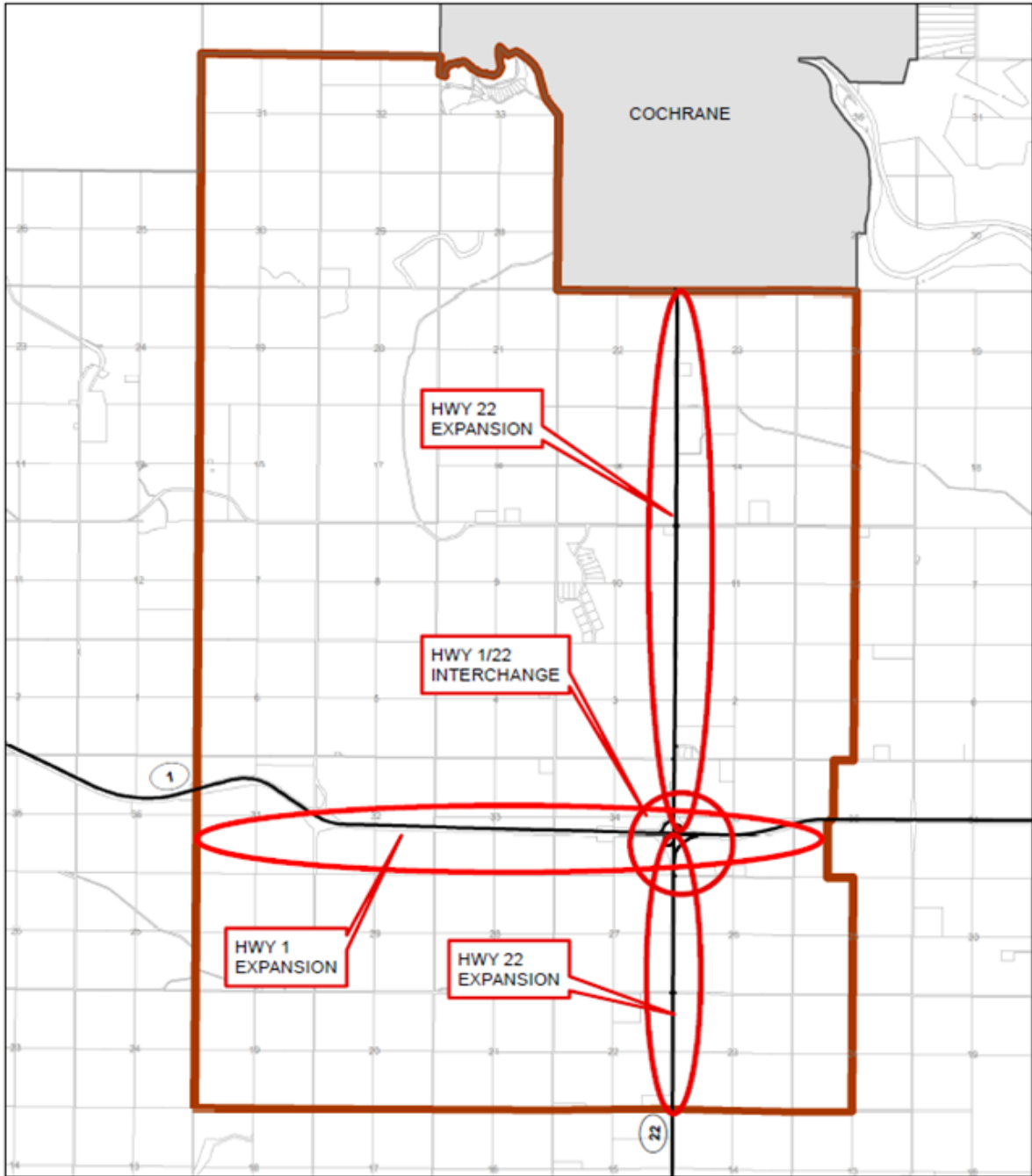
$\$38,133,627 / 6,477 \text{ hectares} = \$5,888/\text{hectare}$ or $\$2,383/\text{acre}$.

Cost and Benefit Allocation Rationale (New and Existing Development):

The lands benefitting from the expanded infrastructure include all lands having new development that will increase traffic. There are no other measurable benefits to existing development as the upgrades will only increase capacity.

