

COUNCIL MEETING AGENDA

Date: Tuesday, January 7, 2025

Time: 9:00 AM

Location: Council Chambers

262075 Rocky View Point

Rocky View County, AB T4A 0X2

			Pages
A.	CALL MEETING TO ORDER		
В.	UPDATES/APPROVAL OF AGENDA		
C.	APPROVAL OF MINUTES		
	1.	December 3, 2024 Council Meeting Minutes	3
	2.	December 10, 2024 Council Meeting Minutes	25
	3.	December 11, 2024 Special Council Meeting Minutes	35
D.	PUBLIC HEARINGS / APPOINTMENTS		
	The following public hearings were advertised on December 10, 2024 and December 17, 2024 on the Rocky View County website in accordance with the <i>Municipal Government Act</i> and <i>Public Notification Bylaw C-7860-2019</i> .		
		MORNING PUBLIC HEARINGS / APPOINTMENTS 9:00 AM	
	1.	All Divisions - Bylaw C-8547-2024 - Regional Stormwater Off-Site Levy Bylaw	54
		File: 1007-755	
	2.	All Divisions - Bylaw C-8548-2024 - Regional Water and Wastewater Off-Site Levy Bylaw	130
		File: 1007-700	
	3.	All Divisions - Bylaw C-8549-2024 - Regional Transportation Off-Site Levy Bylaw	245
		File: 1007-800	
	4.	All Divisions - Bylaw C-8550-2024 - Community Recreation Off-Site Levy Bylaw	333
		File: 1007-752	

E. CLOSED SESSION

1. RVC2024-35 - Prairie Gateway Deal Agreement Update

THAT Council move into closed session to consider the confidential item "Prairie Gateway Deal Agreement Update" pursuant to the following sections of the Freedom of Information and Protection of Privacy Act:

- Section 21 Disclosure harmful to intergovernmental relations
- Section 24 Advice from officials

F. GENERAL BUSINESS

1. Division 3 - Cochrane Lake Improvement Plan Review

403

File: 1011-600 / 5050-595

2. All Divisions - Preparation and Evaluation of Financial Statements for the County's Water, Wastewater, and Storm Drainage Utilities

424

File: N/A

Note: this item is scheduled for 1:00 PM

G. BYLAWS

1. Division 6 - Bylaw C-8020-2024 - Janet Area Structure Plan Amendment Third Reading

453

File: 1015-251

H. SUBDIVISION APPLICATIONS

1. Division 1 - Subdivision Item: Residential

579

File: PL20240039 (03908001)

I. UNFINISHED BUSINESS

J. NOTICE OF MOTION

K. ADJOURN THE MEETING



COUNCIL MEETING MINUTES

Tuesday, December 3, 2024 9:00 AM Council Chambers 262075 Rocky View Point Rocky View County, AB T4A 0X2

Present: Reeve C. Kissel

Deputy Reeve D. Kochan Councillor G. Boehlke Councillor K. Hanson Councillor S. Samra

Councillor A. Schule (arrived at 9:57 a.m.)

Councillor S. Wright

Also Present: R. McCullough, Chief Administrative Officer

I. Agbonkhese, A/Executive Director, Financial Services

D. Kazmierczak, A/Executive Director, Community Services

B. Riemann, Chief Operating Officer, Infrastructure Services

A. Zaluski, A/Executive Director, Corporate Services

T. Andreasen, A/Manager, Legislative Services

J. Lee, Manager, Capital and Engineering Services

L. Wesley, Manager, Enforcement Services

L. Cox, Supervisor Planning and Development, Planning

J. Popplestone, Bylaw Supervisor, Enforcement Services

C. Berger, Planner 2, Planning

X. Deng, Senior Planner, Planning

J. Kaur, Planner 2, Planning

B. Leyeza, Planner 2, Planning

B. Manshanden, Intergovernmental Strategist, Intergovernmental Services and Regional Planning

O. Newmen, Senior Planner, Planning

M. Nolan, Planner, Planning

C. Shelton, Planner, Planning

M. Nakonechny, Legislative Officer, Legislative Services

A Call Meeting to Order

The Chair called the meeting to order at 9:01 a.m. Councillor Schule was not present when the meeting was called to order.



B Updates/Approval of Agenda

MOVED by Deputy Reeve Kochan that the December 3, 2024 Council meeting agenda be amended as follows:

• Add emergent business item E-2 – Calgary Metropolitan Region Board Announcement Discussion

Carried

Absent: Councillor Schule

MOVED by Deputy Reeve Kochan that the December 3, 2024 Council meeting agenda be approved as amended.

Carried

Absent: Councillor Schule

D-1 Division 3 - Bylaw C-8594-2024 - Direct Control Amendment Item: Residential File: PL20240090 (06827166)

Reeve Kissel vacated the Chair in accordance with section 10 of the *Procedure Bylaw* as the subject of the public hearing was located in her electoral division.

Deputy Reeve Kochan assumed the Chair.

MOVED by Reeve Kissel that the public hearing for item D-1 be opened at 9:04 a.m.

Carried

Absent: Councillor Schule

Person(s) who presented: None

Person(s) who presented in support: None

Person(s) who presented in opposition: None

Persons(s) who presented rebuttal: None

MOVED by Reeve Kissel that the public hearing for item D-1 be closed at 9:11 a.m.

Carried

Absent: Councillor Schule

MOVED by Reeve Kissel that Bylaw C-8594-2024 be given first reading.

Carried

Absent: Councillor Schule

MOVED by Reeve Kissel that Bylaw C-8594-2024 be given second reading.

Carried

Absent: Councillor Schule



MOVED by Reeve Kissel that Bylaw C-8594-2024 be considered for third reading.

Carried Unanimously

Absent: Councillor Schule

MOVED by Reeve Kissel that Bylaw C-8594-2024 be given third and final reading.

Carried

Absent: Councillor Schule

The Chair called for a recess at 9:12 a.m. and called the meeting back to order at 9:16 a.m.

Motion Arising:

MOVED by Councillor Hanson that Council directs Administration to prepare a report on the merits and options for providing variance powers to Administration in direct control districts throughout the County, including an update on the *Land Use Bylaw* rewrite, for Council's consideration by the end of Q1 2025.

Defeated

Absent: Councillor Schule

D-2 Division 3 - Bylaw C-8580-2024 - Direct Control Amendment Item: Residential File: PL20240134 (06827184)

Reeve Kissel continued to vacate the Chair in accordance with section 10 of the *Procedure Bylaw* as the subject of the public hearing was located in her electoral division.

MOVED by Reeve Kissel that the public hearing for item D-2 be opened at 9:23 a.m.

Carried

Absent: Councillor Schule

Persons(s) who presented: Gregory Wenzel (Applicant/Owner)

Person(s) who presented in support: None

Person(s) who presented in opposition: None

Persons(s) who presented rebuttal: None

MOVED by Reeve Kissel that the public hearing for item D-2 be closed at 9:33 a.m.

Carried

Absent: Councillor Schule

MOVED by Reeve Kissel that Bylaw C-8580-2024 be given first reading.

Carried

Absent: Councillor Schule

MOVED by Reeve Kissel that Bylaw C-8580-2024 be given second reading.

Carried

Absent: Councillor Schule



MOVED by Reeve Kissel that Bylaw C-8580-2024 be considered for third reading.

Carried Unanimously

Absent: Councillor Schule

MOVED by Reeve Kissel that Bylaw C-8580-2024 be given third and final reading.

Carried

Absent: Councillor Schule

Deputy Reeve Kochan vacated the Chair. Reeve Kissel reassumed the Chair.

The Chair called for a recess at 9:37 a.m. and called the meeting back to order at 9:42 a.m.

G-1 All Divisions - Bylaw C-8565-2024 - Adoption of an Updated Litter Control Bylaw File: 1007-100

MOVED by Councillor Hanson that Bylaw C-8565-2024 be given first reading.

Carried

Absent: Councillor Schule

Councillor Schule arrived at the meeting at 9:57 a.m.

Councillor Schule left the meeting at 10:03 a.m.

MOVED by Councillor Boehlke that section 13 of Bylaw C-8565-2024 be amended as follows:

No person shall obstruct, hinder, or impede an Enforcement Officer or Rocky View County employee, contractor, or agent in the exercise of any of their powers or duties under this bylaw. or make frivolous or vexatious complaints.

Defeated

Absent: Councillor Schule

MOVED by Councillor Hanson that Bylaw C-8565-2024 be given second reading.

Carried

Absent: Councillor Schule

MOVED by Councillor Hanson that Bylaw C-8565-2024 be considered for third reading.

Carried Unanimously

Absent: Councillor Schule

MOVED by Councillor Hanson that Bylaw C-8565-2024 be given third and final reading.

Carried

Absent: Councillor Schule

Councillor Schule returned to the meeting at 10:04 a.m.



F-1 Division 7 - Langdon Park Improvement Plan File: N/A

MOVED by Councillor Schule that Council approves the budget adjustment for \$100,000 from the Tax Stabilization Reserve to complete the detailed engineering required for Langdon Park improvement plan, as per Attachment B.

Carried

The Chair called for a recess at 10:25 a.m. and called the meeting back to order at 10:35 a.m.

H-1 Division 7 - Subdivision Item: Residential File: PL20240097 (03215004)

MOVED by Councillor Schule that the Subdivision Authority approves application PL20240097 with the conditions noted in Attachment F:

- A. THAT the application to create 99 residential lots, 2 public utility lots, and 2 municipal reserve lots on ± 8.60 hectare (± 21.25 acres) of lands within a portion of NE-15-23-27-W04M, having been evaluated in terms of Section 654 of the *Municipal Government Act* and Sections 9 of the *Matters Related to Subdivision and Development Regulation*, and the *Municipal Development Plan (County Plan)*, and having considered adjacent landowner submissions, is approved as per the Tentative Plan for the reasons listed below:
 - 1) The application is consistent with the Statutory Policy;
 - 2) The subject lands hold the appropriate land use designation;
 - 3) The technical aspects of the subdivision proposal have been considered and are further addressed through the conditional approval requirements.
- B. The Applicant/Owner is required, at their expense, to complete all conditions attached to and forming part of this conditional subdivision approval prior to Rocky View County (the County) authorizing final subdivision endorsement. This requires submitting all documentation required to demonstrate each specific condition has been met, or agreements (and necessary securities) have been provided to ensure the conditions will be met, in accordance with all County Policies, Standards, and Procedures, to the satisfaction of the County, and any other additional party named within a specific condition. Technical reports required to be submitted as part of the conditions must be prepared by a qualified professional, licensed to practice in the province of Alberta within the appropriate field of practice. The conditions of this subdivision approval do not absolve an Applicant/Owner from ensuring all permits, licenses, or approvals required by Federal, Provincial, or other jurisdictions are obtained.



- C. In accordance with Section 654(2) the Subdivision Authority is of the opinion that the proposed subdivision would not unduly interfere with the amenities of the neighbourhood, or materially interfere with or affect the use, enjoyment, or value of neighbouring parcel of land; and the proposed subdivision conforms with the use prescribed for that land in the land use bylaw.
- D. Further, in accordance with Section 654 and 655 of the *Municipal Government Act*, the application shall be approved subject to the following conditions of approval:

Survey Plans

- 1) Subdivision is to be effected by a Plan of Survey, pursuant to Section 657 of the *Municipal Government Act*, or such other means satisfactory to the Registrar of the South Alberta Land Titles District.
 - a) A Plan of Survey, including the Application number (PL20240097) and Roll number (03215004) of the parcel;
 - b) Landowner's Consent to Register Plan of Survey.

Development Agreement

- 2) The Owner shall enter into a Development Agreement pursuant to Section 655 of the *Municipal Government Act*, in accordance with the approved Tentative Plan, and shall include the following:
 - a) Design and construction of offsite transportation upgrades as identified in the final approved TIA, including:
 - Upgrade Centre Street, to 4-Lane Major (400.15 or alternative approved by the County), from Railway Ave to North Bridges Landing;
 - Upgrade Railway Avenue, to Urban Primary Collector (400.3 or alternative approved by the County), from Vale View Road to Centre Street;
 - Upgrade the intersection of Mowat Street and Railway Avenue to an allway stop.
 - b) Design and construction of the internal collector roadways to an Urban Residential Collector standard (400.2), including sidewalks on both sides, curbs and gutters, signage and pavement markings, dark sky street lighting, any necessary easement agreements, and removal of the existing temporary gravel turnaround as shown on the Tentative Plan.
 - c) Design and construction of the public internal local road system to an Urban Residential standard (400.1), including sidewalks on both sides, curbs and gutters, cul-de-sacs, signage and pavement markings, dark sky street lighting, and any necessary easement agreements.
 - d) Design and construction of the piped stormwater collection system, in accordance with the recommendations of the approved stormwater management report and the registration of any overland drainage easements and/or restrictive covenants as determined by the stormwater management plan.



- e) Design and construction of the piped wastewater collection system, including the service stubs to each proposed lot and tying into the existing wastewater collection system for Phase 3, in accordance with requirements of the County Servicing Standards.
- f) Construction of a piped water distribution and fire suppression system, designed to meet minimum fire flows as per County Standards and Bylaws.
- g) Design and construction of landscaping features for all public pathways, public roadways and municipal reserves, in accordance with the approved Landscaping Plan.
- h) Mailbox locations are to be located in consultation with Canada Post to the satisfaction of the County.
- i) All necessary site grading including a building grade plan as per County Standards and Bylaws.
- j) Submission and Implementation of the recommendations and findings of the approved geotechnical reports prepared in support of the proposed development phase.
- k) Submission and Implementation of the recommendations of the construction management plan.
- 1) Submission and Implementation of the recommendations of ESC plan.
- m) Installation of power, natural gas, and telecommunication lines.
- n) Obtaining all necessary approvals from AEP.
- Dedicating all easements and ROWs for utility line assignments and enter into all agreements/contracts for the installation of all underground shallow utilities and street lighting with utility providers to the satisfaction of the County.
- p) Dedicating all easements and ROWs and enter into all agreements/contracts for the installation of all underground deep utilities (water, wastewater, stormwater) to the satisfaction of the County.
- q) Payment of any applicable off-site levies, at the applicable rates, as of the date of the Development Agreement.
- r) Payment of all applicable contributions to the County or third parties for oversized or excess capacity infrastructure.
- s) Obtaining approval for a road name by way of application to and consultation with the County.

Geotechnical

3) The Owner shall submit a Geotechnical Report in accordance with County's servicing standards, conducted by a qualified professional geotechnical engineer to address slope stability, construction materials for roads, sewage disposal, water table levels, adequate groundwater monitoring, water servicing, stormwater drainage and other developmental constraints that may be applicable to the Development.



Site Servicing

- 4) The Owner shall provide confirmation from Langdon Water Works Ltd. ensuring:
 - a) the completion of all paperwork for water supply allocation;
 - b) the payment of all necessary fees for the purchase of required capacity units for the proposed subdivision;
 - c) the allocation and reservation of the necessary capacity;
 - d) the obligations of the Owner and/or utility to bring water lines to the subdivision (i.e. whether the water utility is to construct the water line to the limits of the subdivision and applicant is to construct all internal water lines, or whether the water utility will be responsible for all connections to individual lots, etc.).
 - e) entering into a Development Service Agreement with Langdon Waterworks for the construction of all water-related improvements required to support the proposed phase of the development.
- 5) The Owner shall enter into a Cost Contribution and Capacity Allocation Agreement with the County for wastewater servicing allocation to the lots created in this Phase based upon the servicing need identified in the Wastewater projections report.

Stormwater

- 6) The Owner shall provide verification of EPA approvals and EPEA registration for the stormwater system.
- 7) The Owner shall provide payment of the proportional cost contribution associated with Phase 3 in accordance with the Storm Facilities Cost Share Agreement, executed by the County dated July 12, 2020, and any applicable amendments agreed to by both parties.
- 8) The Owner shall secure all necessary easements and ROWs for all proposed stormwater ponds, escape routes and all other related infrastructure.

Municipal Reserve

- 9) The provision of Municipal Reserve is to be provided by the dedication of ± 0.555 hectares (± 1.371 acres) of land within Phase 4, to be determined by a Plan of Survey, as indicated on the Approved Tentative Plan:
 - a) ± 10.775 hectares (± 26.639 acres) of Municipal Reserve owing is to be deferred by Caveat to the remainder land within NE&SE-15-23-27-W4M, pursuant to Section 669 of the *Municipal Government Act*.
 - b) The existing Deferred Reserve Caveat (#231085924 & #201169640) shall be discharged and replaced with the new one above.



Landscaping

- 10) The Owner shall provide a detailed Landscaping Plan for the municipal reserves/public pathway and public roadways, as shown on the Tentative Plan.
 - a) Implementation of the approved Landscaping Plan shall be included within the requirements of the Development Agreement.

Architectural Controls

11) The Owner shall prepare and register a Restrictive Covenant on the title of each new lot created, requiring that each Lot Owner be subject to the development's Architectural Controls, which require exterior building criteria, water conservation strategies, and landscaping provisions.

Site Management

- 12) The Owner shall prepare a Solid Waste Management Plan that will outline the responsibility of the Developer and/or Homeowners' Association for management of solid waste.
- 13) The Owner shall submit an Environmental Protection Plan prepared by a qualified professional, as recommended by the BIA and in accordance with the County Servicing Standards to the satisfaction of the County that provides recommendations on protecting the environmental features identified in the BIA during the construction of the proposed development.

Payments and Levies

- 14) The Owner shall pay the Transportation Off-Site Levy in accordance with Bylaw C-8007-2020 prior to endorsement of the subdivision. The County shall calculate the total amount owing from the total gross acreage of Phase 4 as shown on the Plan of Survey.
- 15)The Owner shall pay the Stormwater Off-Site Levy in accordance with Bylaw C-8008-2020 prior to endorsement of the subdivision. The County shall calculate the total amount owing from the total gross acreage of Phase 4 as shown on the Plan of Survey.
- 16) The Owner shall pay the Water and Waste Off-Site Levy in accordance with Bylaw C-8009-2020 prior to endorsement of the subdivision, based on the submitted wastewater demand flow.
- 17) The Owner shall pay the County subdivision endorsement fee for creating 99 new residential lots, in accordance with the *Master Rates Bylaw*.

Taxes

18)All taxes owing, up to and including the year in which subdivision is to be registered, are to be paid to the County prior to signing the final documents pursuant to Section 654(1) of the *Municipal Government Act*.



E. SUBDIVISION AUTHORITY DIRECTION:

1) Prior to final endorsement of the subdivision, the Planning Department is directed to present the Applicant/Owners with a Voluntary Recreation Contribution Form and ask them if they will contribute to the Fund in accordance with the contributions prescribed in the *Master Rates Bylaw*.

Carried

H-2 Division 2 - Subdivision Item: Residential File: PL20240103 (04618003)

MOVED by Deputy Reeve Kochan that the applicants be permitted to address the Subdivision Authority on item H-2 for 5 minutes in accordance with section 116 of the *Procedure Bylaw*.

Defeated

MOVED by Deputy Reeve Kochan that application PL20240103 be approved with the conditions noted in Attachment F.

- A. THAT the application to subdivide a ± 1.853 hectare (± 4.58 acre) parcel (Lot 1) with a ±4.686 hectare (± 11.58 acre) remainder from Lot 4, Plan 8011118 within NW-18-24-2-W5M, having been evaluated in terms of Section 654 of the *Municipal Government Act* and Sections 9 and 18 of the *Matters Related to Subdivision and Development Regulation*, and the *Municipal Development Plan (County Plan)*, and having considered adjacent landowner submissions, is approved as per the Tentative Plan for the reasons listed below:
 - 1. The application is consistent with the Statutory Policy;
 - 2. The subject lands hold the appropriate land use designation;
 - 3. The technical aspects of the subdivision proposal have been considered and are further addressed through the conditional approval requirements.
- B. The Applicant/Owner is required, at their expense, to complete all conditions attached to and forming part of this conditional subdivision approval prior to Rocky View County (the County) authorizing final subdivision endorsement. This requires submitting alldocumentation required to demonstrate each specific condition has been met, or agreements (and necessary securities) have been provided to ensure the conditions will be met, in accordance with all County Policies, Standards, and Procedures, to the satisfaction of the County, and any other additional party named within a specific condition. Technical reports required to be submitted as part of the conditions must be prepared by a qualified professional, licensed to practice in the province of Alberta within the appropriate field of practice. The conditions of this subdivision approval do not absolve an Applicant/Owner from ensuring all permits, licenses, or approvals required by Federal, Provincial, or other jurisdictions are obtained.



- C. In accordance with Section 654(2) the Subdivision Authority is of the opinion that the proposed subdivision would not unduly interfere with the amenities of the neighbourhood, or materially interfere with or affect the use, enjoyment, or value of neighbouring parcel of land; and the proposed subdivision conforms with the use prescribed for that land in the land use bylaw.
- D. Further, in accordance with Section 654 and 655 of the *Municipal Government Act*, the application shall be approved subject to the following conditions of approval:

Survey Plans

- 1) Subdivision is to be effected by a Plan of Survey, pursuant to Section 657 of the *Municipal Government Act*, or such other means satisfactory to the Registrar of the South Alberta Land Titles District.
 - a) A Plan of Survey, including the Application number (PL20240103) and Roll number (04618003) of the parcel; and
 - b) Landowner's Consent to Register Plan of Survey.
 - c) The Owner shall dedicate, by Plan of Survey, a ±5.0 m wide strip of land for road widening along the entire southern boundary of Lots 1 and 2.

Site Servicing

- 2) The Owner shall provide confirmation of the tie-in for connection to (list water provider), an Alberta Environment licensed piped water supplier, ensuring:
 - a) The completion of all paperwork for water supply allocation e.g. Water Service Agreement;
 - b) The payment of all necessary fees for the purchase of required capacity units for the proposed subdivision;
 - c) The allocation and reservation of the necessary capacity;
 - d) The obligations of the Owner and/or utility to bring water lines to the subdivision (i.e. whether the water utility is to construct the water line to the limits of the subdivision and applicant is to construct all internal water lines, or whether the water utility will be responsible for all connections to individual lots, etc.).

OR

Water is to be supplied by an individual well on Lot 1. The subdivision shall not be endorsed until:

- a) An Aquifer Testing (Phase II) Report is provided, which is to include aquifer testing and the locations of the new well on the new Lot 1, in accordance with the County's Servicing Standards and requirements of the Water Act;
- b) A Well Driller's Report confirming a minimum pump rate of 1.0 IGPM for the new well is provided.



- 3) The Owner shall enter into a Deferred Services Agreement with the County to be registered on title the proposed Lots 1 and 2, indicating:
 - Each future Lot Owner is required to connect to County piped water, wastewater, and stormwater systems at their cost when such services become available;
 - b) Requirements for the decommissioning and reclamation of the onsite water, wastewater and stormwater systems once County servicing becomes available
- 4) The Owner shall enter into a Development Agreement (Site Improvements/Services Agreement) with the County for the proposed new lot and shall include the following:
 - a) Accordance with the Level 4 PSTS Assessment, prepared by Osprey Engineering Inc. (September 4, 2024).
 - b) The installation of a Packaged Sewage Treatment System complying with NSF 40 and/or BNQ standards and any other recommendations

Transportation

- 5) The Owner shall upgrade the existing approach to a mutual paved standard in accordance with the County Servicing Standards.
 - a) Contact County Road Operations for a pre-construction and a post-construction inspection for final acceptance;
 - b) Provide an access right of way plan;
 - c) Prepare and register respective easements on each title, where required.

Developability

6) Utility Easements, Agreements, and Plans are to be provided and registered to the satisfaction of ATCO Gas.

Payments and Levies

- 7) The Owner shall pay the County Subdivision Endorsement fee, in accordance with the *Master Rates Bylaw*, for the creation of one (1) new lot.
- 8) The Owner shall pay the Transportation Off-Site Levy in accordance with the Transportation Off-Site Bylaw C-8007-2020. The County shall calculate the total owing for Lot 1, as shown in the staff report and the Plan of Survey.

Taxes

9) All taxes owing up to and including the year in which subdivision is to be registered, are to be paid to Rocky View County prior to signing the final documents pursuant to Section 654(1) of the *Municipal Government Act*.



E. SUBDIVISION AUTHORITY DIRECTION:

1) Prior to final endorsement of the subdivision, the Planning Department is directed to present the Applicant/Owners with a Voluntary Recreation Contribution Form and ask them if they will contribute to the Fund in accordance with the contributions prescribed in the *Master Rates Bylaw*.

Carried

The Chair called for a recess at 11:13 a.m. and called the meeting back to order at 11:19 a.m.

H-3 Division 3 - Subdivision Item: Residential File: PL20240019 (06812014)

MOVED by Deputy Reeve Kochan that the Subdivision Authority approves application PL20240019 with the conditions noted in Attachment F (with Administration's proposed tentative plan).

- A. THAT the application to subdivide two ± 1.62 hectare (± 4.00 acre) parcels with a ± 3.92 hectare (± 9.70 acre) remainder from Block 13, Plan 8185 JK within NE-12-26-04-W05M, having been evaluated in terms of Section 654 of the *Municipal Government Act* and Sections 9, 18 and 19 of the Matters Related to Subdivision and Development Regulation, and the Municipal Development Plan (County Plan), and having considered adjacent landowner submissions, is approved as per the Tentative Plan for the reasons listed below:
 - 1. The application is consistent with the Statutory Policy;
 - 2. The subject lands hold the appropriate land use designation;
 - 3. The technical aspects of the subdivision proposal have been considered and are further addressed through the conditional approval requirements.
- B. The Applicant/Owner is required, at their expense, to complete all conditions attached to and forming part of this conditional subdivision approval prior to Rocky View County (the County) authorizing final subdivision endorsement. This requires submitting alldocumentation required to demonstrate each specific condition has been met, or agreements (and necessary securities) have been provided to ensure the conditions will be met, in accordance with all County Policies, Standards, and Procedures, to the satisfaction of the County, and any other additional party named within a specific condition. Technical reports required to be submitted as part of the conditions must be prepared by a qualified professional, licensed to practice in the province of Alberta within the appropriate field of practice. The conditions of this subdivision approval do not absolve an Applicant/Owner from ensuring all permits, licenses, or approvals required by Federal, Provincial, or other jurisdictions are obtained.
- C. In accordance with Section 20(1) of the *Matters Related to Subdivision and Development Regulation*, the Subdivision Authority, with authorization from Alberta Transportation and Economic Development on behalf of the Minister of Transportation, varies the requirements of Sections 18 with regards to subdivision approvals within the prescribed distance from a highway right of way.



- D. In accordance with Section 654(2) the Subdivision Authority is of the opinion that the proposed subdivision would not unduly interfere with the amenities of the neighbourhood, or materially interfere with or affect the use, enjoyment, or value of neighbouring parcel of land; and the proposed subdivision conforms with the use prescribed for that land in the land use bylaw.
- E. Further, in accordance with Section 654 and 655 of the *Municipal Government Act*, the application shall be approved subject to the following conditions of approval:

Survey Plans

- 1) Subdivision is to be effected by a Plan of Survey, pursuant to Section 657 of the *Municipal Government Act,* or such other means satisfactory to the Registrar of the South Alberta Land Titles District.
 - a) A Plan of Survey, including the Application number (PL20240019) and Roll number (06812014) of the parcel; and
 - b) Landowner's Consent to Register Plan of Survey.
 - c) The Owner shall dedicate, by Caveat a +/- 3 metre wide strip of land for road widening along the entire eastern boundary of subject lands.

Site Servicing

- 2) Water is to be supplied by an individual well on Lot 1 and Lot 2. The subdivision shall not be endorsed until:
 - a) An Aquifer Testing (Phase II) Report is provided, which is to include aquifer testing and the locations of the new well on the new Lot 1 and 2, in accordance with the County's Servicing Standards and requirements of the Water Act;
 - b) A Well Driller's Report confirming a minimum pump rate of 1.0 IGPM for the new well is provided.
- 3) The Owner will be required to submit a stormwater management report, prepared and stamped by a professional stormwater engineer, in accordance with the County Servicing Standards. Implementation of the Stormwater Management Report shall include the following:
 - a) If the recommendations of the Stormwater Management Report require improvements, then the Owner shall enter into a Site Improvements Service Agreement with the County;
 - b) Registration of any required easements and / or utility right-of-way;
 - c) Necessary approvals and compensation provided to Alberta Environment for wetland loss and mitigation, and
 - d) Any necessary Alberta Environment licensing documentation for the stormwater infrastructure system.

Transportation

4) The Owner shall upgrade the existing northern paved approach on Range Road 40 to a mutual standard in accordance with the County Servicing Standards.



- a) Contact County Road Operations for a pre-construction and a postconstruction inspection for final acceptance;
- b) Provide an access right of way plan;
- c) Prepare and register respective easments on each title, where required.

Utility Easement

5) Utility Easements, Agreements, and Plans are to be provided and registered to the satisfaction of ATCO Gas.

Municipal Reserves

6) The provision of Reserve in the amount of 10% of the subject lands, is to be provided by payment of cash-in-lieu in accordance with the appraisal prepared by Richard D. Sieben (RDS Group), File no. 2412565, Dated January 18, 2024, pursuant to Section 666(3) of the *Municipal Government Act*

Payments and Levies

- 7) The Owner shall pay the County Subdivision Endorsement fee, in accordance with the *Master Rates Bylaw*, for the creation of two (2) new lots.
- 8) The Owner shall pay the Transportation Off-Site Levy in accordance with the Transportation Off-Site Bylaw C-8007-2020 and will be applied to each proposed new lot. The County shall calculate the total owing for the gross development area, as shown in the staff report and the Plan of Survey.

Taxes

9) All taxes owing up to and including the year in which subdivision is to be registered, are to be paid to Rocky View County prior to signing the final documents pursuant to Section 654(1) of the *Municipal Government Act*.

F. SUBDIVISION AUTHORITY DIRECTION:

1) Prior to final endorsement of the subdivision, the Planning Department is directed to present the Applicant/Owners with a Voluntary Recreation Contribution Form and ask them if they will contribute to the Fund in accordance with the contributions prescribed in the *Master Rates Bylaw*.

