



BYLAW C-8007-2020

A Bylaw of Rocky View County, in the Province of Alberta, for the purpose of establishing Off-Site Levies for Regional Transportation Infrastructure

WHEREAS in accordance with section 648 of the *Municipal Government Act*, a Council may by bylaw:

- (a) 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 developed or subdivided; and
- (b) authorize agreements to be entered into in respect of the levy.

AND WHEREAS the Rocky View County Council deems it desirable to establish Off-Site Levies for the purposes described in section 648 of the *Municipal Government Act*;

AND WHEREAS Rocky View County Council engaged the engineering firm of Watt Consulting Group and Sedulous Engineering Inc. to prepare the following reports and plans:

- (a) Rocky View County Future Network Analysis in Support of the Off-Site Levy, June 2018 (Watt Consulting Group)
- (b) Transportation Off-Site Levy Support Summary Report, June 2018 (Sedulous Engineering Inc.)

(collectively the "Reports");

AND WHEREAS the Reports detail the County's Regional Transportation Infrastructure, which is required to be constructed or upgraded as a result of Subdivision and Development or which is impacted by subdivision and development together with the fair and equitable calculations and allocation of Off-Site Levies related to Regional Transportation Infrastructure, in accordance with the purposes of the *Municipal Government Act*;

AND WHEREAS Rocky View County applied the principles and criteria specified in the *Off-Site Levies Regulation* in the development of the Off-Site Levies established in this Bylaw;

AND WHEREAS based upon the principles set out in the Reports, Rocky View County Council wishes to enact a bylaw to impose and provide for the payment of Off-Site Levies, to authorize agreements to be entered into in respect of payment of the Off-Site Levies, to set out the object of each levy, and to indicate how the amount of each levy was determined;

AND WHEREAS Rocky View County Council has created the Municipal Planning Commission pursuant to the Municipal Planning Commission Bylaw, to exercise the powers and discretions of the Subdivision Authority and the Development Authority, each as defined and contemplated within 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:



TITLE

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

PURPOSE AND INTENT

- 2 The purpose and intent of this Bylaw is to:
 - (a) impose and provide for the payment of levies to be known as Off-Site Levies in respect of lands that are to be Subdivided or Developed and which will require new or upgraded County Regional Transportation Infrastructure or which will impact County Regional Transportation Infrastructure;
 - (b) authorize agreements to be entered into in respect of payment of the Off-Site Levies;
 - (c) set out the objects of each Off-Site Levy; and
 - (d) indicate how the amount of each Off-Site Levy was determined.

DEFINITIONS

- 3 The definitions contained in Schedule "K" of this Bylaw apply unless the context otherwise requires.

ADMINISTRATION AND ENFORCEMENT

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

ENACTMENT

- 5 Subject to section 9 through 12 of this Bylaw, an Off-Site Levy as provided for in the Act is hereby imposed in respect of the Development Area of all Lands which are to be Developed or Subdivided within the County and which will require the construction or upgrade of Regional Transportation Infrastructure or which will impact the Regional Transportation Infrastructure at the rates and on the terms as specified in this Bylaw, with the exception of any land where Off-Site Levies have been previously imposed and collected in full with respect to the same purpose as provided for in this Bylaw.
- 6 Notwithstanding any other provision in this Bylaw, the County may impose further or different Off-Site Levies, duly enacted by bylaw, on any portion of Lands which are the subject of Development permit or Subdivision approval and in respect of which the County has not collected Off-Site Levies imposed under this Bylaw or any previous Off-Site Levy bylaw authorized by the Act or a predecessor Act with respect to the same purpose as provided for in this Bylaw.
- 7 The County is hereby authorized to enter into agreements with owners of the Lands referred to in section 5 for payment of the Off-Site Levy imposed on those Lands.



- 8 The following Schedules and Maps are hereby incorporated and form part of this Bylaw:
- | | |
|-------------------------|---|
| Schedule "A-1"/Map "A": | Urban Base Levy |
| Schedule "A-2"/Map "A": | Rural Base Levy |
| Schedule "B"/Map "B": | East Balzac Special Area 1 |
| Schedule "C"/Map "C": | Conrich Special Area 2 |
| Schedule "D"/Map "D": | Southeast Industrial Special Area 3 |
| Schedule "E"/Map "E": | Springbank Special Area 4 |
| Schedule "F"/Map "F": | Highway 22 & Highway 1 Interchange Special Area 5 |
| Schedule "G"/Map "G": | Highway 791 & Highway 1 Interchange Special Area 6 |
| Schedule "H"/Map "H": | Highway 560 & Highway 797 Improvements Special Area 7 |
| Schedule "I"/Map "I": | Highway 22x & Highway 791 Improvements Special Area 8 |
| Schedule "J": | Off-Site Levy Summary |
| Schedule "K": | Definitions |

EXEMPTIONS

- 9 Notwithstanding any other provision within this Bylaw, where it is a condition of a Development permit or Subdivision approval for any Lands that the owner or developer of the subject Lands construct or upgrade any Road to its identified standard within the Regional Transportation Infrastructure, the County and/or the Municipal Planning Commission in its stead shall not impose the portion of the Off-Site Levy relating to that particular Road construction or upgrade on the subject Lands.
- 10 Notwithstanding any other provision within this Bylaw, the Off-Site Levies shall not be imposed on Subdivisions as follows:
- (a) the Subdivision of a Farmstead;
 - (b) First Parcel Out; and
 - (c) Subdivision for the sole purpose of a Boundary Adjustment.
- 11 Notwithstanding any other provision within this Bylaw, the Off-Site Levies shall not be imposed on Development as follows:
- (a) Development Permits issued for Lands which are located within either a Residential or Agricultural District and the issuance of the Development Permit is:
 - (i) directly associated with the construction of a Dwelling; or



- (ii) the Development Permit is temporary and subject to renewal.
 - (b) Development Permits issued for Lands which are located in either a Residential or Agricultural District and the issuance of the Development Permit is for an Accessory Building, Accessory Use or Farm Building which does not result in an increase of traffic being generated in relation to the Lands.
- 12 The Off-Site Levies, in whole or in part, shall not be imposed on Lands where:
- (a) Council determines, in its sole and unfettered discretion;
 - (b) subject always to:
 - (i) the creation and continued existence of the Municipal Planning Commission; and
 - (ii) receipt of report from, and/or consultation with, County Administration;
- the Municipal Planning Commission determines, in its sole and unfettered discretion;
- that it is appropriate in the circumstances not to impose the Off-Site Levies, in whole or in part, on the Lands as a condition of Development Permit or Subdivision approval, resulting in a deferral of the imposition of the Off-Site Levy under this Bylaw to the next Development Permit or Subdivision approval affecting the Lands.

OBJECT OF THE OFF-SITE LEVIES

- 13 The object of the Off-Site Levy or Levies imposed and collected pursuant to this Bylaw are to pay for all or any part of the capital cost of any or all of the following:
- (a) new or expanded Roads comprising the Regional Transportation Infrastructure required for or impacted by Subdivision or Development; and
 - (b) land required for or in connection with the Roads described within this Paragraph.

OFF-SITE LEVY PAYMENT

- 14 The Off-Site Levy imposed pursuant to this Bylaw shall be paid upon the earlier of the following dates:
- (a) the issuance of the Development Permit in respect of the Lands, if no Development Agreement is required as a condition of the Development Permit;
 - (b) prior to the endorsement of the plan of Subdivision for the Lands, if no Development Agreement is required as a condition of the approval of the Subdivision application; or



- (c) the date(s) required for payment of the Off-Site Levy as set forth within the Development Agreement entered into pursuant to the conditions of a Development Permit or Subdivision approval granted in respect of the Lands.
- 15 Where the owner of Lands that is subject to the imposition of an Off-Site Levy or Levies under this Bylaw fails, neglects, or refuses to pay the Off-Site Levy imposed, to execute a required Development Agreement addressing payment of the Off-Site Levy imposed, or to provide sufficient security for the payment of the Off-Site Levy, in addition to any other rights or remedies available in contract, at law or in equity the County may:
 - (a) refuse to endorse a plan of Subdivision or release a Development Permit until the land owner has paid the Off-Site Levy, has executed the required Development Agreement addressing payment of the Off-Site Levy, or has provided sufficient security for the payment of the Off-Site Levy in a form satisfactory to the CAO, as the case may be; or
 - (b) commence proceedings in Court for recovery of the Off-Site Levy as an amount due and payable to the County.

