

**BYLAW 24-2023**  
**URBAN SERVICES AREA, COUNTRY RESIDENTIAL/ESTATE AND RURAL**  
**ROAD OFF-SITE LEVY BYLAW**

The *Municipal Government Act*, RSA 2000, c M-26, as amended, provides that a council of a municipality may enact a bylaw to provide for the imposition of off-site levies in respect of lands that are to be developed or subdivided, and to authorize agreements to be entered into in respect of the payment of the levies;

The County has engaged in consultation with representatives of the development industry to address and define existing and future infrastructure requirements of the County with respect to circumstances of the County and the benefits of development within the Urban Services Area, Country Residential/Estate and Rural Development Regions;

The County has prepared a Report respecting existing and future costs for Off-site Infrastructure for the Urban Services Area, Country Residential/Estate and Rural Development Regions which sets out a fair and equitable calculation of Off-Site Levies in accordance with the Municipal Government Act, RSA 2000, c M-26, as amended;

This Bylaw has been advertised pursuant to the requirements of the Municipal Government Act, RSA 2000, c. M-26, as amended; and

Council deems it desirable and expedient to impose certain off-site levies for the Urban Services Area, Country Residential/Estate and Rural Development Regions and to authorize agreements to be entered into in respect of the payment of the levies;

Council enacts:

**PART I – PURPOSE, DEFINITIONS, AND INTERPRETATION**

- |             |   |
|-------------|---|
| Purpose     | 1 The purpose of this Bylaw is to: <ul style="list-style-type: none"> <li>(a) provide for the imposition and payment of off-site levies in respect of lands within the Development Region that are to be developed or subdivided; and</li> <li>(b) authorize an agreement to be entered into in respect of the payment of off-site levies.</li> </ul> |
| Definitions | 2 In this Bylaw: <ul style="list-style-type: none"> <li>(a) "Act" means the <i>Municipal Government Act</i>, RSA 2000, c M-26, as amended or repealed and replaced from</li> </ul>  |

time to time;

- (b) "Agreement" means the "agreement" referred to in sections 648, 650 and/or 655 of the Act;
- (c) "Bylaw" means this off-site levy bylaw established by the County;
- (d) "Chief Commissioner" means the chief administrative officer of the County, or delegate;
- (e) "Council" means the council of the municipal corporation of Strathcona County;
- (f) "County" means the municipal corporation of Strathcona County, a specialized municipality established under the authority of the *Municipal Government Act*, RSA 2000, c M-26 and Order in Council 761/95; and
- (g) "Developable Land" means all land contained within the Development Region:
  - (i) upon which Development takes place after the date of passing of this Bylaw; or
  - (ii) for which Subdivision approval is obtained after the date of passing of this Bylaw;
- (h) "Development" means "development" as defined in section 616 of the Act;
- (i) "Development Region" includes the area of land, within the boundaries of the County, that is identified in Schedules "A-1", "A-2", "A-3", "A-4", and "A-5";
- (j) "Growth" shall mean:
  - (i) the creation of new lots through Subdivision; and
  - (ii) the occurrence of Development;
- (k) "Off-Site Infrastructure" means those components and projects referred to in the Report, in relation to water supply facilities and infrastructure, wastewater facilities and infrastructure, and transportation infrastructure, required for or impacted by a Subdivision or

Development;

- (l) "Off-Site Levy" means an off-site levy imposed pursuant to this Bylaw under the authority of the Act;
- (m) "Off-Site Levy Accounts" means the separate accounts for the funds collected from the Off-Site Levies for each type of Off-Site Infrastructure to be established and maintained for the purposes of receiving, holding and expending Off-Site Levies collected and disbursed under the authority of this Bylaw and the Act;
- (n) "Report" means the Summary of Leviable Infrastructure attached as Schedule "C"; and
- (o) "Subdivision" means "subdivision" as defined in section 616 of the Act.

Interpretation

- 3 The following rules apply to interpretation of this Bylaw:
  - (a) all schedules attached to this Bylaw form a part of this Bylaw;
  - (b) the word "including" means "including, but not limited to";
  - (c) headings, titles, margin notes, and preambles in this Bylaw are for ease of reference only;
  - (d) gender-specific words, phrases, and references are intended to be gender-neutral, and the singular includes the plural as the context requires;
  - (e) every provision of this Bylaw is independent of all other provisions and if any provision of this Bylaw is declared invalid by a Court, all other provisions of this Bylaw remain valid and enforceable; and
  - (f) references to bylaws and enactments in this Bylaw include amendments and replacement bylaws and enactments, and regulations and orders thereunder.

Compliance with Other Legislation

- 4 Nothing in this Bylaw exempts any person from complying with the requirements of any other bylaw or any federal, provincial, or municipal legislation, approval process, licensing or permitting regime.

## **PART II – OFF-SITE LEVIES AND DEVELOPER AGREEMENTS**

- Imposition of Levy
- 5 There is hereby imposed a levy which shall be known as an Off-Site Levy in respect of all Developable Land.
  - 6 The amount of the Off-Site Levy imposed is as calculated in Schedule "B".
  - 7 The Off-Site Levy is comprised of the Off-Site Infrastructure, and pursuant to the calculation details contained in this Bylaw and the Report.
  - 8 The Off-Site Levy will be assessed on all Developable Land (including roads, easements, public utility lots, municipal reserve dedication, stormwater management facilities, etc.) within the Development Region on a per hectare basis, excluding those portions of Developable Land that are designated pursuant to a Subdivision as:
    - (a) arterial or rural grid road rights of way;
    - (b) environmental reserve; and
    - (c) the County, at its sole discretion, may allow the exclusion of those lands dedicated for the preservation of trees, natural habitat, or parks and natural areas dedicated as MR if; it is over and above the 10% MR dedication requirements; not utilized for PUL or utility requirements; and provided the subject lands are deeded to the County.
  - 9 Unless an Agreement provides otherwise, the Off-Site Levy is due and payable at the times specified in Schedule "C" of this Bylaw.
  - 10 Where a party upon whom an Off-Site Levy is imposed fails, neglects or refuses to pay the Off-Site Levy, the County may, without limiting any other remedy available, refuse to endorse a plan of Subdivision or issue a Development permit in relation to the Developable Land until the Off-Site Levy has been paid in full or an Agreement has been entered into that provides for the payment of the Off-Site Levy.
- Objects, Principles and Criteria
- 11 The objects, principles and criteria of the Off-Site Levy shall be in accordance with the following:

- (a) This Bylaw creates an Off-Site Levy to provide funds for the construction of Off-Site Infrastructure required for Growth.
- (b) Off-Site Levies will provide the capital that will fund the infrastructure required for Growth. Those who benefit from the infrastructure, should share proportionally in related costs.
- (c) Provision of Off-Site Infrastructure by developers of Developable Land will not create an advantage or penalty due to the time or location of development.
- (d) Off-Site Infrastructure will be provided to maintain sustainable, cost effective and orderly Growth.
- (e) The calculation of the Off-Site Levy should be an open and transparent process.
- (f) All funds collected from the Off-Site Levy will be credited to separate and distinct, identifiable Off-Site Levy Accounts, which may be invested as per the County's investment policy until used for the construction of the specified Off-Site Infrastructure. The management of the Off-Site Levy Accounts should be an audited process, with reports available to the public and industry.
- (g) The Off-Site Levy will help allow the County to recover the cost of infrastructure required for Growth:
  - (i) using financing strategies that remain sustainable;
  - (ii) facilitating development by reducing risk on early developers and ensuring future developers share the costs of the facilities from which they benefit; and
  - (iii) promoting cost effective and orderly development.
- (h) The Off-Site Levy will help promote orderly development by:
  - (i) providing Off-Site Infrastructure, once the appropriate planning is in place, and when warranted in development; and

- (ii) providing infrastructure for contiguous development.
- (i) The Off-Site Levy will help create a transparent process by:
  - (i) providing opportunity for affected landowners and developers to provide input into the levy, its definition and administration, through good faith consultation;
  - (ii) conforming with the Act and the *Off-Site Levies Regulation*, Alta Reg 187/2017; and
  - (iii) providing reports on the Off-Site Levy.
- (j) The Off-Site Levy will help create a clear process for calculation of the rate, levies and credits by:
  - (i) creating consistent and predictable levies and credits;
  - (ii) creating predictable and stable levies over time; and
  - (iii) documenting a process for establishing the levy rate.

## Agreements

- 12 The entering into of an Agreement with respect to, amongst other things, the collection of an Off-Site Levy is hereby authorized.
- 13 Council delegates, to the Chief Commissioner, the authority to enforce and administer this Bylaw, including, but not limited to, the authority to enter into Agreements on behalf of the County, to defer or waive collection of the Off-Site Levy imposed pursuant to this Bylaw, and to provide for levy credits for other Off-Site Infrastructure constructed, or contributed to, by a developer in calculating and/or collecting an Off-Site Levy that becomes payable pursuant to this Bylaw.
- 14 Council may from time to time adopt policies or guidelines for the assistance and direction of the Chief Commissioner in determining which Development and Subdivision applications shall require an Agreement or where to defer or waive collection of the Off-Site Levy imposed pursuant

to this Bylaw, or to provide for levy credits.

15 Where it is determined that an Agreement is appropriate for any application for Development or Subdivision, the applicant or the owner, as the case may be, shall enter into an Agreement with the County and such Agreement shall ensure that:

(a) provision be made for the payment of the Off-Site Levy as specified in this Bylaw, or that provision may be made for the deferring of payment of the Off-Site Levies to a future time certain or uncertain, in which case a requirement for security for the payment of such deferred payment of any Off-Site Levy may be imposed; and

(b) no further Off-Site Levy for each type of Off-Site Infrastructure shall be required to be paid under Agreements for lands, which are the subject of the Development or Subdivision application, that have been subject to previously imposed Off-Site Levies and which previous Off-Site Levies have been collected in full, taking into account any levy credits that have been provided by the County.

16 In the event that any portion of the Developable Land is proposed to be developed for any purpose which is inconsistent with the use designated in Schedules "A-1", "A-2", "A-3", "A-4" or "A-5", the Off-Site Levies payable shall be calculated as if the said portion of the Developable Land was proposed to be developed for the use designated in Schedules "A-1", "A-2", "A-3", "A-4" or "A-5".

Accounting

17 All funds collected pursuant to this Bylaw shall be accounted for in the Off-Site Levy Accounts and expended only as permitted under the provisions of the Act.

18 There shall be separate Off-Site Levy Accounts for the Off-Site Levies for each of the Off-Site Infrastructure types; specifically, water supply facilities and infrastructure, wastewater facilities and infrastructure, stormwater and drainage facilities and infrastructure and transportation infrastructure.

Review of Levy Rates

19 The County shall review the Off-Site Levy rates once every three years and shall amend the Bylaw to update the Off-Site Levy rates accordingly.

20 In each year that the County does not conduct a review, the County will adjust the amount of the Off-Site Levy rate on December 31 of the non-review year by the annual percentage change of the Building Construction Price Index (non-residential) for the 12 month period from November of the year before the non-review year to November of the non-review year if the Building Construction Index is positive. If the percentage change is zero or negative, the Off-Site Levy rate shall not change. The change will be effective commencing January 1st of the year following the non-review year.