Carried

J-1 Division 6 - Councillor Samra and Councillor Hanson - Direction to Amend the Conrich Area Structure Plan Future Policy Area Draft File: N/A

This notice of motion was read into the Council record on December 3, 2024. The motion as read into the record will be debated on December 10, 2024.

TITLE: Direction to Amend the Conrich Area Structure Plan Future Policy Area Draft.



WHEREAS The County has prepared amendments to the Conrich Area Structure

Plan to introduce a planning policy framework to guide development

of the Future Policy Area within that Area Structure Plan;

AND WHEREAS These amendments were presented to Council in a public hearing on

October 16, 2024, and the public presented their feedback on the

draft to Council;

AND WHEREAS Upon closure of the public hearing on October 16, 2024, Council

adopted the following resolution:

MOVED by Councillor Samra that Council refer the Conrich Area Structure Plan Future Policy Amendments back to Administration to work in concert with the full Conrich Area Structure Plan review, inclusive of the feedback received at the October 16, 2024 special Council meeting, including specific density requirements as

prescribed by the Regional Growth Plan.

AND THAT the Conrich Area Structure Plan Future Policy Amendments be brought back to Council when Administration brings forward the full Conrich Area Structure Plan to Council for its

consideration.

AND WHEREAS The greater Conrich Area Structure Plan Review Project is forecasted

to begin in 2025, to address the planning policy framework in the

Conrich area that is outside the Future Policy Area;

AND WHEREAS The completion date of the greater Conrich Area Structure Plan

Review project is now estimated to be in 2026;

AND WHEREAS The completion date of the greater Conrich Area Structure Plan Review

project is now estimated to be in 2026;

AND WHEREAS The Conrich Area Structure Plan Future Policy Area project is a

distinct and separate project from the Conrich Area Structure Plan

Review project;

AND WHEREAS Council desires that the Future Policy Area planning framework

should be in place sooner than 2026;



THEREFORE BE IT RESOLVED THAT Council rescinds the following resolution adopted upon closure of the public hearing on October 16, 2024 in accordance with section 169 of the *Procedure Bylaw*:

MOVED by Councillor Samra that Council refer the Conrich Area Structure Plan Future Policy Amendments back to Administration to work in concert with the full Conrich Area Structure Plan review, inclusive of the feedback received at the October 16, 2024 special Council meeting, including specific density requirements as prescribed by the Regional Growth Plan.

AND THAT the Conrich Area Structure Plan Future Policy Amendments be brought back to Council when Administration brings forward the full Conrich Area Structure Plan to Council for its consideration.

AND THAT Council direct Administration to amend the draft Conrich Area Structure Plan Future Policy Area amendments to incorporate feedback that was heard at the October 16th, 2024 Public Hearing, especially with respect to the phasing strategy, long-term development area, and distribution of residential densities throughout the Future Policy Area, to be presented to Council by no later than end of Q2, 2025.

G-2 All Divisions - Bylaw C-8599-2024 - Amendments to the Council Code of Conduct Bylaw

File: N/A

MOVED by Deputy Reeve Kochan that Bylaw C-8599-2024 be given first reading.

Carried

MOVED by Deputy Reeve Kochan that Bylaw C-8599-2024 be given second reading.

Carried

MOVED by Deputy Reeve Kochan that Bylaw C-8599-2024 be considered for third reading.

Carried Unanimously

MOVED by Deputy Reeve Kochan that Bylaw C-8599-2024 be given third and final reading.

Carried

E-1 RVC2024-35 - Closed Session Item - Prairie Gateway Deal Agreement Update File: RVC2024-35

MOVED by Councillor Wright that Council move into closed session at 11:36 a.m. to consider the confidential item "Prairie Gateway Deal Agreement Update" pursuant to the following sections of the *Freedom of Information and Protection of Privacy Act*:

- Section 21 Disclosure harmful to intergovernmental relations
- Section 24 Advice from officials

Carried



Council held the closed session for item E-1 with the following additional people in attendance:

Rocky View County: R. McCullough, Chief Administrative Officer

I. Agbonkhese, A/Executive Director, Financial ServicesD. Kazmierczak, A/Executive Director, Community ServicesB. Riemann, Chief Operating Officer, Infrastructure Services

A. Zaluski, A/Executive Director, Corporate Services

B. Manshanden, Intergovernmental Strategist,

Intergovernmental Affairs and Regional Planning

Others: R. Barss, Project Manager, Prairie Economic Gateway

Initiative

MOVED by Deputy Reeve Kochan that Council move into open session at 12:23 p.m.

Carried

Absent: Councillor Samra

Councillor Schule

The Chair called for a recess at 12:24 p.m. and called the meeting back to order at 1:00 p.m.

Councillor Samra and Councillor Schule were present when the meeting was called back to order. Councillor Hanson was not present when the meeting was called back to order.

Council rose without report following the closed session.

D-3 Division 5 - Bylaw C-8589-2024 - Redesignation Item: Agricultural File: PL20240146 (07505006)

MOVED by Councillor Boehlke that the public hearing for item D-3 be opened at 1:01 p.m.

Carried

Absent: Councillor Hanson

Persons(s) who presented: Larry Konschuk, Konschuk Consulting (Applicant)

Person(s) who presented in support: None

Person(s) who presented in opposition: None

Persons(s) who presented rebuttal: Larry Konschuk, Konschuk Consulting (Applicant)

MOVED by Councillor Boehlke that the public hearing for item D-3 be closed at 1:20 p.m.

Carried

Absent: Councillor Hanson

MOVED by Councillor Boehlke that Bylaw C-8589-2024 be given first reading.

Carried

Absent: Councillor Hanson



MOVED by Councillor Boehlke that Bylaw C-8589-2024 be given second reading.

Carried

Absent: Councillor Hanson

MOVED by Councillor Boehlke that Bylaw C-8589-2024 be considered for third reading.

Carried Unanimously

Absent: Councillor Hanson

MOVED by Councillor Boehlke that Bylaw C-8589-2024 be given third and final reading.

Carried

Absent: Councillor Hanson

The Chair called for a recess at 1:24 p.m. and called the meeting back to order at 1:32 p.m.

Councillor Hanson returned to the meeting during the recess.

D-4 Division 3 - Bylaw C-8590-2024 - Local Plan and Redesignation Item:

Aggregate Extraction and Processing

File: PL20200066/PL20200067 (06915001/4001/4002)

Reeve Kissel vacated the Chair in accordance with section 10 of the *Procedure Bylaw* as the subject of the public hearing was located in her electoral division.

Deputy Reeve Kochan assumed the Chair.

MOVED by Reeve Kissel that the public hearing for item D-4 be opened at 1:33 p.m.

Carried

Persons(s) who presented:

Travis Coates, Burnco Rock Products (Applicant)

MOVED by Reeve Kissel that Council receive the late public submissions for item D-4 in accordance with section 185 of the *Procedure Bylaw*.

Carried

Person(s) who presented in support:

None

Persons(s) who submitted pre-recorded audio/video presentations in support:

Brian McManus Chris Long Olu Taiwo Sergey Sharov

Andrev

Cam MacDonald Grant Shields Jim Koskimaki Kevin Hickey Bob Forsyth Clint Kennedy Andrew Kay



Robin Archibald Anatoliy Tymchuk Josh Brown Scott Burns

Person(s) who presented in opposition: William McNabb

Kari-Ann McNabb

Councillor Schule left the meeting at 2:55 p.m. Councillor Schule returned to the meeting at 2:57 p.m.

Person(s) who presented in opposition: Darryl Cornish, on behalf of Marlene Cornish, Tim

Storms, Linda Kostecky, and Jeff Cornish Ann McNabb, on behalf of Laurel Griffin and Tim and

Joanne Wray

The Chair called for a recess at 3:21 p.m. and called the meeting back to order at 3:28 p.m.

Person(s) who presented in opposition: Susan Hall, on behalf of Sheila White and Janet

Embacher

Carla Arthur Maureen Bell

Main Motion

MOVED by Councillor Samra that approve a 5 minute time extension for the speaker Maureen Bell in accordance with section 188 of the *Procedure Bylaw*.

Amending Motion

MOVED by Councillor Boehlke that the main motion be amended as follows:

THAT Council approve a 52 minute time extension for the speaker Maureen Bell in accordance with section 188 of the *Procedure Bylaw*.

Defeated

The Chair then called for a vote on the main motion.

Main Motion

MOVED by Councillor Samra that approve a 5 minute time extension for the speaker Maureen Bell in accordance with section 188 of the *Procedure Bylaw*.

Carried

Person(s) who presented in opposition: Maureen Bell

Ailsa Le May

Martyn Griggs, on behalf of Rocky View Gravel Watch,

Bill Corbett, and Lori-Ann Esser

Gerry Bietz Doug Wray

The Chair called for a recess at 4:33 p.m. and called the meeting back to order at 4:45 p.m.



MOVED by Councillor Wright that Council extend the presentation time limit to allow for Alicia and Bud Berger's pre-recorded audio/video submission to be played in its entirety in accordance with section 188 of the *Procedure Bylaw*.

Defeated

Persons who submitted pre-recorded

audio/video presentations in opposition: Bailey Poce

Patti and Nash Lott Jackie Skrypnek Alicia and Bud Berger

William Snow, on behalf of Woste Igic Nabi Ltd. and

Stoney Nakoda Nation

Jon Fennell, on behalf of the Kings, Frias, and Youngs

families Emiline Hall Alice Jayde King Bill Cunningham

Graeme and Heather Finn

Ryann Tansey

Craig Hall, Honey King Industries

Nicole Schaefer

The Chair called for a recess at 5:44 p.m. and called the meeting back to order at 5:52 p.m.

Persons(s) who presented rebuttal: Travis Coates, Burnco Rock Products (Applicant)

Steven Usher, SLR Consulting

MOVED by Reeve Kissel that the public hearing for item D-4 be closed at 6:36 p.m.

Carried

Main Motion

MOVED by Reeve Kissel that Application PL20200067 be referred back to Administration until Council has rendered a decision on the Aggregate Resource Plan, or until Q4 of 2025, whichever comes first.

Amending Motion

MOVED by Deputy Reeve Kochan that the main motion be amended as follows:

THAT Application PL20200067 be referred back to Administration until Council has rendered a decision on the Aggregate Resource Plan, or until Q4 Q3 of 2025, whichever comes first.

Carried



The Chair then called for a vote on the main motion, as amended.

Main Motion, as Amended

MOVED by Reeve Kissel that Application PL20200067 be referred back to Administration until Council has rendered a decision on the Aggregate Resource Plan, or until Q3 of 2025, whichever comes first.

Carried

MOVED by Reeve Kissel that Application PL20200066 be referred back to Administration until Council has rendered a decision on the Aggregate Resource Plan, or until Q3 of 2025, whichever comes first.

Carried

E-2 RVC2024-35 – Emergent Closed Session Item – File: RVC2024-35

MOVED by Deputy Reeve Kochan that Council move into closed session at 6:53 p.m. to consider the emergent confidential item "Calgary Metropolitan Region Board Announcement Discussion" under the following sections of the *Freedom of Information and Protection of Privacy Act:*

- Section 21 Disclosure harmful to intergovernmental relations
- Section 24 Advice from officials

Carried

Council held the emergent closed session for item E-2 with the following additional people in attendance:

Rocky View County:

R. McCullough, Chief Administrative Officer

MOVED by Deputy Reeve Kochan that Council move into open session at 7:17 p.m.

Carried

Council rose without report following the closed session.

K Adjourn the Meeting

MOVED by Councillor Samra that the December 3, 2024 Council meeting be adjourned at 7:17 p.m.

Carried

Reeve or Dep	outy Reeve

Chief Administrative Officer or designate



COUNCIL MEETING MINUTES

Tuesday, December 10, 2024 9:00 AM Council Chambers 262075 Rocky View Point Rocky View County, AB T4A 0X2

Present: Reeve C. Kissel

Deputy Reeve D. Kochan Councillor G. Boehlke Councillor K. Hanson Councillor S. Samra

Councillor A. Schule (left the meeting at 12:26 p.m.) Councillor S. Wright (left the meeting at 3:09 p.m.)

Also Present: R. McCullough, Chief Administrative Officer

I. Agbonkhese, A/Executive Director, Financial Services

D. Kazmierczak, A/Executive Director, Community Services

B. Riemann, Chief Operating Officer, Infrastructure Services

A. Zaluski, A/Executive Director, Corporate Services

T. Andreasen, A/Manager, Legislative Services

A. Latimer, Manager, Economic Development

J. Lee, Manager, Capital and Engineering Services

C. Berger, Planner 2, Planning

B. Manshanden, Intergovernmental Strategist, Intergovernmental Services and Regional Planning

M. Mitton, Legislative Officer, Legislative Services

O. Newmen, Senior Planner, Planning

M. Nolan, Planner 1, Planning

C. Shelton Planner 1, Planning

K. Wrzosek, Legislative Officer, Legislative Services

A Call Meeting to Order

The Chair called the meeting to order at 9:03 a.m.

B Updates/Approval of Agenda

MOVED by Deputy Reeve Kochan that the December 10, 2024 Council meeting agenda be amended as follows:

• Add emergent closed session item E-2: Calgary Metropolitan Region Board Update

Carried



MOVED by Deputy Reeve Kochan that the December 10, 2024 Council meeting agenda be approved as amended.

Carried

C-1 November 26, 2024 Council Meeting Minutes

MOVED by Councillor Hanson that the November 26, 2024 Council meeting minutes be approved as presented.

Carried

C-2 November 27, 2024 Special Council Meeting Minutes

MOVED by Councillor Hanson that the November 27, 2024 Council meeting minutes be approved as presented.

Carried

C-3 November 28, 2024 Special Council Meeting Minutes

MOVED by Councillor Hanson that the November 28, 2024 Council meeting minutes be approved as presented.

Carried

D-1 Division 4 - Bylaw C-8595-2024 - Redesignation Item: Agricultural File: PL20240099 (07628005)

MOVED by Councillor Wright that the public hearing for item D-1 be opened at 9:09 a.m.

Carried

Person(s) who presented: Larry Konshuk, Konschuk Consulting (Applicant)

Person(s) who presented in support: None

Person(s) who presented in opposition: None

Persons(s) who presented rebuttal: None

MOVED by Councillor Wright that the public hearing for item D-1 be closed at 9:35 a.m.

Carried

MOVED by Councillor Wright that Bylaw C-8595-2024 be given first reading.

Carried

MOVED by Councillor Wright that Bylaw C-8595-2024 be given second reading.

Carried

MOVED by Councillor Wright that Bylaw C-8595-2024 be considered for third reading.

Carried Unanimously



MOVED by Councillor Wright that Bylaw C-8595-2024 be given third and final reading.

Carried

The Chair called for a recess at 9:42 a.m. and reconvened the meeting at 9:48 a.m.

Councillor Schule was not present when the meeting was called back to order.

D-2 Division 3 - Bylaw C-8591-2024 - Direct Control Amendment Item: Residential File: PL20240049 (07935003/6004)

Reeve Kissel continued to vacate the Chair in accordance with section 10 of the *Procedure Bylaw* as the subject of the public hearing was located in her electoral division.

MOVED by Reeve Kissel that the public hearing for item D-2 be opened at 9:49 a.m.

Carried

Absent: Councillor Schule

Councillor Schule returned to the meeting at 9:49 a.m.

Persons(s) who presented: Bernadette Pederson (Applicant/Owner)

Person(s) who presented in support: None

Person(s) who presented in opposition: None

Persons(s) who presented rebuttal: None

MOVED by Reeve Kissel that the public hearing for item D-2 be closed at 10:03 a.m.

Carried

MOVED by Reeve Kissel that Bylaw C-8591-2024 be given first reading.

Carried

MOVED by Reeve Kissel that Bylaw C-8591-2024 be forwarded to the Minister of Transportation and Economic Corridors for approval.

Carried

MOVED by Reeve Kissel that upon approval of the road closure application PL20240049 by the Minister of Transportation and Economic Corridors, a Plan of Survey and an Appraisal of the road closure area be provided by the Applicant to the County prior to consideration of second and third reading.

Carried

Deputy Reeve Kochan vacated the Chair Reeve Kissel reassumed the Chair.



F-1 All Divisions - Area Structure Plan Servicing Connection Policy Review File: N/A

MOVED by Deputy Reeve Kochan that Council receives the Area Structure Plan Servicing Requirement report for information.

Carried

F-2 All Divisions – Updates to the 2025 Council and Committee Meeting Calendar File: N/A

MOVED by Councillor Wright that Council approve the proposed amendments to the 2025 Council and Committee Calendar as presented in Attachment 'A'.

Carried

The Chair called for a recess at 10:39 a.m. and reconvened the meeting at 10:50 a.m.

H-1 Division 5 – Subdivision Item: Residential File: PL20240108/05335005

Councillor Schule returned to the meeting at 10:53 a.m.

MOVED by Deputy Reeve Kochan that the Subdivision Authority receive the public submission for item H-1 in accordance with section 116 of the *Procedure Bylaw*.

Carried

The Chair called for a recess at 10:57 a.m. and reconvened the meeting at 11:02 a.m.

The Chair called for a recess at 11:11 a.m. and reconvened the meeting at 11:14 a.m.

MOVED by Councillor Boehlke that the Subdivision Authority refers application PL20240108 back to Administration to reevaluate the submitted stormwater management plan and conditions of approval with a report back to Subdivision Authority by Q2 2025.

Carried

H-2 Division 5 – Subdivision Item: Residential File: PL20240152/06516016

MOVED by Deputy Reeve Kochan that the Subdivision Authority receive the applicant submission for item H-2 in accordance with section 116 of the *Procedure Bylaw*.

Carried



MOVED by Councillor Boehlke that the Subdivision Authority approve application PL20240152 with the conditions noted in Attachment F:

- A. THAT the application to create a ±0.81 hectare (±2.00 acre) parcel with a ±0.81 hectare (±2.00 acre) remainder within NE-16-26-01-W05M, having been evaluated in terms of Section 654 of the *Municipal Government Act* and Section 9, 18, and 19 of the *Matters Related to Subdivision and Development Regulation*, and having considered adjacent landowner submissions, is approved as per the Tentative Plan for the reasons listed below:
 - 1) The application is consistent with the Statutory Policy;
 - 2) The subject lands hold the appropriate land use designation;
 - 3) The technical aspects of the subdivision proposal have been considered and are further addressed through the conditional approval requirements.
- B. The Applicant/Owner is required, at their expense, to complete all conditions attached to and forming part of this conditional subdivision approval prior to Rocky View County (the County) authorizing final subdivision endorsement. This requires submitting all documentation required to demonstrate each specific condition has been met, or agreements (and necessary securities) have been provided to ensure the conditions will be met, in accordance with all County Policies, Standards, and Procedures, to the satisfaction of the County, and any other additional party named within a specific condition. Technical reports required to be submitted as part of the conditions must be prepared by a qualified professional, licensed to practice in the province of Alberta within the appropriate field of practice. The conditions of this subdivision approval do not absolve an Applicant/Owner from ensuring all permits, licenses, or approvals required by Federal, Provincial, or other jurisdictions are obtained.
- C. In accordance with Section 20 of the Matters Related to Subdivision and Development Regulation, the Subdivision Authority, with authorization from Alberta Transportation on behalf of the Minister of Transportation, varies the requirements of Sections 18 and 19 with regards to subdivision approvals within the prescribed distance from a highway right of way and the requirement for providing service roads.
- D. Further, in accordance with Section 654 and 655 of the *Municipal Government Act*, the application shall be approved subject to the following conditions of approval:

Survey Plans

- 1) Subdivision is to be effected by a Plan of Survey, pursuant to Section 657 of the *Municipal Government Act*, or such other means satisfactory to the Registrar of the South Alberta Land Titles District.
 - a) A Plan of Survey, including the Application number (PL20240152) and Roll number (06516016) of the parcel; and
 - b) Landowner's Consent to Register Plan of Survey.



Transportation

- 2) The Owner shall construct a new paved approach on Calterra Estates Drive, in accordance with the County Servicing Standards, in order to provide access to Lot 2.
 - a) Contact County Road Operations for a pre-construction and a post-construction inspection for final acceptance.

Site Servicing

- The Owner is to provide confirmation of the tie-in for connection to Rocky View Water Co-op, an Alberta Environment licensed piped water supplier, as shown on the Approved Tentative Plan. This includes providing the following information:
 - a) The completion of all paperwork for water supply allocation e.g. Water Service Agreement;
 - b) The payment of all necessary fees for the purchase of required capacity units for the proposed subdivision;
 - The allocation and reservation of the necessary capacity;
 - d) The obligations of the Owner and/or utility to bring water lines to the subdivision (i.e. whether the water utility is to construct the water line to the limits of the subdivision and applicant is to construct all internal water lines, or whether the water utility will be responsible for all connections to individual lots, etc.).
- 4) The Owner is to enter into a Development Agreement (Site Improvements/Services Agreement) with the County for the proposed new lot and shall include the following:
 - a) Accordance with the Level 3 PSTS Assessment, prepared by Osprey Engineering Inc. (August 8th, 2024).
 - b) The installation of a Packaged Sewage Treatment System (or any other specialized PSTS) complying with NSF 40 and/or BNQ standards and any other recommendations.
 - Accordance with the Site Specific Stormwater Implementation Plan / Erosion & Sediment Control measures, prepared by Stormwater Solutions (August 13, 2024).

Site Management

5) Utility Easements, Agreements, and Plans are to be provided and registered to the satisfaction of Rocky View Gas Co-Op Ltd.

Payments and Levies

The Owner shall pay the County Subdivision Endorsement fee, in accordance with the *Master Rates Bylaw*, for the creation of one (1) new lot.

Taxes

7) All taxes owing up to and including the year in which subdivision is to be registered, are to be paid to Rocky View County prior to signing the final documents pursuant to Section 654(1) of the *Municipal Government Act*.

E. SUBDIVISION AUTHORITY DIRECTION:



1) Prior to final endorsement of the subdivision, the Planning Department is directed to present the Applicant/Owners with a Voluntary Recreation Contribution Form and ask them if they will contribute to the Fund in accordance with the contributions prescribed in the *Master Rates Bylaw*.

Carried

F-3 Division 6 – Consideration of Motion - Direction to Amend the Conrich Area Structure Plan Future Policy Area Draft File: N/A

MOVED by Councillor Samra that Council rescinds the following resolution adopted upon closure of the public hearing on October 16, 2024 in accordance with section 169 of the *Procedure Bylaw*:

MOVED by Councillor Samra that Council refer the Conrich Area Structure Plan Future Policy Amendments back to Administration to work in concert with the full Conrich Area Structure Plan review, inclusive of the feedback received at the October 16, 2024 special Council meeting, including specific density requirements as prescribed by the Regional Growth Plan.

AND THAT the Conrich Area Structure Plan Future Policy Amendments be brought back to Council when Administration brings forward the full Conrich Area Structure Plan to Council for its consideration.

Carried

AND THAT Council direct Administration to amend the draft Conrich Area Structure Plan Future Policy Area amendments to incorporate feedback that was heard at the October 16th, 2024 Public Hearing, especially with respect to the phasing strategy, long-term development area, and distribution of residential densities throughout the Future Policy Area, to be presented to Council by no later than end of Q2, 2025.

Carried

G-1 Division 1 – Local Plan Amendment and Redesignation Item: Residential and Business File: PL20220027/28/04715001

MOVED by Councillor Hanson that the revised version of Bylaw C-8558-2024 be given first reading.

Carried

MOVED by Councillor Hanson that the revised version of Bylaw C-8558-2024 be given second reading.

Carried

MOVED by Councillor Hanson that the revised version of Bylaw C-8558-2024 be considered for third reading.

Carried Unanimously

MOVED by Councillor Hanson that the revised version of Bylaw C-8558-2024 be given third and final reading.



Carried

MOVED by Councillor Hanson that the revised version of Bylaw C-8559-2024 be given first reading.

Carried

MOVED by Councillor Hanson that the revised version of Bylaw C-8559-2024 be given second reading.

Carried

MOVED by Councillor Hanson that the revised version of Bylaw C-8559-2024 be considered for third reading.

Carried Unanimously

MOVED by Councillor Hanson that the revised version of Bylaw C-8559-2024 be given third and final reading.

Carried

E-2 Emergent Closed Session Item – Calgary Metropolitan Region Board Update File: N/A

MOVED by Councillor Hanson that Council move into closed session at 11:35 a.m. to consider the following confidential item "Calgary Metropolitan Region Board Update" to the following sections of the *Freedom of Information and Protection of Privacy Act*:

- Section 21 Disclosure harmful to intergovernmental relations
- Section 24 Advice from officials

Carried

Council held the closed session for item E-2 with the following additional people in attendance:

Rocky View County: R. McCullough, Chief Administrative Officer

B. Riemann, Chief Operating Officer, Infrastructure Services

MOVED by Councillor Hanson that Council move into open session at 12:25 p.m.

Carried

MOVED by Councillor Boehlke that Rocky View County intends to withdraw from the Calgary Metropolitan Region Board, citing a need for greater planning autonomy and alignment with local priorities.

Carried

The Chair called for a recess at 12:26 p.m. and reconvened the meeting at 1:29 p.m.

Councillor Schule left the meeting during the recess and did not return to the meeting.

Councillor Hanson was not present when the meeting was called back to order.

E-1 Closed Session Item – Prairie Gateway Deal Agreement Update File: RVC2024-35



MOVED by Deputy Reeve Kochan that Council move into closed session at 1:29 p.m. to consider the confidential item "Prairie Gateway Deal Agreement Update" under the following sections of the *Freedom of Information and Protection of Privacy Act*:

- Section 21 Disclosure harmful to intergovernmental relations
- Section 24 Advice from officials

Carried Absent: Councillor Hanson Councillor Schule

Councillor Hanson returned to the meeting at 1:42 p.m.

Council held the closed session for item E-1 with the following additional people in attendance:

Rocky View County: R. McCullough, Chief Administrative Officer

I. Agbonkhese, A/Executive Director, Financial Services
D. Kazmierczak, A/Executive Director, Community Services
B. Riemann, Chief Operating Officer, Infrastructure Services

A. Zaluski, A/Executive Director, Corporate Services T. Andreasen, A/Manager, Legislative Services A. Latimer, Manager, Economic Development J. Lee, Manager, Capital and Engineering Services

B. Manshanden, Intergovernmental Strategist, Intergovernmental Services and Regional Planning

City of Calgary: Mayor J. Gondek

Councillor G. Carra Councillor A. Chabot Councillor P. Demong Councillor J. Mian Councillor K. Penner

Councillor S. Sharp (participated electronically)

Councillor E. Spencer Councillor C. Walcott

Councillor J. Wyness (participated electronically)

S. Dalgleish, Chief Operating Officer

D. Hamilton, General Manager, Planning and Development Services (participated electronically)

L. Tochor, A/Chief Financial Officer (participated electronically)

K. Davies Murphy, Director, City and Regional Planning

K. Cote, Manager, Government Relations (participated electronically)

K. Holz, Manager, Regional Planning

O. Shyllon, Program Manager, Prairie Economic Gateway

W. Fan, Leader, Prairie Economic Gateway (participated electronically)

S. MacLean, Executive Advisor to the Director of City and Regional Planning (participated electronically)



M. Senek, Lawyer 3 (participated electronically)

R. Barss, Project Manager, Prairie Gateway Initiative Others:

B. Parry, Chief Executive Officer, Calgary Economic Development

B. Nunnari, Senior Director, Intelligence, Calgary Economic

Development

MOVED by Councillor Hanson that Council move into open session at 3:09 p.m.

Carried

Absent: Councillor Wright

Councillor Wright was not present when the meeting moved back into open session.

Ι **Adjourn the Meeting**

MOVED by Councillor Samra that the December 10, 2024 Council meeting be adjourned at 3:09 p.m.

> Carried Absent: Councillor Wright

Reeve or Deputy Reeve

Chief Administrative Officer or designate



SPECIAL COUNCIL MEETING MINUTES

Wednesday, December 11, 2024 9:00 AM Council Chambers 262075 Rocky View Point Rocky View County, AB T4A 0X2

Present: Reeve C. Kissel

Deputy Reeve D. Kochan Councillor G. Boehlke Councillor K. Hanson Councillor S. Samra

Councillor A. Schule (participated virtually; left the meeting at 2:03 p.m.)

Councillor S. Wright

Also Present: R. McCullough, Chief Administrative Officer

I. Agbonkhese, A/Executive Director, Financial Services

D. Kazmierczak, A/Executive Director, Community Services B. Riemann, Chief Operating Officer, Infrastructure Services

A. Zaluski, A/Executive Director, Corporate Services

T. Andreasen, A/Manager, Legislative Services

A. Chell, Senior Planner, Planning C. Maddock, Planner, Planning

M. Nakonechny, Legislative Officer, Legislative Services

A Call Meeting to Order

The Chair called the meeting to order at 9:02 a.m.

B Updates/Approval of Agenda

MOVED by Deputy Reeve Kochan that the December 11, 2024 Special Council meeting agenda be approved as presented.

Carried

D-1 Divisions 1 & 2 - Bylaw C-8569-2024 - Amendments to the Draft Springbank Area Structure Plan File: 1015-550

MOVED by Deputy Reeve Kochan that the public hearing for item D-1 be opened at 9:05 a.m. Carried

Person(s) who presented: C. Maddock, Planner, Planning

D. Kazmierczak, A/Executive Director, Community Services



MOVED by Councillor Hanson that Council receive the late public submissions for item D-1 in accordance with section 185 of the *Procedure Bylaw*.

Carried

MOVED by Councillor Hanson that Council receive the submission from the City of Calgary for item D-1 in accordance with section 185 of the *Procedure Bylaw*.

Carried

Person(s) who presented in support: Catherine Connolly, on behalf of Pinebrook Estates

residents

Mike Coldwell, on behalf of Riverside Estates

residents

Darrel Grant, on behalf of Northpoint Schools Shawn Munro, on behalf of Milo and Corbin Munro Mike Longeway, on behalf of the Longeway family

The Chair called for a recess at 10:18 a.m. and called the meeting back to order at 10:29 a.m.

Person(s) who presented in support: John Piera

MOVED by Councillor Hanson that speaker John Piera's presentation time be extended by 3 minutes in accordance with section 188 of the *Procedure Bylaw*.