IMPOSITION OF THE OFF-SITE LEVY

- 16 The Off-Site Levies shall be imposed as a condition of approval of Subdivision applications or Development Permit applications in accordance with this Bylaw where such approval occurs subsequent to the date that this Bylaw is passed.

Imposition of Urban Base Levy Rate

- 17 All Lands located within the County which are subject to the imposition of an Off-Site Levy in accordance with this Bylaw and which are the subject of either a Subdivision approval or Development Permit for Urban Development shall be subject to the imposition of the Urban Base Levy Rate as follows: \$11,354 per gross hectare (\$4,595 per gross acre) of the Development Area of the Lands as detailed in Schedule "A-1", in addition to the applicable Off-Site Levy detailed in sections 19 and 20 and Schedules "B" through "I".

Imposition of Rural Base Levy Rate

- 18 All Lands located within the County which are subject to the imposition of an Off-Site Levy in accordance with this Bylaw and which are the subject of either a Subdivision approval or Development Permit for non-Urban Development, including Natural Resource Extraction, shall be subject to the imposition of the Rural Base Levy Rate as follows: \$11,354 per gross hectare (\$4,595 per gross acre) of the Development Area of the Lands, as detailed in Schedule "A-2" in addition to the applicable Off-Site Levy detailed in sections 19 and 20 and Schedules "B" through "I".

Imposition of Off-Site Levies

- 19 In addition to the Urban Base Levy Rate or Rural Base Levy Rate, an Off-Site Levy shall be imposed as a condition of approval of Subdivision applications as follows:



- (a) Subdivision approval with respect to all Lands located in the Benefitting Areas shown on Schedules “B” through “I” and corresponding Maps “B” through “I” that will create Residential parcels less than 3.0 hectares (7.41 acres);
 - (b) Subdivision approval with respect to all Lands located in the Benefitting Areas shown on Schedules “B” through “I” and corresponding Maps “B” through “I” that will create Residential parcels equal or greater than 3.0 hectares (7.41 acres) where, in the opinion of the CAO, further Subdivision or Redevelopment is unlikely to occur due to technical limitations;
 - (c) Subdivision approval with respect to all Lands located in the Benefitting Areas shown on Schedules “B” through “I” and corresponding Maps “B” through “I” that will create Business or Institutional parcels of any size; and
 - (d) Any Lands outside of the Benefitting Areas shown on Schedules “B” through “I” and corresponding Maps “B” through “I”, where the Development or Subdivision will directly benefit from the Regional Transportation Infrastructure.
- 20 In addition to the Urban Base Levy Rate or Rural Base Levy Rate, an Off-Site Levy shall be imposed as a condition of approval of Development Permit applications as follows:
- (a) Development Permits for any Agricultural, Business, Residential, or Institutional uses for all Lands located in the Benefitting Areas shown on Schedules “B” through “I” and corresponding Maps “B” through “I”; and
 - (b) Development Permits for any Agricultural, Business, Residential, or Institutional uses for all Lands outside of the Benefitting Areas shown on Schedules “B” through “I” corresponding Maps “B” through “I” where the Development will directly benefit from the Regional Transportation Infrastructure.

OFF-SITE LEVY FUND

- 21 The CAO shall establish and maintain an Off-Site Levy Fund which shall be administered in accordance with the Act.

DETERMINATION OF THE OFF-SITE LEVIES

- 22 The Off-Site Levies included in this Bylaw were determined in accordance with the calculations from the Reports. The Reports are hereby incorporated into this Bylaw by reference and shall be disclosed upon request in accordance with section ~~25~~ 26 of this Bylaw.
- 23 The determination of the amount of each Off-Site Levy amount in respect of each of the separate Regional Transportation Infrastructure components for which an Off-Site Levy has been imposed is as shown in Schedules “A-1” through “I”. The total amount of the Off-Site Levies imposed with respect to Lands which will require the construction or upgrade of Regional Transportation Infrastructure or which will impact Regional Transportation Infrastructure is shown in Schedule “J”.



- 24 The Off-Site Levies reflected in this Bylaw will apply to all new Subdivision and Development with respect to Lands which will require the construction or upgrade of Regional Transportation Infrastructure or which will impact Regional Transportation Infrastructure and which is approved subsequent to the date that this Bylaw is in force and effect.
- 25 For clarity, with respect to the cost of borrowing incurred by the County to fund the construction of the corresponding infrastructure contemplated within this Bylaw:
- (a) cost of borrowing which has accrued up to and including December 31, 2019, is included within the calculation of the Off-Site Levies within the attached Schedules; and
 - (b) cost of borrowing which accrues after December 31, 2019, will be calculated by the County and required as part of each Off Site Levy imposed and payable under this Bylaw

Any payment of an Off-Site Levy pursuant to this Bylaw that is not paid when due and owing shall be a debt owing to the County and shall be subject to interest as determined by the County's policies. This provision does not affect any other remedy available to the County for late or non-payment of an Off-Site Levy.

INFORMATION ON REQUEST

- 26 Upon receiving a request from a ratepayer or landowner, the County shall disclose full information regarding Off-Site Levy calculations, allocations, impositions, collections, costs, and payments.

ANNUAL REPORT TO COUNCIL

- 27 Not less than once per calendar year, the CAO shall provide a report to Council 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 the facilities in respect of which an Off-Site Levy has been imposed under this Bylaw.

SEVERABILITY

- 28 In the event that any provision of this Bylaw is declared invalid or void by any Court having competent jurisdiction, then such invalid or void provisions shall be severed from the Bylaw and the remaining provisions of the Bylaw shall be maintained and deemed valid.

DEVELOPER CONSTRUCTION OF COUNTY REGIONAL TRANSPORTATION INFRASTRUCTURE

- 29 Nothing in this Bylaw is intended to nor shall be interpreted as precluding Rocky View County's Development Authority or Subdivision Authority from requiring a developer to construct or pay for all or a portion of County Regional Transportation Infrastructure



having oversize capacity as a condition of Development Permit or Subdivision approval in accordance with the Act.

TRANSITION, REPEAL AND EFFECTIVE DATE

- 30 Notwithstanding any provision within this Bylaw, as contemplated by Bylaw C-7356-2014 all Subdivision and Development applications which were approved prior to:
- (a) July 20, 2004 shall be imposed the Levy amount prescribed within Bylaw C-5875-2004;
 - (b) July 26, 2005 shall be imposed the Levy amount prescribed within Bylaw C-5889-2004;
 - (c) July 25, 2006 shall be imposed the Levy amount prescribed within Bylaw C-6094-2005;
 - (d) July 24, 2007 shall be imposed the Levy amount prescribed within Bylaw C-6273-2006;
 - (e) March 17, 2009 shall be imposed the Levy amount prescribed within the Bylaw C6496-2007;
 - (f) July 20, 2010 shall be imposed the Levy amount prescribed within the Bylaw C-6710-2008;
 - (g) November 29, 2011 shall be imposed the Levy amount prescribed within Bylaw C-6935-2010;
 - (h) October 23, 2012 shall be imposed the Levy amount prescribed within Bylaw C-7195-2011;
 - (i) October 14, 2014 shall be imposed the Levy amount prescribed within Bylaw C-7195-2012; and
 - (j) Third reading of this Bylaw shall be imposed the Levy amount prescribed within Bylaw C-7356-2014.
- 31 For clarity, Bylaw C-7356-2014 shall remain in full force and effect until the payment of any amounts imposed within Bylaw C-7356-2014, including as contemplated above, have been fully paid or satisfied, and thereupon the bylaw is automatically repealed.
- 32 This Bylaw comes into full force and effect on the date of third and final reading.



READ A FIRST TIME IN COUNCIL this 10 day of March, 2020

READ A SECOND TIME IN COUNCIL this 9th day of June, 2020

~~UNANIMOUS PERMISSION FOR THIRD READING 9th day of June, 2020~~

READ A THIRD TIME IN COUNCIL AND PASSED this 9th day of June, 2020


Reeve


CAO or Designate

June 9, 2020
Date Bylaw Signed

SCHEDULE "A-1"

LONG RANGE REGIONAL TRANSPORTATION INFRASTRUCTURE NETWORK – URBAN BASE LEVY

Description: The County's existing regional road network requires expansion to accommodate forecasted traffic volumes. 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.