Annual Report

21 The Chief Commissioner shall report annually to Council regarding the Off-Site Levy in a format acceptable to Council. Notwithstanding the foregoing, the annual report shall at a minimum include information on:

- (a) the amount of each category of Off-Site Levy collected;
- (b) the construction of any components of the Off-Site Infrastructure;
- (c) the expenditure of any of the Off-Site Levies that have been collected;
- (d) the interest accrued to each of the Off-Site Levy Accounts; and
- (e) the balance held in each of the Off-Site Levy Accounts.

General

22 Nothing in this Bylaw precludes the County from:

- (a) imposing further or different levies, duly enacted by bylaw, on any portion of the Developable Lands in respect of which the County has not collected Off-Site Levies;
- (b) deferring collection of the Off-Site Levy for the stated objects of this Bylaw, on any portion of Developable Lands in respect of which the County imposed Off-Site Levies, including requiring security for payment of such deferred Off-Site levies; or
- (c) reducing or forgiving payment of the Off-Site Levies required pursuant to this Bylaw, or otherwise providing for credits for other Off-Site Infrastructure constructed



by a developer in calculating and/or collecting the Off-Site Levies that become payable pursuant to this Bylaw or any portion of the Developable Lands in respect of the other off-site leviable infrastructure and facilities not provided for in this Bylaw.

23 The Schedules to this Bylaw may be amended from time to time by Council.

**PART III – TRANSITIONAL AND REPEAL**

Transitional            24 Where prior to 2023 an agreement which makes provisions for the payment of Off-Site Levies has been entered into between the County and an owner of a portion of the Developable Land, the provisions of the bylaw which established the amount of the Off-Site Levy shall continue in force as if this Bylaw or any intervening off-site levy bylaw had not been enacted unless otherwise specified in an agreement.

Repeal                    25 Bylaw 22-2022 is repealed.

FIRST READING: \_\_\_\_\_

SECOND READING: \_\_\_\_\_

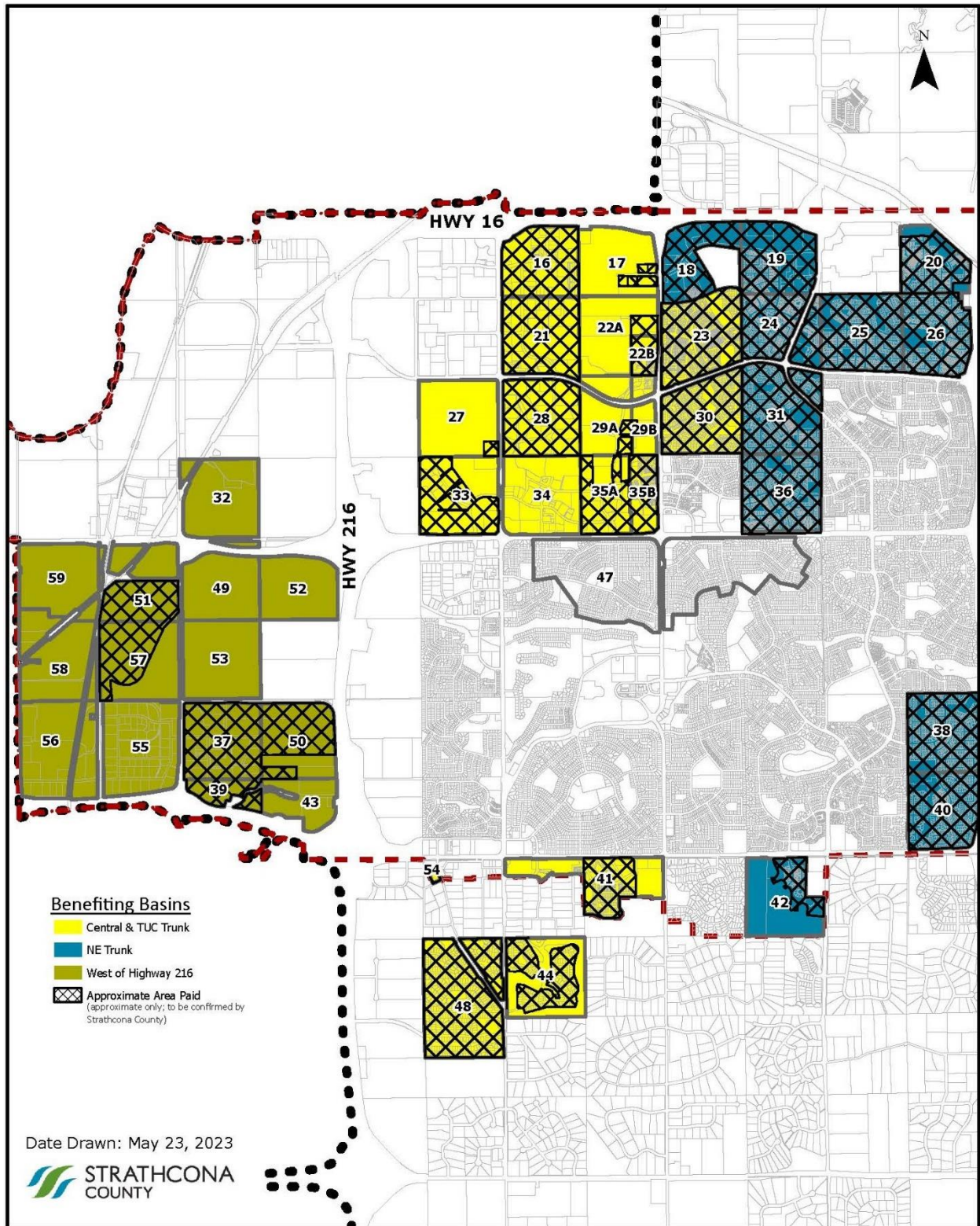
THIRD READING: \_\_\_\_\_

SIGNED THIS \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
DIRECTOR, LEGISLATIVE AND LEGAL SERVICES

# SCHEDULE "A-1" URBAN SERVICES AREA WASTEWATER TRUNKS BENEFITING AREAS

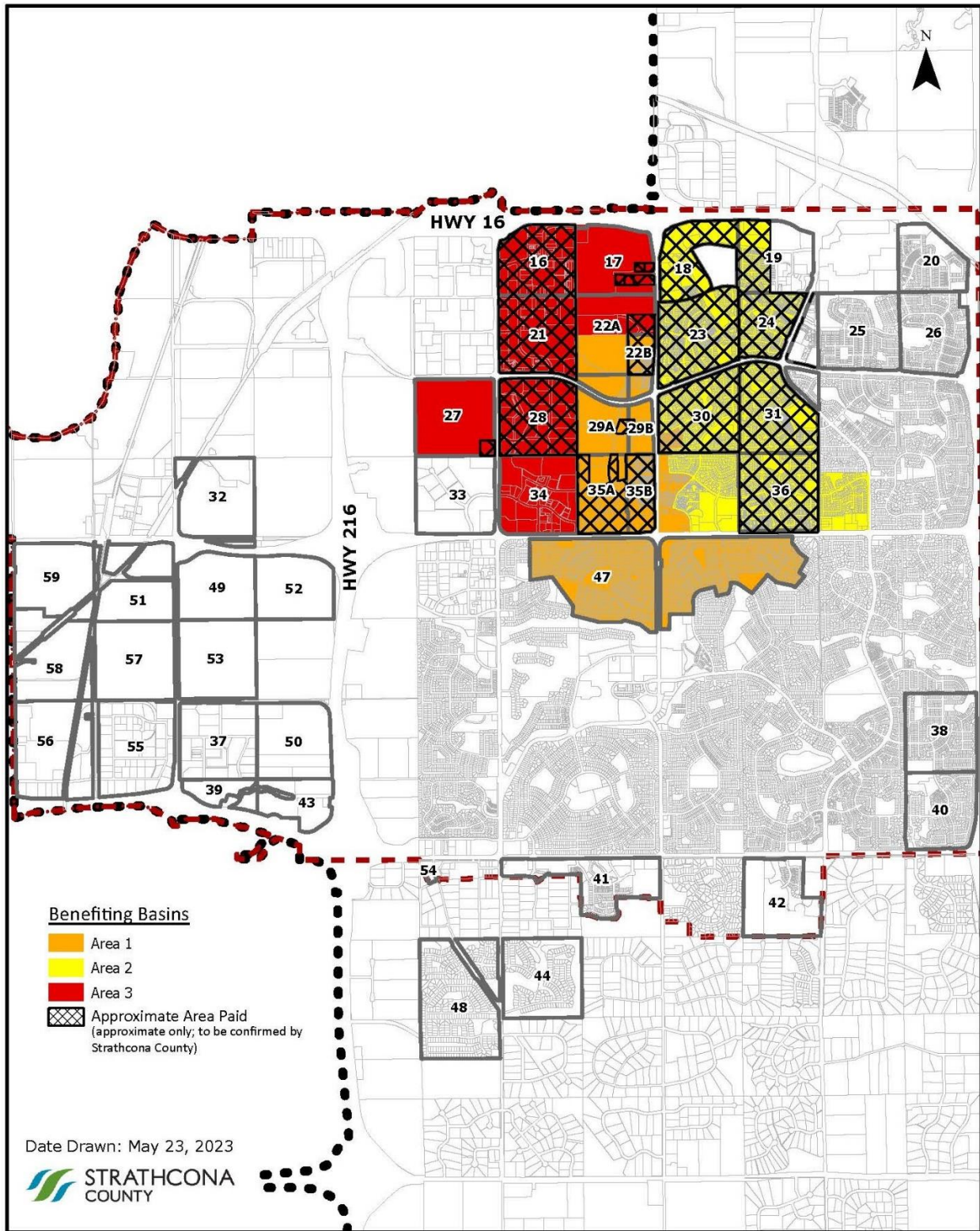


**Benefiting Basins**  
 Central & TUC Trunk  
 NE Trunk  
 West of Highway 216  
 Approximate Area Paid  
(approximate only; to be confirmed by Strathcona County)