Carried

Person(s) who presented in support: Maureen Bennett

Brad Wanchulak on behalf of Scott Darling, Tom Spolentini, Alex Whitcomb, and other Heritage Woods community members

Councillor Boehlke left the meeting at 10:55 a.m.

Councillor Boehlke returned to the meeting at 10:57 a.m.

Person(s) who presented in support: Charlie Spence

Stefan Frick

MOVED by Councillor Wright that speaker Stefan Frick's presentation time be extended by 3 minutes in accordance with section 188 of the *Procedure Bylaw*.

Carried

Person(s) who presented in support: David Thiessen, on behalf of the Kirk family

Iris Hau

Person(s) who submitted pre-recorded

audio/video presentations in support: None

Person(s) who presented in opposition: Larry Benke, on behalf of 17 landowners in the

Westbluff, Solace Ridge, Artists' View, Pinnacle Ridge, and Shantara Grove areas



Person(s) who presented in opposition: Kim Magnuson, on behalf of Tony and Anna Bizios,

Jeff Dunn and Peter Whidden, and the

Chand'oiseau family

The Chair called for a recess at 11:43 a.m. and called the meeting back to order at 11:49 a.m.

Councillor Schule was not present when the meeting was called back to order.

Councillor Schule returned to the meeting at 11:51 a.m.

Person(s) who presented in opposition: Kim Magnuson, on behalf of the Springbank

Community Planning Association

Kim Magnuson, on behalf of Diane Arshinoff, John Beveridge, Brenda Moors, Darren and Sharon

And are an and James Treets

Anderson, and Janet Trott

Jackie Glen

MOVED by Councillor Hanson that Council receive the late public submission from Jan Erisman for item D-1 in accordance with section 185 of the *Procedure Bylaw*.

Carried

Person(s) who presented in opposition: Jan Erisman, on behalf of the Springbank Community

Association

The Chair called for a recess at 12:19 p.m. and called the meeting back to order at 1:03 p.m.

Person(s) who submitted pre-recorded

audio/video presentations in opposition: None

Persons(s) who presented in rebuttal: D. Kazmierczak, A/Executive Director,

Community Services

MOVED by Deputy Reeve Kochan that the public hearing for item D-1 be closed at 1:16 p.m.

Carried

Motion E(1) - Option 1

MOVED by Deputy Reeve Kochan that Policy 8.25 be removed.

Carried

Motion B(1) - Option 2

MOVED by Councillor Hanson that Policy 20.05 be amended to read:

All new business and institutional development shall connect to piped water servicing for water and regional servicing for wastewater at the time of subdivision or development permit approval. Deferrals of piped water and wastewater servicing connections shall not be considered in subdivision or development approvals.



AND THAT Policy 20.06 be amended to read:

All residential development proposed within the New Residential Areas shown on Map 6 of this Plan shall connect to piped water servicing for water and regional servicing for wastewater at the time of subdivision.

AND THAT Policy 20.07 be amended to read:

All new residential parcels less than 0.8 ha (\pm 1.98 acres) in size located within either the Infill Residential Areas or the New Residential Areas shown on Map 6 of this Plan shall connect to piped water servicing and regional piped wastewater servicing at the time of subdivision. On-site servicing via water well PSTS shall not be supported for new residential parcels less than 0.8 ha (\pm 1.98 acres) in size.

AND THAT Policy 8.25(b) be amended to read:

(b) new residential parcels less than \pm 0.8 ha (\pm 1.98 acres) shall connect to piped water servicing and regional piped wastewater servicing in accordance with Section 20 and County policy.

AND THAT Appendix A be amended to add a definition of "regional piped servicing" to read:

"means a system that collects sewage from large developed or developing areas and conveys the sewage to a regional treatment facility."

AND THAT Appendix A be amended to add a definition of "Piped Water Servicing" to read:

"means the supply and distribution of water via water co-ops or other local utility providers."

Motion B(1) - Option 2 - Amending Motion:

MOVED by Deputy Reeve Kochan that the main motion be amended as follows:

MOVED by Councillor Hanson that Policy 20.05 be amended to read:

All new business and institutional development shall connect to piped water servicing for water and regional servicing for wastewater at the time of subdivision or development permit approval. Deferrals of piped water and wastewater servicing connections shall not be considered in subdivision or development approvals.

AND THAT Policy 20.06 be amended to read:

All residential development proposed within the New Residential Areas shown on Map 6 of this Plan shall connect to piped water servicing for water and regional servicing for wastewater at the time of subdivision.



AND THAT Policy 20.07 be amended to read:

All new residential parcels less than 0.8 ha (\pm 1.98 acres) in size located within either the Infill Residential Areas or the New Residential Areas shown on Map 6 of this Plan shall connect to piped water servicing and regional piped wastewater servicing at

the time of subdivision. On-site servicing via water well PSTS shall not be supported for new residential parcels less than 0.8 ha (± 1.98 acres) in size.

AND THAT Policy 8.25(b) be amended to read:

(b) new residential parcels less than \pm 0.8 ha (\pm 1.98 acres) shall connect to piped water servicing and regional piped wastewater servicing in accordance with Section 20 and County policy.

AND THAT Appendix A be amended to add a definition of "regional piped servicing" to read:

"means a system that collects sewage from large developed or developing areas and conveys the sewage to a regional treatment facility."

AND THAT Appendix A be amended to add a definition of "Piped Water Servicing" to read:

"means the supply and distribution of water via water co-ops or other local utility providers."

Defeated

The Chair then called for a vote on Motion B(1) – Option 2.

Motion B(1) – Option 2

MOVED by Councillor Hanson that Policy 20.05 be amended to read:

All new business and institutional development shall connect to piped water servicing for water and regional servicing for wastewater at the time of subdivision or development permit approval. Deferrals of piped water and wastewater servicing connections shall not be considered in subdivision or development approvals.

AND THAT Policy 20.06 be amended to read:

All residential development proposed within the New Residential Areas shown on Map 6 of this Plan shall connect to piped water servicing for water and regional servicing for wastewater at the time of subdivision.



AND THAT Policy 20.07 be amended to read:

All new residential parcels less than 0.8 ha (\pm 1.98 acres) in size located within either the Infill Residential Areas or the New Residential Areas shown on Map 6 of this Plan shall connect to piped water servicing and regional piped wastewater servicing at the time of subdivision. On-site servicing via water well PSTS shall not be supported for new residential parcels less than 0.8 ha (\pm 1.98 acres) in size.

AND THAT Policy 8.25(b) be amended to read:

(b) new residential parcels less than \pm 0.8 ha (\pm 1.98 acres) shall connect to piped water servicing and regional piped wastewater servicing in accordance with Section 20 and County policy.

AND THAT Appendix A be amended to add a definition of "regional piped servicing" to read:

"means a system that collects sewage from large developed or developing areas and conveys the sewage to a regional treatment facility."

AND THAT Appendix A be amended to add a definition of "Piped Water Servicing" to read:

"means the supply and distribution of water via water co-ops or other local utility providers."

Defeated

Motion B(1) - Option 1

MOVED by Deputy Reeve Kochan that Policy 20.05 be amended to read:

All new business and institutional development shall connect to piped water servicing for water and either regional or decentralized piped servicing for wastewater at the time of subdivision or development permit approval. Deferrals of piped water and wastewater servicing connections shall not be considered in subdivision or development approvals.

AND THAT Policy 20.06 be amended to read:

All residential development proposed within the New Residential Areas shown on Map 6 of this Plan shall connect to piped water servicing for water and either regional or decentralized piped servicing for wastewater at the time of subdivision.

AND THAT Policy 20.07 be amended to read:

All new residential parcels less than 0.8 ha (\pm 1.98 acres) in size located within either the Infill Residential Areas or the New Residential Areas shown on Map 6 of this Plan shall connect to piped water servicing and either regional or decentralized piped servicing for wastewater at the time of subdivision. On-site servicing via water well PSTS shall not be supported for new residential parcels less than 0.8 ha (\pm 1.98 acres) in size.



AND THAT Policy 8.25(b) be amended to read:

(b) new residential parcels less than \pm 0.8 ha (\pm 1.98 acres) shall connect to piped water servicing and either regional or decentralized piped servicing for wastewater, in accordance with Section 20 and County policy.

AND THAT Appendix A be amended to add a definition of "Decentralized Piped Servicing" to read:

"means a system that collects typical wastewater strength effluent from multiple lots, conveys effluent to a wastewater treatment plant for treatment and discharges to an approved discharge location.",

AND THAT Appendix A be amended add a definition of "Regional Piped Wastewater Servicing" to read:

"means a system that collects sewage from large developed or developing areas and conveys the sewage to a regional treatment facility."

AND THAT Policy 20.06 be amended to add a definition of "Piped Water Servicing" to read:

"means the supply and distribution of water via water co-ops or other local utility providers."

Carried

Councillor Schule left the meeting at 2:03 p.m. and did not return to the meeting.

Motion G(1) - Option 1

MOVED by Councillor Boehlke that Map 6: Land Use Strategy be amended to show the lands identified as Special Planning Area #1 (Highway 1 corridor) on Map 16: Special Planning Areas as Business.

AND THAT a new policy be added as Policy 20.06 reading:

Notwithstanding Policy 20.05, new business or institutional uses may be permitted to utilize interim servicing solutions until such time that connection to piped servicing is possible.

AND THAT Policies 20.12 and 20.25 be removed from the Plan.

Defeated



Motion F(1)

MOVED by Deputy Reeve Kochan that a new subsection header be added within Section 13 reading "Community Core" following Policy 13.08.

Community Core

- 13.09 The Community Core shall cover those lands identified as such on Map 6: Land Use Strategy and Map 8: Institutional and Community Uses.
- 13.10 Redesignation or subdivision shall not be supported within the Community Core until a Conceptual Scheme providing a comprehensive plan aligning with the principles and policies of this ASP has been adopted by Council and appended to this Plan by bylaw, with Table 6 (Appendix D) and Map 3 of this Plan updated accordingly. 13.11 Notwithstanding Policy 13.10, developments of a limited scope may be considered prior to adoption of a County-led Conceptual Scheme, only where the applicant can demonstrate that proposal aligns with and supports the policies and principles applicable to the Community Core.
- 13.12 Institutional and community services shall be the predominant development form within the Community Core and shall be the most prominent development form interfacing with Range Road 33, other roads (Township Road 245, Huggard Road, and Springbank Road), and public spaces.
- 13.13 Institutional and community service uses within the Community Core shall be restricted to those identified within Section 13 of this Plan and shall align with all other the relevant Policies set out within this section.
- 13.14 Residential development may be supported within the Community Core, subject to the development meeting the policies set out within Section 7 of this Plan and the following criteria:
 - a) the residential development proposals shall incorporate institutional and community services that are complementary to the residential uses and that also serve the broader public;
 - b) residential uses should be setback from Range Road 33, with institutional and community uses fronting public roads and spaces; and
 - c) subdivision should be phased such that proposed institutional and community uses are secured concurrently with, or prior to, the completion of all proposed residential lots.
- 13.15 Key principles guiding development of the Community Core shall be to:
 - a) safeguard the amenity of existing adjacent residents through appropriate placement of more intensive activities and development forms away from these residential areas;
 - b) expansion of schools and municipal services through appropriate phasing and dedication of municipal reserve lands;



- c) recognise the role of the County to lead planning of the Community Core and to secure improvements to the public realm through a variety of mechanisms, including where appropriate financial contribution and/or cost recovery agreements;
- d) ensure that new development within the Community Core is serviced by piped water and regional piped wastewater servicing; and
- e) require high quality design practices in accordance with the County's Commercial, Office, and Industrial Design Guidelines and through the creation of new design criteria for both public and private spaces within the Community Core.

AND THAT Map 6: Land Use Strategy and Map 8: Institutional and Community Uses be amended to identify the following parcels as "Community Core" and add the "Community Core" designation to the map legends:

• Lot: 8 Plan: 7710490

Block: PCL A Plan: 6740 HL
Block: PCL C Plan: 5990 JK
Lot: 2 Block: 1 Plan: 0711359
Lot 1: Block: 1 Plan: 0111284
Lot 3 Block: 1 Plan: 0711359

SE-28-24-03-W05M containing 109.53 acresSW-27-34-3-W05M containing 73.96 acres

Lot: 1 SR Plan: 0010813

• SW-28-24-3-W05M containing 0.77 acres

Carried Absent: Councillor Schule

Motion G(1) – Option 2

MOVED by Councillor Hanson that Policy 13.16 be added under the Community Core header to read:

Local commercial development may be supported within the Community Core, subject to the development meeting the policies set out within Section 10 of this Plan and the following criteria:

- a) local commercial development shall be focused on complementing existing or planned institutional and community services, through the specific uses proposed and integration of features such as building design, parking areas, pathways and open spaces;
- b) local commercial services shall be located and oriented to interface with public roads and spaces and provide a consistent and high quality design that contributes to the appearance of the Community Core;
- c) local commercial uses shall be limited in scope and clearly secondary to existing and planned institutional and community uses within the Community Core. In all cases the overall Community Core shall be in full alignment with Rural Employment Area policies set out within the Calgary Metropolitan Region Growth Plan and County Municipal Development Plan; and



d) subdivision and development permits should be phased such that proposed institutional and community uses are secured concurrently with, or prior to, the completion of all proposed residential lots.

Carried

Absent: Councillor Schule

The Chair called for a recess at 2:24 p.m. and called the meeting back to order at 2:32 p.m.

Motion C(1)

MOVED by Deputy Reeve Kochan that Map 6: Land Use Strategy and Map 7: Springbank Airport be amended to change the 38-acre portion of SW-05-25-03-W05M east of Copithorne Trail from New Residential to Springbank Airport Interface.

Carried

Absent: Councillor Schule

Motion C(2)

MOVED by Deputy Reeve Kochan that Map 6 and Map 7 be amended to change the entire SE-04-25-03-W05M, excluding the southerly 547 feet of the easterly 175 of SE-04-25-03-W05M, from New Residential and Infill Residential to Springbank Airport Interface.

Carried

Absent: Councillor Schule

Motion C(3)

MOVED by Councillor Hanson that Map 8: Institutional and Community Uses be amended to show the following lands as having potential for Institutional and Community Uses:

- The 38-acre portion of SW-05-25-03-W05M that lies east of Copithorne Trail
- SE-04-25-03-W05M, excluding the southerly 547 feet of the easterly 175 feet of the southeast quarter.

Defeated

Absent: Councillor Schule

Motion D(1) - Option 2

MOVED by Deputy Reeve Kochan that Appendix A be amended to remove the definition of "Agricultural Business"

AND THAT Policy 7.04 be amended to read:

Notwithstanding agricultural businesses, bBusiness uses shall be directed to the Business and Springbank Airport Interface areas as identified on Map 6.

AND THAT Policy 9.05 be amended to read:

Redesignation, subdivision, or development permit applications facilitating agricultural *†* agricultural business uses and development shall demonstrate consider:

- a) compatibility with the surrounding character of the area;
- b) if the site can sustain the proposal as it relates to the type, scale, size, and function of the use;



- c) the compatibility of the proposed use with the adjacent existing land uses;
- d) alignment with the provisions of the Municipal Development Plan and the Land Use Bylaw:
- e) minimal impact on the environment, including air quality, and surface and groundwater hydrology;
- f) compatibility with the safe operation of the Springbank Airport; and
- g) compliance with any other matter the County deems appropriate.

AND THAT Policy 9.06 be amended to read:

To ensure that new agricultural pursuits are of an appropriate scale and design to integrate into a residential community, a master site development plan shall may be required to guide proposals for more intensive discretionary uses allowed within the agricultural districts of the County's Land Use Bylaw. for proposals facilitating agricultural development that is not ancillary to the principal agricultural operations being undertaken on a parcel.

AND THAT Policy 10.02 be removed, and Section 10 be reformatted and renumbered as required.

Carried Absent: Councillor Schule

Motion E(2) - Option 2

MOVED by Councillor Wright that Policy 8.14 be amended to read the following:

Notwithstanding Policies 8.12 and 8.20, a conceptual scheme is not required for agricultural development or residential development within the New Residential Area as identified on Map 6: Land Use Strategy when all of the following conditions are met:

- a) direct road access is available, without the use of a panhandle;
- b) one (1) lot is being created from the parent parcel in place at time of adoption of this Plan;
- c) the proposed lot is \pm 0.8 ha (\pm 1.98 acres) or greater in size; and
- d) the creation of the new lots will not adversely affect or impede future subdivision of the balance lands.

AND THAT a new policy be added as Policy 8.15 to read the following:

A conceptual scheme should be required for residential development within the Infill Residential Area as identified on Map 6: Land Use Strategy unless the following conditions are met:

- a) No more than four (4) new residential lots are being created;
- b) There is limited potential for further subdivision both within and adjoining the subject lands;
- c) There are no subdivision maters that would benefit from being directed by conceptual scheme policies, including, but not limited to:



- i. Homeowners' association requirements;
- ii. Landscape and architectural controls;
- iii. Environmental and or municipal reserve requirements;
- iv. Water, wastewater, stormwater infrastructure;
- v. Lot layout, emergency access and road layout.

AND THAT Policies 8.12 and 8.20 be removed, and that Section 8 be reformatted and renumbered as required.

Motion E(2) - Option 2 - Amending Motion:

MOVED by Councillor Wright that the main motion be amended as follows:

MOVED by Councillor Wright that Policy 8.14 be amended to read the following:

Notwithstanding Policies 8.12 and 8.20, a conceptual scheme is not required for agricultural development or residential development within the New Residential Area as identified on Map 6: Land Use Strategy when all of the following conditions are met:

- a) direct road access is available, without the use of a panhandle;
- b) one (1) lot is being created from the parent parcel in place at time of adoption of this Plan;
- c) the proposed lot is \pm 0.8 ha (\pm 1.98 acres) or greater in size; and
- d) the creation of the new lots will not adversely affect or impede future subdivision of the balance lands.

AND THAT a new policy be added as Policy 8.15 to read the following:

A conceptual scheme should shall be required for residential development within the Infill Residential Area as identified on Map 6: Land Use Strategy unless the following conditions are met:

- a) No more than four (4) new residential lots are being created;
- b) There is limited potential for further subdivision both within and adjoining the subject lands;
- c) There are no subdivision maters that would benefit from being directed by conceptual scheme policies, including, but not limited to:
 - i. Homeowners' association requirements;
 - ii. Landscape and architectural controls;
 - iii. Environmental and or municipal reserve requirements;
 - iv. Water, wastewater, stormwater infrastructure;
 - v. Lot layout, emergency access and road layout.



AND THAT Policies 8.12 and 8.20 be removed, and that Section 8 be reformatted and renumbered as required.

Carried

Absent: Councillor Schule

The Chair then called for a vote on Motion E(2) - Option 2, as amended.

Motion E(2) - Option 2 - As Amended:

MOVED by Councillor Wright that Policy 8.14 be amended to read the following:

Notwithstanding Policies 8.12 and 8.20, a conceptual scheme is not required for agricultural development or residential development within the New Residential Area as identified on Map 6: Land Use Strategy when all of the following conditions are met:

- a) direct road access is available, without the use of a panhandle;
- b) one (1) lot is being created from the parent parcel in place at time of adoption of this Plan;
- c) the proposed lot is \pm 0.8 ha (\pm 1.98 acres) or greater in size; and
- d) the creation of the new lots will not adversely affect or impede future subdivision of the balance lands.

AND THAT a new policy be added as Policy 8.15 to read the following:

A conceptual scheme shall be required for residential development within the Infill Residential Area as identified on Map 6: Land Use Strategy unless the following conditions are met:

- a) No more than four (4) new residential lots are being created;
- b) There is limited potential for further subdivision both within and adjoining the subject lands;
- c) There are no subdivision maters that would benefit from being directed by conceptual scheme policies, including, but not limited to:
 - i. Homeowners' association requirements;
 - ii. Landscape and architectural controls;
 - iii. Environmental and or municipal reserve requirements;
 - iv. Water, wastewater, stormwater infrastructure;
 - v. Lot layout, emergency access and road layout.

AND THAT Policies 8.12 and 8.20 be removed, and that Section 8 be reformatted and renumbered as required.

Carried



Motion H(1)

MOVED by Deputy Reeve Kochan that the following lands be removed from the Springbank Area Structure Plan boundary and all maps be updated accordingly:

- NE-21-25-03-W05M
- NW-21-25-03-W05M
- SE-21-25-03-W05M
- SW-21-25-03-W05M
- NW-16-25-03-W05M
- SW-16-25-03-W05M

Defeated

Absent: Councillor Schule

Motions A(1), A(2), A(3), and A(4)

MOVED by Deputy Reeve Kochan that Map 8: Institutional and Community Uses be amended to remove the 116-acre portion of NE-08-24-02-W05M;

AND THAT Appendix E: List of Homesteaders and Early Landowners be amended to add the following:

Arthur Jacob Longeway
 SE-34-24-3-5 1910
 SW-34-24-3-5 1910
 Howard Henry Longeway
 Evan Stuart Longeway
 NW-26-24-3-5 1912
 NW-27-24-03-5 1939

AND THAT Appendix E: List of Homesteaders and Early Landowners be amended to remove all duplicate entries in the list and to reformat accordingly;

AND THAT Policy 27.07 be amended to read:

In addition to other requirements of this Plan, All local plans within any of the Special Planning Areas identified on Map 16 shall consider all applicable Special Planning requirements in accordance with Appendix B.

Carried

Absent: Councillor Schule

Motion A(5A) - Option 2

MOVED by Councillor Hanson that a new policy be added as Policy 13.04 to read:

"The entire 51 acres of Lot:1, Block: 11, Plan: 1213545 and the 23-acre portion of SW-17-24-02-W05M that lies southeast of Lower Springbank Road shall be permitted to continue operating as a cemetery and funeral service."

Carried



Motion A(5B)

MOVED by Councillor Hanson that Appendix A be amended to add a definition of "Cemeteries and Funeral Services" to read:

"means a use where the development for the preparation of the deceased for interment, the provision of funeral or memorial services for the public, the sale of funeral supplies, or the entombment of the deceased occurs and may include such facilities as funeral home, crematories, columbaria, mausoleums, memorial parks, burial grounds, cemeteries, and gardens of remembrance."

Carried

Absent: Councillor Schule

Motions A(6), A(7), A(8), and A(9)

MOVED by Deputy Reeve Kochan that Appendix B, "Special Planning Area Requirements", "Special Planning Area #3" be renumbered to correct clerical errors;

AND THAT the wording "limited vegetation cover" in Appendix B, "Special Planning Area Requirements", "Special Planning Area #3", be amended to read:

"preservation of limited vegetation cover and significant environmental areas;"

AND THAT Policy 8.03(a) be amended to read:

in accordance with Policies 26.18 26.19 and 26.19 26.20, the County will review the defined boundaries of the above residential categories and amend the areas as necessary.

AND THAT Policy 8.06 be removed.

Carried

Absent: Councillor Schule

The Chair called for a recess at 3:02 p.m. and called the meeting back to order at 3:08 p.m.

Councillor Wright and Councillor Hanson were not present when the meeting was called back to order.

Councillor Wright and Councillor Hanson returned to the meeting at 3:10 p.m.

Motion A(10) - Revised Wording

MOVED by Deputy Reeve Kochan that Map 6: Land Use Strategy be amended to add and show all municipal and environmental reserve land and add the "Reserves" designation to the map legend.

Carried



Motions A(11), A(12), A(13), and A(14)

MOVED by Deputy Reeve Kochan that THAT Policy 9.04 be removed and replaced with the following:

Redesignation or Subdivision of lands identified as Agriculture on Map 4: Existing Land Use shall not be supported outside of the following:

- a) first parcel out proposals;
- b) proposals that provide an agricultural use that aligns with Municipal Development Plan policies; and
- c) proposals that require a local plan be submitted.

AND THAT Policy 16.03 be amended to read:

"The County shall support consider the development of recreation facilities and services in accordance with the Recreation and Parks Master Plan, through grant funding programs/appropriate funding mechanisms."

AND THAT Appendix A be amended to add a definition of "Crime Prevention Through Environmental Design (CPTED)" to read:

"means a multi-disciplinary approach to crime prevention that uses urban and architectural design and the management of built and natural environments."

AND THAT Appendix B "Institutional and Community Uses Master Site Development Plan" be amended to read:

"Institutional and Community Uses / Agricultural Master Site Development Plan"

Carried

Absent: Councillor Schule

Motion A(15)

MOVED by Deputy Reeve Kochan that Appendix B, "Country Residential Conceptual Schemes", "Technical Requirements and Supporting Information", "Environment" be amended to add the following:

"maintenance of drinking water quality and supply in the Bow and Elbow River;"

Carried



Motion A(16)

MOVED by Deputy Reeve Kochan that Land Use Strategy be amended to change "Public Utilities" to "Bearspaw Reservoir";

AND THAT Map 4: Existing Land Use be amended to change "Public Utilities" to "Bearspaw Reservoir";

AND THAT a new section be added as Section 14 of the ASP titled 'Bearspaw Reservoir', to read as follows:

SECTION 14 BEARSPAW RESERVOIR

Overview

The lands identified as Bearspaw Reservoir on Map 4 and Map 6 are owned by TransAlta for the operation of the Bearspaw Reservoir. With the Bow River providing over half of The City of Calgary's drinking water, the protection of the shoreline adjacent to the Bearspaw Reservoir is critical to preserving water quality. To identify risks and management options for lands along the reservoir, the Bearspaw Reservoir Trilateral Task Force was established between TransAlta, The City of Calgary, and Rocky View County. Development within these lands is restricted, unless identified as a requirement from the Task Force or TransAlta as an individual landowner.

Objectives

 Restrict development outside of the recommendations of the Bearspaw Reservoir Trilateral Task Force or TransAlta as an individual landowner.

Policies

14.01 No redesignation, subdivision, or development shall be permitted on the lands identified as Bearspaw Reservoir on Map 6 unless deemed necessary as an outcome from the Bearspaw Reservoir Trilateral Task Force or if required by TransAlta as an individual landowner.

Defeated

Absent: Councillor Schule

(Kiyooka Ohe Arts Centre)

MOVED by Deputy Reeve Kochan that Map 4: Existing Land Use be amended to change Block E, Plan 3035, SW-30-24-02-W05M from Open Space to Institutional.

Carried



Motions I(1) and I(2)

MOVED by Deputy Reeve Kochan that Table 1: Springbank Density at Full Built Out and Table 2: Land Use Scenario be amended to account for land use strategy area changes to Map 6: Land Use Strategy;

AND THAT the entirety of the Springbank Area Structure Plan be renumbered and reformatted as required.

Carried

Absent: Councillor Schule

(Kiyooka Ohe Arts Centre)

MOVED by Deputy Reeve Kochan that Map 6: Land Use Strategy be amended to change Block E, Plan 3035, SW-30-24-02-W05M from Infill Residential to Institutional and Community Uses.

Carried

Absent: Councillor Schule

MOVED by Deputy Reeve Kochan that Map 8: Institutional and Community Uses be amended to change Block E, Plan 3035, SW-30-24-02-W05M from Infill Residential to Institutional and Community Uses.

Carried

Absent: Councillor Schule

MOVED by Deputy Reeve Kochan that Bylaw C-8568-2024 be given first reading, as amended.

Carried

Absent: Councillor Schule

MOVED by Deputy Reeve Kochan that Bylaw C-8568-2024 be given second reading, as amended.

Carried

Absent: Councillor Schule

MOVED by Councillor Wright that Bylaw C-8568-2024 be referred to Administration to circulate the draft Springbank Area Structure Plan to the City of Calgary for further review, with a report back to Council before the end of Q1 2025.

Carried

Carried



K Adjourn the Meeting

MOVED by Councillor Samra that the December 11, 2024 Special Council meeting be adjourned at 3:31 p.m.

Absent: Councillor Schule

Reeve or Deputy Reeve

Chief Administrative Officer or designate



COUNCIL REPORT

Regional Stormwater Off-Site Levy Bylaw

Electoral Division: All File: 1007-755

Date:	January 7, 2025
Presenter:	Jeannette Lee, Manager
Department:	Capital & Engineering Services

REPORT SUMMARY

This report is for Council's consideration of the proposed amendments and second and third reading of the amendments to Regional Stormwater Off-Site Levy Bylaw C-8547-2024. The first reading of the Regional Stormwater Off-Site Levy Bylaw C-8547-2024 update took place at the July 23, 2024, Council Meeting. Since first reading, Administration has undergone a consultation process with the relevant stakeholders and legal review for compliance with the *Municipal Government Act* and the Off-Site Levies Regulation. A summary of the consultation process can be found under Attachment 'B'.

Bylaw C-8008-2020 – Regional Stormwater Off-Site Levy Bylaw was approved by Council in June of 2020. The Regional Stormwater Off-Site Levy Bylaw provides for the fair and equitable collection of Off-Site levies related to Regional Stormwater Infrastructure in accordance with the *Municipal Government Act*. The levy structure provides a funding mechanism to collect adequate funding to construct the necessary Regional Stormwater Management Infrastructure to support the growth of key development areas in East Rocky View County.

The Regional Stormwater Off-Site Levy Bylaw update was prepared following a comprehensive review of the infrastructure and financials to the end of 2023. Key updates since first reading of this Bylaw include:

- The benefiting area under Schedule 'B-2' Langdon has been updated to reflect the full benefiting area of the infrastructure improvements inclusive of existing area and future growth resulted in the new rate of \$11,234/ha or \$4,547/acre.
- The benefiting area under Schedule 'B-3' Janet has been updated to reflect the full benefiting area of the infrastructure improvements inclusive of existing area and future growth resulted in the new rate of \$9,769/ha or \$3,953/acre.
- The benefiting area under Schedule 'B-4' Conrich has been updated to reflect the full benefiting area of the infrastructure improvements inclusive of existing area and future growth resulted in the new rate of \$5,812/ha or \$2,352/acre.
- Clerical wording changes through the bylaw for clarity.

The purpose of this report is to request Council's approval for the second and third readings of the amended bylaw. Administration recommends setting April 30, 2025, as the bylaw's effective date to allow sufficient time to transition files currently in the queue and implement procedural updates.

ADMINISTRATION'S RECOMMENDATION

THAT Bylaw C-8547-2024 be amended in accordance with Attachment A.

THAT Bylaw C-8547-2024 be given second reading, as amended

THAT Bylaw C-8547-2024 be given third and final reading, as amended.