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Map 'F' – Highway 22 and Highway 1 Interchange Special Area 5



Map 'F' Special Area 5

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Bylaw C-8549-2024**Schedule 'H' – Highway 791 and Highway 1 Interchange Special Area 6****Description:**

Rocky View County requires project specific upgrades to regional transportation infrastructure to create road infrastructure connections to the provincial highway system to accommodate future development. The collection of the HWY 791 and HWY 1 Interchange Special Area 6 Levy will fund the construction of area specific infrastructure as identified below.

Project Costs:

Special Area 6 Required Road Infrastructure Project Totals (Land & Construction):

- Cost Share Funding from County of Highway 791 & Highway 1 Interchange (12.5%)
(Highway 791 Functional Planning Study – UMA/AECOM) \$20,358,513

Levy Cost Calculation:

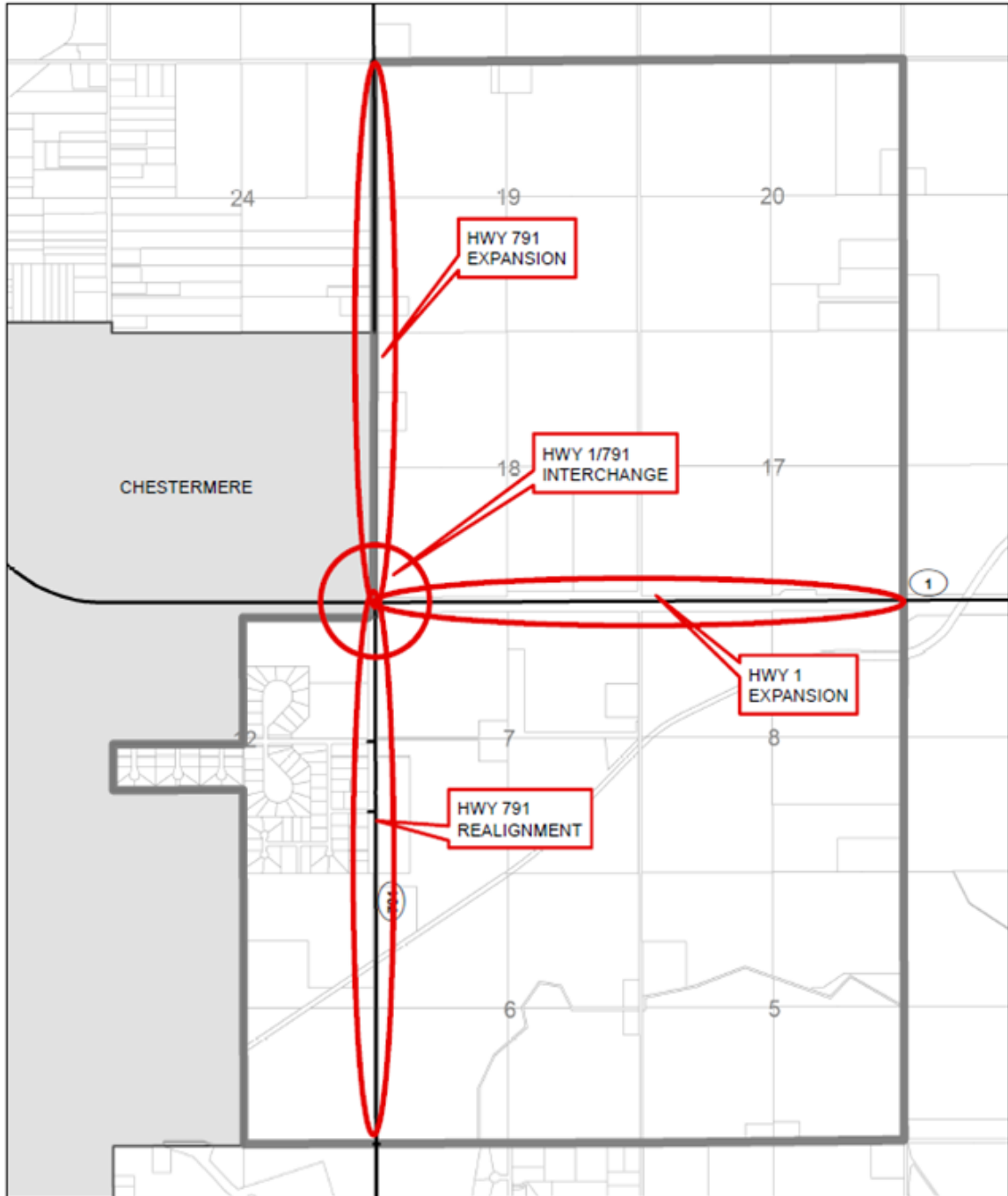
$\$20,358,513 / 2,609 \text{ hectares} = \$7,803/\text{hectare}$ or $\$3,158/\text{acre}$.