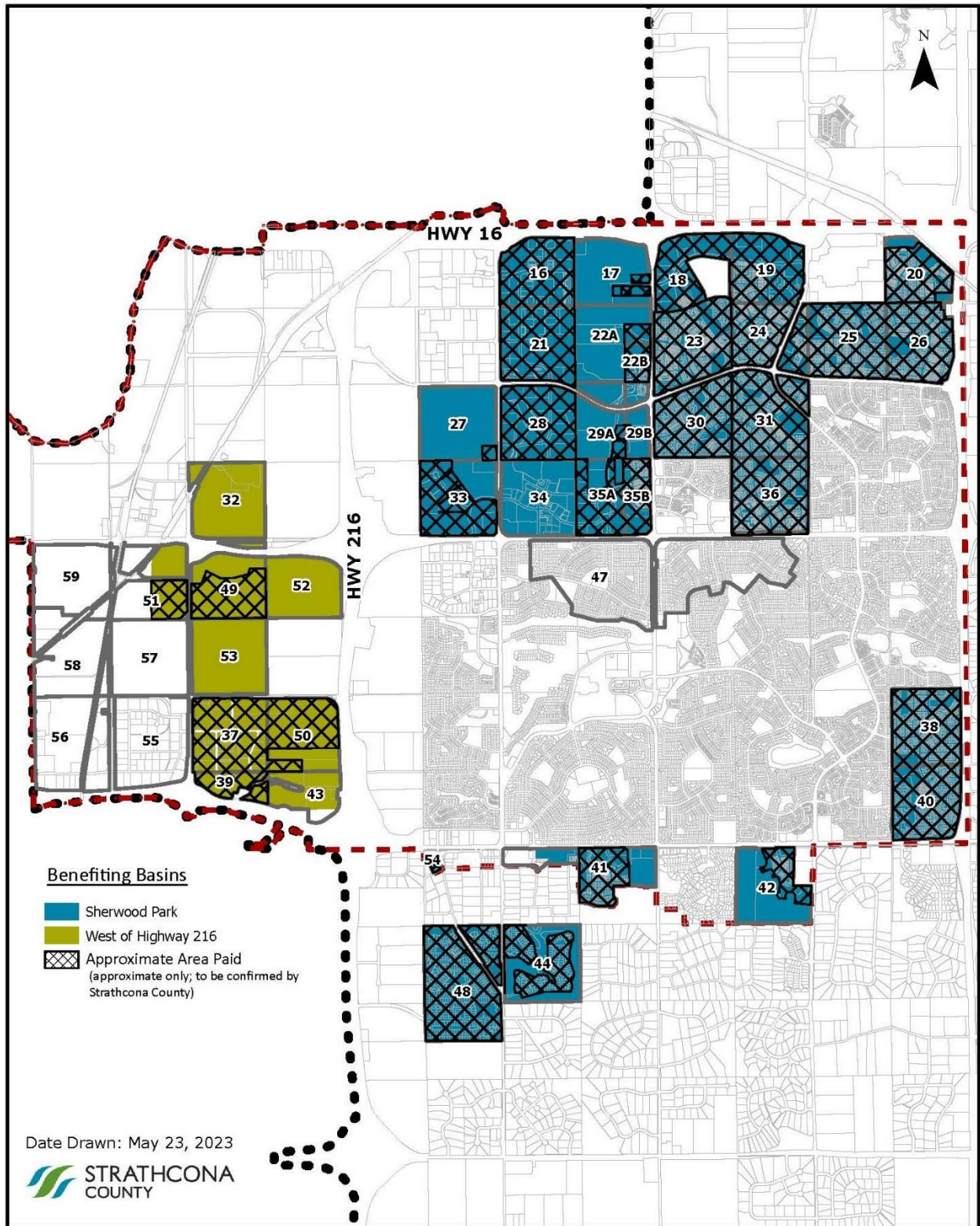
Date Drawn: May 23, 2023



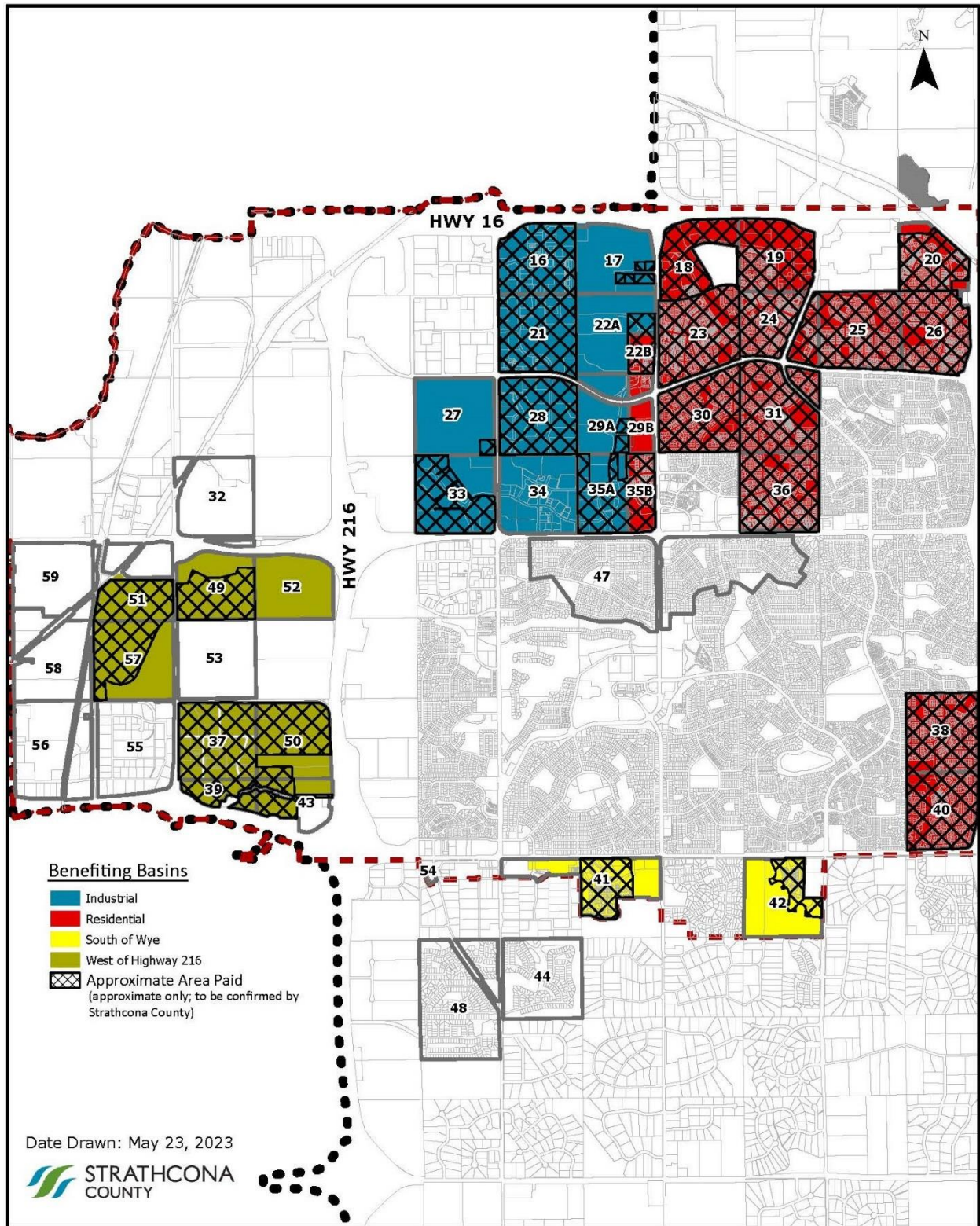
# SCHEDULE "A-2" URBAN SERVICES AREA DRAINAGE BENEFITING AREAS



# SCHEDULE "A-3" URBAN SERVICES AREA WATERMAINS BENEFITING AREAS

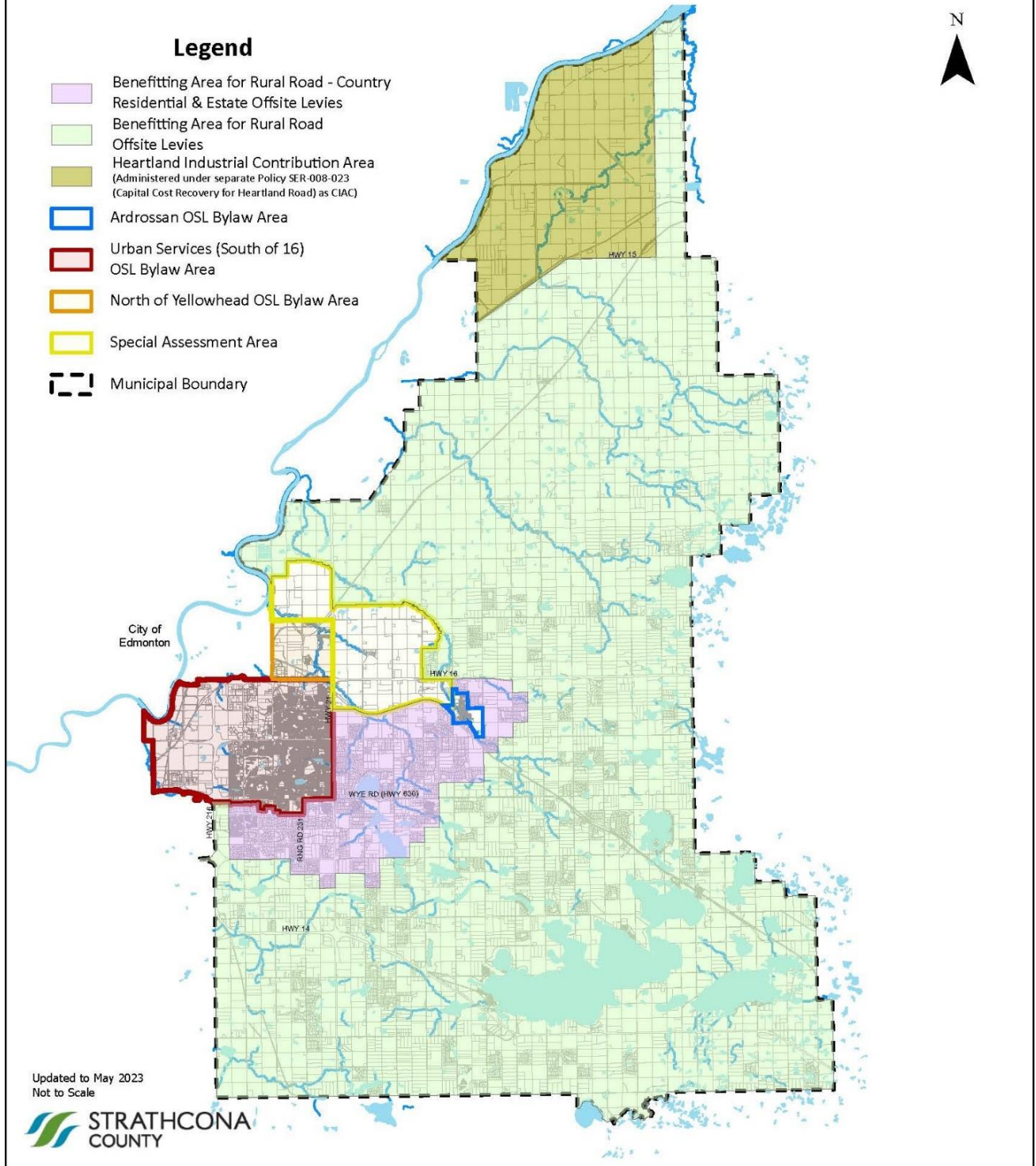


# SCHEDULE "A-4" URBAN SERVICES AREA ARTERIAL ROADS BENEFITING AREAS



## SCHEDULE "A-5" RURAL ROAD LEVIES BENEFITTING AREAS

The following map illustrates the geographic areas and Development Regions within the Rural Services Area of the County. Despite any changes made to grades or changes to natural drainage courses that might occur, the levies will be imposed according to the Development Regions indicated on this map.