BACKGROUND

Regional Stormwater Off-Site Levy Bylaw

In June of 2020, Council approved Bylaw C-8008-2020 – Regional Stormwater Off-Site Levy to support the long-term development of key growth areas within the east side of the County. The current bylaw includes a levy framework that supports the construction of the infrastructure associated with the Cooperative Stormwater Management Initiative (CSMI) System, along with improvements required to support the growth of the Langdon area.

In October of 2020, Rocky View County signed the CSMI User Agreement, the CSMI Development Agreement, and the CSMI Management Agreement all of which enabled the cooperative to be formed in the third quarter of 2020. The Province of Alberta, through the Alberta Community Resilience Program (ACRP), Alberta Community Partnership (ACP) and Federal New Build Canada Fund (NBCF) provides funding for projects which enhance or enable the protection of infrastructure and/or mitigate public safety hazards as result of the implementation of CSMI.

CSMI is a long-term sustainable solution for stormwater management that facilitates municipalities to grow and develop land while maintaining water quality in the irrigation system, which supports a vibrant agricultural economy and the long-term health of nearby water courses. The solution combines existing and new infrastructure to divert stormwater runoff away from the primary irrigation delivery system, treat it as necessary and eventually release it to Service Berry Creek. CSMI is a partnership with the City of Calgary, the Town of Strathmore, and the Western Irrigation District, which are recognized through financial contribution-based developable lands that will benefit from the overall Regional Stormwater infrastructure.

The Langdon Regional Drainage levy schedule is a continuation of the 2018 levy structure and remains valid. This area-specific levy structure captures the recommended infrastructure required to support the stormwater runoff from existing and future developments within the Hamlet.

ANALYSIS

Council's Strategic Plan emphasizes managing growth and ensuring financial prosperity. New development brings opportunities and challenges, impacting both the economy and infrastructure costs. The levy structure, crucial for balancing these dynamics, ensures new development contributes proportionately to infrastructure needs.

Schedule "B-1" - CSMI

The CSMI rate is calculated based on the relevant capital costs associated with the regional stormwater infrastructure over the defined area of land that is projected to be developed over the next 25 years. The levy rate is computed considering financing needs and projected capital costs. Property owners within the designated Benefitting Area are subject to the levy, determined by applying the levy rate at the time of subdivision and/or development permit application.

The current CSMI levy rate is \$14,807/ha or \$5,992/acre. Considering the updated developable area that will contribute to this levy is 3,746 ha (9,257 acres) and the updated cost (\$77,138,200), the resulting levy amount is \$20,592/ha or \$8,333/acre.

Schedule "B-2" - Langdon Regional Drainage

The proposed updates to the levy bylaw have been derived through various updates to key information that apprise the rates and schedules presented in the bylaw. The updated cost estimate has been adjusted to reflect the current cost of construction and the levy collected to date.

The current Langdon Regional Drainage levy rate is \$7,879/ha or \$3,188/acre. Considering the updated developable area that will contribute to this levy is 949.45 ha (2,346 acres), the resulting levy amount is \$11,234/ha or \$4,547/acre.

Schedule "B-3" - Janet Regional Drainage

The Janet Master Drainage Plan (MPE, 2016) was carefully reviewed to determine costs for the Janet stormwater levy. This plan divides the conveyance infrastructure into West and East Janet systems, separated by the Western Headworks (WH) canal. Establishing a levy structure to fund the municipal conveyance system is crucial for supporting Janet's growth. Additional infrastructure will be needed to address drainage patterns east of the WH Canal, with implementation scheduled later.

Considering the updated developable area that will contribute to this levy is 1,218 ha (3,010 acres) contributing to the levy, the resulting levy amount is \$9,769/ha or \$3,953/acre.

Schedule "B-4" - Conrich Regional Drainage

Similar to the Janet ASP, the Conrich ASP requires comprehensive infrastructure to manage stormwater effectively. By implementing a levy structure, funds can be allocated toward constructing essential stormwater conveyance systems within the Conrich ASP boundary. This investment ensures that as development progresses within the area, adequate measures are in place to address stormwater runoff, prevent flooding, and protect water quality. Integrating the Conrich ASP stormwater infrastructure with the broader CSMI network enhances regional resilience and promotes efficient management of stormwater runoff. Implementing a stormwater levy for the Conrich ASP is essential to ensure sufficient reserve is being collected to support the future growth of the area.

Considering the updated developable area that will contribute to this levy is 4,410 ha (10,897 acres), the resulting levy amount is \$5,812/ha or-\$2,352/acre.

Summary of Schedules

The proposed amendments to the current Bylaw are based on a comprehensive review of stormwater generated by future development and infrastructure required to address stormwater management. The following table summarizes the rate changes resulting from the work and will form the key charges reflected in a future bylaw, subject to public, Council and stakeholder engagement.

Development Area	CSMI	Langdon	Janet	Conrich	Total
	Schedule	Schedule "B2"	Schedule "B3"	Schedule "B4"	
	"B1"	\$/acre	\$/acre	\$/acre	\$/acre
	\$/acre				
Langdon	\$8,333	\$4,547			\$12,880
Janet (west of Canal)	\$8,333		\$3,953		\$12,286
Conrich	\$8,333			\$2,352	\$10,685

COMMUNICATIONS / ENGAGEMENT

In accordance with the *Municipal Government Act*, municipalities establishing an Off-Site levy must consult in good faith with stakeholders. A "stakeholder" is defined to be any person that will be required to pay the levy when the bylaw is passed, or any other person the municipality considers is affected. This includes developers, landowners, residents, and lobbyists that have an interest in, or may be affected by, the proposed levy.

Following the first reading of the proposed bylaw on July 23rd, 2024, additional engagement was completed. This included:

- Engaging industry representatives and stakeholders on updates and changes
- Advertising in Rocky View Weekly and Social Media
- Holding two in-person information sessions with stakeholders at County Hall

Regional Stormwater Off-Site Levy Bylaw

- Holding an online public information session webinar
- Providing supporting information on the County website
- Direct emailing information through the County Connection e-newsletter

Engagement primarily took place over 2024 and focused on two main objectives:

- Consulting with interested and affected members of the public and development community on the Regional Off-Site Levy Bylaw Updates, and
- Sharing transparent and accurate information about the proposed Regional Off-Site Levy Bylaw Updates, including details on how levy updates were developed and the anticipated impact on residents, developments, and businesses.

Throughout August to October of 2024, a series of public and targeted engagement activities were undertaken to gather insight and feedback on updates and changes to its off-site levy bylaws. These included:

- Correspondence in August 2024 with development associations like BILD Calgary Region and Rocky View Forward to provide updates and gather feedback.
- Two in-house information sessions were held on October 17 and 31, 2024. These sessions at County Hall had 22 attendees who reviewed proposed changes and provided input. Attendees had the opportunity to review the proposed changes, ask questions, and provide feedback which is summarized in Attachment 'C' of this report titled 'Regional Off-Site Levy Bylaw Updates What We Heard Report'.
- A public webinar on October 23, 2024, promoted via e-newsletters, social media, and newspapers, attracted strong interest and participation.
- Updates on the County website from August 15, 2024, provided links to bylaw changes, contact information for feedback, and resources like session presentations and webinar recordings.
- Additional feedback was received through seven emails and two stakeholder letters.

Details and feedback summaries are available in the *Regional Off-Site Levy Bylaw Updates – What We Heard Report*. The greatest items of concern gathered through stakeholder engagement included:

- The effective date of the Off-site Levy Bylaw will significantly impact the current projects, as most are planned years in advance. Implementing changes too quickly could disrupt established parameters for the project's performance.
- 2. The levy rate increases affect their previous development budgeting.
- 3. Requesting a phasing or deferring of the levy rate increases.

IMPLICATIONS

Financial

The establishment of these levies for stormwater will create a new funding source for future stormwater management Facility capital investments. Funds collected from each levy schedule per the bylaw will require management within a separate reserve. Usage of these funds can only be applied for the future facility infrastructure as itemized against the schedule within the bylaw. The County is required to provide annual reporting of collecting versus used funds for each levy schedule per MGA legislation. In addition, as development occurs across the County, Administration may be required to review and update levy rates to ensure the rates remain appropriate given facility funding requirements, community servicing demands, and input from the development community.

Economic Competitiveness

Each municipality tailors its levy structure based on unique factors such as local infrastructure needs, anticipated rate of development, and the characteristics of each jurisdiction for consideration. The County's proposed stormwater offsite levy rate may appear to be higher than the City of Calgary and lower than other municipalities. While this adjustment is necessary to ensure the sustainability and effectiveness of our stormwater management infrastructure, we understand the importance of maintaining economic competitiveness.

Municipality	Levy Rate \$/acre
City of Calgary	\$8,445
City of Airdrie	\$4,439
Town of Chestermere	\$37,400
Red Deer County	\$31,390
Rocky View County	\$10,685 - \$12,880

STRATEGIC ALIGNMENT

Key Performance Indicators			Strategic Alignment
Effective Service Delivery	SD2: Services are resourced and delivered to specific groups as intended, and citizens are satisfied with the outcomes	SD2.1: Citizens satisfied with the range of County services available/delivered	The bylaw's purpose is to continue the collection of funding to support a broader range of required services to residents in new developments.
Financial Prosperity	FP2: Ensuring County remains financially sustainable for future generations	FP2.1: Assets that are incorporated in an Asset Management Plan	The levy will assist with future financial sustainability as it will provide a source of funding for new infrastructure as the County continues to grow.

ALTERNATE DIRECTION

Alternate Direction 1

THAT Bylaw C-8547-2024 be amended in accordance with Attachment A.

THAT Bylaw C-8547-2024 be further amended to change the effective date of the bylaw in Section 32(2) and 35 from April 30, 2025 to January 31, 2026.

THAT Bylaw C-8547-2024 be given second reading, as amended.

THAT Bylaw C-8547-2024 be given third and final reading, as amended.

Benefits

Deferring the payment of the amended levy rate over a period of time will allow developers and stakeholders additional time to budget for the levy rate increases and reduce impact to development.

Disadvantages

Regional Stormwater Off-Site Levy Bylaw

Deferring the payment of the amended levy rate over a period of time will reduce and delay funds available that can be applied towards stormwater infrastructure.

ATTACHMENTS

Attachment A: Draft Bylaw C-8547-2024 – Regional Stormwater Off-Site Levy Bylaw Attachment B: Regional Off-Site Levy Bylaw Updates - What We Heard Report

Attachment C: Public Submissions

APPROVALS

Manager:	Jeannette Lee, Manager Capital & Engineering Services	
Executive Director/Director:	Byron Riemann, Chief Operating Officer	
Chief Administrative Officer:	Byron Riemann, Acting Chief Administration Officer	



BYLAW C-8547-2024

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

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

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

AND WHEREAS Rocky View County Council engaged the engineering firm MPE Engineering Ltd. MPE a Division of Englobe (Formerly MPE Engineering Ltd.) to prepare the following reports, to be known collectively as the reports, for the fair and equitable calculation and allocation of an off-site levy for regional stormwater infrastructure in accordance with the purposes of the *Municipal Government Act*:

- (1) CSMI Water Modelling and Stage Development Report, June 2020;
- (2) Langdon Comprehensive Stormwater Review Report, February 2016;
- (3) East Stormwater Levies Technical Memorandum, May November 2024;
- (4) Rocky View County Janet Master Drainage Plan, June 2016; and
- (5) Rocky View County Conrich Master Drainage Plan, May 2024

AND WHEREAS the reports prepared by MPE Engineering Ltd. MPE a Division of Englobe (Formerly MPE Engineering Ltd.) detail the regional stormwater infrastructure that is required to be constructed or upgraded a result of subdivision or development, or that is impacted by subdivision or development;

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

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

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



Title and Definitions

- 1 This bylaw may be cited as the *Regional Stormwater Off-Site Levy Bylaw*.
- Words in this bylaw have the same meaning as set out in the *Municipal Government Act* and the *Land Use Bylaw*, except for the definitions provided in Schedule 'A' of this bylaw, as the context requires.

Purpose and Interpretation

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



(6) Schedule 'C' – Off-Site Levy Summary.

Imposition of the Off-Site Levy

- Subject to sections 14 through 17 of this bylaw, an off-site levy as provided for under the *Municipal Government Act* is imposed in respect of all lands that are to be subdivided or developed within Rocky View County and that will require the construction or upgrade of regional stormwater infrastructure or that will benefit from regional stormwater infrastructure, except for any land where off-site levies have been previously imposed and collected in full for the same purpose as provided for in this bylaw.
- The off-site levy is imposed at the rates and on the terms specified by this bylaw. The off-site levy amounts imposed by this bylaw will apply to all new development permit and subdivision approvals after the date of the coming into full force and effect of this bylaw.
- The off-site levy will be imposed as a condition of a development permit or subdivision approvals in accordance with this bylaw when such approval occurs after the coming into full force and effect of this bylaw.

Imposition of Cooperative Stormwater Management Initiative (CSMI) Base Levy Rate

- All lands located within the CSMI benefitting area, as shown on Map 'A' within Schedule 'B-1' of this bylaw, that are subject to the off-site levy imposed by this bylaw, unless otherwise exempted in accordance with this bylaw are subject to the imposition of the CSMI base levy rate as follows:
 - (1) \$20,592 per gross hectare (\$8,333 per gross acre) of the development area of the lands as detailed in Schedule 'B-1' of this bylaw, in addition to the applicable offsite levy detailed in sections 11 and 12 of this bylaw and Schedule 'B-2', Schedule 'B-3', and Schedule 'B-4' of this bylaw.

Imposition of the Off-Site Levy

- In addition to the CSMI base levy rate imposed by section 10 of this bylaw, an off-site levy will be imposed as a condition of subdivision approvals as follows:
 - (1) subdivision approvals with respect to all lands located in the areas indicated on Schedule 'B-2', Schedule 'B-3', and Schedule 'B-4' and corresponding Map 'B', Map 'C', and Map 'D' of this bylaw that will create residential parcels less than 4.00 hectares (9.88 acres);
 - subdivision approvals with respect to all lands located in the areas indicated on Schedule 'B-2', Schedule 'B-3', and Schedule 'B-4' and corresponding Map 'B', Map 'C', and Map 'D' of this bylaw that will create residential parcels equal to or greater than 4.00 hectares (9.88 acres) where, in the opinion of Rocky View County, further subdivision or development is unlikely to occur due to technical limitations;



- (3) subdivision approvals with respect to all lands located in the areas indicated on Schedule 'B-2', Schedule 'B-3', and Schedule 'B-4' and corresponding Map 'B', Map 'C', and Map 'D' of this bylaw that will create business or institutional parcels of any size; and
- (4) subdivision approvals with respect to any lands outside of the areas indicated on Schedule 'B-2', Schedule 'B-3', and Schedule 'B-4' and corresponding Map 'B', Map 'C', and Map 'D' of this bylaw where, in the opinion of Rocky View County, the subdivision or development will directly benefit from the regional stormwater infrastructure.
- In addition to the CSMI base levy rate imposed by section 10 of this bylaw, an off-site levy will be imposed as a condition of development permit approvals as follows:
 - (1) development permit approvals for any agricultural, business, residential or institutional uses for all lands located in the areas indicated on Schedule 'B-2', Schedule 'B-3', and Schedule 'B-4' and corresponding Map 'B', Map 'C', and Map 'D' of this bylaw; and
 - (2) development permit approvals for any agricultural, business, residential, or institutional uses for all lands outside of the areas indicated on Schedule 'B-2', Schedule 'B-3', and Schedule 'B-4' and corresponding Map 'B', Map 'C', and Map 'D' of this bylaw where the development will, in the opinion of Rocky View County, directly benefit from the regional stormwater infrastructure.
- Despite any other provision in this bylaw, Rocky View County may impose further or different off-site levies, duly imposed by bylaw, on any portion of lands that are the subject of a development permit or subdivision approval and for which the County has not already collected an off-site levy imposed by this bylaw or any previous off-site levy bylaw authorized by the *Municipal Government Act* or predecessor legislation for the same purpose as provided for in this bylaw.

Exemptions to the Off-Site Levy

- Despite any other provision of this bylaw, when the owner or developer of lands is required by a condition of a development permit or subdivision approval to construct or upgrade any stormwater infrastructure component included within the scope of the regional stormwater infrastructure, Rocky View County will not impose the portion of the off-site levy related to the construction or upgrade of that particular stormwater infrastructure component as a condition of the development permit or subdivision approval for the lands.
- Despite any other provision of this bylaw, the off-site levy will not be imposed on subdivision approvals as follows:
 - (1) subdivision approvals in an agricultural district for agricultural use when the parcel(s) created as a result of the subdivision exceed 4.00 hectares (9.88 acres) and where, in the opinion of Rocky View County, further subdivision or development is likely to occur:



- (2) subdivision approvals for first parcels out; or
- (3) subdivision approvals for the sole purpose of a boundary adjustment.
- Despite any other provision of this bylaw, the off-site levy will not be imposed on development permit approvals for lands that are located within a residential or agricultural district and if the approval is:
 - (1) directly associated with the construction of a dwelling;
 - (2) directly associated with a construction of an accessory building; or
 - (3) is issued on a temporary basis and is subject to renewal.
- 17 Council, in its sole and unfettered discretion, may defer the imposition of the off-site levy under this bylaw, in whole or in part, to the next development permit or subdivision approval affecting the lands:
 - (1) if Council determines that it is appropriate to defer the imposition of the off-site levy on the lands as a condition of the development permit or subdivision approval; and
 - (2) subject always to receipt of a report from Rocky View County or consultation with the County.

Off-Site Levy Payments

- Rocky View County may enter into agreements, including development agreements, with owners of lands subject to the imposition of the off-site levy for the payment of the off-site levy imposed on those lands by this bylaw.
- 19 The off-site levy imposed by this bylaw must be paid upon the earlier of the following dates:
 - (1) the issuance of the development permit in respect of the lands if no development agreement is required as a condition of the development permit approval;
 - (2) prior to the endorsement of a plan of subdivision in respect of the lands if no development agreement is required as a condition of the subdivision approval; or
 - (3) the date(s) required for payment of the off-site levy as set forth within a development agreement pursuant to the conditions of a development permit or subdivision approval in respect of the lands.
- Any payment of the off-site levy imposed by this bylaw that is not paid when due and owing is a debt owing to Rocky View County and will be subject to interest as determined by the County's policies. This provision does not affect any other remedy available to Rocky View County for late or non-payments of the off-site levy.



- When the owner of lands subject to the off-site levy imposed by this bylaw fails, neglects, or refuses to pay the off-site levy imposed on the lands, to execute a required development agreement addressing payment of the off-site levy imposed on the lands, or to provide sufficient security for the payment of the off-site levy imposed on the lands, Rocky View County may, in addition to any other rights or remedies available:
 - (1) refuse to issue release a development permit or endorse a plan of subdivision until the owner of the lands had paid the off-site levy imposed on the lands, has executed the required development agreement address the payment of the off-site levy imposed on the land, or has provided sufficient security for the payment of the off-site levy imposed on the lands to the satisfaction of the Chief Administrative Officer, as the context requires; or
 - (2) commence court proceedings for the recovery of the off-site levy as an amount due and payable to Rocky View County.
- The Chief Administrative Officer may authorize and enter into development agreements that provide a credit to an owner or developer to be applied towards payment of the offsite levy payable by the owner or developer in an amount equivalent to all or a portion of the cost of construction incurred by the owner or developer in relation to the construction of the stormwater infrastructure that is within the scope of this bylaw.

Determination of the Off-Site Levy

- The off-site levy imposed by this bylaw was determined in accordance with the information and calculations from the reports prepared by MPE Engineering Ltd. MPE a Division of Englobe (Formerly MPE Engineering Ltd.), which are incorporated into this bylaw by reference and will be disclosed by Rocky View County upon request in accordance with section 30 of this bylaw.
- The basis and determination of the off-site levy amount for each of the separate regional stormwater infrastructure components for which an off-site levy has been imposed is shown in Schedules 'B-1' through 'B-4' of this bylaw and corresponding Maps 'A' through 'D' of this bylaw.
- The total off-site levy amount imposed on lands that will require the construction or upgrade of regional stormwater infrastructure, or that will benefit from the regional stormwater infrastructure, is shown in Schedule 'C' of this bylaw.
- With respect to the cost of borrowing incurred by Rocky View County to fund the construction or upgrade of regional stormwater infrastructure pursuant to this bylaw:
 - (1) the cost of borrowing that accrued up to and including December 31, 2023 is included in the calculation of the off-site levy within the schedules attached to and forming part of this bylaw; and
 - (2) the cost of borrowing accruing after December 31, 2023 will be calculated by Rocky View County and be required as part of the off-site levy imposed and payable under this bylaw.



Off-Site Levy Administration and Off-Site Levy Fund

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

Annual Report to Council and Information Requests

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

Severability

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

Transition, Repeal, and Effective Date

- Despite any other provision of this bylaw, all development permits or subdivisions approved prior to:
 - (1) June 9, 2020 will be imposed the off-site levy amount prescribed by Bylaw C-7535-2015; or
 - (2) April 30, 2025 will be imposed the off-site levy amount prescribed by Bylaw C-8008-2020; and
 - the coming into full force and effect of this bylaw will be imposed the off-site levy amount prescribed by Bylaw C-8008-2020.

D-1 Attachment A Page 8 of 26

Attachment A - Draft Bylaw C-8547-2024 – Regional Stormwater Off-Site Levy Bylaw



- Bylaw C-8008-2020 will remain in full force and effect until the payment of any amounts imposed by Bylaw C-8008-2020, including as provided for in section 32 of this bylaw, have been fully paid or satisfied, whereupon the bylaw is repealed.
- This bylaw is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*.
- This bylaw comes into full force and effect on April 30, 2025.

READ A FIRST TIME this day of, 2	2024
READ A SECOND TIME this day of, 2	2024
UNANIMOUS PERMISSION FOR THIRD READING day of, 2 this	2024
READ A THIRD AND FINAL TIME this day of, 2	2024
Reeve	
Chief Administrative Officer	
Date Bylaw Signed	



Bylaw C-8547-2024

Schedule 'A' - Definitions

- 1 "Accessory building" has the same meaning as in the Land Use Bylaw.
- 2 "Agriculture" or "agricultural" means any subdivision or development for an agricultural" or agriculture use as contemplated in the *Land Use Bylaw*.
- "Benefitting areas" means those lands within the respective benefitting areas of the regional stormwater infrastructure as described in Schedules 'B-1' through 'B-4' of this bylaw.
- 4 **"Boundary adjustment"** means the adjustment of lot boundaries of parcels of lands without the creation of additional lots.
- 5 **"Building"** has the same meaning as in the *Land Use Bylaw*.
- **"Business"** means any subdivision or development for a business use as contemplated in the *Land Use Bylaw*, which includes both commercial and industrial uses.
- 7 **"Chief Administrative Officer"** means the Chief Administrative Officer of Rocky View County pursuant to the *Municipal* Government *Act* or their authorized delegate.
- 8 "Commercial" means any subdivision or development for commercial use as contemplated in the *Land Use Bylaw*.
- 9 "Cooperatives Act" means the Cooperatives Act, SA 2001, c-28.1, as amended or replaced from time to time.
- 10 "Council" means the Rocky View County Council.
- 11 "County" means Rocky View County.
- "CSMI" means the Cooperative Stormwater Management Initiative (CSMI) established pursuant to the *Cooperatives Act*, which consists of Rocky View County, the City of Calgary, the Town of Strathmore, and the Western Irrigation District, for the purpose of cooperatively managing stormwater runoff generated within their respective jurisdictions through a regional stormwater management system.
- "CSMI base levy rate" means the base off-site levy rate reflecting the cost recovery associated with the CSMI regional stormwater management infrastructure referenced in section 10 of this bylaw and calculated in accordance with Schedule 'B-1' of this bylaw.
- "CSMI benefitting area" means the area that will benefit from CSMI regional stormwater management infrastructure as described in Schedule 'B-1' of this bylaw and corresponding Map 'A' of this bylaw.
- 15 "Development" has the same meaning as provided for in the *Municipal Government Act*.



- **"Development agreement"** means a development agreement as provided for in the *Municipal Government Act*.
- **"Development area"** means the gross acreage of lands that are subject of the proposed subdivision or development, including:
 - (1) all buildings and other structures;
 - (2) all driveway access areas;
 - (3) all storage and display areas directly associated with the development permit or subdivision approval;
 - (4) all parking areas required for the development permit or subdivision approval;
 - (5) all areas utilized for the growing of crops that are the subject of a development permit approval;
 - (6) all areas to be designated as reserve lands or subject to exclusions below as a condition of a subdivision approval; and
 - (7) any areas that will be dedicated for roads or utilities as a condition of development permit or subdivision approval.

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

- (8) with respect to development permits issued for a golf course, any portion of the lands that are outside of the scope of the development area outlined above (i.e., fairways, hazards, roughs, greens, etc.).
- (9) with respect to subdivisions involving an existing dwelling, the subdivided parcel that contains the existing dwelling;
- (10) any unenclosed areas to be utilized for the growing of crops that are the subject of a development permit; or
- (11) all areas designated environmental reserve or subject to an environmental reserve easement, each as defined within the *Municipal Government Act*, as a condition of subdivision approval.
- 18 "Development permit" has the same meaning as in the Land Use Bylaw.
- 19 "Dwelling" has the same meaning as in the Land Use Bylaw.
- 20 "First parcel out" has the same meaning as in the Land Use Bylaw.
- 21 **"Industrial"** means any subdivision or development for an industrial use as contemplated in the *Land Use Bylaw*.



- 22 **"Institutional"** means any subdivision or development for an institutional use as contemplated in the *Land Use Bylaw*.
- 23 "Land Titles Act" means the Land Titles Act, RSA 2000, c L-4, as amended or replaced from time to time.
- 24 23 "Land Use Bylaw" means Rocky View County's current Land Use Bylaw, as amended or replaced from time to time.
- 25 "Lands" means private titled parcels of land in accordance with the Land Titles Act.
- 26 24 "Municipal Government Act" means the Municipal Government Act, RSA 2000, c M-26, as amended or replaced from time to time.
- 27 25 "Off-site levy" or "off-site levies" means the off-site levy imposed by this bylaw.
- 28 26 "Off-Site Levies Regulation" means the Off-Site Levies Regulation, AR 187/2017, as amended or replaced from time to time.
- 29 27 "Regional stormwater infrastructure" means the regional stormwater infrastructure identified in Schedules 'B-1' through 'B-4' of this bylaw.
- 30 28 "Reports" means the following reports prepared by MPE Engineering Ltd. MPE a Division of Englobe (Formerly MPE Engineering Ltd.):
 - (1) CSMI Water Modelling and Staged Development Report, June 2020;
 - (2) Langdon Comprehensive Stormwater Review Report, February 2016;
 - (3) East Stormwater Levies Technical Memorandum, May November 2024;
 - (4) Rocky View County Janet Master Drainage Plan, June 2016; and
 - (5) Rocky View County Conrich Master Drainage Plan, May 2024
- 31 29 "Reserve land" has the same meaning as provided for in the Municipal Government Act.
- 32 30 "Residential" means any subdivision or development for residential use as contemplated in the *Land Use Bylaw*.
- 33 31 "Rocky View County" means Rocky View County or the geographical area within its jurisdictional boundaries, as the context may require.
- 34 32 "Subdivision" has the same meaning as provided for in the *Municipal Government Act*.



Bylaw C-8547-2024

Schedule 'B-1' - CSMI Benefitting Area

The rationale for and calculations of the CSMI base levy rate applicable to the portion of the CSMI benefitting area located within Rocky View County's boundaries, as shown on Map 'A' of this bylaw, to pay for the cost of new or expanded regional stormwater infrastructure required for or benefitting subdivision or development are based upon the CSMI regional stormwater management infrastructure capital costs detailed in the CSMI Water Modelling and Stage Development Report prepared by MPE Engineering Ltd. MPE a Division of Englobe (Formerly MPE Engineering Ltd.) and dated June 2020 (the "CSMI report").

Rationale:

- As a result of the anticipated increase of stormwater runoff within boundaries of Rocky View County due to newly created residential, business, and institutional subdivision and development, the County requires the development of the CSMI regional stormwater management infrastructure to efficiently treat and transport stormwater to the identified receiving water bodies. Subject to the exemptions as provided within this bylaw.
- As detailed in the CSMI report, the total remaining construction costs for Rocky View County's portion of the CSMI regional stormwater management infrastructure as of 2024 is approximately \$77,138,200 as follows, inclusive of infrastructure construction and land acquisition if required:
 - the County's total portion of CSMI regional stormwater management infrastructure cost is \$79,913,700;
 - (2) the amount of CSMI levies collected up until the end of 2023 is \$2,775,500; and
 - the total remaining CSMI regional stormwater management infrastructure cost as of 2024 is \$77,138,200.
- The total area of developable lands located within the CSMI benefitting area based upon a 25-year growth projection is 3,965 hectares (9,798 acres). Rocky View County's total contributing area consists of 3,746 hectares (9,257 acres) as follows:
 - (1) the total benefitting area is 3,965 hectares (9,798 acres);
 - (2) an estimated 219 hectares (541 acres) is existing developed lands; and
 - (3) the total CSMI contributing area is 3,746 hectares (9,257 acres).
- The total area of benefitting lands located within Rocky View County that are also located within the CSMI benefitting area are outlined on Map 'A' of this bylaw.

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Attachment A - Draft Bylaw C-8547-2024 – Regional Stormwater Off-Site Levy Bylaw



The total CSMI base levy rate applicable to the contributing area within the CSMI benefitting area within Rocky View County is: \$77,138,200/3,746 hectares = \$20,592/hectare or \$8,333/acre.