Cost and Benefit Allocation Rationale (New and Existing Development):

The lands benefitting from the expanded infrastructure include all lands having new development that will increase traffic. There are no other measurable benefits to existing development as the upgrades will only increase capacity.

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Map 'G' – Highway 791 and Highway 1 Interchange Special Area 6



Map 'G' Special Area 6

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Bylaw C-8549-2024**Schedule '1' – Highway 560 and Highway 797 Improvements Special Area 7****Description:**

Rocky View County requires project specific upgrades to regional transportation infrastructure to create road infrastructure connections to the provincial highway system to accommodate future development. The collection of the Highway 560 and Highway 791 Improvements Special Area 7 Levy will fund the construction of area specific infrastructure as identified below.

Project Costs:

Special Area 7 Required Road Infrastructure Project Totals (Land & Construction):

- Cost Share Funding from County of Highway
560 Corridor Improvements, including highway expansion (12.5%)
(Highway 560:02 Calgary to Highway 797
Functional Planning Study – UMA/AECOM) \$17,571,536

Levy Cost Calculation:

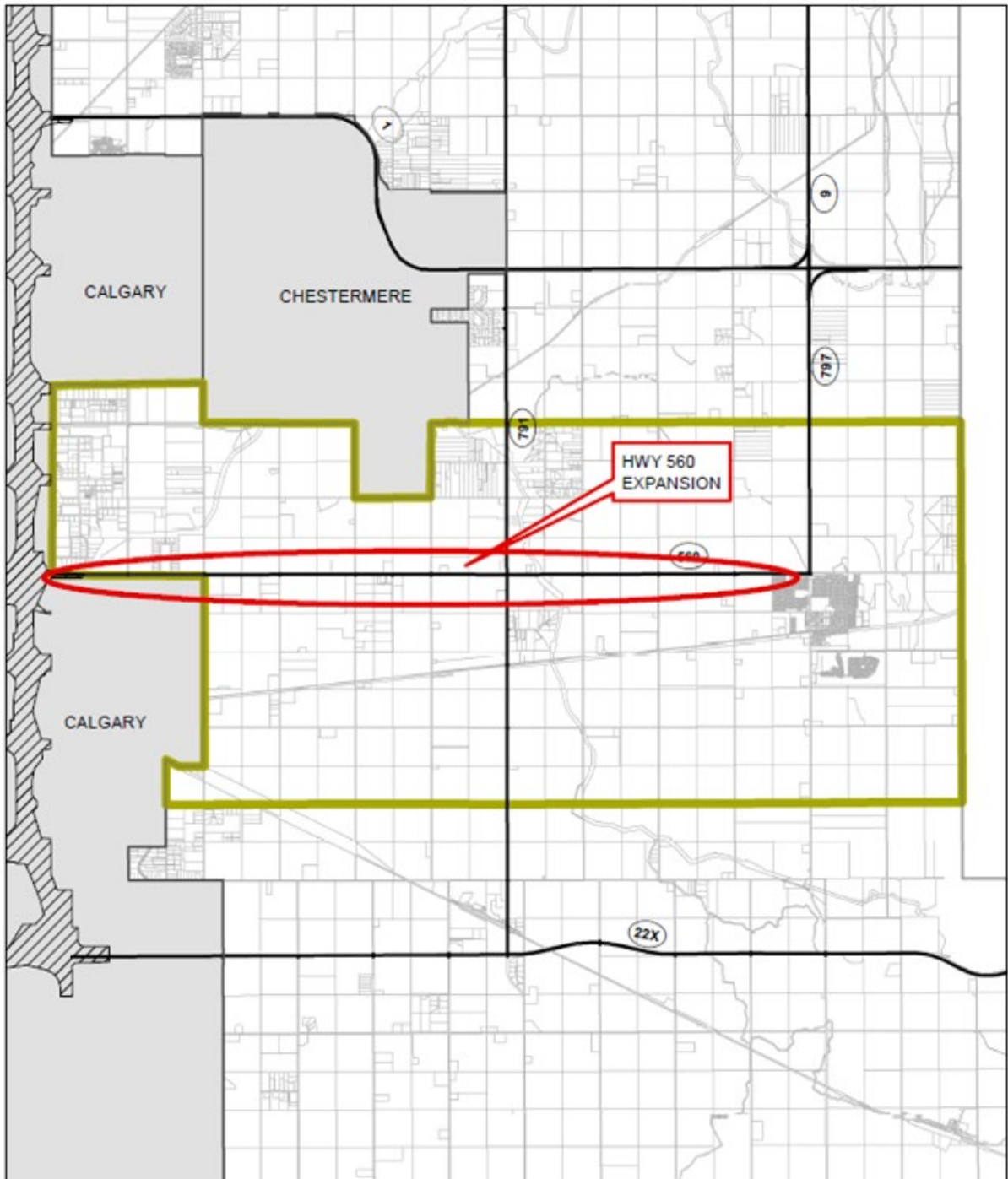
$\$17,571,536 / 11,453 \text{ hectares} = \$1,534/\text{hectare}$ or $\$621/\text{acre}$.