**SCHEDULE "B"  
OFF-SITE LEVY RATES**

The Off-Site Levies payable pursuant to the Bylaw shall be in accordance with the following tables:

**URBAN SERVICES AREA (SOUTH OF HWY 16) OFF-SITE LEVY RATES**

**RESIDENTIAL:**

<b>North of Wye Rd, Northwest/TUC Trunk Benefiting Area</b>	<b>Amount Per Gross Developable Hectare</b>
Wastewater Trunks (NW/TUC)	\$1,231
Water Transmission Mains	\$13,966
Stormwater	See Sherwood Park Drainage Rates Below
Arterial Roads	\$0

<b>North of Wye Rd, Central/North Trunk Benefiting Area</b>	<b>Amount Per Gross Developable Hectare</b>
Wastewater Trunks (Central/N)	\$12,001
Water Transmission Mains	\$13,966
Stormwater	See Sherwood Park Drainage Rates Below
Arterial Roads	\$0

<b>North of Wye Rd, Northeast Trunk Benefiting Area</b>	<b>Amount Per Gross Developable Hectare</b>
Wastewater Trunks (NE)	\$5,265
Water Transmission Mains	\$13,966
Stormwater	See Sherwood Park Drainage Rates Below
Arterial Roads	\$0

**MIXED USE:**

<b>South of Wye Rd, Northwest/TUC Trunk Benefiting Area</b>	<b>Amount Per Gross Developable Hectare</b>
Wastewater Trunks (NW/TUC)	\$1,231
Water Transmission Mains	\$13,966
Stormwater	n/a
Arterial Roads (South of Wye)	\$30,250
<b>TOTAL</b>	<b>\$45,447</b>

<b>South of Wye Rd, Northeast Trunk Benefiting Area</b>	<b>Amount Per Gross Developable Hectare</b>
Wastewater Trunks (NE)	\$5,265
Water Transmission Mains	\$13,966
Stormwater	n/a
Arterial Roads	\$30,250
<b>TOTAL</b>	<b>\$49,481</b>

**INDUSTRIAL:**

<b>Industrial (Area 1 - East of Hwy 216), Northwest/TUC Trunk Benefiting Area</b>	<b>Amount Per Gross Developable Hectare</b>
Wastewater Trunks (NW/TUC)	\$1,231
Water Transmission Mains	\$13,966
Stormwater	See Sherwood Park Drainage Rates Below
Arterial Roads (Industrial Area 1)	\$27,645

<b>Industrial (Area 1 - East of Hwy 216), Central/North Trunk Benefiting Area</b>	<b>Amount Per Gross Developable Hectare</b>
Wastewater Trunks (Central/N)	\$12,001
Water Transmission Mains	\$13,966
Stormwater	See Sherwood Park Drainage Rates Below
Arterial Roads (Industrial Area 1)	\$27,645

<b>West of Hwy 216 Benefiting Area</b>	<b>Amount Per Gross Developable Hectare</b>
Wastewater Trunks	* Contact the County for current connection charges and contributions
Water Transmission Mains	\$13,966
Stormwater	n/a
Arterial Roads	* Contact the County for current connection charges and contributions

*\* Sanitary Sewer and Arterial Road Levy rates for the industrial lands West of Hwy 216 are not included in the levy bylaw, however connection charges and contributions in aid of construction will be assessed through developer agreements.*

**SHERWOOD PARK DRAINAGE:**

<b>Drainage Benefiting Area</b>	<b>Amount Per Gross Developable Hectare</b>
Area 1	\$3,378
Area 2	\$0
Area 3	\$8,128



**Country Residential/Estate and Rural Road Off-Site Levy Rates & Charges**

**COUNTRY RESIDENTIAL/ESTATE:**

**Urban Water/Wastewater Level of Service (LOS):**

<b>Northwest/TUC Trunk Benefiting Area, outside of USA</b>	<b>Amount Per Gross Developable Hectare</b>
Wastewater Trunks (NW/TUC)	\$1,231
Water Transmission Mains	\$13,966
<b>TOTAL</b>	<b>\$15,197</b>
<b>Plus Rural Road Off-Site Levy of \$24,495/Lot</b>	Varies Based on Number of Lots

**Trickle Water / STEP Sewer (Rural LOS):**

<b>Northwest/TUC Trunk Benefiting Area (see also Fees, Rates and Charges Bylaw)</b>	<b>Per Lot Charge</b>
Wastewater Trunks (NW/TUC) \$1,231 / 10 lots per ha =	\$123
Rural Road Off-Site Levy	\$24,543
<b>TOTAL</b>	<b>\$24,666</b>

<b>Northeast Trunk Benefiting Area (see also Fees, Rates and Charges Bylaw)</b>	<b>Per Lot Charge</b>
Wastewater trunks (NE) \$5,265 / 10 lots per ha =	\$527
Rural Road Off-Site Levy	\$24,543
<b>TOTAL</b>	<b>\$25,070</b>

\* Country Residential/Estate wastewater charges are based on assumed typical 10 lots per hectare density.

**RURAL:**

<b>RURAL ROAD OFF-SITE LEVIES</b>	<b>Per Lot Charge</b>
Rural Roads within Country Residential/Estate Areas	\$24,543
Rural Roads (other, not including Heartland Area)	\$7,311

**SCHEDULE "C"  
SUMMARY OF LEVIABLE INFRASTRUCTURE REPORT**

**URBAN SERVICES AREA (SOUTH OF HIGHWAY 16)  
COUNTRY RESIDENTIAL/ESTATE AND  
RURAL ROAD**

**2023**



INFORMATION COMPILED BY:

PLANNING AND DEVELOPMENT SERVICES  
FINANCIAL AND STRATEGIC SERVICES  
UTILITIES  
TRANSPORTATION ENGINEERING AND OPERATIONS

# INDEX

	<b>PAGE</b>
<b>SECTION 1 - GENERAL CRITERIA .....</b>	<b>20</b>
1.1 CAPITAL COST FUNDING ALLOCATIONS .....	20
1.2 LEVY ASSESSMENT .....	21
1.3 DETERMINATION OF BENEFITING AREA.....	22
<b>SECTION 2 - WASTEWATER.....</b>	<b>25</b>
2.1 OVERVIEW .....	25
2.2 WASTEWATER FACILITIES FUNDED BY OFF-SITE LEVIES .....	25
<b>SECTION 3 – STORMWATER .....</b>	<b>29</b>
3.1 OVERVIEW .....	29
3.2 DRAINAGE FACILITY UPGRADES FUNDED BY OFF-SITE LEVIES .....	29
<b>SECTION 4 - WATER FACILITIES .....</b>	<b>31</b>
4.1 OVERVIEW .....	31
4.2 WATER FACILITIES FUNDED BY OFF-SITE LEVIES.....	31
<b>SECTION 5 – TRANSPORTATION .....</b>	<b>35</b>
5.1 OVERVIEW .....	35
5.2 ROAD RIGHT-OF-WAY REQUIREMENT .....	35
5.3 TRANSPORTATION GRANTS .....	36
5.4 NOISE ATTENUATION FACILITIES .....	36
5.5 ARTERIAL ROAD ACCESSES AND INTERSECTIONS.....	36
5.6 ARTERIAL ROADWAY LANDSCAPING AND PEDESTRIAN LINKAGES.....	37
5.7 ARTERIAL ROAD CONSTRUCTION PROGRAMS .....	37
5.8 SUBDIVISION IDENTIFICATION FEATURES .....	37
5.9 UNDERGROUND POWER COSTS .....	37
5.10 CONSTRUCTION COST ESTIMATES .....	37
5.11 TRANSPORTATION FACILITIES FUNDED BY OFF-SITE LEVIES .....	38
5.12 RURAL ROAD OFF-SITE LEVIES.....	43
5.13 COUNTRY RESIDENTIAL/ESTATE OFF-SITE LEVIES .....	44

## **SECTION 1 - General Criteria**

### **1.1 CAPITAL COST FUNDING ALLOCATIONS**

A summary of developer and capital funding allocations for new development is as follows:

#### **1.1.1 On-site Water Distribution, Wastewater, Storm Sewer & Local/Collector Transportation Systems**

- a. Funded by developer
- b. Developer designs and constructs

#### **1.1.2 Oversizing of on-site Water, Wastewater, Stormwater & Local/Collector Transportation Systems**

- a. Funded by the developer
- b. Developer designs and constructs
- c. Developer costs recovered from adjacent undeveloped benefiting lands when they develop, based on cost of oversizing
- d. Oversizing is typically identified at the detailed subdivision design stage and the cost would be recoverable under the associated Agreement
- e. For clarity, oversizing is defined as the extra cost over and above what is required to service the adjacent local development area

#### **1.1.3 Water Storage, Pumping and Supply / Treatment Facilities**

- a. Funded by the County
- b. County designs and constructs
- c. Capital costs recovered through utility rates and/or local improvement assessments

#### **1.1.4 Water Transmission Lines**

- a. Funded by the developer
- b. County typically finances, designs and constructs
- c. Within the Urban Services Area, costs are recovered through Off-Site Levies
- d. Within the Country Residential/Estate and rural development areas, costs are recovered through a combination of "contributions in aid of construction", utility rates, and connection fees as established and set forth under the County's Fees, Rates and Charges Bylaw

#### **1.1.5 Wastewater Treatment and Disposal**

- a. Capital costs of treatment and disposal for all systems tied into a County system are recovered through utility rates
- b. Private sewage treatment systems are designed, constructed and funded by the developer or property owner

### 1.1.6 Off-Site Wastewater Collection Systems

- a. Funded by developer
- b. County and/or Developer designs and constructs
- a. Within the Urban Services Area, costs are recovered through Off-Site Levies
- c. Costs of upgrading collector trunk lines to meet infiltration standards of 0.28 L/sec/ha are proportionately allocated to existing developed benefiting areas through utility rates and benefiting Developable Land through Off-Site Levies
- d. Within the Country Residential/Estate and rural development areas, costs are recovered through a combination of "contributions in aid of construction", utility rates, and connection fees as established and set forth under the County's Fees, Rates and Charges Bylaw

### 1.1.7 Stormwater Management Facilities

- a. Developers are responsible for the design and construction of stormwater management facilities with cost sharing arrangements established through Agreements
- b. A portion of the capital costs of the off-site or regional facilities constructed by the County in the NW Sherwood Park drainage basin are recovered through Off-Site Levies

### 1.1.8 Off-Site Transportation Systems – Arterial Road Upgrades

- a. Funded by developer based on proportional share of projected traffic generation
- b. County and/or Developer designs and constructs
- c. Within the Urban Services Area, proportional costs are recovered through Off-Site Levies
- d. Within the Country Residential/Estate and rural development areas, road upgrades required by new development are recovered through a levy per parcel, assessed at the subdivision or development permit stage

### 1.1.9 Council Approval

- a. All capital projects to be designed, constructed and/or funded by the County are subject to Council approval in accordance with the Act.

## **1.2 LEVY ASSESSMENT**

### 1.2.1 Levy Calculations

Levy calculations are based upon actual costs, if available, or engineering cost estimates for proposed developer and capital projects.

Once projects are complete, Off-Site Levy calculations to be updated prior to the next Off-Site Levy review and Bylaw amendment, to include actual costs of completed work, including County financing costs if applicable.

### **1.3 DETERMINATION OF BENEFITING AREA**

#### **1.3.1 Development Region**

The Urban Services Area Development Region is the area generally bounded by Highway 16 to the north, Highway 21 to the east, Wye Road (and the urban development areas south of Wye Road) to the south and the City of Edmonton limits to the west. A mix of residential, commercial and industrial land uses are planned for the Region, as established under the County's Municipal Development Plan (MDP), North of Lakeland Drive Area Concept Plan (ACP), and numerous adopted Area Structure Plans. The Region contains a benefiting area of the Off-Site Levies comprising of approximately 2,307 hectares of gross area, of which approximately 181 hectares are identified as already developed or identified as non-developable land (i.e., environmental reserve and municipal reserve). See Schedules "A-1", "A-2", "A-3", and "A-4". Of the net Developable Land (2,126 hectares) remaining before starting development within the Region, 1,438 hectares have developed (prior to 2023) in the Region so far, and a remaining 687 hectares of Developable Land remains to be developed.

The Country Residential Development Region is the benefiting area of the Off-Site Levies comprising ~8,000 hectares of gross area located immediately south and east of the Urban Service Area and around the Hamlet of Ardrossan. Country Residential Area Concept Plan Bylaw 18-2022 provides a comprehensive land use framework to guide future subdivision and development of this region within the County. The Country Residential Development Region is included within the boundaries of the County that is identified in purple in Schedule "A-5".