The Long Range Regional Transportation Infrastructure Network is based on the build out traffic volumes resulting from development in growth areas of the 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
- 6 Lane Arterial Road – 32.2m Paved Surface within a 50m Right of Way

Project Costs:

Upgrade Capital Cost Estimates:

• 154.4km of Network A Road:	\$ 231,926,718
• 535.6km of Network B Road:	\$ 663,918,892
• 190.2km of 4 Lane Arterial Road:	\$ 584,363,276
• 19.5km of 6 Lane Arterial Road:	<u>\$ 80,744,152</u>
• Total Cost	\$1,560,953,038

Non-Levy Cost (Background/Regional Traffic): \$ 370,455,172

Rural Levy Cost (\$4,595 / gross acre): \$ 310,017,454

Total Estimated Cost to Levy: \$ 880,480,412

Levy Cost Calculation: \$880,480,412 / 24,237 hectares = \$36,327/hectare or \$14,701/acre

2020 Urban Levy Proposed for Collection = \$11,354/hectare or \$4,595/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. Background and regional traffic has been removed from the costs. There are no other measurable benefits to existing development as the upgrade will only increase capacity.

SCHEDULE "A-2"

LONG RANGE REGIONAL TRANSPORTATION INFRASTRUCTURE NETWORK – RURAL BASE LEVY

Description: The County's existing regional road network requires expansion to accommodate forecasted traffic volumes. 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 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 the 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:

• 154.4km of Network A Road:	\$ 231,926,718
• 535.6km of Network B Road:	\$ 663,918,892
• 190.2km of 4 Lane Arterial Road:	\$ 584,363,276
• 19.5km of 6 Lane Arterial Road:	<u>\$ 80,744,152</u>
• Total Cost	\$1,560,953,038

Non-Levy Cost (Background/Regional Traffic): \$ 370,455,172

Urban Levy Cost (\$14,701/acre): \$ 880,480,412

Total Estimated Cost to Levy: \$ 310,017,454

Levy Cost Calculation: \$310,017,454 / 27,303 hectares = \$11,354/hectare or \$4,595/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. Background and regional traffic has been removed from the costs. There are no other measurable benefits to existing development as the upgrade will only increase capacity.

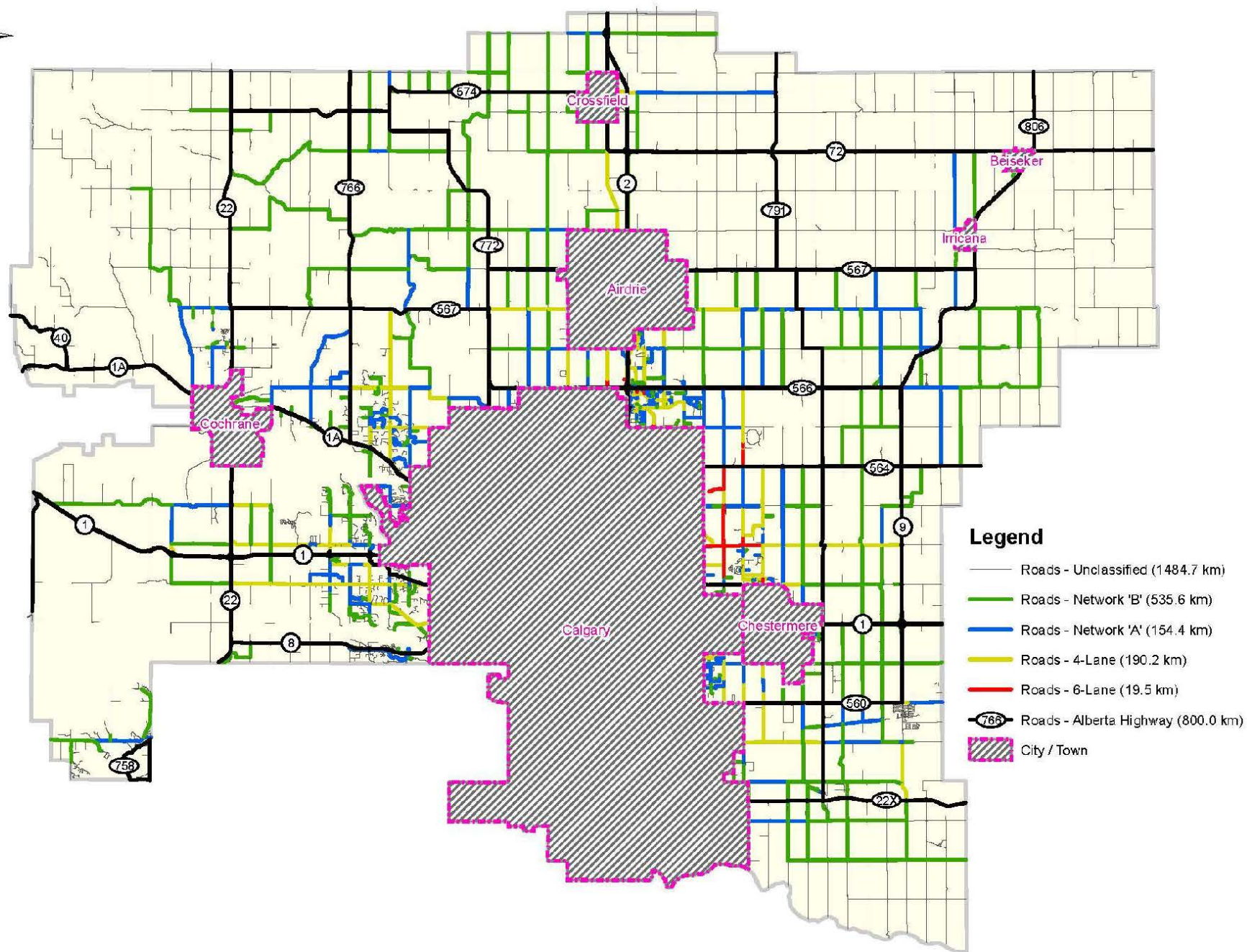


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MAP "A"

BENEFITTING AREA MAP

**LONG RANGE REGIONAL TRANSPORTATION INFRASTRUCTURE NETWORK
(URBAN LEVY & RURAL LEVY)**



SCHEDULE "B"

EAST BALZAC SPECIAL AREA 1

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 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)	\$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 Systems & HDR-ITrans)	\$39,000,000
• Range Road 292 – Connection to 60 th Street Interchange (East Balzac Transportation Functional Study)	\$16,000,000
• Cost Share Funding from County of 60 th Street Interchange (12.5%)	\$9,375,000
TOTAL:	\$111,775,000