Cost and Benefit Allocation Rationale (New and Existing Development):

The lands benefitting from the expanded infrastructure include all lands having new development that will increase traffic. There are no other measurable benefits to existing development as the upgrades will only increase capacity.

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Map 'H' – Highway 560 and Highway 797 Improvements Special Area 7



Map 'H' Special Area 7

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Bylaw C-8549-2024

Schedule 'J' – Highway 22x and Highway 791 Improvements Special Area 8

Description:

The County requires project specific upgrades to regional transportation infrastructure to create road infrastructure connections to the provincial highway system to accommodate future development. The collection of the Highway 22x and Highway 791 Improvements Special Area 8 Levy will fund the construction of area specific infrastructure as identified below.

Project Costs:

Special Area 8 Required Road Infrastructure Project Totals (Land & Construction):

- Cost Share Funding from County of Highway 22x Corridor Improvements, including Highway Expansion, Interchanges at RR 285 and SH 791 and service roads (12.5%) (Hwy 22x & Hwy 791 Functional Planning Study Castleglen Consultants Inc.) \$42,184,527

Levy Cost Calculation:

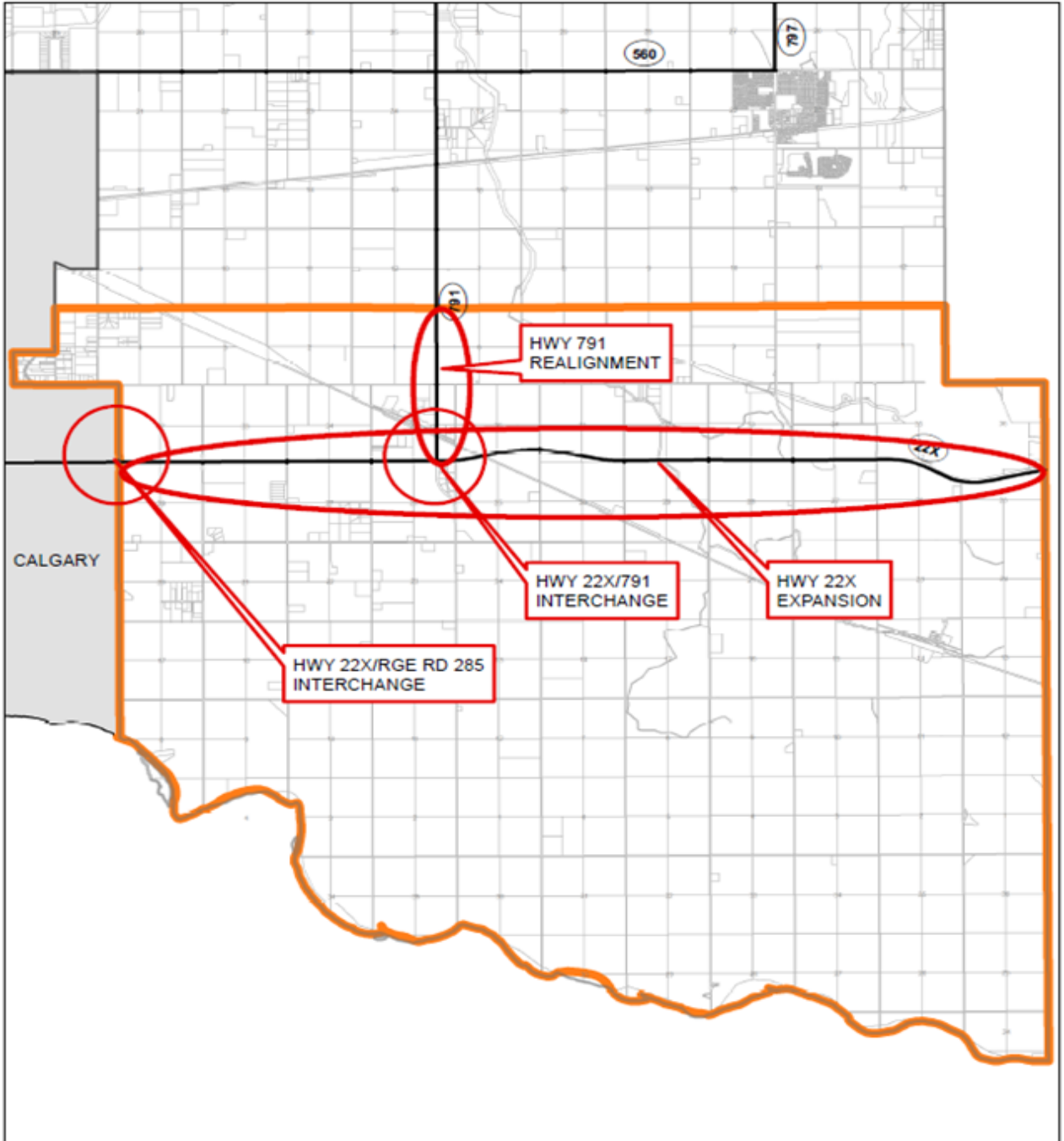
$\$42,184,527 / 16,479 \text{ hectares} = \$2,600 / \text{hectare}$ or $\$1,036 / \text{acre}$.

Cost and Benefit Allocation Rationale (New and Existing Development):