The Rural Road Development Region encompasses ~104,500 hectares of gross area and is located within the boundaries of the County as identified in Schedule "A" of the Bylaw. This Region is the remaining benefiting area of the Off-Site Levies located within the County, excluding lands located in the Urban Services Area, Local Employment Area, Hamlet of Ardrossan, Country Residential Area and the quadrant northwest of Highway 15 and Highway 830 (Heartland Industrial Contribution Area). Land Use in this region is generally guided by the Large Agricultural Holdings, Small Agricultural Holdings, Beaver Hills, and Hamlet Policy Areas established within the County's Municipal Development Plan. The Rural Development Region area is included within the boundaries of the County that is identified in green in Schedule "A-5".

#### **1.3.2 Levy Payment Policies**

Except as otherwise included within an Agreement, each Agreement entered into by the County in respect of any of the Developable Land shall make

provision for payment of all Off-Site Levies imposed by this Bylaw at the following times:

- a. Levies shall be paid on a parcel by parcel basis at the time of title transfer by the developer or as otherwise required in accordance with a condition of a subdivision approval or development permit issued by the County. The calculation of the charge for each parcel shall be calculated by taking the gross hectares of the development area multiplied by Off-Site Levies and divided by the number of saleable lots within that particular stage.
- b. All levies shall be paid by the developer to the County no later than one year following the date of execution of the Agreement. Caveats protecting the County's financial interest shall be registered on all applicable titles at the developer's expense.
- c. Interest on overdue Off-Site Levies shall be calculated from 12 months following the date of execution of the Agreement or as otherwise required in accordance with a condition of a subdivision approval or development permit, at a rate per annum equal to the Bank of Canada prime lending rate plus 2%, and such interest rate shall be adjusted from time to time in accordance with any change to such prime rate. For purposes of such interest calculation, the prime rate established on the first business day of a particular calendar month shall be utilized and deemed the prime rate for that entire calendar month.
- d. Any developer or its representative, who has been issued a notice of default with the County or has failed to pay any off-site levies, fees or contributions within 30 days of the invoiced date shall be subject to the following:
  - i) For the first documented default or payment failure, they shall be required to pay 50% of the Off-Site Levies or contributions payable prior to registration of the plan of subdivision. The remainder of the unpaid Off-Site Levies shall be paid no later than one year following the date of execution of the Agreement.
  - ii) For the second documented default or payment failure, that developer shall be required to pay 100% of the Off-Site Levies and contributions owing prior to registration of the plan of subdivision.
  - iii) For the third documented default or payment failure, that developer shall be required to pay 100% of all the Off-Site Levies and contributions owing in conjunction with the execution of the Agreement.
  - iv) Where a developer who has been subject to clauses i) through iii) above, and has made all payments of levies and contributions as required for the greater of, a minimum of two associated Agreements or five years, that developer may be eligible to the payment method in subsection i) above, at the County's discretion.

**\*\* Recognizing that individuals and corporations operate under many different legal entities, the developer shall include individuals, corporations, employees or representative**

***associated with the developer and shall not be tied to a specific corporation or entity.***

- e. Where any developer or its representative is currently in default of any of its obligations related to any previous Agreement, subdivision approval or development permit, the County may, in its sole discretion, defer entering into new Agreements or addendums until such time as all defaults have been rectified to the satisfaction of the County.



## **SECTION 2 - Wastewater**

### **2.1 OVERVIEW**

The County will provide a safe, reliable wastewater collection system at an acceptable urban level of service.

The cost of wastewater facilities are to be shared equitably by the benefiting areas.

In the case of wastewater trunks located internally within a subdivision, to provide both trunk and local collection functions, only the oversizing cost shall be included in the Off-Site Levies. In this case, local collection sewers are those that have service connections to abutting lots. For clarity in this situation, oversizing is defined as the extra cost of the trunk over and above what is required to service the adjacent local development area.

### **2.2 WASTEWATER FACILITIES FUNDED BY OFF-SITE LEVIES**

#### **2.2.1 Sherwood Park Northeast & Central Trunks**

- a. The Northeast and Central Trunks were purchased from AMHC in 1989
- b. These mains are fully constructed and debentures are retired
- c. Levies relate to the repayment of the \$10.4 million from general revenues used in the AMHC acquisition, of which \$5,408,000 is the Northeast and Central Wastewater Trunks' proportionate share

#### **2.2.2 ACRWC Wet Weather Flow Management Trunk Upgrades**

- a. The existing trunks are completely constructed and include the Northeast Trunk, the Central/North Trunk and the TUC/Northwest Trunk
- b. In order to address servicing needs of current engineering design standards based on an infiltration allowance of 0.28 L/s/ha, as well as changes to land uses in the Municipal Development Plan since 1989, upgrading of the trunk capacities is required
- c. The upgrading will provide a continued level of service acceptable for both existing and new development in the benefiting areas and replaces, in part, the need for previously identified Level of Service Wastewater Storage
- d. This cost has been proportionately allocated within each respective benefiting area
- e. Flow monitoring and hydraulic modeling identify that the existing trunk sewers within Sherwood Park do not have capacity to service all of the lands south of Wye Rd, and additional onsite infrastructure may be required by those developments

2.2.5 34 St & 84 Ave – Gold Bar Wastewater Treatment Plant to 84 Ave (City of Edmonton Connection)

- a. Under the proposed Wastewater Treatment and 34<sup>th</sup> Street Trunk Agreement between the City of Edmonton and the County, the County is responsible for approximately half of the estimated capital costs of \$16,800,000 of the required trunk. The benefiting area includes Sherwood Industrial area north of Wye Rd in the 84 Ave service area (see Table 2.1)
- b. Phase 1A has been complete with remaining stages pending negotiations with the City of Edmonton
- c. Within this benefiting area, developers shall pay a “contribution in aid of construction”
- d. The amount of contribution required by the developer shall be determined and payable pursuant to their Agreement and will go towards the specific capital asset required within this benefiting area

2.2.6 Country Residential/Estates Wastewater Contributions

Where Country Residential/Estate developments are serviced with municipal wastewater, though the Capital Cost Recovery for Wastewater Servicing in the Country Residential Area Policy, developers shall, in addition to “contributions in aid of construction”, pay a connection fee as established by the County’s Fees, Rates and Charges Bylaw. This connection charge contribution will go towards the specific capital asset in that particular benefiting area.

**Table 2.1**

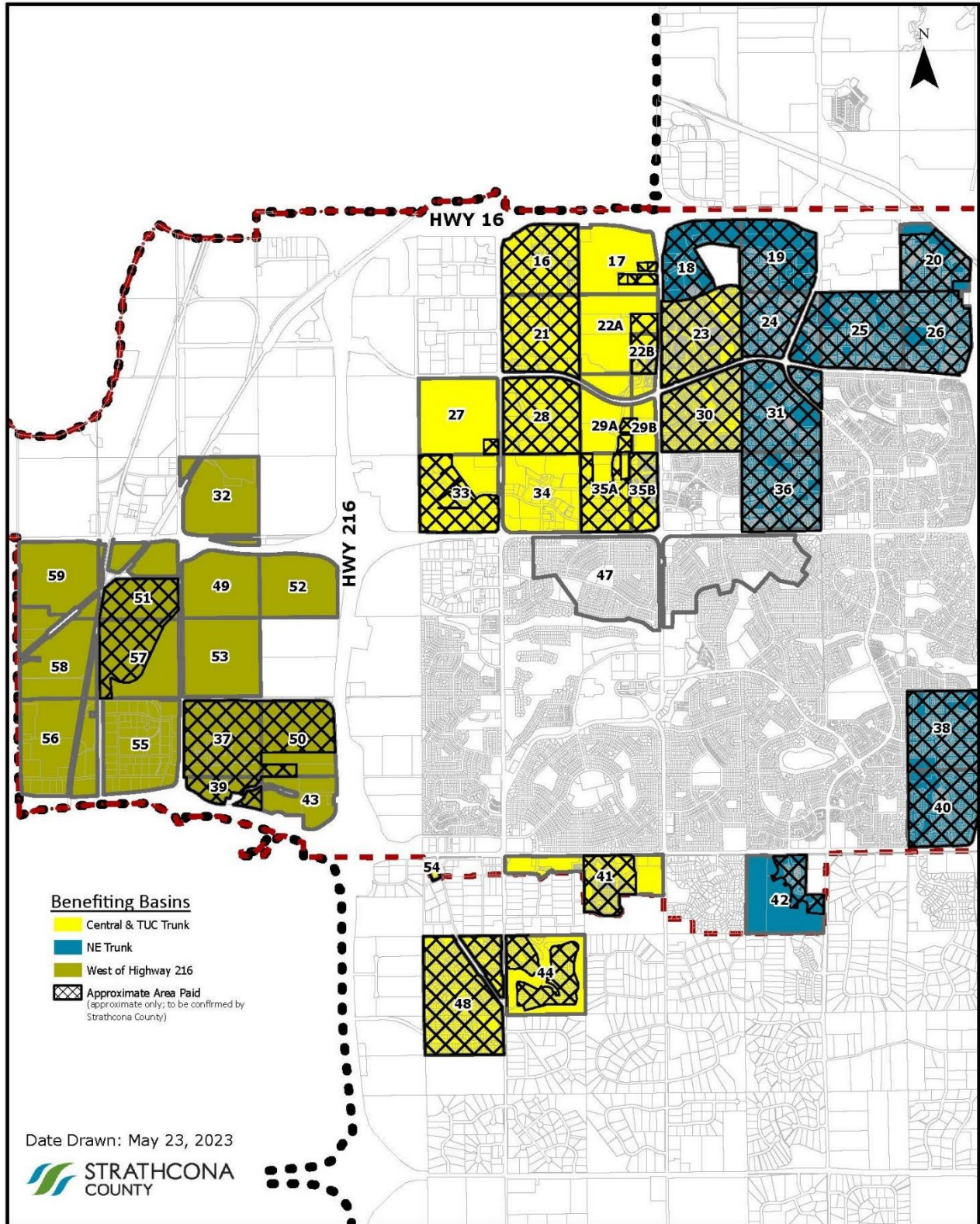
**Urban Services Area (South of Hwy 16)  
2023 Wastewater Facilities Cost Estimates**

Project Description	Project Cost Estimates	Developer Levy Costs
34 St Sanitary Trunk Upgrading - Phase 1A	\$325,417	\$159,454
34 St Sanitary Trunk Upgrading - Phase 2	\$6,000,000	\$2,940,000
34 St Sanitary Trunk Upgrading - Phase 3	\$700,000	\$343,000
34 St Sanitary Trunk Upgrading - Phase 4	\$2,000,000	\$980,000
34 St Sanitary Trunk Upgrading - Phase 5	\$7,800,000	\$3,822,000
TUC Upgrade - Phase 2	\$964,484	\$125,383
TUC Upgrade - Phase 3	\$1,918,703	\$249,431
NE Wastewater Line Emerald Hills	\$174,173	\$174,173
Central Sanitary Trunk Upgrade - Phase 1	\$2,101	\$1,135

ACRWC Wet Weather Management - Northwest Trunk	\$8,500,000	\$443,380
ACRWC Wet Weather Management - North/Central Trunk	\$7,500,000	\$2,156,324
ACRWC Wet Weather Management - Northeast Trunk	\$8,500,000	\$417,991

Figure 2.1

### Urban Services Area (South of Hwy 16) Wastewater Levy Basin



## SECTION 3 – Stormwater

### 3.1 OVERVIEW

The drainage plan for NW Sherwood Park has been established by a report completed by Stantec Consulting in 2000. The major focus of this plan is the diversion of 210 hectares of runoff from Culvert 1, crossing Hwy 16 at Hwy 216 to Culvert 9, west of Sherwood Dr on Hwy 16. The purpose of the diversion is to reduce downstream flows from Culvert 1, by diverting these flows to Culvert 9. The benefiting lands have been split into three areas as discussed below.