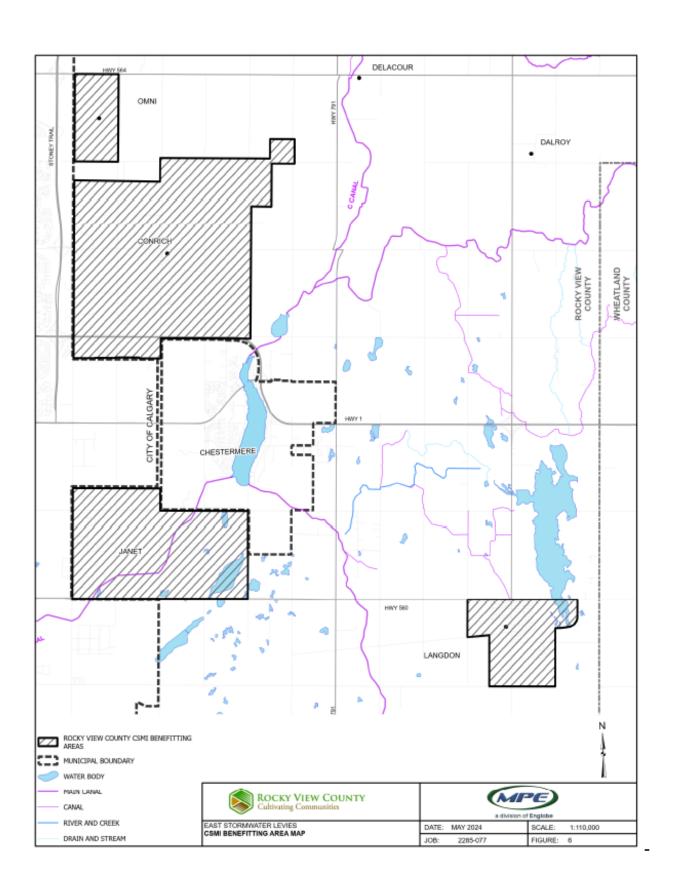


Bylaw C-8547-2024

Schedule 'B-1' – CSMI Benefitting Area

Map 'A' – CSMI Benefitting Area Map







Schedule 'B-2' - Langdon Regional Drainage Benefitting Area

The rationale and calculations of the applicable off-site levy to be imposed within the Hamlet of Langdon, as identified on Map 'B' of this bylaw, to pay for the cost of new or expanded regional stormwater infrastructure required for or benefitting subdivision or development within the Langdon Regional Drainage Benefitting Area are based upon the Langdon Comprehensive Stormwater Review Report prepared by MPE Engineering Ltd. MPE a Division of Englobe (Formerly MPE Engineering Ltd.) and dated February 2016 (the "Langdon Stormwater Report").

Rationale:

- The off-site levy calculations are based on the figures and recommendations provided in the Langdon Stormwater Report.
- With the increase of stormwater runoff within the Hamlet of Langdon due to both existing and newly created residential, business, and institutional development, Rocky View County requires the development of regional stormwater infrastructure as identified in the Langdon Stormwater Report and Map 'B' of this bylaw to efficiently transport stormwater to the identified receiving water bodies (the "Langdon regional stormwater infrastructure").
- The Langdon regional stormwater infrastructure is comprised of the following infrastructure projects as described in the Langdon Stormwater Report:
 - (1) the Glenmore Redirection; and
 - (2) the Municipal Ditch Upgrades (Piped Option).
- The estimated remaining costs for the Langdon regional stormwater infrastructure as of 2024 is \$10,665,700 as follows:
 - (1) the total construction costs of the Langdon regional stormwater infrastructure is are \$10,717,300;
 - (2) an estimated amount of \$51,600 was paid prior to 2024; and
 - the total remaining infrastructure cost for the Langdon stormwater infrastructure is \$10,665,700.
- The lands benefitting from the Langdon regional stormwater infrastructure are indicated on Map 'B' of this bylaw and consist of the entire Hamlet of Langdon boundary of 990 hectares (2,446 acres).

Attachment A - Draft Bylaw C-8547-2024 – Regional Stormwater Off-Site Levy Bylaw



- The total contributing area for the Hamlet of Langdon consists of 407 949.45 hectares (1,006 2,345.8 acres) as follows:
 - (1) the total benefitting area is 990 hectares (2,446 acres)
 - (2) an estimated 583 40.55 hectares (1,440 100.2 acres) is existing developed lands that has contributed to the levy previously; and
 - (3) the total contributing area is 407 949.45 hectares (1,006 2,345.8 acres)
- The total Langdon regional stormwater infrastructure levy rate applicable to the contributing area within the Langdon regional drainage benefitting area within Rocky View County is: \$10,665,700/407 949.45 hectares = \$26,206 \$11,234 /hectare or \$10,602 \$4,547/hectare acre.



Schedule 'B-2' - Langdon Regional Drainage Benefitting Area

Map 'B' - Langdon Regional Drainage Benefitting Area Map







Schedule 'B-3' - Janet Regional Drainage Benefitting Area

The rationale and calculations of the applicable off-site levy to be imposed within the Hamlet of Janet, as identified on Map 'C' of this bylaw, to pay for the cost of new or expanded regional stormwater infrastructure required for or benefitting subdivision or development within the Janet Regional Drainage Benefitting Area are based upon the Janet Master Drainage Plan prepared by MPE Engineering Ltd. MPE a Division of Englobe (Formerly MPE Engineering Ltd.) and dated June 2016 and the updated total costs.

Rationale:

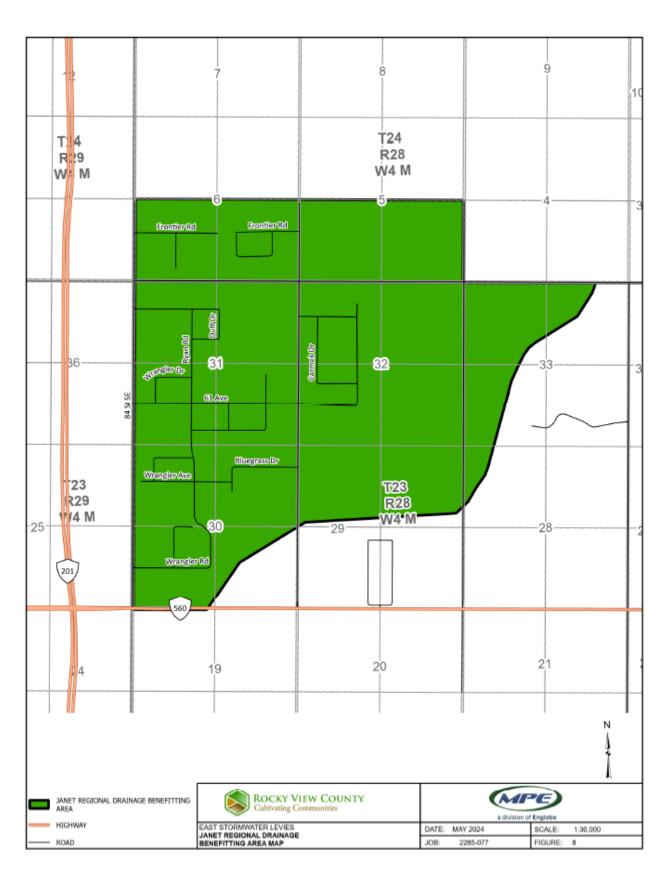
- The off-site levy calculations are based on the figures and recommendations provided in the Janet Master Drainage Plan.
- With the increase of stormwater runoff within the Hamlet of Janet due to both existing and newly created residential, business, and institutional development, Rocky View County requires the development of regional stormwater infrastructure as identified in the Janet Master Drainage Plan and Map 'C' to efficiently transport stormwater to the identified receiving conveyance system (the "West Janet regional stormwater infrastructure").
- The West Janet regional stormwater infrastructure is comprised of approximately 3.6 km of regional pipe alignments and costs include estimated land acquisition.
- As outlined in the Janet Master Drainage Plan and updated costs for a pipe option, the estimated construction costs for the West Janet regional stormwater infrastructure is \$11,898,700.
- The Lands benefitting from the West Janet regional stormwater infrastructure are indicated on Map 'C' of this bylaw and consist of the entire Hamlet of Janet boundary north and west of the WH Canal of 1,218 hectares (3,010 acres).
- 7 The total contributing area for the Hamlet of Janet north and west of the WH Canal consists of 719 hectares (1,776 acres) as follows:
 - (1) the total benefitting area is 1,218 hectares (3,010 acres);
 - (2) an estimated 499 hectares (1,234 acres) of existing developed lands; and
 - (3) the total contributing area of 719 hectares (1,776 acres).
- The total West Janet regional stormwater infrastructure levy rate applicable to the contributing area within the Janet regional drainage benefitting area within Rocky View County is: \$11,898,700/719 1,218 hectares = \$16,549 \$9,769/hectare or \$6,700 \$3,953/acre.



Schedule 'B-3' – Janet Regional Drainage Benefitting Area

Map 'C' - Janet Regional Drainage Benefitting Area Map







Schedule 'B-4' – Conrich Regional Drainage Benefitting Area

The rationale and calculations of the applicable off-site levy to be imposed within the Hamlet of Conrich, as identified on Map 'D' of this bylaw, to pay for the cost of new or expanded regional stormwater infrastructure required for or benefitting subdivision or development within the Conrich Regional Drainage Benefitting Area are based upon the Conrich Master Drainage Plan prepared by MPE Engineering Ltd. MPE a Division of Englobe (Formerly MPE Engineering Ltd.) and dated May 2024.

Rationale:

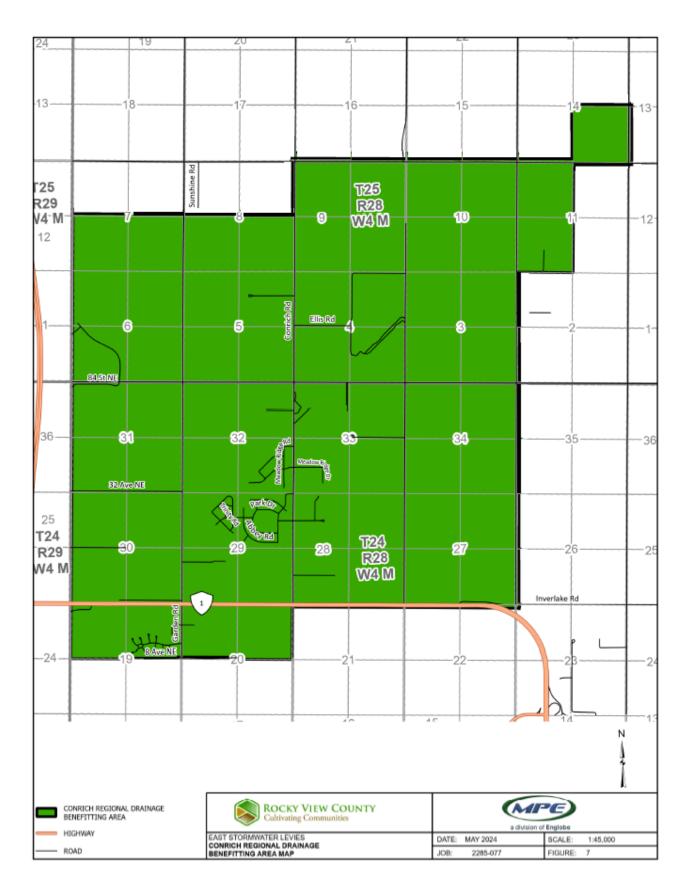
- The off-site levy calculations are based on the figures and recommendations provided in the Conrich Master Drainage Plan.
- With the increase of stormwater runoff within the Hamlet of Conrich due to both existing and newly created residential, business, and institutional development, Rocky View County requires the development of regional stormwater infrastructure as identified in the Conrich Master Drainage Plan and Map 'D' of this bylaw to efficiently transport stormwater to the identified receiving conveyance system (the "Conrich regional stormwater infrastructure").
- The Conrich regional stormwater infrastructure is comprised of regional ditch and pipe alignments and costs include estimated land acquisition for segments 1 through 5.
- As outlined in the Conrich Master Drainage Plan, the estimated construction costs for the Conrich regional stormwater infrastructure are \$25,630,800.
- The lands benefitting from the Conrich regional stormwater infrastructure are indicated on Map 'D' of this bylaw and consist of the entire Hamlet of Conrich boundary of 4,410 hectares (10,897 acres).
- 7 The total contributing area for the Hamlet of Conrich consists of 4,017 hectares (9,926 acres) as follows:
 - (1) the total benefitting area is 4,410 hectares (10,897 acres);
 - (2) an estimated 393 hectares (971 acres) is existing developed lands; and
 - (3) the total contributing area is 4,017 hectares (9,926 acres)
- The total Conrich regional stormwater infrastructure levy rate applicable to the contributing area within the Conrich Regional Drainage Benefitting Area within Rocky View County is: \$25,630,800/4,017 4,410 hectares = \$6,381 \$5,812/hectare or \$2,582 \$2,352/acre.



Schedule 'B-4' - Conrich Regional Drainage Benefitting Area

Map 'D' - Conrich Regional Drainage Benefitting Area Map







Schedule 'C' - Off-Site Levy Summary

Off-Site Levy Schedule	Cost	Service Area Map
Schedule 'B-1' – CSMI Base Levy	\$20,592/hectare (\$8,333/ acre)	Map A
Schedule 'B-2' – Langdon Regional Drainage Levy	\$26,206 \$11,234/hectare(\$10,602 \$4,547/acre)	Мар В
Schedule 'B-3' – Janet Regional Drainage Levy	\$16,549 \$9,769/hectare (\$6,700 \$3,953/acre)	Мар С
Schedule 'B-4' – Conrich Regional Drainage Levy	\$6,381 \$5,812/hectare (\$2,582 \$2,352/acre)	Map D



Regional Off-site Levy Bylaw Updates What We Heard Report

Prepared: December 2024

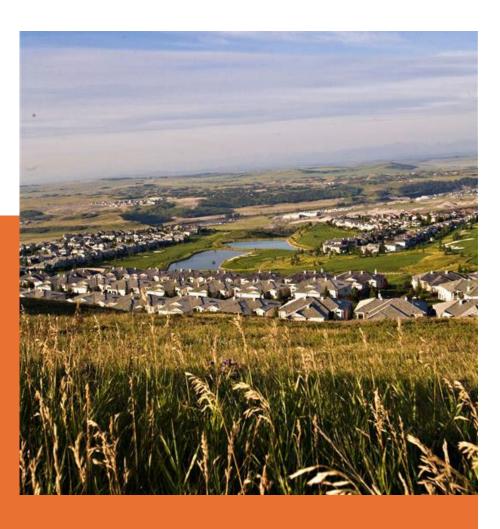


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ROCKY VIEW COUNTY'S REGIONAL OFF-SITE LEVY BYLAW

WHAT WE HEARD – FALL 2024 FEEDBACK SESSIONS

Introduction

This report provides additional information on updates to the current offsite levies as well as for a proposed new one. These include, the Regional Offsite Water and Wastewater Levy, Stormwater Levy, Transportation Levy, and a new Community Recreation Levy. On July 23, 2024, Council approved the first reading of the Regional Offsite Levy Bylaws, including the proposed Community Recreation Levy. Following this, details of the four bylaws were shared with stakeholders and the public to ensure transparency, clarify the County's methodology and requirements, and outline the approach to implementation. The intent of this process is to gather feedback and input, bring it back to Council for consideration, and provide recommendations that align with the County's strategic financial goals while ensuring appropriate levies are established to support growth. This report presents the feedback received from stakeholders, including key themes, concerns, and suggestions raised during consultations. It also provides the County's responses to address these comments, clarify any misconceptions, and outline how stakeholder input has been considered in formulating the recommendations. By summarizing this feedback and response, the report aims to demonstrate transparency and ensure that stakeholders' perspectives are appropriately reflected in the decision-making process.

Targeted Consultation

The four proposed Off-Site Levy Bylaws primarily impact individuals or organizations seeking land development, particularly developers focused on commercial, industrial, or residential projects. Recognizing the importance of engaging those directly affected, Administration implemented a targeted consultation strategy by reaching out to key stakeholders, including BILD Calgary Region (Building Industry and Land Development Association), Rocky View Forward, and other representatives from the development industry.

To ensure full engagement and transparency, information was shared through multiple channels. In addition to targeted outreach, all County residents were provided opportunities to access detailed information, ask questions, and provide feedback. This included a publicly held webinar, where participants could interact directly with Administration, as well as the option to reach out individually for clarification or input. By combining focused consultations with broad public access to information, the County aimed to create an inclusive process that considered diverse perspectives and ensured all voices were heard.

Communication Channels

A variety of communication efforts were implemented to ensure stakeholders had ample opportunity to review the information and provide feedback. Administration conducted a multi-channel approach, including direct outreach and public engagement. Over 70 developers were contacted via email, phone inquiries were addressed promptly, and two in-person presentations, along with one online webinar, were delivered to engage participants directly. The strong level of response demonstrates significant interest in these proposed Off-site bylaws.

The communication objectives were clear: to consult with interested and affected members of the public and development community while ensuring the transparent and accurate dissemination of information. This included explaining how the levy updates were developed and outlining the anticipated impacts on residents, developments, and businesses.

To support these objectives, Administration developed and shared fact sheets, prepared detailed presentations, and updated the County's website to include all relevant background materials, such as links to prior Council

Attachment B - Regional Off-Site Levy Bylaw Updates - D-1 Attachment B What We Heard Report Page 4 of 20

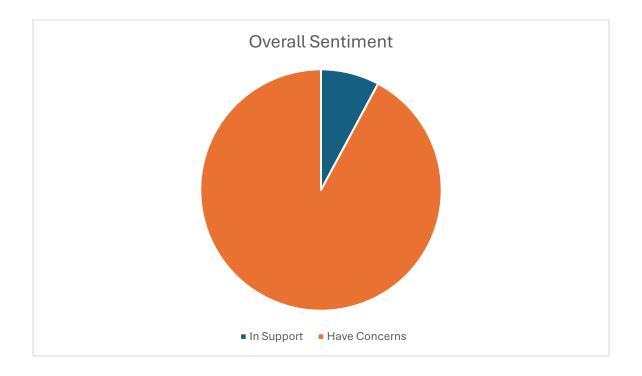
presentations. Promotion of the sessions was carried out through multiple channels, including advertisements in Rocky View Weekly newspaper, the County Connection e-newsletter, and the County's social media platforms.

Over 30 participants attended the three sessions held on October 17, 23, and 31, 2024, with many stakeholders providing additional comments via email. All feedback has been carefully compiled and analyzed to produce this What We Heard Report, ensuring stakeholder input is accurately represented.

Overall Sentiment

The stakeholder feedback reflects significant concern regarding the proposed increases to the Off-Site Levies, particularly the magnitude of the increases, the perceived lack of phased implementation, and the potential impact on project feasibility and overall investment in Rocky View County. Some stakeholders recognized that these levies help fund critical infrastructure and appreciated the County's engagement process, noting that transparency, communication, and strategic planning are essential.

However, there was significant unease regarding the sudden, substantial cost increases and their potential to undermine project feasibility. Stakeholders frequently requested a phased or delayed implementation to allow for better financial planning and to minimize the shock of immediate, large-scale rate hikes. Concerns were also raised about whether the levies align with proportional benefit principles, particularly regarding non-residential projects and the new Community Recreation Levy. In essence, while there is support for the County's long-term vision and improvements, stakeholders urge measured, incremental changes and a careful review of the calculations, timing, and scope of these proposed levies.

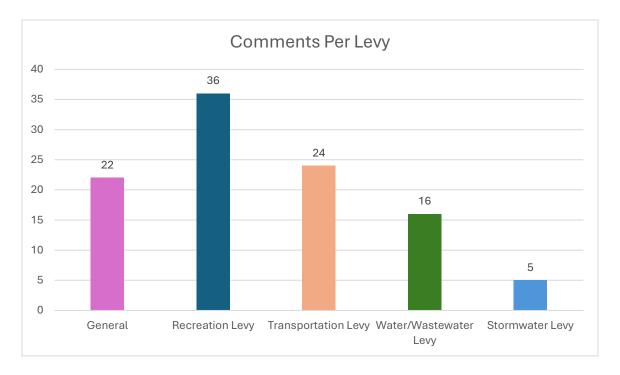


Breakdown of Comments

Out of the 103 comments received, the focus was on the newly proposed Community Recreation Levy. This heightened interest likely stemmed from its recent introduction and the desire for more clarity on its benefits, structure, and proportionality. Meanwhile, the Transportation Off-site Levy's substantial adjustments, resulting from several years without increases, also drew significant scrutiny. Stakeholders questioned the proposed changes' scope, timing, and fairness, reflecting the high stakes of transportation infrastructure for ongoing and future developments.

In contrast, Water and Wastewater levies, though still essential and frequently discussed, elicited comparatively fewer comments. The dialogue here likely centred on ensuring these utilities are sustainably funded, fairly apportioned, and reflect true proportional benefit. The Stormwater Levy received the fewest comments, suggesting either broader acceptance of the proposed changes or fewer perceived uncertainties in its methodology and application.

Finally, 22 general comments—touching on all four levies—underscore the systemic nature of stakeholder concerns. These remarks point to a shared desire for more transparency, equitable cost-distribution, and thoughtful timing.



Key Themes

The stakeholder feedback has been organized into six distinct themes, each reflecting critical considerations in how the proposed levies are perceived and understood. Among these concerns is the significant financial impact on budgets, with many respondents emphasizing how sudden and substantial cost increases could affect project feasibility. In addition, stakeholders offered a range of suggestions for improving transparency and fairness in how levy rates are calculated, often referencing practices observed in other municipalities.

Timing also emerged as a prevalent issue, with many voicing apprehension over how quickly new rates could take effect. They asked for more time to plan and adapt, questioning whether deferred implementation or phased increases might ease the transition. Localized, area-specific concerns further underscored the importance of

Attachment B - Regional Off-Site Levy Bylaw Updates - D-1 Attachment B What We Heard Report Page 6 of 20

tailoring levies to unique community circumstances. Finally, stakeholders expressed a strong desire to understand precisely how the collected funds would be used, seeking assurances that levies would produce clear and tangible infrastructure benefits.

1. Timing

Stakeholders emphasized the importance of aligning levy implementation with realistic development and infrastructure delivery timelines. Many expressed concerns that if new rates take effect before long-term plans are updated or before developers can adapt their project proformas, it could create financial hardships and discourage investment. Questions arose as to when levies would officially come into force, how quickly projects would benefit from the collected funds, and whether existing applications would be "grandfathered" under the old rates. Ensuring that levy implementation matches planning horizons and local economic conditions emerged as a core element of this theme.

2. Phasing and deferring alternatives

A recurring request was to introduce incremental rate increases or deferrals rather than imposing significant hikes all at once. By phasing new levy rates over multiple years, the County could mitigate "sticker shock" and give developers time to plan and budget accordingly. Some stakeholders suggested deferral arrangements, such as partial payments upfront and the remainder at later project milestones. This approach would provide a smoother transition, helping maintain project viability and fostering continued growth while still moving toward the County's cost recovery objectives.

3. Affect to budgets and increase in costs

Stakeholders acknowledged the County's need to recover infrastructure costs, but they voiced strong concerns about the impact these levies could have on their budgets and overall cost structures. Unexpected or steep increases could threaten project feasibility, lead to price escalations for end-users, or prompt development relocations to competing jurisdictions. From a broader perspective, some worried that high levies might slow overall growth or shift economic activity away from the County. These concerns underscored a need for balancing financial sustainability with market competitiveness and affordability.

4. Calculation options and suggestions

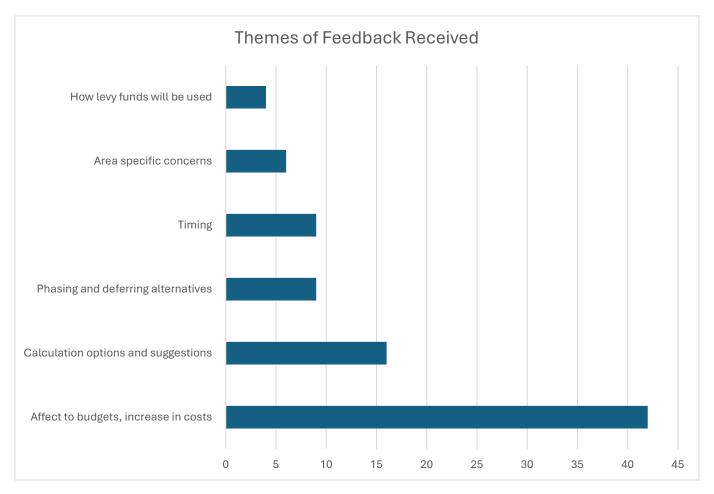
Transparency and clarity in how levies are calculated were frequently cited as essential. Stakeholders requested detailed breakdowns of project costs, growth assumptions, and anticipated infrastructure life cycles. Some suggested alternative calculation methods that account for factors like traffic generation, proximity to service infrastructure, or the actual proportion of benefit a development receives. Others recommended adopting single, universal rates or more refined, area-specific levies. These suggestions aimed to ensure that the levy formulas align with principles of fairness, proportionality, and best practices from other municipalities.

5. Area-specific concerns

Given the County's geographic diversity, several stakeholders questioned why a one-size-fits-all approach should apply to communities with varying development patterns, infrastructure readiness, and service demands. Some encouraged the County to divide into zones, assigning different levy rates that better reflect local infrastructure needs and usage levels. Others highlighted potential inequities—such as developers in one region paying for infrastructure in another—and recommended geographic tailoring to ensure that those who pay levies more directly benefit from the resulting projects.

6. How levy funds will be used

A lack of clarity on precisely how collected levy funds would be allocated fueled stakeholder uncertainty. Many wanted assurances that the money would go toward delivering the promised infrastructure in a timely and transparent manner, rather than sitting idle for decades or being diverted to unrelated projects. Clarifying the relationship between levy collection, actual capital expenditures, project prioritization, and long-term maintenance responsibilities was seen as critical. Stakeholders expressed a desire for ongoing reporting and accountability measures, so that contributors could see tangible returns on their investments and trust that levies are effectively supporting sustainable growth.



The comments received highlight that while stakeholders understand the need for updated and new off-site levies, they are concerned about the practical implications of the proposed changes. Many expressed a desire for measures like phased implementation and consideration of regional differences to make the levies more workable. Ultimately, these perspectives underscore a call for a thoughtful, balanced approach that acknowledges current development realities, encourages investment and supports the County's broader infrastructure and growth objectives.