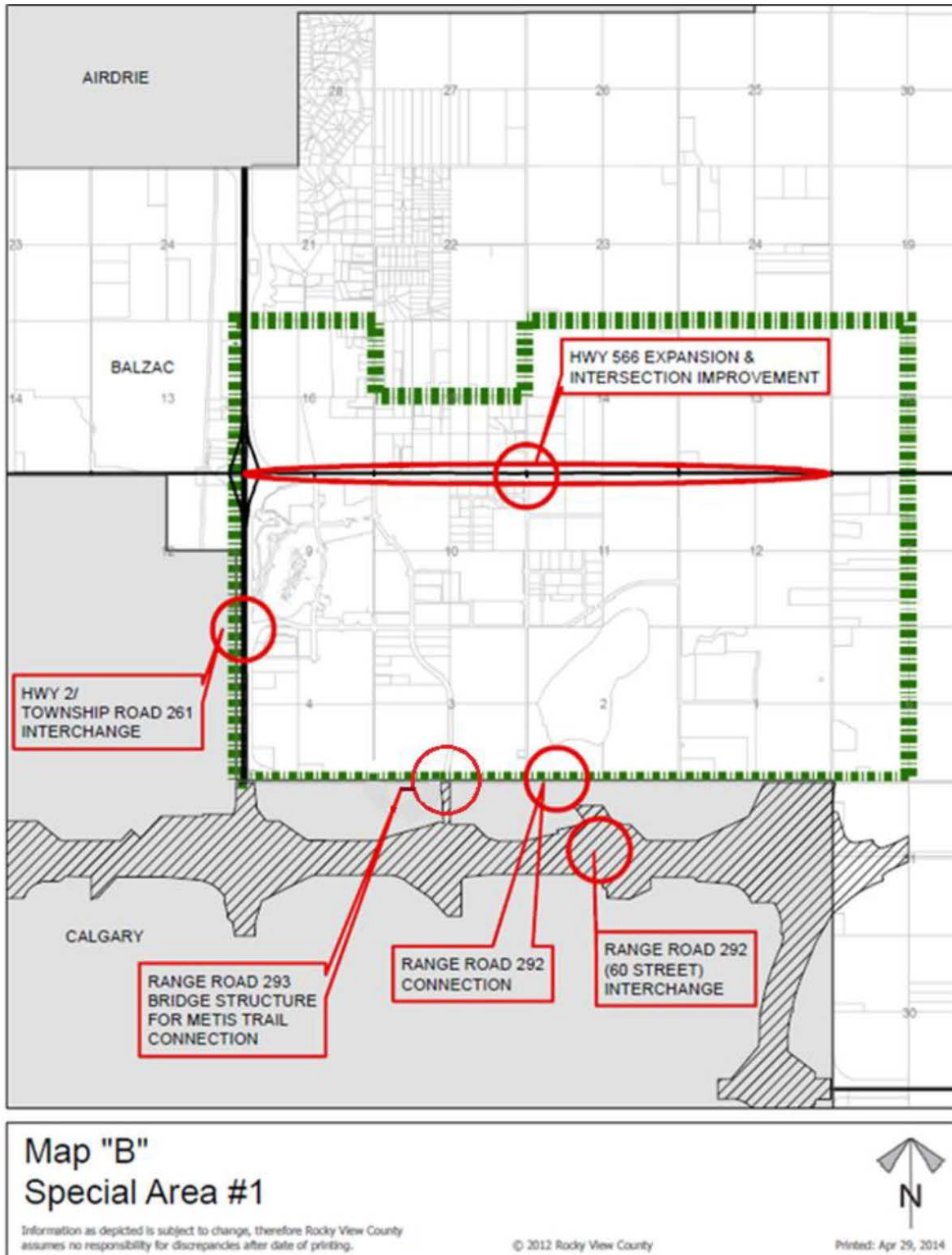
Levy Cost Calculation: \$111,775,000 / 2,630 hectares = \$42,500/hectare or \$17,200/acre

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.



MAP "B"- EAST BALZAC SPECIAL AREA 1



SCHEDULE "C"

CONRICH SPECIAL AREA 2

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 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):

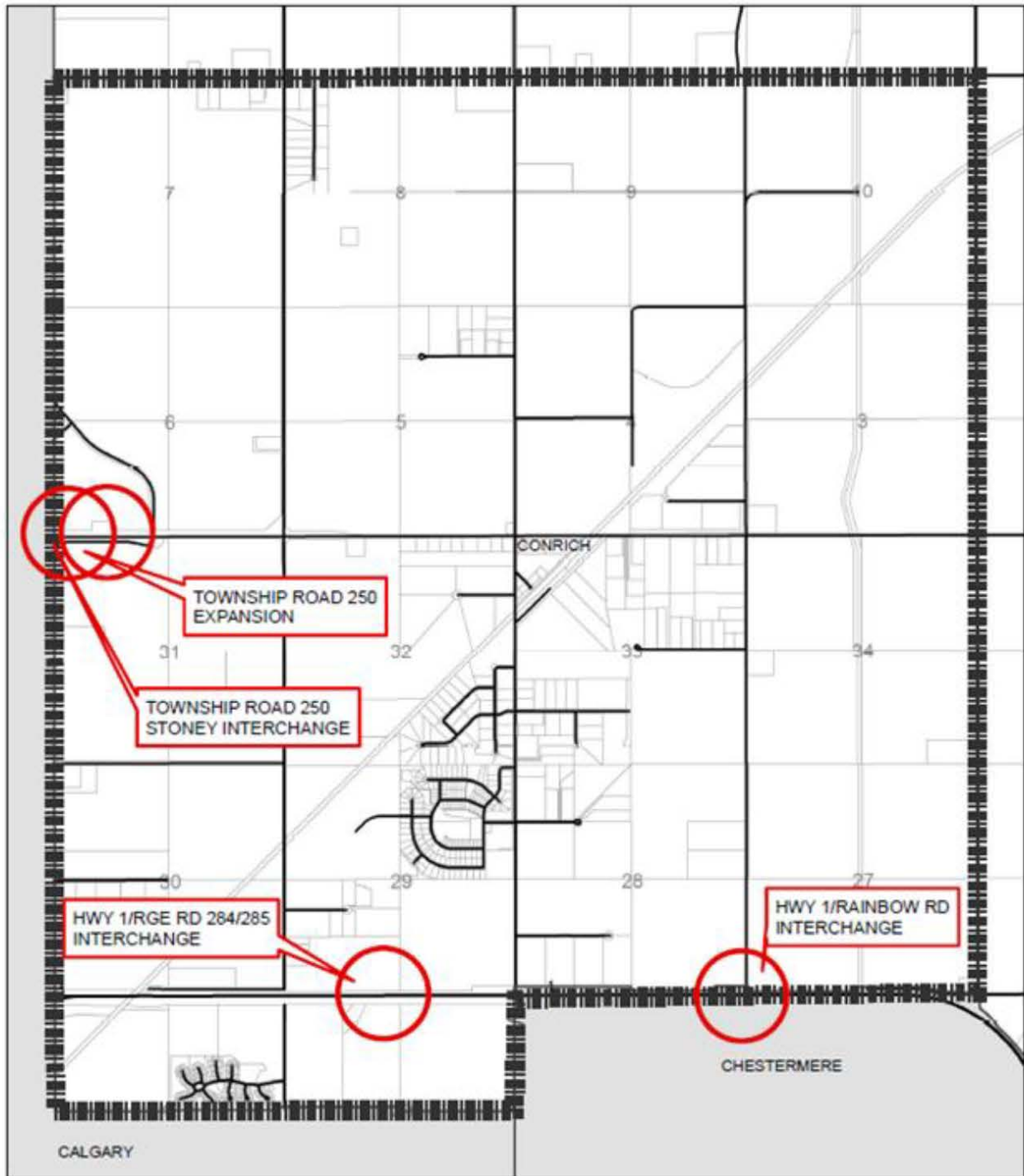
• Township Road 250 (McKnight Blvd) Expansion (East Freeway Functional Design Study – Earth Tech)	\$ 5,500,000
• Cost Share Funding from County of Highway 1 & Range Road 285/284 (12.5%) (Conrich Road Functional Study – McElhaney)	\$13,375,000
• Cost Share Funding from County of Highway 1 & Rainbow Road (12.5%) (Rainbow Road Functional Study – Earth Tech)	\$11,875,000
• Cost Share Funding from County of Township Road 250 (McKnight Blvd) Stoney Interchange (East Freeway Functional Design Study – Earth Tech)	\$19,245,000
TOTAL:	\$49,995,000

Levy Cost Calculation: \$49,995,000 / 3,885 hectares = \$12,869/hectare or \$5,208/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.



MAP "C" - CONRICH SPECIAL AREA 2

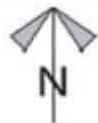


Map "C" Special Area 2

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Printed: Jan 12, 2016



SCHEDULE "D"

SOUTHEAST INDUSTRIAL SPECIAL AREA 3

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 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) \$17,500,000
- Cost Share Funding from County of 61st flyover (50%)
(Glenmore Trail Functional Study – UMA Engineering Ltd.)
\$15,000,000