All onsite stormwater management to accommodate new development runoff is to be designed and constructed as onsite infrastructure, without any associated Off-Site Levies being applicable at this time.

### 3.2 DRAINAGE FACILITY UPGRADES FUNDED BY OFF-SITE LEVIES

#### 3.2.1 Area One – Pond 115

The estimated costs as shown in Table 3.1 for the outfall and upstream work are proportionately allocated to Off-Site Levies on new undeveloped benefiting lands and on existing developed benefiting areas through utility rates.

#### 3.2.2 Area Two – Culvert 9

The costs for lands lying east of Sherwood Dr and west of Clover Bar Rd for Culvert 9 have now been included for provincial funding as part of the Hwy 16 upgrades and no longer required to be proportionately allocated to Off-Site Levies on new undeveloped benefiting lands or on existing developed benefiting areas through utility rates.

#### 3.2.3 Area Three – Culvert 9 Downstream Drainage Conveyance

Construction costs are shown in Table 3.1 for lands lying west of Sherwood Dr for downstream drainage are proportionately allocated to Off-Site Levies on new undeveloped benefiting lands and on existing developed benefiting areas through utility rates.

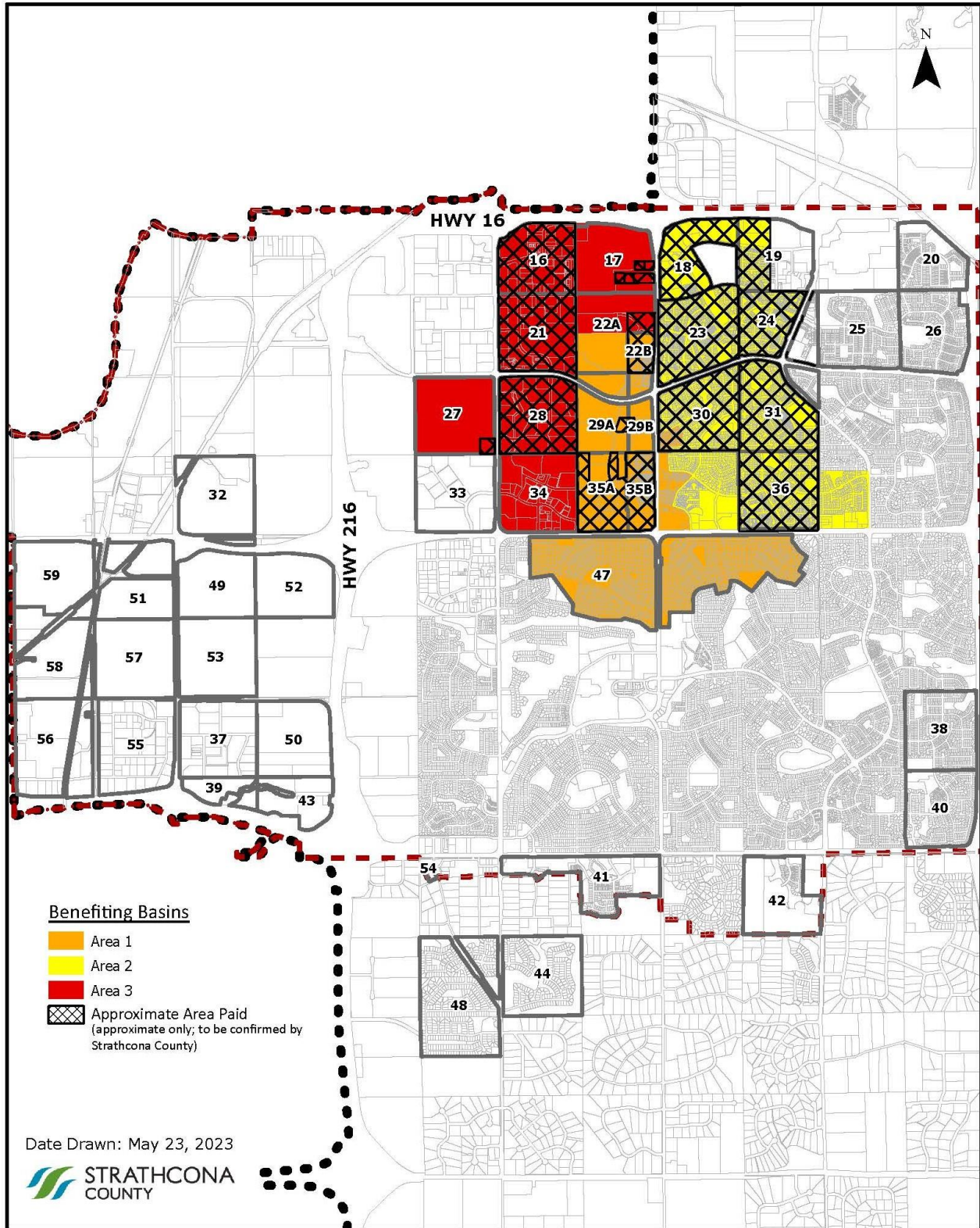
**Table 3.1**

#### **Urban Services Area (South of Hwy 16) 2023 Storm Facilities Cost Estimate**

<b>Project Description</b>	<b>Project Cost Estimates</b>	<b>Developer Levy Costs</b>
NW Sherwood Park Drainage - Phase 1	\$9,225	\$2,235
NW Sherwood Park Drainage - Phase 2	\$440,304	\$96,867
NW Sherwood Park Drainage - Phase 3 (Downstream Drainage Conveyance)	\$5,650,154	\$2,599,071

Figure 3.1

### Urban Services Area (South of Hwy 16) Drainage Levy Basin



## **SECTION 4 - Water Facilities**

### **4.1 OVERVIEW**

The County will provide a safe, reliable supply of potable water at an acceptable level of service.

Water Transmission Main costs will be shared equitably within the entire service area on a gross development area basis, with some additional cost sharing from the North of Yellowhead Area Concept Plan area.

Strathcona County has also contributed significant investment into the Strathcona County water supply system, as identified in Table 4.1 (Phase 1 – 17 St reservoir upgrade and Phase 2 – supply line from 34 St to 17 St). The capital costs for these projects are recovered through utility rates and/or local improvement assessments.

In the case of 400mm and larger water mains, located internally in subdivisions that provide both transmission and distribution functions, only the oversizing cost shall be included in the Off-Site Levies. Water mains providing a distribution function in this case are those that have service connections to abutting lots. For clarity, in this situation oversizing is defined as the extra cost of the water main over and above a base 300mm water main. The oversizing is typically identified at the detailed subdivision design stage and the cost would be recoverable under the associated Agreement.

### **4.2 WATER FACILITIES FUNDED BY OFF-SITE LEVIES**

#### **4.2.1 Sherwood Park Water Mains I through IV**

- a. Includes portions of water main upgrades along Clover Bar Rd from Wye Rd to the south side of Hwy 16, and along Broadmoor Blvd from Mission St to Hwy 16
- b. Water Mains I & II were purchased from AMHC in 1989 and Off-Site Levies relate to repayment of the \$10.4 million from grant reserves used in the AMHC acquisition, of which \$4,992,000 is the Water Main I and II proportionate share
- c. These mains are fully constructed and debentures for Mains I & II are fully retired

#### **4.2.2 Fill Line to Bison Wy and Lakeland Dr Water Transmission Mains**

- a. These mains provide service to the northern parts of the Urban Service Area in combination with the other transmission mains
- b. The Fill Line to Bison Wy is a transmission main constructed in 2012 from the 17<sup>th</sup> St Reservoir to Lakeland Dr. The Lakeland Dr transmission main was constructed in two phases (2006 and 2008) from Broadmoor Blvd to Clover Bar Rd
- c. These mains are fully constructed

#### 4.2.3 Sherwood Dr Water Transmission Mains

- a. These mains provide service to the central and northern parts of the Urban Services Area in combination with the other transmission mains
- b. Sherwood Dr South water main was constructed in 2004 from Jim Common Dr to Lakeland Dr. Sherwood Dr North water main was constructed in two phases (2006 and 2011) from Lakeland Dr to Emerald Dr
- c. These mains are fully constructed

#### 4.2.4 Clover Bar Rd Water Transmission Mains

- a. These mains provide service to the northeastern parts of the Urban Services Area in combination with the other transmission mains
- b. Clover Bar Rd water main was constructed in two phases (2004 and 2008) from Dawson Dr to Emerald Dr
- c. These mains are fully constructed

#### 4.2.5 South of Wye Rd Water Transmission Main

- a. Parallels Wye Rd along the south, from TUC to Range Rd 231
- b. This main provides service to the commercial and estate residential developments south of Wye Rd
- c. Parts of this main are constructed through the Estates of Sherwood Park and Wye Rd Commercial
- d. The balance of the line will be constructed by developers as development continues by utilizing lines through the developments
- e. Internal cost sharing between developers will be administered through the associated Agreements

#### 4.2.6 Country Residential/Estate Water Servicing

Where Country Residential/Estate developments are serviced with municipal water through the Capital Cost Recovery for Water Servicing Policy, developers shall provide the "contributions in aid of construction" as required by the policy.

#### 4.2.7 Josephburg Reservoir and Storage Upgrades

The proposed facilities required to service future development will not be levied, but rather collected through user rates, similar to all other areas of Sherwood Park.