APPENDIX A: Complete List of Comments

#	QUESTION OR COMMENT	SENTIMENT
GEI	NERAL COMMENTS REGARDING ALL 4 LEVIES	
1	Would the County consider a phase-in period for the transportation/water/wastewater levy increases, say over a 3-year period?	Concern
2	I'm writing to express our profound concern with the initiative to amend the existing Offsite levies as well as the introduction of a new Community Recreation Off-Site Levy. As I'm sure you're aware, we have been diligently working toward regulatory approval with RVC, representing a significant change away from the former owner's regard towards achieving RVC's development goals for the area. Although our findings to date have revealed associated costs and required contingencies to far exceed our expectations, we have forged ahead being optimistic that a path forward can be found. Very recently, we learned of RVC's initiative to amend the Off-Site Levy Bylaws that increase existing rates astronomically, as well as introduce new levies that we would be required to pay. Our calculations have determined that if the proposed increases became effective, that the increase in our offsite levies alone would total approximately ***1, in order to develop the entire site. An increase of this magnitude is simply unworkable and would negate the viability of our project and aspirations to relocate into RVC for our new facility. It's our view that if amendments to offsite levy rates are required, they be implemented in a phased manner with increases introduced over a period of years. If introduced in the current proposed manner, the implications for ourselves and others will be to halt our plans & proceed with relocating elsewhere. I might also add that it is highly likely that our project would have been in a position to be approved prior to any change in offsite levies had the delays of the realignment of *** not occurred. Working with RVC over this issue has resulted in significant delays for our development. We are deeply concerned about this issue, which will impair our ability to proceed with our investment in Rocky View County. We desire to make a meaningful contribution and impact in the community resulting from our development and ongoing use of our site. Our aim is to work constructively with RVC to address our conce	Concern
3	We are typically pricing lease rates on our warehouse developments + 2 years out, based on proforma land development costs. It would be helpful if we are provided significant lead times on increases to the development levies so that we assume the correct costs. It would also be very helpful if these levy increases were phased in over time. This way the entire development market prices in the cost increases.	Concern
4	Overall, the proposed levies represent substantial increases to the existing rates. While we understand that costs have increased and the County is expanding servicing capacity, predictability of costs are very important for development. It takes many years to bring projects to fruition and dealing with sudden and substantial cost increases half-way through a project is problematic. In regard to the water, wastewater, and transportation levies, I request that the County considers and implements a phased approach towards the increases over a period of a few years. We are currently developing in ***and a 64% increase in transportation levies is a very large and unanticipated cost increase. Phasing levy increases over a period of years would have minimal impact on the County but will have substantial impact for active developers today and in the coming years.	Concern

 $^{1\,}Please \,note \,that \,budget \,numbers \,and \,project \,information \,have \,been \,removed \,to \,maintain \,the \,confidentiality \,of \,the \,stakeholders$

Attachment B - Regional Off-Site Levy Bylaw Updates - What We Heard Report D-1 Attachment B Page 9 of 20

	what we near keport	rage 5 c
5	To this end, we submitted a Conceptual Scheme with a concurrent Land Use Amendment	Concern
	application and is presently working through this process with administration and local	
	stakeholders. We are excited by our opportunity to become a corporate citizen of Rocky	
	View and can't wait to patriate our regionally significant transportation and logistics	
	business from Calgary to Rocky View County. To this end, we are compelled and attracted	
	by The Rocky View Advantage! We recently became aware of the County's plans to update	
	Rocky View's Regional Off-Site Levy Bylaws. We commend Council for preparing and	
	implementing such strategic implementation measures to ensure sustainable growth and	
	development continues within the County for the benefit of all existing and future Rocky	
	View constituents. We've participated in the County's engagement processes relative to	
	these Off-Site Levy Bylaws and attended the recent online events. We have appreciated	
	our opportunities to participate in the various engagement processes and have taken	
	liberty to educate ourselves accordingly.	
	In this regard, we prepared the below-referenced estimates of the combined regional off-	
	site levy bylaw payments in relation to our proposed Conceptual Scheme development	
	within the '***' community. The table compares the current and proposed rates — and	
	demonstrates how we may be required to provide the County with a substantial increase	
;	in regional off-site levy payments which is challenging the feasibility of our project.	Composition
'	PRINCIPLES OF AN OFF-SITE LEVY	Concern
	We understand that, in establishing an off-site levy, a municipality must consider the	
	general principles established by the Off-Site Levy Regulation, Alberta Regulation 187/201	
	7, specifically Section 3 which reads as follows:	
	Section 3: Off-Site Levy General Principles	
	(1) Subject to section 3.1, the municipality is responsible for addressing and defining	
	existing and future infrastructure, transportation infrastructure and facility requirements.	
	(2) The municipality may, where necessary and practicable, coordinate infrastructure,	
	transportation infrastructure and facilities provisions with neighbouring municipalities.	
	(3) Notwithstanding anything to the contrary in this Regulation, the off-site levy is of	
	no effect to the extent it directs the Government of Alberta to expend funds, to commit to	
	funding transportation infrastructure or arrangements to undertake particular actions or	
	to adopt particular policies or programs.	
	(4) A municipality must not compel an applicant for a development permit or	
	subdivision approval to fund the cost of the construction of infrastructure, transportation	
	infrastructure or facilities to be funded by an off-site levy beyond the applicant's	
	proportional benefit.	
	We have reviewed the four (4) proposed regional off-site levy bylaws from the perspective	
	of the Off-Site Levy Regulation's principles, with particular emphasis on Section 3(4) which	
	indicates the County cannot direct an applicant to provide a proportional contribution for	
	infrastructure investment that exceeds the proportional benefit that an applicant can	
	reasonably expect as a return.	
	Applying Section 4(c) of the Off-Site Regulation, we no concern with the proposed levy	
	payments contemplated by the Water and Wastewater Off-Site Levy Bylaw (C-8548-2024)	
	and Stormwater Off-Site Levy Bylaw (C-8547-2024) given that the regional utility servicing	
	and stormwater drainage infrastructure capacity that this off-site levy will fund directly	
	(and proportionally) provides benefit to our proposed development within the	
	community.	
	However, we have concerns with the Regional Transportation Off-Site Levy Bylaw (C-8549-	
	2024) and the Community Recreation Off-Site Levy Bylaw (C-8S50-2024) and appreciates	
ı		
	the opportunity to share them as described within the following sections.	l i
7	In conclusion, we appreciate this opportunity to share our perspectives regarding the	Concern

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	administration and Council for taking a leadership position with the objective of directing	
	sustainable growth within the County. We have concerns with the proposed regional	
	transportation and	
	community recreation off-site levy bylaws, and based on our understanding, we believe	
	the methodology underpinning the two may be contrary to the principles of the Off-Site	
	Levy Regulation, specifically as it relates to directing a burden on new development that is	
	not proportional to the anticipated benefit. For this reason, we recommend Council delay	
	the adoption of the Regional Transportation and Community Recreation Bylaws pending	
	further work by administration relative to their underlying assumptions.	
8	With these 4 levies, you wouldn't be paying all four. Are we paying all levies?	Information ²
9	There have been no increases since 2020, the sticker shock is hard to swallow. We've gone	Concern
	4 years without increases. Is the County's vision going forward to update levies on an	
	annual basis?	
10	What is the anticipated increase yearly?	Concern
11	The 50% increase is a big number to swallow when these companies have already	Concern
	invested. It seems like Council is pushing too quickly, allowing the development	
	community zero time to find these funds. Is there a phasing out schedule for the	
	implementation?	
12	These levies have been discussed by Council over the years, sometime a Council will turn	Concern
	down an increase which in turn creates an issue where the costs are not being covered. Is	
	there some way to increase every year? How can this be done annually so there is no	
	sticker shock for developers? It has been 4 years with no increases and now developers	
	are shocked with these rates. How do you get Council to agree to increase levies	
	incrementally over the years?	
13	Are these estimates included in the presentation?	Information
14	Logistically can deferrals be done if a project already has put in a current application? If	Information
	you have a project that's in progress and the levy changes, would you pay the current	
	instead of the new levy?	
15	Would a consolidation count as a subdivision?	Information
16	Building codes, these are massive changes and have huge impacts. The 2020 energy code	Concern
	was forecasted well in advance, anything after April 30 does not apply. Can we do	
	something like that with these new levels? A year seems fair, then we can project funds.	
17	We're now waiting on a Council date. Can these new levies be frozen for people like us?	Concern
18	Question about application of the fees to the part of a subdivision.	Information
19	A question in the chat that stated he had Council approval already for a subdivision with	Information
	conditions already approved on ***.	
20	Just to clarify the interest/borrowing portion of the levies *** if the new levy rates come	Information
	into effect on January 30th, and we pay levies for a new subdivision on the February 1st,	
	the interest/borrowing costs will be nil ***	
21	Slide #66 of the Bylaw C-8007-2020 presentation (Example #7) provides an example for a	Concern
	10-acre project in East Balzac. This example ignores Borrowing Costs that RVC would	
	typically add to all levy fee calculations. By not including Borrowing Costs, the increase in	
	new proposed levies appears very drastic. However, perhaps the proposed levy increase is	
	not as drastic as shown in Example #7 if all debts (ie. Borrowing Costs) have been captured	
	in the new base rates *** ("all debts have been captured in the new base rates" ie.	
	Borrowing Costs are included in the new Base Rates, and debt starts on nil and begins to	
	accumulate after January 30th, 2025). I've had a chance to put together an analysis to	
	explore the relative levy rate increases if borrowing costs are included in the new Base	
	explore the relative levy rate increases it borrowing costs are included in the new base	

 $^{^2 \ \}text{Information requests, clarification comments, and general questions are identified via an {\rm `l'}\ or {\rm `lnformation'}.$

Rates versus borrowing costs not included in the new Base Rates. The results of this analysis are quite eye opening ***. The data I used to determine "\$ per acre" and "\$ per m3" Borrowing Costs was sourced from a recent Levy summary ***. If all debts have been captured in the new base rates, the increase in Transportation Levies is only 7.5%. This is significantly lower than the 57.3% increase in Transportation Levies if we simply compare the new Base Rate against the old Base Rate. The reason for this variance is that Borrowing Costs are approx. 1/3 of the current Transportation Levy charges. The new Water & Wastewater Levy also has a significant difference if Borrowing Costs have been captured in the new Base Rates versus not included, although the difference is not as drastic as for Transportation. In order for us to provide constructive and meaningful feedback to the new levy rates and the roll out of these new rates, understanding the debt component for the new Levy rates is critical to determine the extent of the negative impacts to our project proformas. We appreciate your feedback on how debt charges (Borrowing Costs) will be calculated in the new levy rates."

- As you can appreciate, these increases will have detrimental effects to the Development Community at large, with our proforma models now having to absorb a large *** per acre increase in levy payments. On a ¼ Section of land, this equates to *** of increased fees, with very little increased service. It was clear that Administration and Council do require these increases to provide services to the greater county area and as such, here are a few recommendations that we would suggest to RVC to employ:
 - 1. Delay Levy Implementation for a period of 12 months

 Developers invest heavily in pre-design work before submitting applications to municipalities. For example, designing a typical industrial warehouse can take 3-6 months before submission. Developers base their decisions to apply for permits largely on project economics, of which levies are a key factor. For a 20-acre parcel, an additional \$1M in costs due to levy increases could significantly impact a development's proforma. A delay would give developers time to adjust their plans accordingly. We suggest that the effective date of

the levy increases does not take effect until January 1, 2026. At a minimum.

2. Grandfather Submitted/Conditionally Approved Projects Under the Previous Levy Regime

Some developers may have conditional development permits or potential Development Agreements, but are waiting on completing other improvements, such as offsite work, or have implemented a temporary pause on their projects due to current market conditions. Grandfathering these projects would prevent developers from being financially punished by both higher levies and a slower market. Most permits have a 1–2-year lifespan, so developers cannot just keep renewing indefinitely to avoid higher levies, especially since they pay renewal fees as well.

3. Eliminate the Community Recreation Levy for Non-Residential Developments

While the recreation levy amount is lower, the principle is that non-residential users will not directly benefit from these uses, which are geared toward residential communities. Through property taxes and the currently existing Municipal Reserve (MR) structure of land dedication or Cash-in-lieu, non-residential users already contribute to the benefit of residential users.

4. Commitment to Additional Staffing to Improve Permit Processing Times
With the county experiencing significant growth, there has been a noticeable slowdown in processing times. While this may not be directly related to levies, higher costs should equate to improved services. Timelier processing would benefit both developers and the community, helping us continue supporting regional development.

Concern

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	As a community, we understand that changes in the Bylaw structures are necessary to the continued development of Rocky View County and we do fully support the planning that has gone into East Balzac, Janet, Bearspaw, Springbank and other valued areas. We would like to ensure that increases in levies to promote services, do not subsequently hinder continued investment in those same areas. There are several Developers that are signatories to this letter and support the recommendations provided in this	
	memorandum.	
CO	MMUNITY RECREATION LEVY COMMENTS	
23	Community Recreation Off-Site Levy Bylaw - While we are supportive of a recreation off-	Concern
	site levy in theory, we have serious concerns with the proposed bylaw as structured.	
	General Concerns	
	Council's original direction regarding a recreation off-site levy was not to move ahead with	
	a levy, but to investigate the feasibility of doing so. Instead, Administration pushed ahead	
	to design a recreation off-site levy.	
24	There are only five other municipalities in Alberta with recreation off-site levies and all of	Concern
	them are urban municipalities. What evidence is there that this is a viable levy for a rural	
	municipality? Furthermore, those municipalities all charge one flat rate, even though	
	some of them have differential rates for other off-site levies. Why is Rocky View proposing	
	to be the only municipality with a tiered recreation levy?	
25	The County has acknowledged that the approved Recreation Master Plan, the basis for	Concern
	this levy, has serious flaws. Councilors raised concerns about the Plan's recommendations	
	at the February Recreation Governance Committee meeting and directed Administration	
	to report back on fast-tracking its replacement. Despite those concerns, the proposed	
26	recreation off-site levy is based on the Plan's recommended facility investments.	6
26	The September 24th council meeting discussed next steps for replacing the Recreation	Concern
	Master Plan to more accurately reflect recreation needs within the County. From that	
	discussion, the status of the facilities included in the off-site levy is not clear. In response	
	to questions, staff made the following somewhat inconsistent statements: the new plans would re-examine facility recommendations; the off-site levy could always be changed in	
	the future if facility investment plans change; and the new community-based plans would	
	incorporate the facility recommendations from the Master Plan. Those responses indicate	
	that there is significant uncertainty regarding the status of the recreation facilities	
	included in the levy. To move ahead with a levy when the County's recreation planning	
	structure and the status of the facilities included in the levy are in flux makes no sense.	
27	A comparable reality was the reason council paused the fire services off-site levy. The	Concern
	same should be done for the recreation off-site levy. At a minimum, a recreation off-site	
	levy should only move forward with a single county-wide rate structure.	
28	Specific Concerns	Concern
	Catchment area for area-specific levy rates	
	Administration indicated that the catchment areas for the proposed area-specific	
	recreation off-site levies are based on the "established principle" of a 20-minute driving	
	radius to access recreation facilities. We support this principle; however, the Recreation	
	Master Plan did not use this principle in identifying recreation facility investments. If it	
	had, it could not have recommended full-scale recreation facilities in both Springbank and	
	Harmony which are significantly less than a 20-minute drive from each other and from	
	comparable recreation facilities within Calgary and Cochrane.	
29	Responsible decision-making regarding recreation spending should assess the trade-offs	Concern
	between investing County resources in bricks and mortar facilities within the County	
	versus contributing to recreation facilities in the neighbouring municipalities that are	

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	within the 20-minute driving threshold of county residents. To the best of our knowledge,	
	such an assessment has not been done.	
30	Magnitude of anticipated recreation investments. We are also concerned with the	Concern
	magnitude of recreational investments included in the levy structure. Residents were	
	never asked if they were willing to have their property taxes increase to pay for facilities.	
	They were only asked what facilities they'd like in their community. As a result, we believe	
	that the existing Recreation Master Plan is based on a "wants" assessment rather than a	
24	"needs" assessment.	
31	The recreation off-site levy is only expected to collect 51% of the capital costs of the	Concern
	proposed facilities from new development anticipated to occur over the next 20 years –	
	\$69 million of the \$134 million for the facilities included in the levy. What happens if	
22	development does not materialize as anticipated?	
32	Ongoing operating and maintenance costs will be borne by ratepayers, not by new	Concern
	development. This is never mentioned. Ratepayers are being asked not only to pay a	
	significant fraction of the capital costs, but also all the ongoing costs, the magnitude of	
	which is not part of this discussion.	
33	The levy structure assumes that development beyond 20 years will pay a share of	Concern
	recreation facility costs through future levies. How has that development has been	
	estimated? Growth rates beyond 20 years are notoriously uncertain. If long-range	
	development is based on full-build out of ASPs, it has unavoidable inaccuracies that have	
	not been acknowledged. Full build out statistics in ASPs assume that every acre will be	
	developed, beyond what is needed for roads, utility corridors, and municipal reserves. This	
	overstates development potential since it does not reflect environmental constraints and	
	fails to recognize that not every landowner wants to subdivide their land. Even if long-	
	range future development materializes as anticipated in the levy structure, the recreation	
	facilities will have to be paid for by current or near-term future ratepayers through	
	property taxes (to at least cover debt carrying costs). By the time long-range future	
	development occurs, the facilities may be nearing the end of their useful lives.	
34	I attended the offsite levy bylaw information session last week and have a question to	Concern
	submit to the team for consideration regarding the Community Recreation Off-Site Levy	
	Bylaw:	
	We would request that consideration be given to including a defined "development area"	
	that the levy would apply to rather than the levy applying to an entire parcel. This would	
	be similar to the provision in the current Transportation Offsite Levy Bylaw. We make this	
	request because there may be instances where a development permit for a small, private	
	development is required on a large parcel, and as the Bylaw is currently written, the	
	potential remains for a very large levy when only a small area is being developed that has	
	little impact on County infrastructure and services. For example, an oversized accessory	
	building requiring a DP on a large agricultural parcel could be subject to a substantial levy	
	if the base levy is applied to the entire acreage.	
35	Community Recreation Facilities Levy:	Concern
	We understand the reason for the introduction of this new levy. Providing opportunities to	
	offset payment of the recreation levy through provision of qualifying recreational	
	installations as part of new development would be worth consideration, especially for	
	areas that are far removed from planned	
	recreation centre locations.	
36	CONCERNS WITH THE COMMUNITY RECREATION OFF-SITE LEW BYLAW	Concern
	Applying Section 4(c) of the Off-Site Regulation,	
	*** has reviewed the proposed Regional Community Recreation Off-Site Levy Bylaw and	
	offers the following four (4) concerns.	

CONCERN #1: PROPORTIONALITY

- *** does not understand why the proposed regional community recreation off-site levy bylaw makes a distinction between new development and existing ratepayers as it relates to the contribution of funding for future upgrades to the County's recreation infrastructure. Based on our understanding of the various schedules attached to the proposed Off-Site Levy Bylaw, we understand that:
- Within the Eastern catchment area, new development will contribute 80% of the costs for future community recreation infrastructure specific to the catchment, and existing ratepayers will contribute 20% of the costs for future community recreation infrastructure specific to the catchment.
- Within the Western catchment area, new development will contribute approximately 70% of the costs for future community recreation infrastructure specific to the catchment, and existing ratepayers will contribute about 30% of the costs for future community recreation infrastructure specific to the catchment.
- Within the entire County, new development will contribute approximately 70% of the costs for future community recreation infrastructure County-wide, and existing ratepayers will contribute about 30% of the costs for future community recreation infrastructure County- wide.

Given the proposed Off-Site Levy Bylaw is including the total \$89M of investment required from developers to fund the entire community recreation infrastructure network to its ultimate anticipated capacity, why are new developers and existing ratepayers treated differently?

*** believes it would be fairer to consider new development and existing ratepayers proportionally the same when it comes to the need to fund future community recreation infrastructure? *** believes the arbitrary distinction between new development and existing ratepayers may be creating disproportionate expectations for funding the future community recreation upgrades when considering the principles in Section 3 of the Off-Site Levy Regulation.

CONCERNS WITH THE COMMUNITY RECREATION OFF-SITE LEW BYLAW
Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional
Community Recreation Off-Site Levy Bylaw and offers the following four (4) concerns.
CONCERN #2: UNDERLYING GROWTH ASSUMPTIONS

*** assumes that the geographic extent of future upgrades to the community recreation infrastructure network are based on the County's underlying growth management assumptions contemplated by the 2013 Municipal Development Plan (County Plan).

*** notes that the County is preparing a new Municipal Development Plan (MDP) that is anticipated to be before Council at a public hearing some time in 2025.

*** further notes that since the County Plan was adopted in 2013, the province mandated regional planning within the Calgary Region under the auspices of the Calgary Metropolitan Region Board (CMRB). Subsequently, the CMRB adopted a Regional Growth Plan (RGP) in 2022 which dramatically alters expectations for future rural development in the County. Alternatively, the CMRB RGP contemplates an urban form of development within determined Joint Planning Areas — in accordance with Regional Context Studies and subsequent Area Structure Plan (ASP) reviews/updates.

As such, *** is concerned that the total anticipated infrastructure costs contemplated by this proposed Regional Community Recreation Off-Site Levy are based on 'out-dated' development assumptions that are over a decade old which do not reflect the current (and evolving) growth management expectations within the County and the Region. For this reason, *** is concerned that the corresponding per ha (per ac) levy rates to be

Concern

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	charged by this proposed bylaw may be substantially over-estimating (or under-	
	estimating) the amount of growth expected within the County.	
	*** recommends that implementation of the Regional Community Recreation Off-Site	
	Levy Bylaw be delayed until after the County (and CMRB) approve the new Municipal	
	Development Plan (MDP) and Regional Context Studies. This will allow the County to	
	update the off-site levy bylaw's underlying growth assumptions and corresponding	
	recreation demand modelling.	
38	CONCERNS WITH THE COMMUNITY RECREATION OFF-SITE LEW BYLAW	Concern
	Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional	
	Community Recreation Off-Site Levy Bylaw and offers the following four (4) concerns. CONCERN #3: FUNDING SOURCES	
	*** understands that municipal community recreation infrastructure is often funded by	
	grants from the Provincial government. Based on our review of the proposed Community	
	recreation off-site levy bylaw, it appears that investment required for future community	
	recreation infrastructure is to be funded entirely by new development and existing	
	ratepayers.	
	*** recommends that the Regional Community Recreation Off-Site Levy Bylaw	
	calculations should be revised to assume a proportional investment from the Province for	
	future infrastructure.	
39	When will this be initiated?	Information
40	Would the Community Recreation Levy apply to any Land Use type?	Information
41	Without this levy, how is this currently funded? Is this not a double dip?	Information
42	Why are there not more options, last year there was 4 options. Why was a special rate and	Concern
	catchment option not chosen?	
43	How does Calgary do it?	Information
44	If you're in east Balzac, miles from the west and paying for base when you won't even use	Concern
	that facility at all. Those developers will see very little benefit. Impact on developers is	
	greater.	
45	Those in industrial areas should not have to pay, seems like double dip.	Concern
46	This 2:1 ratio, is this a 'feels right' number or based on a study?	Information
47	Are the levies only for capital?	Information
48	Will you have a levy for operational cost?	Information
49	The timing of collection of levies vs building facilities and development times. Does this	Information
	assume the County would take out debt to build the facilities and then repay themselves	
	using levies?	
50	Recreation cost sharing; is one coming with Calgary?	Information
51	As someone who is an industrial contributor, it's easier to understand when it comes to	Concern
	operations then when it comes to recreation. It helps if you're building a residential	
	community, but industrial areas are limited-service areas. Not same return on money for	
	developers. Businesses are not using rec centres/amenities. People who work in Balzac	
-	generally live in Airdrie or Calgary and these are not RVC residents using RVC facilities.	1.6
52	Are there thoughts of other recreational facilities in the future?	Information
53	If another recreation project comes along in 5 years would the levy increase?	Information
54	Council has said they need to revisit the rec master plan. What happens to the money	Concern
	collected if/when plans change?	1.6
55	If no Conrich facility was built, could the money be used for some new unidentified build?	Information
56	One is about the recreation levy and at what stage is it applied? Is it subdivision only or would some development permits be eligible as well?	Information
57	Hi yes, I am wondering about the recreation levy particularly and I'm sorry I haven't read through the materials yet, but is there a possibility to apply the levy to only a specific	Information

D-1 Attachment B Attachment B - Regional Off-Site Levy Bylaw Updates -Page 16 of 20 **What We Heard Report** development area? For example, if you have, you know a 40-acre parcel, but you're developing a Small area of it. Does the levy apply to the entire 40 acres, or would it be to a development area? There was another question respect to development area. The example given, if you have Information 58 a 40-acre parcel and you're only doing business or uses for maybe 10 acres of that. Would you then, with the levies specifically for the recreation levy, would it be applied to the 40 acres or just 10 acres? **STORMWATER LEVY COMMENTS** Regional Stormwater Off-Site Levy Bylaw - We are encouraged to see that the proposed Support revisions to the stormwater off-site levy include levies to pay for necessary infrastructure within the areas that will be serviced by the CSMI system. It never made sense that the existing stormwater off-site levy collected funds to pay for the regional conveyance system without recognizing that stormwater had to get to that regional conveyance system. Langdon, Janet and Conrich area-specific levies are an essential element for viable stormwater management in east RVC. Continuing to permit development without effectively managing stormwater is not sustainable from either an environmental or a long-term financial perspective. Although the stormwater levies may now be higher in these areas than stormwater levies in neighbouring municipalities, the total off-site levies paid in these areas remain significantly lower than the totals paid in the other municipalities. As a result, the impact on regional competitiveness still favours development in Rocky View. 60 Stormwater Levy: Support No comments or concerns. What improvements in infrastructure are going to occur? What are we getting for this Information 61 62 Better service, more connection to that service therefore levies are going up? Is this what Information is currently happening or is this to serve a future plan? When the storm water levies were updated back in 2020, staff had brought forward the Information 63 two-tiered regional and local connectivity. Has this not gone forward under the previous Council? TRANSPORTATION LEVY COMMENTS The budget for transportation capital projects is at \$1.85 Billion, are all of the projects Information included in that number expected to be constructed within the next 25-30 years? How was the new base levy split determined between rural and rurban? Rurban is a new 65 Information term to me, and this delineation appears to only be used for the transportation levy. The transportation base levy for rural goes up by 35% to \$6199/ac and the base levy for rurban goes up 278% to \$17,394/ac. 66 It seems most equitable to have the same base rate applied equally to all land, as it is with Concern the new recreation levy. This would be a new transportation base levy at \$10,912/ac, which still represents a substantial increase from the current rate.

Is there a public document available that goes into more detail or breakdown of projects

Given the size and diversity of the County a further breakdown in zones for transportation

levy could be another way of looking at it. In regard to our current development project *** would see no benefit from most of the projects shown on the map included in the base levy. Although we would produce a higher traffic count per acre than 5 acre+ sized subdivisions, those counts are being added to very few locations immediately adjacent to major corridors. In other large municipalities we see transportation levies broken down by region on a much smaller scale for transportation projects, often with levy rates being assigned to individual quarter sections at different rates depending on proximity to

67

68

included on the attached Map A?

Information

Concern

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existing infrastructure, future network improvements and timing. Below snapshot is an	
example of transportation levies in Parkland County. There are probably good reasons	
that Rocky View's levies haven't been done in this way, but it seems more equitable in	
regards to actual benefit and actual cost.	
Transportation Off-Site Levy Bylaw - We support the proposed changes to the	Support
Transportation Off-Site Levy (TOL) Bylaw. From the residents' perspective, a more equitable levy structure would base the levy charged for residential development on the number of new dwellings created rather than on the acreage involved. However, we recognize that Administration sees significant difficulties in implementing this alternative. The proposed two-tiered TOL (rural / rurban rates) acknowledges the greater infrastructure demands from higher density residential development and commercial development while maintaining greater structural and administrative simplicity relative to a per-dwelling rate structure. As a result, we strongly support this change. In terms of which types of development pay the rural versus the rurban rate, aggregate resource development should pay the higher rate as do all other commercial developments. Gravel pits are not temporary in terms of any meaningful planning horizon, and their end use is uncertain. They involve significant heavy truck traffic whose demands on the road network are comparable to, if not greater than, other commercial operations. They are not comparable to those from lower density residential or agricultural development. Incorporating the costs for bridges along the road networks that are part of the TOL is also a solid step forward. Bridges are an essential component of the transportation network, and their costs should be covered by the TOLs. The information indicates that there may be consideration for phasing the TOL rate increases. We believe the revised rates should be fully implemented immediately, not over time. Existing County stakeholders, both residential and business, have subsidized new development's share of transportation infrastructure costs for too long. There is no rationale for extending that subsidization.	Support
Impacted developers may complain, but as is obvious from staff's presentation, the levy costs associated with development in Rocky View will remain significantly lower than	
those of any neighbouring municipality.	
Transportation Levy: The increase in transportation levy is substantial. The methodology used takes all projects which may be built over a very long period and levies a potential cost for those projects over all land. This method doesn't provide a timeline for those improvements and there is no correlation conveyed in the base levy between the funds collected and the projects built. Essentially this means that levies collected in the 2020's could be held for 80 years until some of the last projects are completed on Map A – and those projects may be far away from the land that originally paid those levies. The County's size and geography also don't lend well to a broad base levy as has been proposed. \$1.856 Billion is an eye-popping number for a rural Alberta municipality to contemplate spending on transportation infrastructure and some further detailed consideration on the projects included and the benefitting areas would be merited. It seems unnecessary to include projects in the transportation levy that are, by any reasonable assessment, far outside of a reasonable development horizon.	Concern
CONCERNS WITH THE REGIONAL TRANSPORTATION OFF-SITE LEVY BYLAW Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional Transportation Off-Site Levy Bylaw and offers the following three (3) concerns. CONCERN #1: PROPORTIONALITY	Concern

*** does not understand why the proposed regional transportation off-site levy makes a

contribution of funding for future upgrades to the County's long range transportation

distinction between 'rurban' and 'rural' development forms as it relates to the

Attachment B - Regional Off-Site Levy Bylaw Updates - What We Heard Report Page 18 of 20

Inetwork. Based on our understanding of the various schedules attached to the proposed

Off-Site Levy Bylaw, we understand that: * Rurban landowners/developers will contribute 75% of the costs for future long range transportation network upgrades; and * Rural landowners/developers will contribute 25% of the costs for future long range transportation network upgrades. Given the proposed Off-Site Levy Bylaw is including the total \$946,841,237 of infrastructure investment required from developers to fund the future long range transportation network to its ultimate anticipated capacity, why are rural and rurban developers treated differently? *** believes it would be fairer to consider these two types of developers proportionally the same when It comes to the need for future infrastructure. On what basis is the 75/25 split determined and why? Does geographical location within the County and/or the type of new development play a factor in this7 Acknowledging the *rurban' definition included in Schedule 'A', *** believes the arbitrary distinction between rural and rurban developers may be creating disproportionate expectations for funding the long-range transportation network upgrades when considering the principles in Section 3 of the Off-Site Levy Regulation. 72 CONCERNS WITH THE REGIONAL TRANSPORTATION OFF-SITE LEVY BYLAW Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional Transportation Off-Site Levy Bylaw and offers the following three (3) concerns. CONCERN *2: GEOGRAPHIC LOCATION Map 'A' of the Regional Transportation off Site Levy identifies the specific location of all segments of the long-range transportation off site Levy identifies the specific location of all segments of the long-range transportation and associated upgrade costs for each segment. **** acknowledges that areas benefitting from the expanded long range regional transportation infrastructure network include all lands that are expected to be developed within the County and correspondingly contribute increased traffic onto the long-range network. To this end, **** appreciates that the c		network. Based on our understanding of the various schedules attached to the proposed	
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	What We Heard Report	<u> </u>
	*** further notes that since the County Plan was adopted in 2013, the province mandated	
	regional planning within the Calgary Region under the auspices of the Calgary	
	Metropolitan Region Board (CMRB). Subsequently, the CMRB adopted a Regional Growth	
	Plan (RGP) in 2022 which dramatically alters expectations for future rural development in	
	the County. Alternatively, the CMRB RGP contemplates an urban form of development	
	within determined Joint Planning Areas — in accordance with Regional Context Studies	
	and subsequent Area Structure Plan (ASP) reviews/updates.	
	As such, *** is concerned that the total anticipated infrastructure costs contemplated by	
	this proposed Regional Transportation Off-Site Levy are based on 'out-dated' development	
	assumptions that are over a decade old which do not reflect the current (and evolving)	
	growth management expectations within the County and the Region. For this reason, ***	
	is concerned that the corresponding per ha (per ac) levy rates to be charged by this	
	proposed bylaw may be substantially over-estimating (or under-estimating) the amount of	
	growth expected within the County.	
	*** recommends that implementation of the Regional Transportation Off-Site Levy Bylaw	
	be delayed until after the County (and CMRB) approve the new Municipal Development	
	Plan (MDP) and Regional Context Studies. This will allow the County to update the off-site	
	levy bylaw's underlying growth assumptions and corresponding traffic generation	
	modelling.	
74	Why is Springbank [cost's] down?	Information
75	What would be the timing if this is implemented?	Information
76	Can you explain how council voted to freeze numbers in 2020. If the money was frozen,	Information
	where did the money come from? Tax dollars?	
77	So, ultimately it would never touch taxpayer dollars, it would touch the levy reserve?	Information
78	Do you have feedback from when Council voted to freeze fees, what their reasoning was	Information
	to freeze those fees? Was it make our region more attractive for development?	
79	In terms of payment, is the transportation levy payment like the other 3 levies?	Information
80	How comparable are the rates compared to the surrounding markets?	Information
81	Why did you choose Strathcona county for other county benchmarking?	Information
82	Why not special levies for special areas, like bridges?	Concern
83	Why is the gravel industry is treated differently and has a lower rate?	Information
84	Do these transportation levies include underground infrastructure?	Information
85	Why was the schedule F, special area 4 construction land for purchase of RR34 fly over	Information
	100% paid by Rocky View?	
86	Why not put the fly over at RR40?	Information
87	Given that the levies are paid at subdivision, Springbank is the only community that	Concern
	benefits. What about Harmony? This subdivision is not paying for what they're benefiting	
	from.	
WA	TER/WASTEWATER LEVY COMMENTS	
88	Given that the levies are paid at subdivision, Springbank is the only community that	Concern
	benefits. What about Harmony? This subdivision is not paying for what they're benefiting	
	from.	
89	Regional Water and Wastewater Off-Site Levy Bylaw - Our previous concerns regarding	Support
	whether the water/wastewater levies will effectively recover the County's debt incurred to	
	construct the existing and future infrastructure remain unchanged. That said, we have not	
	had the opportunity to determine if the proposed new levy rates improve debt recovery.	
	The County fronted the costs to extend servicing to East Balzac, so expanding the	
	water/wastewater levies to apply to development there makes sense.	
90	Is there a way to secure a 50% deferral rate for our wastewater/water levies?	Concern
91	Will borrowing costs be reset to zero, or will they be included in the new rate?	Information

Water and Wastewater Levy: These levies are divided into separate components but some of the same feedback applies to each point, corresponding project numbers from the proposed levies are referenced below. Project D6, the major upgrades to the water treatment plant appears to be the primary driver for revisiting the existing levy rates under this bylaw. D1 and D2: The projects summarized that there is no measurable benefit to existing development but the project descriptions include doubling the amount of pumps at each lift station and major capital improvements to the waste water treatment plant. The improvements listed for both D1 and D2 would be providing redundancy and resiliency for a large period of time, up until the maximum theoretical capacity is reached. This appears to be a benefit to the County and to existing development. D7a, D7b, D8, D9a, D9b: There are no upgrades proposed under these Schedules. Each project references the increased system capacity up to 8000 cubic meters and provision of water to existing developed areas but offers no detailed description on why the existing levy rate can't be retained and the recoverable amount reduced instead. It appears that the recoverable amount is being increased to align with an increase in theoretical capacity which for these projects, already exists and is already covered by the existing bylaw levy rates. D11: This project notes that there is zero capital cost or recoverable cost incurred to date, but that 3808 cubic meters of capacity has been committed and \$2.7M of levies have been collected against this future project, or \$708/m3 to date. This levy is proposing a cost of \$4821/m3 and the actual capital project cost per volume is \$2864/m3. The project summary notes that no benefit to existing development will be provided – but also that development levies have been collected from existing development land and capacity has	rn
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been assigned to existing development. There seem to be a few items that are	
incongruent regarding Schedule D11. The levies do not account for any benefit to	
developed land, though installing a backup loop and additional capacity adds resiliency to	
the overall system. This benefit is shared by future development lands, existing developed	
lands, and the County.	
93 Has there been any consideration or discussion with the city of Calgary to have regional Inform	nation
infrastructure?	
94 Is there a grant that offset the cost of provincial funding? Was that a unique opportunity Inform	nation
to apply for those grants or are there more available to the county?	
95 Are there updated maps for new areas? Are there updated boundaries for other areas? Inform	ation
96 Do you know the amount of servicing today (water Langdon)? Is it being upgraded? Inform	ation
97 Are improvements to get this up to 8000 per day something in the horizon? Inform	ation
98 On the water side, is there a list of projects that fall under the potable water levy? Inform	ation
99 Are new projects undertaken by the County or the developer? Inform	ation
100 Is Council on board with first reading? With the first rates you've provided to them? Inform	
101 A lot of us have projects with you, completed in the last year or two. Are we able to get Inform	ation
from staff what the current rates are vs the new rates for comparison?	
102 Are you worried about run-on subdivisions? Inform	vation
103 Given the proposal, and no changes to it; What is a conceivable date for Council's approval Inform	
and it becoming effective? Considering approval dates of land use amendments and	
subdivisions. What is the rate before/after approval?	