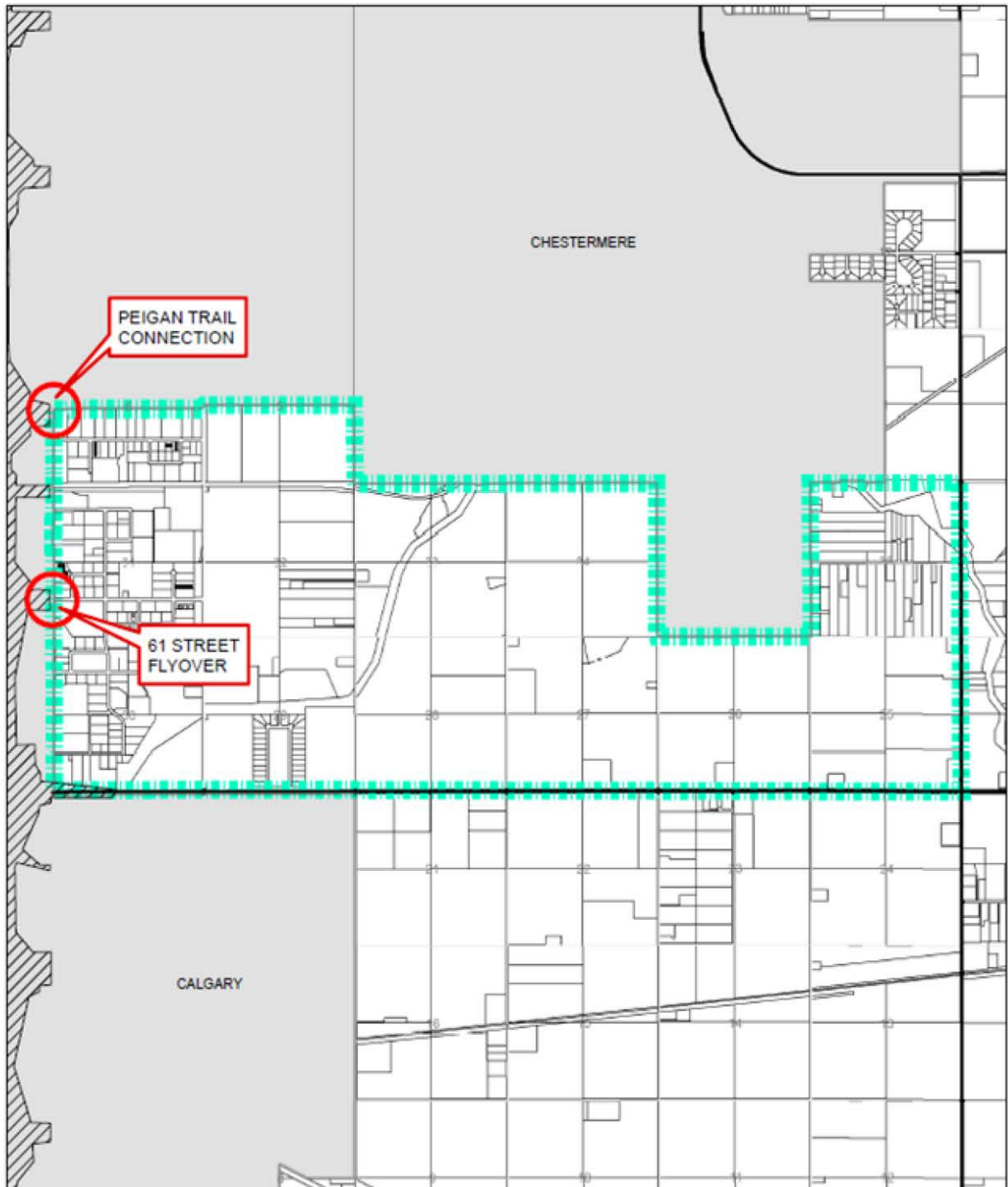
TOTAL: \$32,500,000

Levy Cost Calculation: \$32,500,000/1,457 hectares = \$22,308/hectare or \$9,028/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.



MAP "D" - SOUTHEAST INDUSTRIAL SPECIAL AREA 3

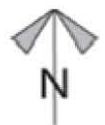


Map "D" Special Area 3

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SCHEDULE "E"

SPRINGBANK SPECIAL AREA 4

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 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 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 (12.5%) (Hwy 1/RR 33 Functional Study-Castleglen Consultants Inc.)	\$13,125,000
• Cost Share Funding from County of Highway 1 & RR 31 Interchange (12.5%) (Highway 1 Freeway Corridor Management – ARA)	\$13,125,000
TOTAL:	\$113,750,000

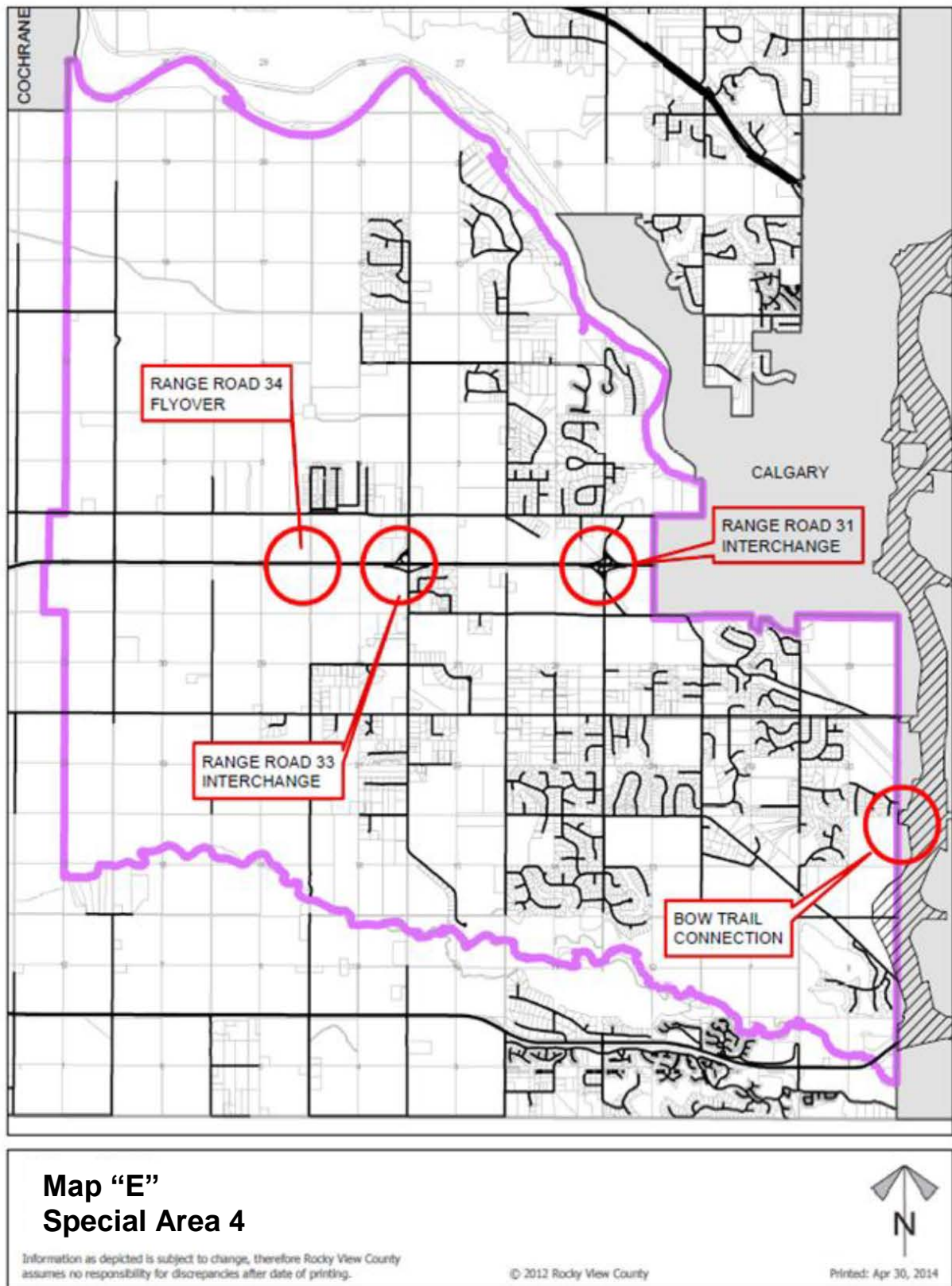
Levy Cost Calculation: \$113,750,000/4,978 hectares = \$22,851/hectare or \$9,247/acre

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





SCHEDULE "F"

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 HWY 22 and HWY 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):