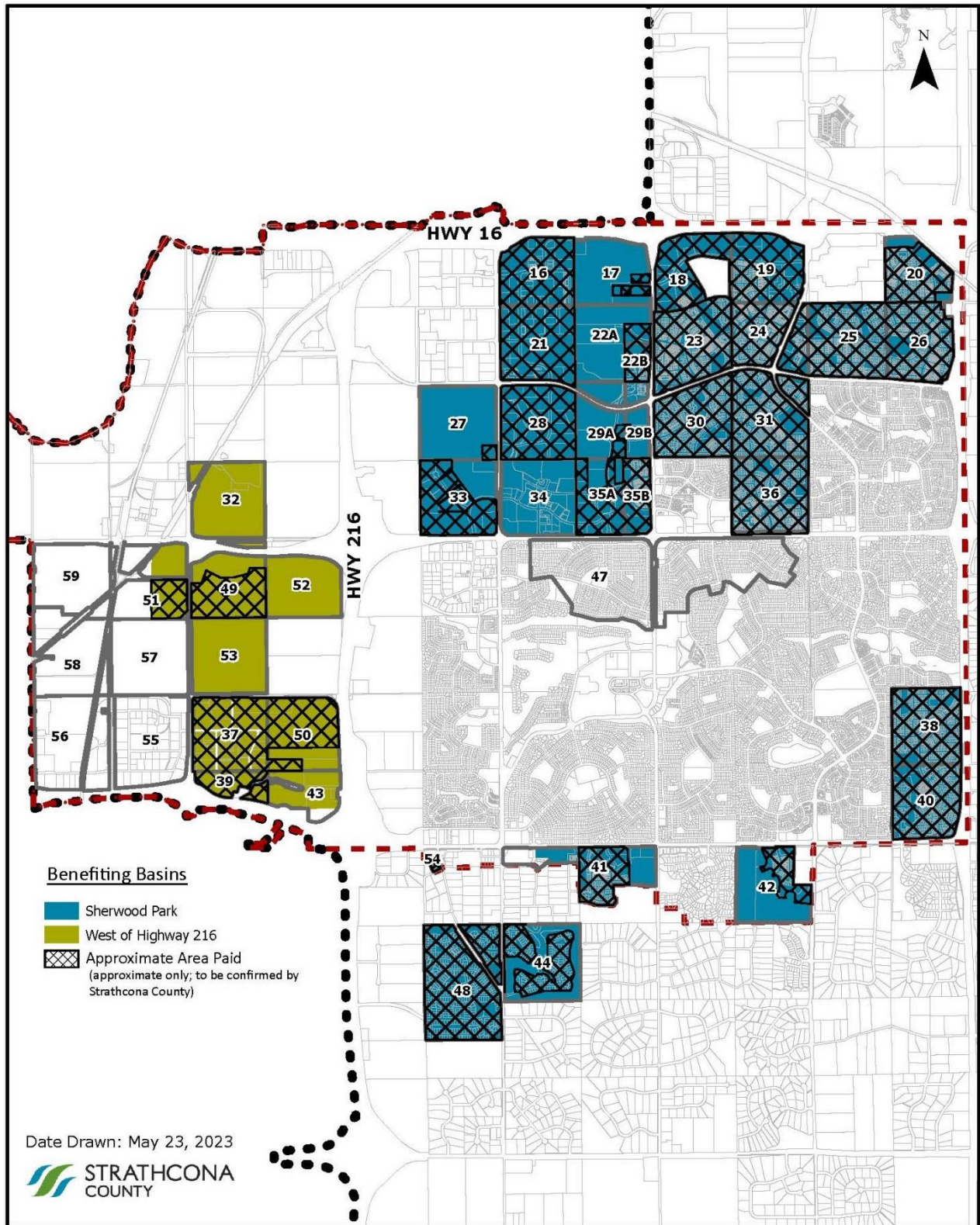


**Table 4.1****Urban Services Area (South of Hwy 16)  
2023 Water Facilities Cost Estimates**

<b>Project Description</b>	<b>Project Cost Estimates</b>	<b>Developer Levy Costs</b>
Sherwood Dr North Watermain - Phase 2 Palisades to Emerald Dr	\$782,580	\$782,580
Lakeland Dr Watermain Phase 2	\$856,060	\$856,060
Strathcona County Water Supply System - Phase 1A Fill Line to Bison Way	\$10,914,250	\$3,339,761
Strathcona County Water Supply System - Phase 1 (17 St Reservoir Upgrade) and Phase 2 (Supply line from 34 St to 17 St)	\$33,214,487	--
Lakeland Reservoir / Pumphouse Design	\$337,390	--
Clover Bar Rd Watermain Phase 2	\$194,585	\$194,585

Figure 4.1

### Urban Services Area (South of Hwy 16) Water Levy Basin



## **SECTION 5 – Transportation**

### **5.1 OVERVIEW**

Since the development of lands creates a demand for new arterial roadways and an increase in capacities of existing arterial roads, these costs are to be recovered proportionately from benefiting developments.

The Off-Site Levies contained herein are based on projected traffic volumes for the land use and projected development pursuant to the current Municipal Development Plan.

Due to the nature and intensity of traffic generation, the Off-Site Levies for industrial, urban residential, Country Residential/Estate, and rural development outside the Urban Services Area are prepared separately.

### **5.2 ROAD RIGHT-OF-WAY REQUIREMENT**

Within the Urban Services Area, new development will require arterial roadways and such roadways are considered to benefit all new development. The construction of arterial roads and the cost of land purchased for arterial road right-of-way is included in the Off-Site Levy calculations as costs to be shared equitably by new development.

Where the arterial road traverses any parcel, the owner/developer of the land will be required to dedicate land up to 24 metres in width for the purpose of constructing the road. Where the arterial road is located on the boundary between two parcels, each parcel will be required to dedicate 12 metres of land, in addition to any existing road allowances. Where there is a requirement for a second left turn lane at the arterial/arterial intersection, the owner/developer will be required to dedicate land equal in width to the additional wider road surface required to accommodate the second left turn lane. Typically, the additional left turn requires a 3.5 metre wide lane with a taper on both sides of the intersection for transition of the arterial road right-of-way back to its nominal width.

Further requirements at arterial/arterial intersections for parallel widening of the rights-of-ways for the deceleration lane, acceleration lane and corner cut-off for the arterial roads will be purchased from the owners at fair market values, and such costs included in the levy calculations. Road right-of-way widths are as prescribed for each specific arterial roadway.

In summary:

The developer/owner will dedicate the following land for arterial road rights-of-ways:

- 24 metres of the specified arterial road right-of-way width.
- land required for the additional left turn lane at arterial/arterial intersections.

The County will purchase the following land for arterial rights-of-ways:

- the difference between the specified arterial road right-of way width and the 24 metre dedication
- the parallel widening for the deceleration and acceleration lanes at arterial/arterial intersections
- the corner cut-off at arterial/arterial intersections

Within the Rural Development Region, land costs are not included in the Off-Site Levy calculations as road right-of-way widening of major roads are included in subdivision approval conditions.

### **5.3 TRANSPORTATION GRANTS**

The application of grants for arterial road projects are reviewed annually and annual levy calculations for arterial roads may reflect current grant applications as determined by the County. Designation of grants to arterial road projects shall be determined at the County's discretion.

### **5.4 NOISE ATTENUATION FACILITIES**

Developers are responsible to construct required noise attenuation on a project specific basis, in accordance with the County's Traffic Noise Policy SER-009-027 and amendments thereto.

Noise attenuation facilities required for upgrading in conjunction with completion of arterial road projects in developed areas are included in the calculation of Off-Site Levies.

### **5.5 ARTERIAL ROAD ACCESSES AND INTERSECTIONS**

Developers are responsible for the construction cost of intersections to arterial roads required for access to their development, including acceleration, deceleration, and median left turn bays, and related costs.

The developer/owner will be required to dedicate all land required over and above the nominal arterial road right-of-way width for arterial/collector road intersections. This includes land for the corner cut-off, deceleration lane, acceleration lane, and additional left turn lanes. A standard arterial median will accommodate one left turn lane without the need to widen the arterial road right-of-way.

The cost of arterial road signals, will be shared in the following manner:

- Arterial/Arterial Road Intersections;
  - a. The cost of signals at arterial/arterial road intersections will be included in the Off-Site Levies
- Residential Arterial/Collector Road Intersections;
  - a. Where no development has occurred on either side of the road, 100% of the signals will be included in the Off-Site Levies

- b. Where one side of the arterial road is developed, 50% of the cost of the signals will be included in the Off-Site Levies
- Industrial Arterial Road Intersections;
  - a. The costs of signals will be the responsibility of the developer

Where arterial roads have been constructed by the County prior to development of contiguous lands, the County may have constructed components of intersections with the arterial road. These intersection costs will be recovered from the adjacent property when it develops, at the time of execution of a subdivision agreement or issuance of a development permit.

#### **5.6 ARTERIAL ROADWAY LANDSCAPING AND PEDESTRIAN LINKAGES**

Arterial roadway landscaping and pedestrian linkages required for new development are included in calculations of Off-Site Levies.

#### **5.7 ARTERIAL ROAD CONSTRUCTION PROGRAMS**

Any proposed new developments which are not contiguous to or adequately serviced by an existing arterial road may be required to construct and pay for that portion of the arterial roadway necessary to provide required access. Off-Site Levies payable on that development may be credited to the arterial construction costs incurred by that development, subject to Council approval of the project and subject to the work being completed to the satisfaction of the County.

#### **5.8 SUBDIVISION IDENTIFICATION FEATURES**

Developers and landowners are responsible for 100% of the capital costs of subdivision identification features and related land requirements, pursuant to the County's New Development Major Entrance Features Directive SER-008-018D, and amendments thereto.

#### **5.9 UNDERGROUND POWER COSTS**

Underground power costs have been added to the estimated construction costs of applicable arterial roads and will be incorporated into the Off-Site Levies.

#### **5.10 CONSTRUCTION COST ESTIMATES**

Construction costs are based on estimated unit rates for similar projects applied to estimated construction quantities per kilometre of arterial road built.

Construction cost estimates include all site preparation, earthwork, base and surface construction, concrete work, markings, signage, utilities, landscaping, land requirements, engineering, and related facilities.

## **5.11 TRANSPORTATION FACILITIES FUNDED BY OFF-SITE LEVIES**

### **5.11.1 Residential Arterial Roads (within the Urban Services Area)**

- a. **Residential** - arterial roads and related facilities required to service new residential development are included and identified in Table 5.1
- b. As residential development generates a considerable amount of traffic which impact downstream transportation systems, the arterial road levies include a downstream component calculated herein to equitably recover such costs
- c. The downstream portion of the arterial road levies are based on the following guidelines:
  - i. Based on the complete development of the residential area in the Urban Services Area, the total traffic projections, based on population and employment projections, is calculated for each major arterial road
  - ii. Forecasted traffic projections of existing population (excluding development) are also calculated for each arterial road.
  - iii. The difference between i) and ii) above would indicate the impact of development on the roadway system
  - iv. The impact is then expressed as percentages of total traffic volumes on the various roads
  - v. Downstream levies are then calculated on the basis of these percentages; any impact less than 10% of the total traffic is excluded

### **5.11.2 Industrial Arterial Roads (within the Urban Services Area)**

- a. **Industrial** – arterial roads and related facilities required to service new development within industrial areas located between Baseline Rd and Hwy 16 and between Sherwood Dr and Hwy 216, previously identified as Industrial Area 1, are identified in Table 5.1. No downstream costs are added to this benefiting area.
- b. **West of Hwy 216** – developers within industrial areas located south of Baseline Rd and west of Hwy 216, previously identified as Industrial Area 3, are required to pay a “contribution in aid of construction”, which will be determined and payable pursuant to the associated Agreement and the contribution will go towards the specific capital asset in that particular benefiting area.

### **5.11.3 Mixed-Use South of Wye Rd (within the Urban Services Area)**

- c. **South of Wye Rd** - arterial roads and related facilities required to service new development within the area located south of Wye Rd identified in Table 5.1. These projects include the cost of upgrading

Wye Rd to a six lane cross-section as well as a portion of improvements on Range Rd 231 and improvements on Range Rd 232.

An analysis of the projected traffic from the South of Wye benefiting area was completed and has been shown as percentage of the total projected traffic volume at full buildout on Wye Rd in each of the sections from Ordze Ave to Clover Bar Rd.