November 20, 2024

Rocky View County
Planning, Development & Engineering Staff
262075 Rocky View Point
Rocky View County, Alberta, T4A oX2

Attention: Jeannette Lee **REF:** Rocky View Bylaw Levy Amendments & Additions

RE: Development Community – Levy Feedback and Recommendations

Dear Jeannette,

Firstly, thank you to Rocky View County (RVC) for hosting the various work sessions with the Development Community during the month of October. They were informative and provided greater clarity around the rationale for the Bylaw Levy Amendments and Recreation Levy addition.

Administration was tasked with garnering feedback from the Development Community. During the information session that Hopewell and Beedie attended on October 31st, it was requested that feedback be provided to RVC with respect to the implementation and timing of the Bylaw Levy amendments.

RVC Council and Administration have presently approved first reading for Bylaw C-8547-2024, C-8548-2024 and C-8549-2024. These Bylaws would amend the Regional Stormwater Offsite Levy Bylaw C-8008-2020, Regional Water & Wastewater Offsite Levy Bylaw C-8009-2020 and Regional Transportation Off-Site Bylaw C-8007-2020 respectively.

RVC Council and Administration further approved first reading for the Community Recreation Off-Site Bylaw C-8550-2024.

The Transportation Rural Base levy rate is being unfrozen from \$4,495.00 per acre and increased to \$14,268.00 per acre. East Balzac Special area rates increase from \$17,200.00 per acre to \$20,014.00 per acre. The increase as explained during the information session, was to align with inflation and having frozen the rate for the past 4 years.

The Water & Wastewater rate is increasing from \$31,837.00 per m3/per day/per acre to \$37,507.00 per m3/per day/per acre. The increase as explained during the information session, was to align with inflation and having frozen the rate for the past 4 years.

The Community Recreation rate will be \$1,162.00 per acre for the base County wide rate and further catchment rates apply to specific areas.





The increases equate to \$19,419.00 per acre (approx.) in the East Balzac area.

As you can appreciate, these increases will have detrimental effects to the Development Community at large, with our proforma models now having to absorb a large \$19,419 per acre increase in levy payments. On a ¼ Section of land, this equates to \$3.1m of increased fees, with very little increased service.

It was clear that Administration and Council do require these increases to provide services to the greater county area and as such, here are a few recommendations that we would suggest to RVC to employ:

1. Delay Levy Implementation for a period of 12 months

Developers invest heavily in pre-design work before submitting applications to municipalities. For example, designing a typical industrial warehouse can take 3-6 months before submission. Developers base their decisions to apply for permits largely on project economics, of which levies are a key factor. For a 20-acre parcel, an additional \$1M in costs due to levy increases could significantly impact a development's proforma. A delay would give developers time to adjust their plans accordingly. We suggest that the effective date of the levy increases does not take effect until January 1, 2026. At a minimum.

2. Grandfather Submitted/Conditionally Approved Projects Under the Previous Levy Regime

Some developers may have conditional development permits or potential Development Agreements, but are waiting on completing other improvements, such as offsite work, or have implemented a temporary pause on their projects due to current market conditions. Grandfathering these projects would prevent developers from being financially punished by both higher levies and a slower market. Most permits have a 1–2-year lifespan, so developers cannot just keep renewing indefinitely to avoid higher levies, especially since they pay renewal fees as well.

3. Eliminate the Community Recreation Levy for Non-Residential Developments

While the recreation levy amount is lower, the principle is that non-residential users will not directly benefit from these uses, which are geared toward residential communities. Through property taxes and the currently existing Municipal Reserve (MR) structure of land dedication or Cash-in-lieu, non-residential users already contribute to the benefit of residential users.

4. Commitment to Additional Staffing to Improve Permit Processing Times

With the county experiencing significant growth, there has been a noticeable slowdown in processing times. While this may not be directly related to levies, higher costs should equate to improved services. Timelier processing would benefit both developers and the community, helping us continue supporting regional development.





As a community, we understand that changes in the Bylaw structures are necessary to the continued development of Rocky View County and we do fully support the planning that has gone into East Balzac, Janet, Bearspaw, Springbank and other valued areas.

We would like to ensure that increases in levies to promote services, do not subsequently hinder continued investment in those same areas.

There are several Developers that are signatories to this letter and support the recommendations provided in this memorandum.

Best Regards,

Hopewell Development LP

DEREK FOX

VICE PRESIDENT, CONSTRUCTION

DFOX@HOPEWELL.COM

cc. David Forbes - Principal – Enright Capital Ltd

Jorden Dawson - Vice President - Beedie Industrial Development

Geoff Macmillan - Director, Development - Anthem Properties

Miguel Martinez - Director, Development, Prairie Regions - Quadreal



Attachment C - Public Submissions



26550 Acheson Road, Acheson, AB

EDM. (780) 448-1080

FAX (780) 485-2529 (EDMONTON & CALGARY)

TOLL FREE 1-800-661-2700

Email: joet@octs.ab.ca – (780) 819-7995

December 5th, 2024

Rocky View County 262075 Rocky View Point Rocky View County, AB T4A 0X2

Re: Proposed Regional Off-Site Levy Bylaw Updates

- Regional Transportation Off-Site Levy Bylaw C-8549-2024
- Community Recreation Off-Site Levy Bylaw C-8550-2024
- Regional Water and Wastewater Off-Site Levy Bylaw C-8548-2024
- Regional Stormwater Off-Site Levy Bylaw C-8547-2024

Attn: Engineering@rockyview.ca; Legistlativeservices@rockyview.ca

Dear Reeve and Council,

Overland Container Transportation Services (OCTS) is a transportation services provider operating in association with CN and CP/KC rail terminals located within both the Calgary and Edmonton metropolitan areas. OCTS's operations provides our customers with reliable and efficient railway logistics, transportation, and storage services across Western Canada, the Yukon, and Northwest Territories. OCTS is one of the largest container drayage providers in Alberta, and we are proud to be the "last mile" for prominent global steamship lines and freight companies.

OCTS presently employs ____ people operating out of five (5) locations with the City of Calgary's Foothills Industrial Park. Given the continued urbanization occurring within the southeast portion of the city, OCTS's operations are being challenged by increased traffic congestion. As such, OCTS has purchased ±64 ha (±160 ac) within Rocky View County's Conrich community, directly adjacent to CN's Calgary Logistics Park. OCTS intends to strategically re-locate its entire base of operations from the Foothills Industrial Park to the Conrich Regional Business Centre to strategically capitalize on the area's efficient connections with regional transportation infrastructure. To this end, OCTS has submitted a Conceptual Scheme with a concurrent Land Use Amendment application and is presently working through this process with administration and local stakeholders. We are excited by our opportunity to become a corporate citizen of Rocky View and can't wait to patriate our regionally significant transportation and logistics business from Calgary to Rocky View County. To this end, we are compelled and attracted by *The Rocky View Advantage!*

OCTS recently became aware of the County's plans to update Rocky View's Regional Off-Site Levy Bylaws. We commend Council for preparing and implementing such strategic

implementation measures to ensure sustainable growth and development continues within the County for the benefit of all existing and future Rocky View constituents. OCTS has participated in the County's engagement processes relative to these Off-Site Levy Bylaws and attended the recent online events. We have appreciated our opportunities to participate in the various engagement processes and have taken liberty to educate ourselves accordingly.

In this regard, OCTS has prepared the below-referenced estimates of the combined regional off-site levy bylaw payments in relation to our proposed Conceptual Scheme development within the Conrich community. The table compares the current and proposed rates — and demonstrates how OCTS may be required to provide the County with a <u>substantial increase</u> in regional off-site levy payments which is challenging the feasibility of our project.

Overland Container Transportation Services - Overland Open Park Conceptual Scheme Estimated Off-Site Levy Payment Comparison

CURRENT RATES

Net Transportation Off-Site Levy Developable		Stormwater Off-Site Levy	Water Off-Site Levy	Wastewater Off-Site Levy	Community Recreation Off-Site Levy	TOTAL	
60.4 ha	Base Levy @ \$11,354 / ha	Special Area #2 Levy @ \$12,869 / ha	Base Levy @ \$14,807 / ha	Assumed 316 m3/d	day water demand	N/A	
	\$685,781.60	\$777,287.60	\$894,342.80	\$4,231,887.00	\$3,885,071.00	\$0.00	\$10,474,370.00

PROPOSED RATES

Net Developable	Transportation Off-Site Levy		Stormwater Off-Site Levy		Water Off-Site Levy	Wastewater Off-Site Levy		Recreation te Levy	TOTAL
60.4 ha	Rurban Levy (8 \$42,981 / ha	Special Area #2 Levy @ \$18,980 / ha	CSMI Area Levy @ \$20,592 / ha	Conrich Benefitting Area Levy @ \$6,381 / ha		day water demand	Race Low R	Eastern Levy @ \$15,014 / ha	
	\$2,596,052.40	\$1,146,392.00	\$1,243,756.80	\$385,412.40	\$5,825,024.00	\$4,089,641.00	\$173,408.40	\$906,845.60	\$16,366,532.60

Notes

1. DCTS is estimate for Water & Wastewater Off-Site Levy assumes 20,000 m2 of commercial buildings, 9.3 ha of future industrial subdivision, water demand of 2.43 m2/day for the Phase 1 logistics centre, and 170 future multi-family dwelling units

PRINCIPLES OF AN OFF-SITE LEVY

OCTS understands that, in establishing an off-site levy, a municipality must consider the general principles established by the *Off-Site Levy Regulation*, *Alberta Regulation* 187/2017, specifically Section 3 which reads as follows:

Section 3: Off-Site Levy General Principles

- (1) Subject to section 3.1, the municipality is responsible for addressing and defining existing and future infrastructure, transportation infrastructure and facility requirements.
- (2) The municipality may, where necessary and practicable, coordinate infrastructure, transportation infrastructure and facilities provisions with neighbouring municipalities.
- (3) Notwithstanding anything to the contrary in this Regulation, the off-site levy is of no effect to the extent it directs the Government of Alberta to expend funds, to commit to funding transportation infrastructure or arrangements to undertake particular actions or to adopt particular policies or programs.
- (4) A municipality must not compel an applicant for a development permit or subdivision approval to fund the cost of the construction of infrastructure, transportation

infrastructure or facilities to be funded by an off-site levy beyond the applicant's proportional benefit.

OCTS has reviewed the four (4) proposed regional off-site levy bylaws from the perspective of the *Off-Site Levy Regulation's* principles, with particular emphasis on Section 3(4) which indicates the County <u>cannot</u> direct an applicant to provide a proportional contribution for infrastructure investment that <u>exceeds</u> the proportional benefit that an applicant can reasonably expect as a return.

Applying Section 4(c) of the *Off-Site Regulation*, OCTS has **no concern** with the proposed levy payments contemplated by the Water and Wastewater Off-Site Levy Bylaw (C-8548-2024) and Stormwater Off-Site Levy Bylaw (C-8547-2024) given that the regional utility servicing and stormwater drainage infrastructure capacity that this off-site levy will fund directly (and proportionally) provides benefit to our proposed industrial development within the Conrich Community.

However, OCTS <u>has concerns</u> with the Regional Transportation Off-Site Levy Bylaw (C-8549-2024) and the Community Recreation Off-Site Levy Bylaw (C-8550-2024) and appreciates the opportunity to share them as described within the following sections.

CONCERNS WITH THE REGIONAL TRANSPORTATION OFF-SITE LEVY BYLAW

Applying Section 4(c) of the *Off-Site Regulation*, OCTS has reviewed the proposed Regional Transportation Off-Site Levy Bylaw and offers the following three (3) concerns.

CONCERN #1: PROPORTIONALITY

OCTS does not understand why the proposed regional transportation off-site levy makes a distinction between 'rurban' and 'rural' development forms as it relates to the contribution of funding for future upgrades to the County's long range transportation network. Based on our understanding of the various schedules attached to the proposed Off-Site Levy Bylaw, we understand that:

- Rurban landowners/developers will contribute <u>75% of the costs</u> for future long range transportation network upgrades; and
- Rural landowners/developers will contribute <u>25% of the costs</u> for future long range transportation network upgrades.

Given the proposed Off-Site Levy Bylaw is including the <u>total</u> \$946,841,237 of infrastructure investment required from developers to fund the <u>future</u> long range transportation network to its ultimate anticipated capacity, why are rural and rurban developers treated differently?

OCTS believes it would be fairer to consider these two types of developers proportionally the same when it comes to the need for future infrastructure? On what basis is the 75/25 split determined and why? Does geographical location within the County and/or the type of new development play a factor in this? Acknowledging the 'rurban' definition included in Schedule 'A', OCTS believes the arbitrary distinction between rural and rurban developers may be

creating disproportionate expectations for funding the long-range transportation network upgrades when considering the principles in Section 3 of the *Off-Site Levy Regulation*.

CONCERN #2: GEOGRAPHIC LOCATION

Map 'A' of the Regional Transportation Off-Site Levy identifies the specific location of all segments of the long-range transportation network that are proposed to be upgraded in support of anticipated growth within the County. Schedules 'B1' and 'B2' delineate the specific type of roadway cross-section and associated upgrade costs for each segment.

OCTS acknowledges that areas benefitting from the expanded long range regional transportation infrastructure network include <u>all lands</u> that are expected to be developed within the County and correspondingly contribute increased traffic onto the long-range network. To this end, OCTS appreciates that the costs associated with 'background regional traffic' have been removed from the 'developer' funded portion of the upgrade costs.

However, OCTS does not understand how the Off-site Levy Bylaw's methodology has considered the physical location of proposed development within the County. For example, why should a developer pursuing a subdivision within the Cochrane Lake community need to contribute infrastructure investment to fund future upgrades to infrastructure in Langdon, and/or vice versa?

OCTS recommends the Regional Transportation Off-Site Levy be established based on the expected traffic generation and distribution that is connected directly to a specific location of development (i.e. ASPs)? Does the Off-Site Levy make any distinction between the specific type of development (i.e., residential, commercial, and industrial) and the amount and type of associated traffic it generates?

CONCERN #3: UNDERLYING GROWTH ASSUMPTIONS

OCTS assumes that the geographic extent of future upgrades to the long-range transportation network as illustrated on Map 'A' of the Regional Transportation Off-Site Levy are based on the County's underlying growth management assumptions contemplated by the 2013 Municipal Development Plan (County Plan).

OCTS notes that the County is preparing a new Municipal Development Plan (MDP) that is anticipated to be before Council at a public hearing some time in 2025.

OCTS further notes that since the County Plan was adopted in 2013, the province mandated regional planning within the Calgary Region under the auspices of the Calgary Metropolitan Region Board (CMRB). Subsequently, the CMRB adopted a Regional Growth Plan (RGP) in 2022 which dramatically alters expectations for future rural development in the County. Alternatively, the CMRB RGP contemplates an urban form of development within determined Joint Planning Areas — in accordance with Regional Context Studies and subsequent Area Structure Plan (ASP) reviews/updates.

As such, OCTS is concerned that the total anticipated infrastructure costs contemplated by this proposed Regional Transportation Off-Site Levy are based on 'out-dated' development

assumptions that are over a decade old which do not reflect the current (and evolving) growth management expectations within the County and the Region. For this reason, OCTS is concerned that the corresponding per ha (per ac) levy rates to be charged by this proposed bylaw may be substantially over-estimating (or under-estimating) the amount of growth expected within the County.

OCTS recommends that implementation of the Regional Transportation Off-Site Levy Bylaw be delayed until <u>after</u> the County (and CMRB) approve the new Municipal Development Plan (MDP) and Regional Context Studies. This will allow the County to update the off-site levy bylaw's underlying growth assumptions and corresponding traffic generation modelling.

CONCERNS WITH THE COMMUNITY RECREATION OFF-SITE LEVY BYLAW

Applying Section 4(c) of the *Off-Site Regulation*, OCTS has reviewed the proposed Regional Community Recreation Off-Site Levy Bylaw and offers the following four (4) concerns.

CONCERN #1: PROPORTIONALITY

OCTS does not understand why the proposed regional community recreation off-site levy bylaw makes a distinction between new development and existing ratepayers as it relates to the contribution of funding for future upgrades to the County's recreation infrastructure. Based on our understanding of the various schedules attached to the proposed Off-Site Levy Bylaw, we understand that:

- Within the Eastern catchment area, new development will contribute 80% of the costs for future community recreation infrastructure specific to the catchment, and existing ratepayers will contribute 20% of the costs for future community recreation infrastructure specific to the catchment.
- Within the Western catchment area, new development will contribute approximately 70% of the costs for future community recreation infrastructure specific to the catchment, and existing ratepayers will contribute about 30% of the costs for future community recreation infrastructure specific to the catchment.
- Within the entire County, new development will contribute approximately 70% of the costs for future community recreation infrastructure County-wide, and existing ratepayers will contribute about 30% of the costs for future community recreation infrastructure Countywide.

Given the proposed Off-Site Levy Bylaw is including the <u>total</u> \$89M of investment required from developers to fund the <u>entire</u> community recreation infrastructure network to its ultimate anticipated capacity, why are <u>new</u> developers and <u>existing</u> ratepayers treated differently?

OCTS believes it would be fairer to consider new development and existing ratepayers proportionally the same when it comes to the need to fund future community recreation infrastructure? OCTS believes the arbitrary distinction between new development and existing ratepayers may be creating disproportionate expectations for funding the future community

recreation upgrades when considering the principles in Section 3 of the Off-Site Levy Regulation.

CONCERN #2: UNDERLYING GROWTH ASSUMPTIONS

OCTS assumes that the geographic extent of future upgrades to the community recreation infrastructure network are based on the County's underlying growth management assumptions contemplated by the 2013 Municipal Development Plan (County Plan).

OCTS notes that the County is preparing a new Municipal Development Plan (MDP) that is anticipated to be before Council at a public hearing some time in 2025.

OCTS further notes that since the County Plan was adopted in 2013, the province mandated regional planning within the Calgary Region under the auspices of the Calgary Metropolitan Region Board (CMRB). Subsequently, the CMRB adopted a Regional Growth Plan (RGP) in 2022 which dramatically alters expectations for future rural development in the County. Alternatively, the CMRB RGP contemplates an urban form of development within determined Joint Planning Areas — in accordance with Regional Context Studies and subsequent Area Structure Plan (ASP) reviews/updates.

As such, OCTS is concerned that the total anticipated infrastructure costs contemplated by this proposed Regional Community Recreation Off-Site Levy are based on 'out-dated' development assumptions that are over a decade old which do not reflect the current (and evolving) growth management expectations within the County and the Region. For this reason, OCTS is concerned that the corresponding per ha (per ac) levy rates to be charged by this proposed bylaw may be substantially over-estimating (or under-estimating) the amount of growth expected within the County.

OCTS recommends that implementation of the Regional Community Recreation Off-Site Levy Bylaw be delayed until <u>after</u> the County (and CMRB) approve the new Municipal Development Plan (MDP) and Regional Context Studies. This will allow the County to update the off-site levy bylaw's underlying growth assumptions and corresponding recreation demand modelling.

CONCERN #3: FUNDING SOURCES

OCTS understands that municipal community recreation infrastructure is often funded by grants from the Provincial government. Based on our review of the proposed Community recreation off-site levy bylaw, it appears that investment required for future community recreation infrastructure is to be funded entirely by new development and existing ratepayers.

OCTS recommends that the Regional Community Recreation Off-Site Levy Bylaw calculations should be revised to assume a proportional investment from the Province for future infrastructure.

In conclusion, OCTS appreciates this opportunity to share our perspectives regarding the proposed updates to the County's regional off-site levy bylaws. We commend administration and Council for taking a leadership position with the objective of directing sustainable growth within the County. OCTS has concerns with the proposed regional transportation and

community recreation off-site levy bylaws, and based on our understanding, we believe the methodology underpinning the two may be contrary to the principles of the Off-Site Levy Regulation, specifically as it relates to directing a burden on new development that is not proportional to the anticipated benefit. For this reason, we recommend Council delay the adoption of the Regional Transportation and Community Recreation Bylaws pending further work by administration relative to their underlying assumptions.

Respectfully,

Joe Tompalski

to Jupal

President, Overland Container Transportation Services (OCTS)

Attachment C - Public Submissions

D-1 Attachment C Page 11 of 24

#201 - 9894 42 Avenue NW



T 780.430.0529 F 780.433.3449



November 14th, 2024

Capital and Engineering Services 262075 Rocky View Point Rocky View County, AB T4A 0X2 Edmonton, AB T6X 0A9

RE: Offsite Levy Bylaw Feedback - Rocky View County, AB

This letter is provided in accordance with the ongoing consultation process regarding changes to Rocky View County's Offsite Levy Bylaws. Camgill Development Corporation is an active developer in Rocky View County and is impacted by changes to the offsite levy bylaw. We commend the County on the clarity of the documents, maps and presentations that have been made available explaining the changes and impact to each development area under the proposed bylaw.

Overall the proposed levies represent substantial increases to the existing rates. While we understand that costs have increased and the County is expanding servicing capacity, predictability of costs are very important for development. It takes many years to bring projects to fruition and dealing with sudden and substantial cost increases half-way through a project is problematic. In regard to the water, wastewater, and transportation levies, I request that the County considers and implements a phased approach towards the increases over a period of a few years. We are currently developing in East Balzac and a 64% increase in transportation levies is a very large and unanticipated cost increase. Phasing levy increases over a period of years would have minimal impact on the County but will have substantial impact for active developers today and in the coming years.

Stormwater Levy:

No comments or concerns.

Community Recreation Facilities Levy:

We understand the reason for the introduction of this new levy. Providing opportunities to offset payment of the recreation levy through provision of qualifying recreational installations as part of new development would be worth consideration, especially for areas that are far removed from planned recreation centre locations.

Water and Wastewater Levy:

These levies are divided into separate components but some of the same feedback applies to each point, corresponding project numbers from the proposed levies are referenced below. Project D6, the major upgrades to the water treatment plant appears to be the primary driver for revisiting the existing levy rates under this bylaw.

D1 and D2: The projects summarized that there is no measurable benefit to existing development but the project descriptions include doubling the amount of pumps at each lift station and major capital improvements to the waste water treatment plant. The improvements listed for both D1 and D2 would be providing redundancy and resiliency for a large period of time, up until the maximum theoretical capacity is reached. This appears to be a benefit to the County and to existing development.

Attachment C - Public Submissions

D-1 Attachment C Page 12 of 24

#201 - 9894 42 Avenue NW Edmonton, Alberta T6E 5V5



T 780.430.0529 F 780.433.3449

D7a, D7b, D8, D9a, D9b: There are no upgrades proposed under these Schedules. Each project references the increased system capacity up to 8000 cubic meters and provision of water to existing developed areas but offers no detailed description on why the existing levy rate can't be retained and the recoverable amount reduced instead. It appears that the recoverable amount is being increased to align with an increase in theoretical capacity which for these projects, already exists and is already covered by the existing bylaw levy rates.

D11: This project notes that there is zero capital cost or recoverable cost incurred to date, but that 3808 cubic meters of capacity has been committed and \$2.7M of levies have been collected against this future project, or \$708/m3 to date. This levy is proposing a cost of \$4821/m3 and the actual capital project cost per volume is \$2864/m3. The project summary notes that no benefit to existing development will be provided – but also that development levies have been collected from existing development land and capacity has been assigned to existing development. There seem to be a few items that are incongruent regarding Schedule D11. The levies do not account for any benefit to developed land, though installing a backup loop and additional capacity adds resiliency to the overall system. This benefit is shared by future development lands, existing developed lands, and the County.

Transportation Levy:

The increase in transportation levy is substantial. The methodology used takes all projects which may be built over a very long period and levies a potential cost for those projects over all land. This method doesn't provide a timeline for those improvements and there is no correlation conveyed in the base levy between the funds collected and the projects built. Essentially this means that levies collected in the 2020's could be held for 80 years until some of the last projects are completed on Map A – and those projects may be far away from the land that originally paid those levies. The County's size and geography also don't lend well to a broad base levy as has been proposed.

\$1.856 Billion is an eye-popping number for a rural Alberta municipality to contemplate spending on transportation infrastructure and some further detailed consideration on the projects included and the benefitting areas would be merited. It seems unnecessary to include projects in the transportation levy that are, by any reasonable assessment, far outside of a reasonable development horizon.

Thank you for the opportunity to contribute to the offsite levy bylaw.

Regards,

Camgill Development Corporation

Will Adam, P.Eng., PMP
Development Manager
Camgill Development Corporation



Bylaw C-8549-2024

Schedule 'B-1' – Long Range Regional Transportation Infrastructure Network – Rurban Base Levy

Description:

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

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

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

Project Costs:

Upgrade Capital Cost Estimates:

	440.8km of Network B Road:	\$841,819,078
•	104.7km of 4 Lane Arterial Road:	\$477,134,240
•	4.1km of 6 Lane Arterial Road:	<u>\$24,904,844</u>
•	Total Cost	\$1,855,845,561

Non-Levy Cost (Background/Regional Traffic): \$445,402,934

Rural Levy Cost (25%): \$463,961,390

Total Estimated Cost to Levy: \$946,481,236

Rurban Levy Cost Calculation:

\$946,481,237/22,021 hectares = \$42,981/hectare or \$17,394/acre.

2024 Rurban Levy Proposed for Collection:

\$42,981/hectare or \$17,394/acre.



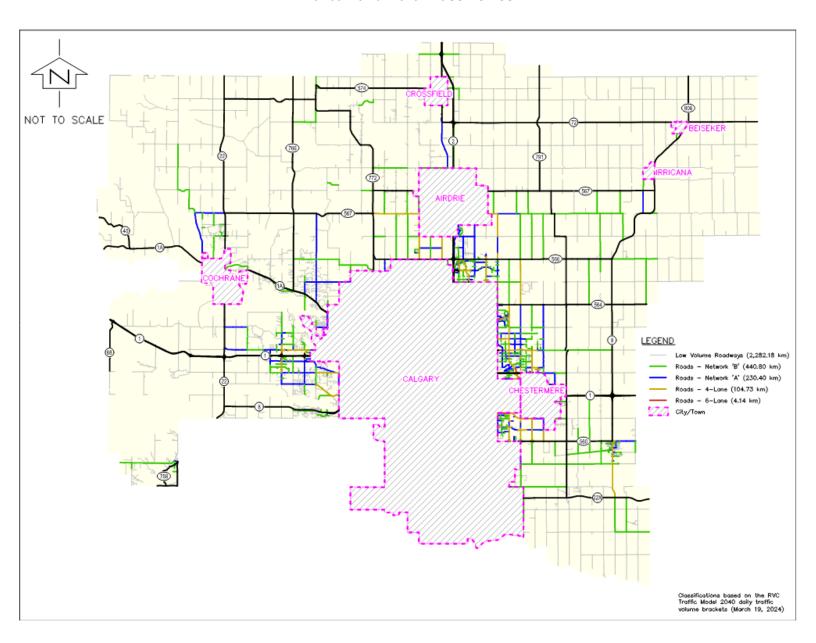
Cost and Benefit Allocation Rationale (New and Existing Development):

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 have been removed from the costs. There are no other measurable benefits to existing development as the upgrade will only increase capacity.