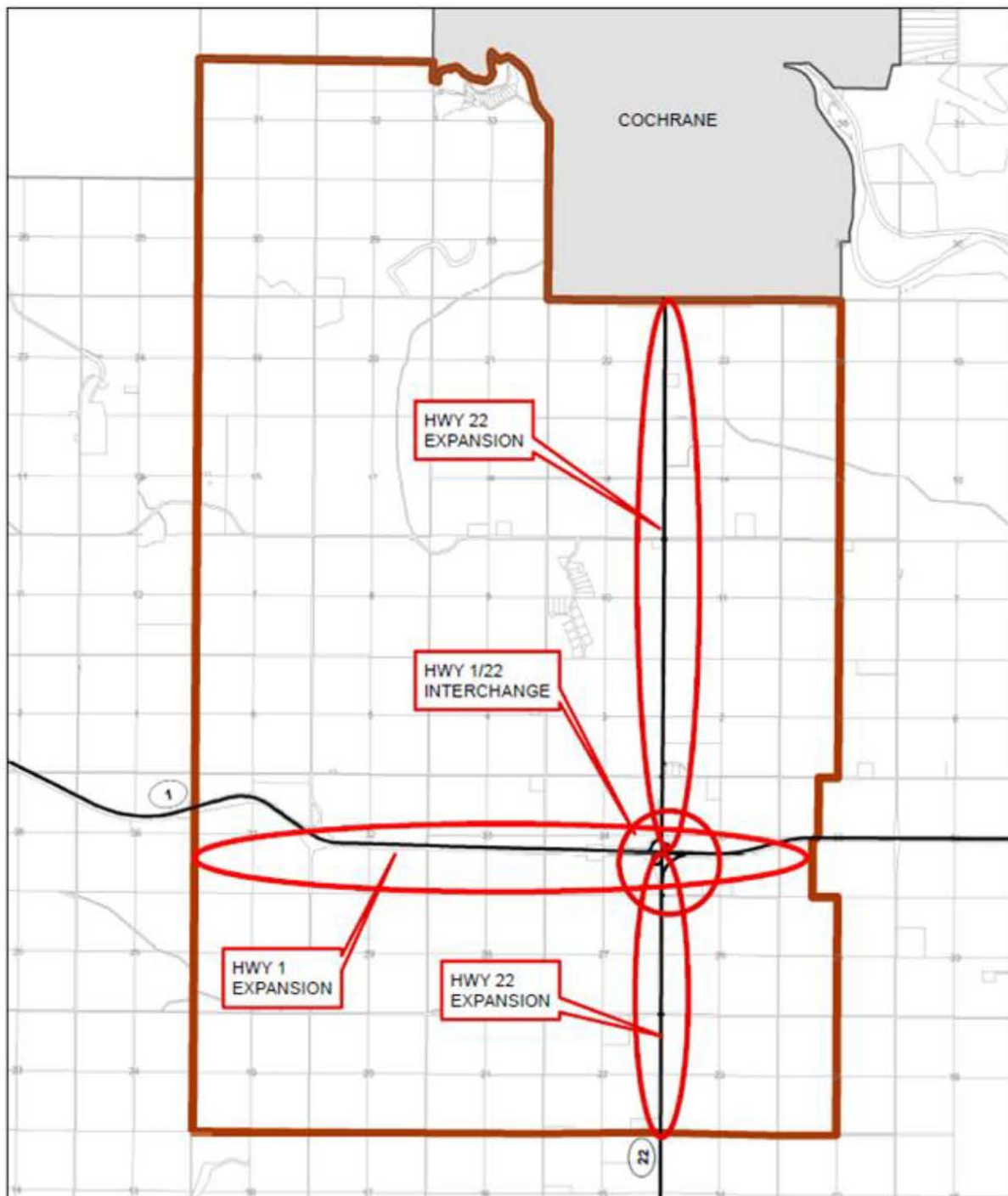
- Cost Share Funding from County of Highway 22 & Highway 1 Interchange (12.5%) (Highway 22 & Highway 1 Functional Planning Study - ISL Consulting) \$28,375,000

Levy Cost Calculation: \$28,375,000/ 6,477 hectares = \$4,381/hectare or \$1,773/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.



MAP "F"- HIGHWAY 22 AND HIGHWAY 1 INTERCHANGE SPECIAL AREA 5



Map "F"
Special Area 5

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Printed: Apr 30, 2014



SCHEDULE "G"

HIGHWAY 791 AND HIGHWAY 1 INTERCHANGE SPECIAL AREA 6

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 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):

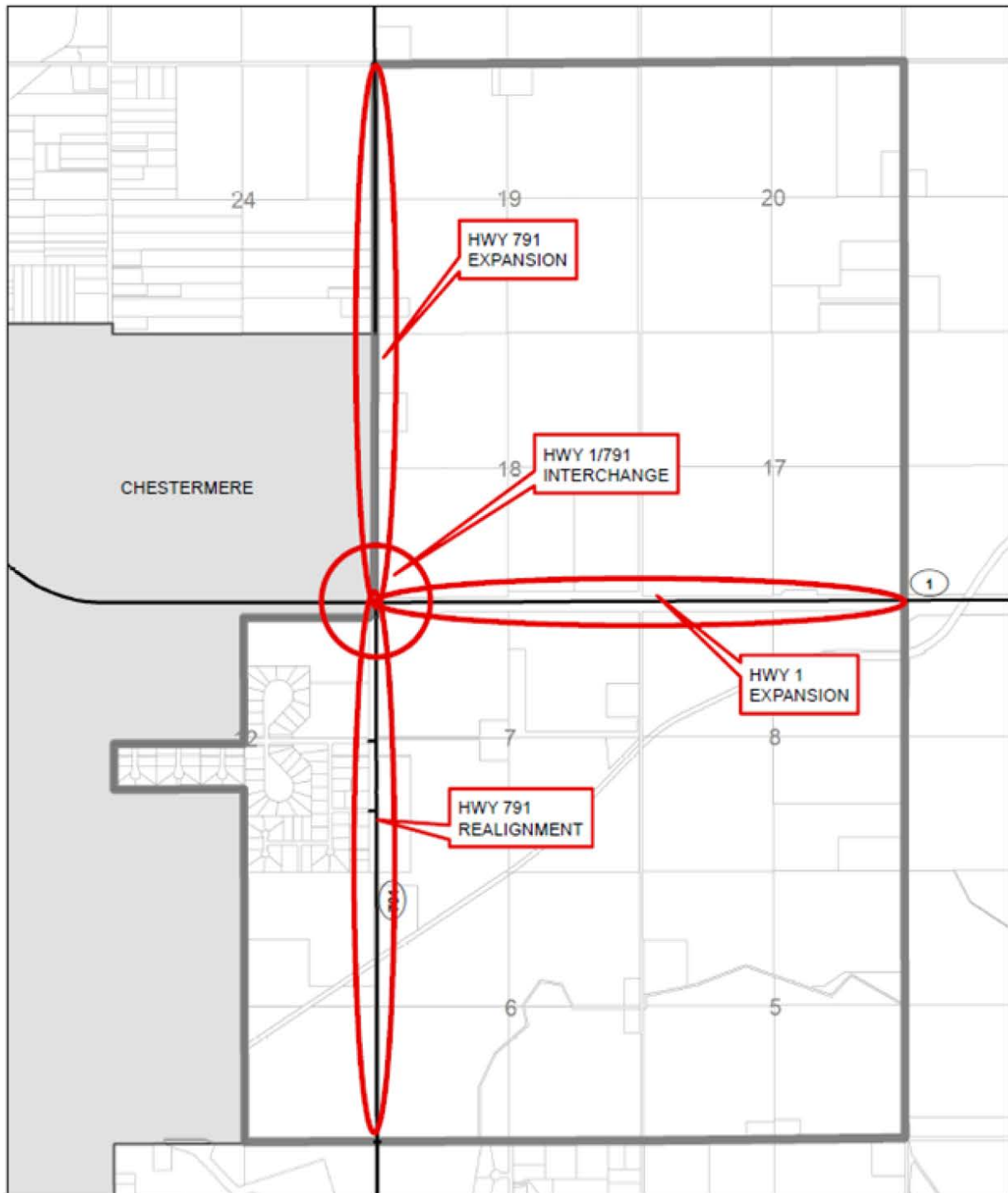
- Cost Share Funding from County of Highway 791 & Highway 1 Interchange (12.5%)
(Highway 791 Functional Planning Study – UMA/AECOM) \$15,148,646

Levy Cost Calculation: \$15,148,646 / 2,609 hectares = \$5,806/hectare or \$2,350/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.



MAP "G" - HIGHWAY 791 AND HIGHWAY 1 INTERCHANGE SPECIAL AREA 6

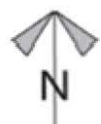


Map "G"
Special Area 6

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SCHEDULE "H"

HIGHWAY 560 AND HIGHWAY 797 IMPROVEMENTS SPECIAL AREA 7

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 HWY 560 and HWY 797 Improvements Special Area 7 Levy will fund the construction of area specific infrastructure as identified below.