The lands benefitting from the expanded infrastructure include all lands having new development that will increase traffic. There are no other measurable benefits to existing development as the upgrades will only increase capacity.

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Map 'I'– Highway 22x and Highway 791 Improvements Special Area 8



Map 'I' Special Area 8

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Bylaw C-8549-2024
Schedule 'K' – Off-Site Levy Summary

Off-Site Levy Schedule	Cost	Service Area Map
Schedule 'B-1' – Long Range Regional Transportation Infrastructure Network – Rurban Base Levy	\$34,223/hectare (\$13,850/acre)	Map 'A'
Schedule 'B-2' – Long Range Regional Transportation Infrastructure Network – Rural Base Levy	\$12,198/hectare (\$4,936/acre)	Map 'A'
Schedule 'B-3' – Long Range Transportation Network Bridge Structures	\$368/hectare (rural) \$149/acre(rural) \$1,033/hectare (rurban) \$418/acre (rurban)	Map 'A2'
Schedule 'C' – East Balzac Special Area 1 Levy	\$49,457/hectare (\$20,014/acre)	Map 'B'
Schedule 'D' – Conrich Special Area 2 Levy	\$18,980/hectare (\$7,681/acre)	Map 'C'
Schedule 'E' – Southeast Industrial Special Area 3 Levy	\$29,755/hectare (\$12,041/acre)	Map 'D'
Schedule 'F' – Springbank Special Area 4 Levy	\$20,139/hectare (\$8,150/acre)	Map 'E'
Schedule 'G' – Highway 22 and Highway 1 Interchange Special Area 5 Levy	\$5,888/hectare (\$2,383/acre)	Map 'F'
Schedule 'H' – Highway 791 and Highway 1 Interchange Special Area 6 Levy	\$7,803/hectare (\$3,158/acre)	Map 'G'
Schedule 'I' – Highway 560 and Highway 797 Improvements Special Area 7 Levy	\$1,534/hectare (\$621/acre)	Map 'H'
Schedule 'J' – Highway 22x and Highway 791 Improvements Special Area 8 Levy	\$2,600/hectare (\$1,036/acre)	Map 'I'