**Table 5.1**

**Urban Services Area (South of Hwy 16)  
2023 Arterial Road Facilities Cost Estimates**

<b>Project Description</b>	<b>Project Cost Estimate</b>	<b>Developer Levy Costs</b>
Clover Bar Rd (2nd Phase) 200m N of Dawson Dr to Hwy 16	\$437,941	\$437,941
Clover Bar Rd (2nd Phase) Dawson Dr to Hwy 16	\$1,934,717	\$1,473,262
Clover Bar Rd (final Lift) Dawson Dr to Hwy 16	\$435,121	\$131,435
Lakeland Dr (add 2 lanes) Palisades Blvd to Sherwood Dr	\$1,671,957	\$1,671,957
Lakeland Dr (complete to 4 lanes) Sherwood Dr to Clover Bar Rd	\$7,664,566	\$5,922,779
Lakeland Dr (2 lane plus future trees) Clover Bar Rd to Hwy 21	\$4,133,617	\$4,133,617
Lakeland Dr (complete to 4 lanes) Clover Bar Rd to Hwy 21	\$3,193,740	\$2,603,668
Lakeland Dr (final lift) Palisades Blvd to Hwy 21	\$608,227	\$515,831
Lakeland Dr Hwy 21 interchange land (NW Quadrant)	\$636,625	\$636,625
Sherwood Dr (final lift) Cranford Way to Lakeland Dr (residential portion)	\$474,794	\$450,890
Sherwood Dr (add 2 lanes) Lakeland Dr to Hwy 16 (residential portion)	\$6,988,918	\$5,591,577
Sherwood Dr (final lift) Lakeland Dr to Hwy 16 (residential portion)	\$809,284	\$516,290

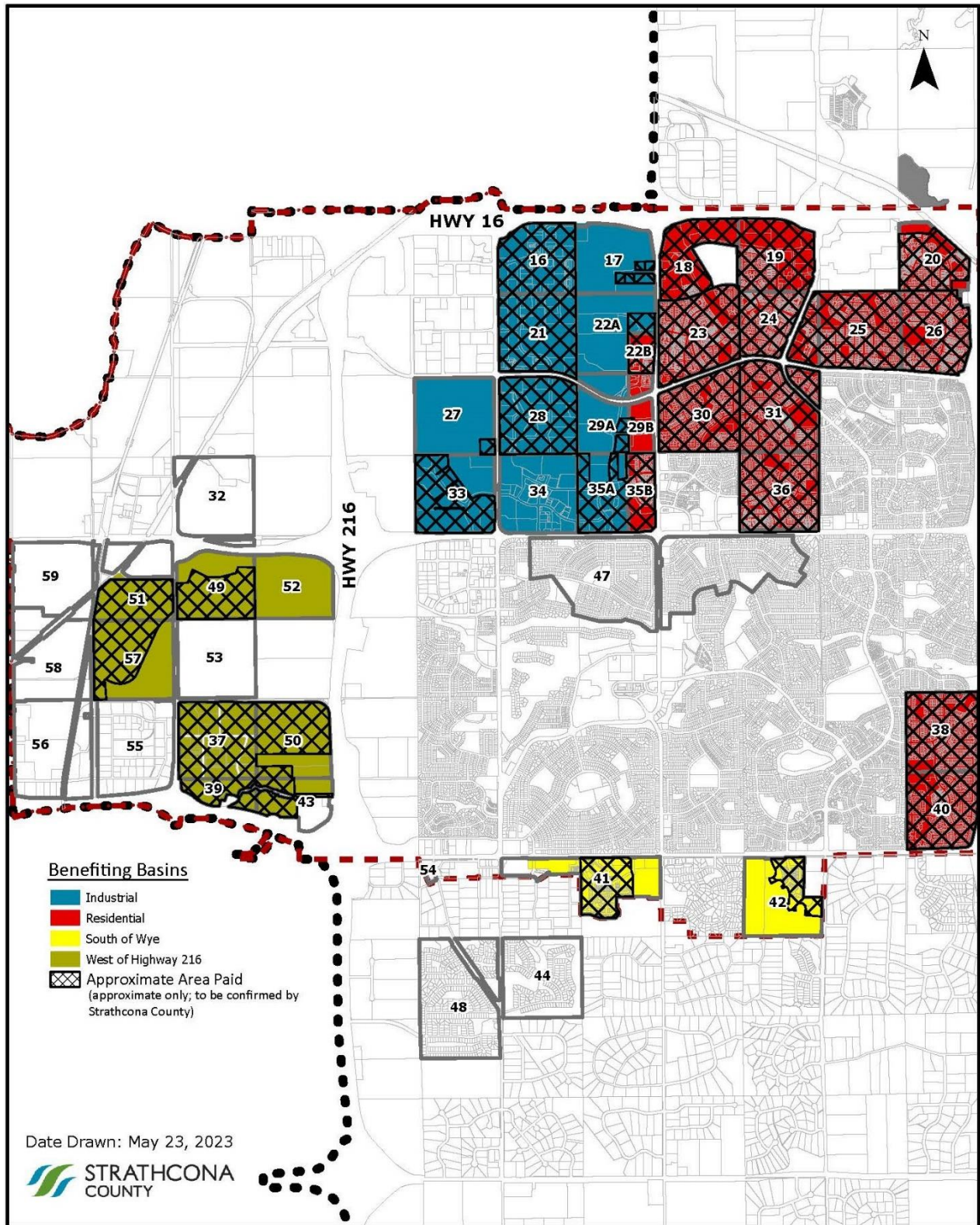
Sherwood Dr Cranford to Centennial Pk (residential portion)	\$1,167,988	\$1,167,988
U\G Power Bury Sherwood Dr - Centennial Pk to Hwy 16 (residential portion)	\$405,774	\$405,774
Signals at collector/arterial intersections	\$575,000	\$575,000
Petroleum Wy Hwy 216 to 800m east	\$5,046,474	\$4,842,974
Petroleum Wy 800m E of Hwy 16A to W of Broadmoor Blvd	\$2,513,024	\$2,089,524
Lakeland Dr (add 2 lanes) Broadmoor Blvd to Palisades Blvd	\$1,791,947	\$1,325,330
Lakeland Dr (final lift) Broadmoor Blvd to Palisades Blvd	\$471,376	\$399,769
Broadmoor Blvd (trees) Baseline Rd to Hwy 16	\$725,000	\$725,000
Sherwood Dr (final lift) Cranford Way to Lakeland Dr (Industrial portion)	\$97,246	\$92,350
Sherwood Dr (add 2 lanes) Lakeland Dr to Hwy 16 (industrial portion)	\$1,436,117	\$1,149,914
Sherwood Dr (final lift) Lakeland Dr to Hwy 16 (industrial portion)	\$165,758	\$105,746
U\G Power Bury Sherwood Dr - Centennial Pk to Hwy 16 (industrial portion)	\$83,111	\$83,111
U\G Power Bury Broadmoor Blvd - Baseline Rd to Hwy 16	\$627,000	\$627,000
Broadmoor Blvd Improvements Adjacent to Buckingham Business Pk	\$144,131	\$144,131
Baseline Rd Remove access at Rge Rd 231	\$79,603	\$79,603
Baseline Rd - Broadmoor Blvd to Hwy 21 S side (Noise attenuation)	\$887,000	\$532,200



Baseline Rd - Clover Bar Rd to Hwy 21 N side (Noise attenuation)	\$722,000	\$411,540
U\G Power Bury - Baseline Rd Clarkdale Blvd to Hwy 21 (N side)	\$204,000	\$204,000
Wye Rd - Ash St - Wye Rd to Green St/Wallace Dr	\$5,074,147	\$684,502
Wye Rd Ordze Rd to Sherwood Dr	\$7,581,000	\$102,444
Wye Rd Sherwood Dr to Ash St	\$3,332,160	\$217,253
Wye Rd Ash St to Hawthorne St	\$4,346,100	\$552,915
Wye Rd Hawthorne St to commercial access	\$2,405,641	\$316,630
Wye Rd Commercial access to Brentwood Blvd	\$2,432,541	\$474,437
Wye Rd Brentwood Blvd to Estate Dr	\$5,387,463	\$1,115,983
Wye Rd Estate Dr to Nottingham Wy	\$4,944,104	\$985,385
Wye Rd Nottingham Wy to Clover Bar Rd	\$5,691,432	\$1,434,678
Rge Rd 232 Wye Rd to south property line	\$5,876,000	\$1,057,640
Rge Rd 231 Wye Rd to Hillshire Blvd	\$8,302,000	\$731,918
17th Street Upgrade	\$26,300,000	--

Figure 5.1

Urban Services Area (South of Hwy 16)  
Arterial Road Levy Basin



## **5.12 RURAL ROAD OFF-SITE LEVIES**

A single subdivision in isolation does not typically create the necessity for the County to upgrade various roadways. It is the combined effect of a number of subdivisions that increase traffic volumes to the point where a road can no longer accommodate the traffic volume. This is particularly true on the downstream end of the road network.

As properties are subdivided and developed, increased demand on the County's road network occurs to the extent that at some point an upgrading of some roads will be required in order to accommodate the increase in traffic volumes.

The Rural Road Master Plan includes expenditures to maintain the County's rural grid roads and cold mix network at the present or status quo level.

A rural road Off-Site Levy will assist the County in the capital construction costs in upgrading the various roads.

The estimated 2023 cost of upgrading the sub-grade, base, asphalt, and geometric aspects of a rural road is \$597,058 per km.

The length of road associated with providing access to every two sections of land is three miles, or 4.8 km.

Based upon experience related to recent Country Residential/Estate subdivisions development in the County, approximately 50 lots per quarter section, or 392 leviable lots for every 2 sections is the estimated resulting density.

### Levy Cost Calculation:

$$= \$597,058 \text{ per km} \times 4.8 \text{ km} / 392 \text{ lots} = \mathbf{\$7,311 \text{ per lot}}$$

In the proposed rural road Off-Site Levy calculation, a credit is given to recognize that a portion of existing taxes contribute to the current Rural Road Reconstruction Network Program.

The rural road Off-Site Levies will be assessed as follows:

- The number of new parcels created, other than exceptions noted above less residual parcels, i.e. if a quarter section is subdivided into 5 lots, then 4 additional lots would be created from the quarter section adding demand on County roadway system.
- The rural road Off-Site Levy would not be applied to first parcel out, 80 acres splits or boundary adjustments.

- The money collected from levies would be applied to roads where traffic volumes warrant and not necessarily the road which abuts the development.
- The rural road Off-Site Levy applies to all new subdivisions not within an otherwise prescribed benefiting or levies area, also excluding areas within the Heartland Area Structure Plan area where other transportation “contributions in aid of construction” are applicable.

### **5.13 COUNTRY RESIDENTIAL/ESTATE OFF-SITE LEVIES**

As density is greater in the Country Residential/Estate area, a separate rural road Off-Site Levy exists for this benefiting area. The rural road Off-Site Levy for Country Residential/Estates is based upon 2009 actual costs to upgrade Township Rd 530 from Hwy 21 to Hwy 824 and Range Rd 231, 232, and 233 from Wye Rd to Hwy 628, as recommended in the associated functional planning studies. This estimated cost is the cost to upgrade the remaining grid roads to a Class I standard, including the cost of land purchases, standard landscaping and pedestrian linkages required for new development.

The total estimated cost to upgrade the roads within this benefiting area, including land for rights-of-ways is \$122,863,685. Based on a draft study of the country residential policy area, potential undeveloped and existing lots within this benefiting area is 5,006 lots.

Levy Cost Calculation:

$$= \$122,863,685 / 5,006 \text{ lots} = \mathbf{\$24,543 \text{ per lot}}$$

The rural road Off-Site Levy proposed for this benefiting area is \$24,543 per subdivided rural lot. The amount of the Off-Site Levy will be reviewed from time to time to reflect the changing costs over time.

The levies will be applied as follows:

- The number of new parcels created other than exceptions noted above less residual parcels, i.e. if a quarter section is subdivided into 50 lots, then 49 additional lots would be created from the quarter section adding demand on County roadway system.
- The money collected from levies would be applied to roads within the benefiting area and not necessarily the road which abuts the development.

**Figure 5.2 Country Residential/Estate and Rural Road Levy Basin**