Project Costs:

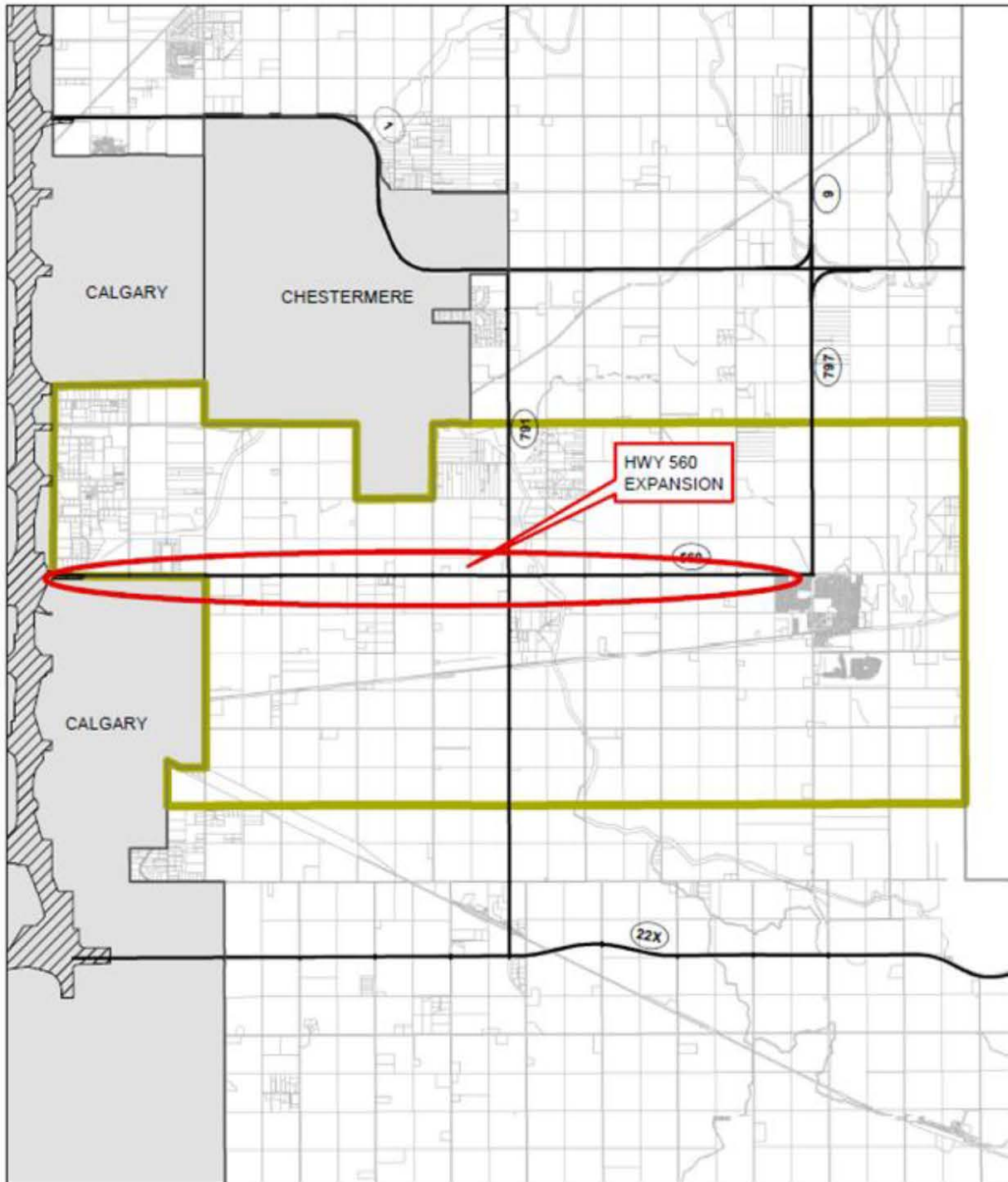
Special Area 7 Required Road Infrastructure Project Totals (Land & Construction):

- Cost Share Funding from County of Highway 791 & Highway 1 Interchange (12.5%)
(Highway 560:02 Calgary to Highway 797
Functional Planning Study – UMA/AECOM) \$10,950,000

Levy Cost Calculation: \$10,950,000/ 11,453 hectares = \$956/hectare or \$387/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.

MAP “H” - HIGHWAY 560 AND HIGHWAY 797 IMPROVEMENTS SPECIAL AREA 7



**Map “H”
Special Area 7**

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SCHEDULE "I"

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 HWY 22x and HWY 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):

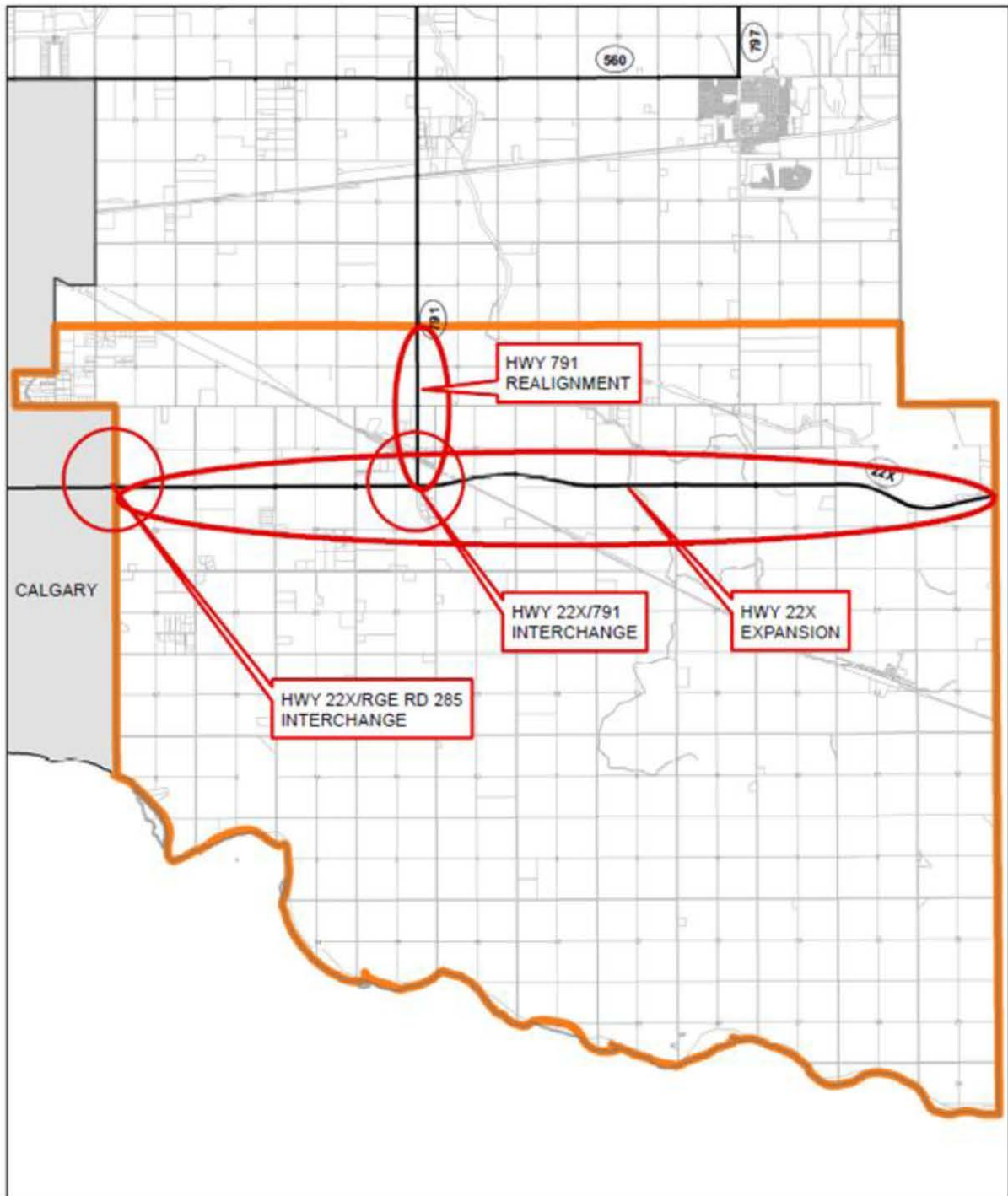
- Cost Share Funding from County of Highway 22x Corridor Improvements, including Highway Expansion, Interchanges at RR 285 and SH 791 and service roads (12.5%)
(Hwy 22x & Hwy 791 Functional Planning Study
Castleglen Consultants Inc.) \$30,475,000

Levy Cost Calculation: \$30,475,000/ 16,479 hectares = \$1,849/hectare or \$748/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.



MAP “I” - HIGHWAY 22x AND HIGHWAY 791 IMPROVEMENTS SPECIAL AREA 8



Map "I" Special Area 8

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SCHEDULE "J"

OFF-SITE LEVY SUMMARY

Off-Site Levy Schedule	Cost	Service Area Map
Schedule A-1: Urban Base Levy	\$11,354/ha (\$4,595/acre)	Map A
Schedule A-2: Rural Base Levy	\$11,354/ha (\$4,595/acre)	Map A
Schedule B: East Balzac Special Area 1 Levy	\$42,500/ha (\$17,200/acre)	Map B
Schedule C: Conrich Special Area 2 Levy	\$12,869/ha (\$5,208/acre)	Map C
Schedule D: Southeast Industrial Special Area 3 Levy	\$22,308/ha (\$9,028/acre)	Map D
Schedule E: Springbank Special Area 4 Levy	\$22,851/ha (\$9,247/acre)	Map E
Schedule F: HWY 22 & HWY 1 Interchange Special Area 5 Levy	\$4,381/ha (\$1,773/acre)	Map F
Schedule G: HWY 791 & HWY 1 Interchange Special Area 6 Levy	\$5,806/ha (\$2,350/acre)	Map G
Schedule H: HWY 560 & HWY 797 Improvements Special Area 7 Levy	\$956/ha (\$387/acre)	Map H
Schedule I: HWY 22x & HWY 791 Improvements Special Area 8 Levy	\$1,849/ha \$748/acre	Map I



SCHEDULE "K"

DEFINITIONS

- (a) **"Act"** means the *Municipal Government Act*, RSA 2000, c M-26 and all amendments thereto together with the *Off-Site Levies Regulation*, AR 187/2017 passed thereunder;
- (b) **"Accessory Building"** has the same meaning as in the Land Use Bylaw;
- (c) **"Accessory Use"** has the same meaning as in the Land Use Bylaw;
- (d) **"Agriculture"** or **"Agricultural"** means any Development or Subdivision for an "agricultural" or "agriculture" use as the term is defined and contemplated under the Land Use Bylaw;
- (e) **"Benefitting Areas"** means those Lands which are within the respective benefitting areas of the Regional Transportation Infrastructure components, as described in Schedules "A-1" through "I";
- (f) **"Boundary Adjustment"** means the adjustment of lot boundaries of parcels of Lands without the creation of additional lots;
- (g) **"Building"** has the same meaning as in the Land Use Bylaw;
- (h) **"Business"** means any Development or Subdivision for a "business" use as the term is defined and contemplated under the Land Use Bylaw including both Commercial and Industrial uses;
- (i) **"Bylaw"** means this Bylaw together with all schedules;
- (j) **"CAO"** means the Chief Administrative Officer appointed by Council for the County or his/her authorized designate;
- (k) **"Commercial"** means any Development or Subdivision for commercial use as contemplated under the Land Use Bylaw;
- (l) **"County"** means Rocky View County or the geographical area within its jurisdictional boundaries, as the context may require;
- (m) **"Council"** means the Rocky View County Council;
- (n) **"Development"** has the same meaning as provided in the Act;
- (o) **"Development Agreement"** means an agreement pursuant to sections 648, 650, 651, or 655 of the Act;
- (p) **"Development Area"** means the gross acreage of Lands which are the subject of the proposed Development or Subdivision including:



- (i) all Buildings and other structures;
- (ii) all driveway access areas;
- (iii) all areas required to be landscaped as a condition of the Development Permit or Subdivision approval;
- (iv) all storage and display areas directly associated with the Development or Subdivision;
- (v) all parking areas required for the Development or Subdivision;
- (vi) all areas utilized for the growing of crops which are the subject of the Development Permit;
- (vii) all areas to be designated as Reserve Lands or subject to exclusions below, as a condition of the Subdivision approval; and
- (viii) any areas that will be dedicated for roads or utilities as a condition of Subdivision or Development approval.

Notwithstanding the above, "Development Area" does not include the following:

- (i) with respect to Development Permits issued for a golf course within the use "Outdoor Participant Recreation Services", any portion of the Lands which is outside the scope of "Development Area" outlined above (i.e. the fairways, hazards, rough and greens); or
 - (ii) with respect to Subdivisions involving an existing Dwelling, the subdivided parcel that contains the existing Dwelling.
 - (iii) all areas designated environmental reserve or subject to an environmental reserve easement, each as defined within the Act, as a condition of Subdivision approval.
- (q) **"Development Authority"** has the same meaning as in the Land Use Bylaw;
 - (r) **"Development Permit"** has the same meaning as in the Land Use Bylaw;
 - (s) **"Dwelling"** has the same meaning as in the Land Use Bylaw;
 - (t) **"Farm Building"** has the same meaning as in the Land Use Bylaw;
 - (u) **"Farmstead"** means a single parcel of Land on which a habitable residence has been situated for a minimum of 10 years, which residence utilized in connection with the ranching or farming operation carried out on the Land, and which is located on a previously un-subdivided quarter section. The Farmstead may include associated Buildings and landscape improvements;
 - (v) **"First Parcel Out"** has the same meaning as within the Land Use Bylaw;



- (w) **"Industrial"** means any Development or Subdivision for an industrial use as contemplated in the Land Use Bylaw, but does not include Natural Resource Extraction;
- (x) **"Institutional"** means any Development or Subdivision for an institutional use as contemplated in the Land Use Bylaw;
- (y) **"Lands"** means private titled parcels of land in accordance with the *Land Titles Act*, R.S.A. 2000 Chapter L-4;
- (z) **"Land Use Bylaw"** means the County's Land Use Bylaw, as amended or replaced from time to time in accordance with the Act;
- (aa) **"Municipal Planning Commission Bylaw"** means Bylaw C-7967-2019 establishing the Municipal Planning Commission, as amended or replaced from time to time;
- (bb) **"Municipal Planning Commission"** means the municipal planning commission of the County as established pursuant to the Municipal Planning Commission Bylaw;
- (cc) **"Natural Resource Extraction"** means the extraction and processing of gravel including gravel pits and associated crushing operations;
- (dd) **"Off-Site Levy" or "Off-Site Levies"** means a levy or levies imposed and created by this Bylaw including but not limited to the Rural Base Levy and Urban Base Levy;
- (ee) **"Off-Site Levy Fund"** means a fund into which an Off-Site Levy together with any interest earned from the investment of the Off-Site Levy is deposited and kept in accordance with the Act;
- (ff) **"Regional Transportation Infrastructure"** means those Roads identified in Schedules "A-1" through "I".
- (gg) **"Reports"** means the following reports:
 - (i) "Rocky View County Future Network Analysis in Support of the Off-Site Levy" dated June, 2018 prepared by Watt Consulting Group; and
 - (ii) "Transportation Off-Site Levy Support Summary Report" dated June, 2018 prepared by Sedulous Engineering Inc.;
- (hh) **"Reserve Land"** has the same meaning as in the Act;
- (ii) **"Residential"** means any Development or Subdivision for residential use as contemplated under the Land Use Bylaw;
- (jj) **"Roads"** has the same meaning as in Part 17 of the Act and includes Transportation Infrastructure;
- (kk) **"Rural Base Levy Rate"** means the base Off-Site Levy rate that is applied to all non-Urban Development, including Natural Resource Extraction, as referenced in section 18 and described in Schedule "A-2" and Map "A";



- (ll) **"Subdivision"** has the same meaning as provided for in the Act;
- (mm) **"Subdivision Authority"** has the same meaning as in the Land Use Bylaw;
- (nn) **"Transportation Infrastructure"** has the same meaning as provided for in the Act;
- (oo) **"Urban Base Levy Rate"** means the base Off-Site Levy rate applied to Urban Development as referenced in section 17 and described in Schedule "A-1" and Map "A"; and
- (pp) **"Urban Development"** means any Subdivision or Development which:
 - (i) is for the purpose of, in whole or in part, Business or Institutional Development; or
 - (ii) with respect to Subdivision, creates Residential lots less than 1.99 ac in size and with piped water and sewer servicing.

Urban Development does not include any Subdivision or Development on Lands for the purpose of Natural Resource Extraction.