Bylaw C-8549-2024

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



Attachment C - Public Submissions

From: <u>Charmaine Tootell</u>

To: <u>Brenda Mulrooney</u>; <u>Jeannette Lee</u>

Subject: FW: Community Recreation Offsite Levy Bylaw Review

Date: Monday, November 4, 2024 1:03:58 PM

Attachments: image001.png

Hi Brenda and Jeannette,

Are one of you able to respond to this inquiry?

Thank you,

CHARMAINE TOOTELL

Engineering Coordinator | Capital and Engineering Services

ROCKY VIEW COUNTY

262075 Rocky View Point | Rocky View County | AB | T4A 0X2

Phone: 403-520-3958

ctootell@rockyview.ca | www.rockyview.ca

This e-mail, including any attachments, may contain information that is privileged and confidential. If you are not the intended recipient, any dissemination, distribution or copying of this information is prohibited and unlawful. If you received this communication in error, please reply immediately to let me know and then delete this e-mail. Thank you.

From: Robyn Erhardt < Robyn@twpplanning.com>

Sent: November 4, 2024 1:01 PM

To: Engineering < Engineering@rockyview.ca>

Subject: Community Recreation Offsite Levy Bylaw Review

Hello,

I attended the offsite levy bylaw information session last week and have a question to submit to the team for consideration regarding the Community Recreation Off-Site Levy Bylaw:

We would request that consideration be given to including a defined "development area" that the levy would apply to rather than the levy applying to an entire parcel. This would be similar to the provision in the current Transportation Offsite Levy Bylaw. We make this request because there may be instances where a development permit for a small, private development is required on a large parcel, and as the Bylaw is currently written, the potential remains for a very large levy when only a small area is being developed that has little impact on County infrastructure and services. For example, an oversized accessory building requiring a DP on a large agricultural parcel could be subject to a substantial levy if the base levy is applied to the entire acreage.

In addition, I realize the session last week was for the public but that there may be an additional session for the development community. Could you confirm if there will be another information session for the development community?

Thank you for the consideration. Robyn

Robyn Erhardt, B.A., M.Plan **Township Planning + Design Inc.** Urban + Regional Planning, Planner

C: 587.574.8788

E: Robyn@twpplanning.com



We have moved! Please note our new address: Suite 110, 259 Midpark Way SE, Calgary, AB. T2X 1M2

Linda Hajjar

From: Patrick McFetridge <patrick.mcfetridge@enrightcapital.com>

Sent: Tuesday, October 22, 2024 3:31 PM

To: Jeannette Lee

Cc:Brenda Mulrooney; Linda HajjarSubject:RE: Off-Site Levy presentation

Jeannette,

We are typically pricing lease rates on our warehouse developments + 2 years out, based on proforma land development costs. It would be helpful if we are provided significant lead times on increases to the development levies so that we assume the correct costs. It would also be very helpful if these levy increases were phased in over time. This way the entire development market prices in the cost increases.

Thank you. Patrick

From: Jeannette Lee <JLee@rockyview.ca>

Sent: October 22, 2024 11:06 AM

To: Patrick McFetridge <patrick.mcfetridge@enrightcapital.com>

Cc: Brenda Mulrooney <BMulrooney@rockyview.ca>; Linda Hajjar <LHajjar@rockyview.ca>

Subject: Off-Site Levy presentation

Hi Patrick,

Please find the pdf of the presentation, looking forward to your comments.

Thanks

JEANNETTE LEE, P.Eng., PMP
Manager | Capital & Engineering Services

ROCKY VIEW COUNTY

262075 Rocky View Point | Rocky View County | AB | T4A 0X2

Phone: 403-520-3975 JLee@rockyview.ca

ROCKY VIEW COUNTY – OFF-SITE LEVY BYLAWS Summer 2024 Draft Bylaws Comments – Rocky View Forward September 28, 2024

Transportation Off-Site Levy Bylaw

We support the proposed changes to the Transportation Off-Site Levy (TOL) Bylaw. From the residents' perspective, a more equitable levy structure would base the levy charged for residential development on the number of new dwellings created rather than on the acreage involved. However, we recognize that Administration sees significant difficulties in implementing this alternative.

The proposed two-tiered TOL (rural / rurban rates) acknowledges the greater infrastructure demands from higher density residential development and commercial development while maintaining greater structural and administrative simplicity relative to a per-dwelling rate structure. As a result, we strongly support this change.

In terms of which types of development pay the rural versus the rurban rate, aggregate resource development should pay the higher rate as do all other commercial developments. Gravel pits are not temporary in terms of any meaningful planning horizon, and their end use is uncertain. They involve significant heavy truck traffic whose demands on the road network are comparable to, if not greater than, other commercial operations. They are not comparable to those from lower density residential or agricultural development.

Incorporating the costs for bridges along the road networks that are part of the TOL is also a solid step forward. Bridges are an essential component of the transportation network, and their costs should be covered by the TOLs.

The information indicates that there may be consideration for phasing the TOL rate increases. We believe the revised rates should be fully implemented immediately, not over time. Existing County stakeholders, both residential and business, have subsidized new development's share of transportation infrastructure costs for too long. There is no rationale for extending that subsidization. Impacted developers may complain, but as is obvious from staff's presentation, the levy costs associated with development in Rocky View will remain significantly lower than those of any neighbouring municipality.

Regional Water and Wastewater Off-Site Levy Bylaw

Our previous concerns regarding whether the water/wastewater levies will effectively recover the County's debt incurred to construct the existing and future infrastructure remain unchanged. That said, we have not had the opportunity to determine if the proposed new levy rates improve debt recovery.

The County fronted the costs to extend servicing to East Balzac, so expanding the water/wastewater levies to apply to development there makes sense.

Regional Stormwater Off-Site Levy Bylaw

We are encouraged to see that the proposed revisions to the stormwater off-site levy include levies to pay for necessary infrastructure within the areas that will be serviced by the CSMI system. It never made sense that the existing stormwater off-site levy collected funds to pay for the regional conveyance system without recognizing that stormwater had to get to that regional conveyance system. Langdon, Janet and Conrich area-specific levies are an essential element for viable stormwater management in east RVC.

Continuing to permit development without effectively managing stormwater is not sustainable from either an environmental or a long-term financial perspective. Although the stormwater levies may now be higher in these areas than stormwater levies in neighbouring municipalities, the total off-site levies paid in these areas remain significantly lower than the totals paid in the other municipalities. As a result, the impact on regional competitiveness still favours development in Rocky View.

Community Recreation Off-Site Levy Bylaw

While we are supportive of a recreation off-site levy in theory, we have serious concerns with the proposed bylaw as structured.

General Concerns

Council's original direction regarding a recreation off-site levy was not to move ahead with a levy, but to investigate the feasibility of doing so. Instead, Administration pushed ahead to design a recreation off-site levy.

There are only five other municipalities in Alberta with recreation off-site levies and all of them are urban municipalities. What evidence is there that this is a viable levy for a rural municipality? Furthermore, those municipalities all charge one flat rate, even though some of them have differential rates for other off-site levies. Why is Rocky View proposing to be the only municipality with a tiered recreation levy?

The County has acknowledged that the approved Recreation Master Plan, the basis for this levy, has serious flaws. Councillors raised concerns about the Plan's recommendations at the February Recreation Governance Committee meeting and directed Administration to report back on fast-tracking its replacement. Despite those concerns, the proposed recreation off-site levy is based on the Plan's recommended facility investments.

The September 24th council meeting discussed next steps for replacing the Recreation Master Plan to more accurately reflect recreation needs within the County. From that discussion, the status of the facilities included in the off-site levy is not clear. In response to questions, staff made the following somewhat inconsistent statements: the new plans would re-examine facility recommendations; the off-site levy could always be changed in the future if facility investment plans change; and the new community-based plans would incorporate the facility recommendations from the Master Plan. Those

Page 125 of 612

responses indicate that there is significant uncertainty regarding the status of the recreation facilities included in the levy. To move ahead with a levy when the County's recreation planning structure and the status of the facilities included in the levy are in flux makes no sense.

A comparable reality was the reason council paused the fire services off-site levy. The same should be done for the recreation off-site levy. At a minimum, a recreation off-site levy should only move forward with a single county-wide rate structure.

Specific Concerns

Catchment area for area-specific levy rates

Administration indicated that the catchment areas for the proposed area-specific recreation off-site levies are based on the "established principle" of a 20-minute driving radius to access recreation facilities. We support this principle; however, the Recreation Master Plan did not use this principle in identifying recreation facility investments. If it had, it could not have recommended full-scale recreation facilities in both Springbank and Harmony which are significantly less than a 20-minute drive from each other and from comparable recreation facilities within Calgary and Cochrane.

Responsible decision-making regarding recreation spending should assess the tradeoffs between investing County resources in bricks and mortar facilities within the County versus contributing to recreation facilities in the neighbouring municipalities that are within the 20-minute driving threshold of county residents. To the best of our knowledge, such an assessment has not been done.

Inappropriateness of area-specific levy rates

We acknowledge the logic in having a recreation off-site levy so that new development contributes to the costs of recreation investments in the County. However, when there is so much uncertainty about what needs to be built and where, the use of a two-tiered levy structure with area-specific levies is inappropriate.

Once levies are collected for a specific area, those funds must be used for facilities in that area. Council's September 24th discussion illustrated that there is a lack of sufficient clarity regarding recreational needs to lock levy revenues into specific areas.

Magnitude of anticipated recreation investments

We are also concerned with the magnitude of recreational investments included in the levy structure. Residents were never asked if they were willing to have their property taxes increase to pay for facilities. They were only asked what facilities they'd like in their community. As a result, we believe that the existing Recreation Master Plan is based on a "wants" assessment rather than a "needs" assessment.

The recreation off-site levy is only expected to collect 51% of the capital costs of the proposed facilities from new development anticipated to occur over the next 20 years –

\$69 million of the \$134 million for the facilities included in the levy. What happens if development does not materialize as anticipated?

Ongoing operating and maintenance costs will be borne by ratepayers, not by new development. This is never mentioned. Ratepayers are being asked not only to pay a significant fraction of the capital costs, but also all the ongoing costs, the magnitude of which is not part of this discussion.

The levy structure assumes that development beyond 20 years will pay a share of recreation facility costs through future levies. How has that development has been estimated? Growth rates beyond 20 years are notoriously uncertain. If long-range development is based on full-build out of ASPs, it has unavoidable inaccuracies that have not been acknowledged. Full build out statistics in ASPs assume that every acre will be developed, beyond what is needed for roads, utility corridors, and municipal reserves. This overstates development potential since it does not reflect environmental constraints and fails to recognize that not every landowner wants to subdivide their land.

Even if long-range future development materializes as anticipated in the levy structure, the recreation facilities will have to be paid for by current or near-term future ratepayers through property taxes (to at least cover debt carrying costs). By the time long-range future development occurs, the facilities may be nearing the end of their useful lives.



December 23, 2024

Rocky View County 262075 Rocky View Point Rocky View County, AB, T4A 0X2

Re: Proposed Amendments to Land Use Bylaw C-8007, 8008, 8009-2020 and C-8550-2024

Dear Reeve Kissel and Members of Council,

We are writing to express concerns regarding the proposed amendments to the Land Use Bylaws C-8007, 8008, 8009-2020 and C-8550-2024 for January 7, 2025. Given the substantial impact these amendments will have on Beedie, the broader development community, and the recently approved Janet Area Structure Plan amendment.

While the public information sessions held by Rocky View County ("RVC") administration this past Fall were appreciated, they have not provided sufficient clarity regarding the significant levy increases or the methodology behind their calculation. Proceeding with such an important hearing on short notice leaves inadequate time to assess the implications of these amendments fully. We strongly urge that any decisions regarding the levy increases be postponed by at least six months to allow for a more thorough understanding of these proposed changes and their potential impact on development in RVC.

As you know, Beedie has been working closely with RVC administration for over seven years to advance the development of the Janet Long Term Development Area ("Janet"). We very recently received approval of the Janet ASP amendment by the Calgary Metropolitan Region Board, a major step forward for Janet. Unfortunately, Janet now faces another significant challenge should the proposed bylaw amendments be approved. Specifically, the proposed amendments would result in an increase of \$22,499 per acre in levy fees for Janet - an alarming two-fold increase to current rates. This change would lead to an additional \$4.6 million in costs for our lands alone, significantly undermining the competitive advantage that Rocky View County has historically prioritized. In addition, it now unfairly benefits developments that are able to lock-in their levy rates prior to this material increase. We have been diligently working for over seven years to advance Janet and due primarily to political delays we now enter the competitive landscape at a material disadvantage.

In addition to the material increase of the Transportation levy, the inclusion of the Community Recreation Levy for industrial uses further adds to the confusion and concern. While we appreciate the intent of the Community Recreation levy we do not understand why it is beneficial or applicable for industrial developments in Janet.

While we recognize that adjustments to the bylaw are necessary for RVC's growth, the scale of these increases demands more time and information for proper evaluation. Without adequate time to assess their accuracy, fairness and feasibility, it is unclear whether investment in developments like Janet can proceed under these new terms.

In light of these considerations, we formally request a minimum six-month extension to allow for a more comprehensive review of the levy increases and their impact on our development, as well as on other potential projects within RVC.

Sincerely,

Jorden Dawson

Executive Vice President, Industrial Development

403.724.4627



COUNCIL REPORT

Regional Water and Wastewater Off-Site Levy Bylaw

Electoral Division: All File: 1007-700

Date:	January 7, 2025
Presenter:	Jeannette Lee, Manager
Department:	Capital & Engineering Services

REPORT SUMMARY

This report is for Council's for consideration of the proposed amendments and second and third reading to Regional Water and Wastewater Off-Site Levy Bylaw C-8548-2024. The first reading of the Regional Water and Wastewater Off-Site Levy Bylaw C-8548-2024 took place at the July 23, 2024, Council Meeting. Since first reading, Administration has undergone a consultation process with the relevant stakeholders and legal review for compliance with the *Municipal Government Act* and the Off-Site Levies Regulation. In addition to the summary of the consultation process provided in Attachment 'B', the bylaw also includes clerical wording changes to improve clarity

Bylaw C-8548-2024 – Regional Water and Wastewater Off-Site Levy was approved by Council in June of 2020. The Regional Water and Wastewater Off-Site Levy Bylaw provides for the fair and equitable allocation of Off-Site levies related to Water and Wastewater Infrastructure in accordance with the *Municipal Government Act*. This report outlines updates to the bylaw, including an adjustment of the capacity committed to date and a recalculation of the rates for the water and wastewater system.

The County's Water and Wastewater Off-Site Levy Bylaw update was prepared following a comprehensive review of the County's Water and Wastewater systems and financials to the end of 2022. The purpose of this report is to request Council's approval for the second and third readings of the amended bylaw. Administration recommends setting April 30, 2025, as the bylaw's effective date to allow sufficient time for transitioning files currently in the queue and implementing procedural updates.

Administration's Recommendation

THAT Bylaw C-8548-2024 be amended in accordance with Attachment A.

THAT Bylaw C-8548-2024 be given second reading, as amended.

THAT Bylaw C-8548-2024 be given third and final reading, as amended.

BACKGROUND

The Regional Water and Wastewater Off-Site Levy Bylaw establishes a framework that aligns with the Council's Strategic Plan, thoughtfully managing growth and ensuring the County's financial prosperity. Growth resulting from new development creates opportunities for residents and businesses by fostering a vibrant and diverse economy and generating additional tax revenues to support County services. Growth also affects the costs of operating and maintaining the County's Infrastructure. Balancing the benefits and costs of growth is a key focus of the County's Strategic Plan, and the levy structure is a critical tool to help achieve that. It ensures that new development pays a proportionate share of the costs needed for the addition, expansion, and long-term sustainability of the County's Water and Wastewater network resulting from that growth.

Regional Water and Wastewater Off-Site Levy Bylaw

Key systems such as the East Rocky View Regional System, Cochrane Lake System, and Bragg Creek System are highlighted, each playing a crucial role in water supply and wastewater treatment for their respective areas. Recent acquisitions and planned expansions underscore the County's commitment to meeting the demands of a growing population while ensuring the long-term sustainability of its infrastructure and financial resources.

ANALYSIS

Council's Strategic Plan emphasizes managing growth and ensuring financial prosperity. New development brings opportunities and challenges, impacting both the economy and infrastructure costs. The levy structure, crucial for balancing these dynamics, ensures new development contributes proportionately to infrastructure needs.

In recent years, the expansion of the East Rocky View Regional System across Highway 2 has enabled servicing within the lands identified as West Balzac, situated west of Highway 2 and north of Highway 566. Therefore, a new schedule titled "West Balzac" has been added to this bylaw to capture the network expansion. This is because they either have cost contribution and connection agreements in place, or no growth is anticipated, which would necessitate significant upgrades to support development. Future developments within these areas will continue to pay the appropriate connection fees under the current Master Rates Bylaw.

COMMUNICATIONS / ENGAGEMENT

In accordance with the *Municipal Government Act*, municipalities establishing an Off-Site levy must consult in good faith with stakeholders. A "stakeholder" is defined to be any person that will be required to pay the levy when the bylaw is passed, or any other person the municipality considers is affected. This includes developers, landowners, residents, and lobbyists that have an interest in, or may be affected by, the proposed levy.

Following the first reading of the proposed bylaw on July 23rd, 2024, additional engagement was completed. This included:

- Engaging industry representatives and stakeholders on updates and changes
- Advertising in Rocky View Weekly and Social Media
- Holding two in-person information sessions with stakeholders at County Hall
- Holding an online public information session webinar
- Providing supporting information on the County website
- Direct emailing information through the County Connection e-newsletter

Engagement primarily took place over 2024 and focused on two main objectives:

- Consulting with interested and affected members of the public and development community on the Regional Off-Site Levy Bylaw Updates, and
- Sharing transparent and accurate information about the proposed Regional Off-Site Levy Bylaw Updates, including details on how levy updates were developed and the anticipated impact on residents, developments, and businesses.

Throughout August to October of 2024, a series of public and targeted engagement activities were undertaken to gather insight and feedback on updates and changes to its off-site levy bylaws. These included:

• Correspondence in August 2024 with development associations like BILD Calgary Region and Rocky View Forward to provide updates and gather feedback.

Regional Water and Wastewater Off-Site Levy Bylaw

- Two in-house information sessions were held on October 17 and 31, 2024. These sessions at
 County Hall had 22 attendees who reviewed proposed changes and provided input. Attendees
 had the opportunity to review the proposed changes, ask questions, and provide feedback which
 is summarized in Attachment 'C' of this report titled 'Regional Off-Site Levy Bylaw Updates What
 We Heard Report'.
- A public webinar on October 23, 2024, promoted via e-newsletters, social media, and newspapers, attracted strong interest and participation.
- Updates on the County website from August 15, 2024, provided links to bylaw changes, contact information for feedback, and resources like session presentations and webinar recordings.
- Additional feedback was received through seven emails and two stakeholder letters.

Details and feedback summaries are available in the *Regional Off-Site Levy Bylaw Updates – What We Heard Report*. The greatest items of concern gathered through stakeholder engagement included:

- 1. The effective date of the Off-site Levy Bylaw will significantly impact the current projects, as most are planned years in advance. Implementing changes too quickly could disrupt established parameters for the project's performance.
- 2. The levy rate increases affect their previous development budgeting.
- 3. Requesting a phasing or deferring of the levy rate increases.

IMPLICATIONS

Financial

The establishment of these levies for water and wastewater will create a new funding source for future Water and Wastewater Utility Facility capital investments. Funds collected from each levy schedule per the bylaw will require management within a separate reserve. Usage of these funds can only be applied for the future facility infrastructure as itemized against the schedule within the bylaw. The County is required to provide annual reporting of collecting versus used funds for each levy schedule per MGA legislation. In addition, as development occurs across the County, Administration may be required to review and update levy rates to ensure the rates remain appropriate given facility funding requirements, community servicing demands, and input from the development community.

Economic Competitiveness

Each municipality tailors its levy structure based on unique factors such as local infrastructure needs, anticipated rate of development, and the characteristics of each jurisdiction for consideration. While this adjustment is necessary to ensure the sustainability and effectiveness of our water and wastewater utility infrastructure, Administration also recognizes the importance of maintaining economic competitiveness.

Municipality	Effective Date	\$/acre	
Calgary	2024	\$28,362	
Airdrie	2022	\$27,148	
Cochrane	2021	\$8,681	
Chestermere	2024	\$39,293	
Strathcona County	2019	\$9,134	
Leduc County	2024	\$4,386	
Sturgeon County	2021	\$13,335	

STRATEGIC ALIGNMENT

	Key Performance Inc	Strategic Alignment	
Effective Service Delivery	SD2: Services are resourced and delivered to specific groups as intended, and citizens are satisfied with the outcomes	SD2.1: Citizens satisfied with the range of County services available/delivered	The bylaw's purpose is to continue the collection of funding to support a broader range of required services to residents in new developments.
Financial Prosperity	FP2: Ensuring County remains financially sustainable for future generations	FP2.1: Assets that are incorporated in an Asset Management Plan	The levy will assist with future financial sustainability as it will provide a source of funding for new infrastructure as the County continues to grow.

ALTERNATE DIRECTION

Alternate Direction 1

THAT Bylaw C-8548-2024 be amended in accordance with Attachment A.

THAT Bylaw C-8548-2024 be further amended to change the effective date of the bylaw in Section 26(2) and 29 from April 30, 2025 to January 31, 2026.

THAT Bylaw C-8548-2024 be given second reading, as amended.

THAT Bylaw C-8548-2024 be given third and final reading, as amended.

Benefits

Deferring the payment of the amended levy rate over a period of time will allow developers and stakeholders additional time to budget for the levy rate increases and reduce impact to development.

Disadvantages

Deferring the payment of the amended levy rate over a period of time will reduce and delay funds available that can be applied towards water and wastewater infrastructure.

ATTACHMENTS

Attachment A: Draft Bylaw C-8548-2024 - Regional Off-Site Levy Bylaw

Attachment B: Regional Off-Site Levy Bylaw Updates - What We Heard Report

Attachment C: Public Submission

APPROVALS

Manager:	Jeannette Lee, Manager Capital & Engineering Services		
Executive Director/Director:	Byron Riemann, Chief Operating Officer		
Chief Administrative Officer:	Byron Riemann, Acting Chief Administrative Officer		



BYLAW C-8548-2024

A bylaw of Rocky View County, in the Province of Alberta, for the purpose of establishing an off-site levy for regional water and wastewater utility facilities.

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

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

AND WHEREAS Rocky View County Council engaged the engineering firm MPE Engineering Ltd. MPE a Division of Englobe (Formerly MPE Engineering Ltd.) to prepare a report in 2013 for the fair and equitable calculation and allocation of an off-site levy for regional water and wastewater utility facilities 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 levy established by this bylaw;

AND WHEREAS based upon the information and principles set out in the updated report prepared by MPE Engineering Ltd. MPE a Division of Englobe (Formerly MPE Engineering Ltd.), being the 2023 Off-Site Levy Update, dated February 29, 2024, and Rocky View County Council wishes to adopt a bylaw to impose and provide for the payment of an off-site levy, to set out the object of the off-site levy, to set the amount of the off-site levy, to indicate how the amount of the off-site levy was determined, and to authorize agreements to be entered into in respect of payment of the off-site levy;

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

Title and Definitions

- 1 This bylaw may be cited as the Regional Water and Wastewater Off-Site Levy Bylaw.
- Words in this bylaw have the same meaning as set out in the *Municipal Government Act* and the *Land Use Bylaw*, except for the definitions provided in Schedule 'A' of this bylaw, as the context requires.

Purpose and Interpretation

- 3 The purpose of this bylaw is to:
 - (1) impose and provide for the payment of off-site levies in respect of lands that are to be subdivided or developed and that will require servicing from regional water or wastewater utility facilities;
 - (2) set out the object of the off-site levy;



- (3) indicate how the amount of the off-site levy was determined; and
- (4) authorize Rocky View County to enter into agreements for the payment of the offsite levy.
- The object of the off-site levy imposed and collected pursuant to this bylaw is to pay for all, or any portion, of the capital costs for any or all of the following:
 - (1) new or expanded regional water utility facilities for the storage, transmission, treatment, or supplying of water;
 - new or expanded regional wastewater utility facilities for the treatment, movement, or disposal of sanitary sewage; or
 - (3) land required for or in connection with any regional water or wastewater utility facilities described in this bylaw.
- Nothing in this bylaw shall be interpreted as precluding Rocky View County's Subdivision Authority or Development Authority from requiring an owner or developer of lands to construct or pay for all or a portion of regional water or wastewater utility infrastructure having oversized capacity as a condition of a development permit or subdivision approval in accordance with the *Municipal Government Act*.
- The following schedules are attached to and form part of this bylaw:
 - (1) Schedule 'A' Definitions;
 - (2) Schedule 'B' Development Area Map;
 - (3) Schedule 'C' Service Area Maps;
 - (4) Schedule 'D' Off-Site Levy Determinations; and
 - (5) Schedule 'E' Off-Site Levy Summaries.

Imposition of the Off-Site Levy

- An off-site levy as provided for under the *Municipal Government Act* is imposed in respect of all lands that are to be subdivided or developed within Rocky View County and that will require water or wastewater servicing from any of the regional water or wastewater utility facilities included in this bylaw, except for any land where off-site levies have been previously imposed and collected in full for the same purpose as provided for in this bylaw.
- The off-site levy is imposed at the rates and on the terms specified by this bylaw as detailed in Schedules 'B' through 'E' of this bylaw. The off-site levy imposed by this bylaw will apply to all new development permit and subdivision approvals after the coming into full force and effect of this bylaw with respect to lands that will require servicing from the regional water or wastewater utility facilities.



- The off-site levy will be imposed as a condition of a development permit or subdivision approvals in accordance with this bylaw when such approval occurs after the coming into full force and effect of this bylaw.
- 10 Council, in its sole and unfettered discretion, may defer the imposition of the off-site levy under this bylaw, in whole or in part, to the next development permit or subdivision approval affecting the lands:
 - (1) if Council determines that it is appropriate to defer the imposition of the off-site levy on the lands as a condition of the development permit or subdivision approval; and
 - (2) subject always to receipt of a report from Rocky View County or consultation with the County.
- Despite any other provision in this bylaw, Rocky View County may impose further or different off-site levies, duly imposed by bylaw, on any portion of lands that are the subject of a development permit or subdivision approval and which the County has not already collected an off-site levy imposed by this bylaw or any previous off-site levy bylaw authorized by the *Municipal Government Act* or predecessor legislation for the same purpose as provided for in this bylaw.

Off-Site Levy Payments

- Rocky View County may enter into agreements, including development agreements, with owners of lands subject to the imposition of the off-site levy for the payment of the off-site levy imposed on those lands by this bylaw.
- The off-site levy imposed by this bylaw must be paid upon the earlier of the following dates:
 - (1) the issuance of a development permit in respect of the lands if no development agreement is required as a condition of the development permit approval;
 - (2) prior to the endorsement of a plan of subdivision in respect of the lands if no development agreement is required as a condition of the subdivision approval; or
 - (3) the date(s) required for payment of the off-site levy as set forth within a development agreement pursuant to the conditions of a development permit or subdivision approval in respect of the lands.
- Any payment of the off-site levy imposed by this bylaw that is not paid when due and owing is a debt owing to Rocky View County and will be subject to the accrual of interest as determined by the County's policies. This provision does not affect any other remedy available to Rocky View County for late or non-payments of the off-site levy.
- When the owner of lands subject to the off-site levy imposed by this bylaw fails, neglects, or refuses to pay the off-site levy imposed on the lands, to execute a required development agreement addressing the payment of the off-site levy imposed on the lands, or to provide sufficient security for the payment of the off-site levy imposed on the lands, Rocky View County may, in addition to any other rights or remedies available:



- (1) refuse to issue release a development permit or endorse a plan of subdivision until the owner of the lands had paid the off-site levy imposed on the lands, has executed the required development agreement address the payment of the off-site levy imposed on the land, or has provided sufficient security for the payment of the off-site levy imposed on the lands to the satisfaction of the Chief Administrative Officer, as the context requires; or
- (2) commence court proceedings for the recovery of the off-site levy as an amount due and payable to Rocky View County.
- The Chief Administrative Officer may authorize and enter into development agreements that provide a credit to an owner or developer to be applied towards payment of the off-site levy payable by the owner or developer in an amount equivalent to all or a portion of the cost of construction incurred by the owner or developer in relation to the construction of the water and wastewater facility that is within scope of this bylaw.

Determination of the Off-Site Levy

- The off-site levy imposed by this bylaw was determined in accordance with the information and calculations from the February 29, 2024 2023 Off-Site Levy Update report prepared by MPE Engineering Ltd. MPE a Division of Englobe (Formerly MPE Engineering Ltd.), which is incorporated into this bylaw by reference and will be disclosed by Rocky View County upon request in accordance with section 24 of this bylaw.
- The basis and determination of the off-site levy amount for each of the separate regional water or wastewater utility facilities for which an off-site levy has been imposed by this bylaw is shown in Schedule 'D' of this bylaw.
- The total off-site levy amount imposed on lands that will require new or expanded regional water or wastewater utility facilities is shown in Schedule 'E' of this bylaw.
- With respect to the cost of borrowing incurred by Rocky View County to fund the construction of water or wastewater utility facilities pursuant to this bylaw:
 - (1) the cost of borrowing that accrued up to and including December 31, 2022 is included in the calculation of the off-site levy within the schedules attached to and forming part of this bylaw; and
 - (2) the cost of borrowing accruing after December 31, 2022 will be calculated by Rocky View County and be required as part the off-site levy imposed and payable under this bylaw.

Off-Site Levy Administration and Off-Site Levy Fund

21 Council delegates to the Chief Administrative Officer the power and responsibility to administer and enforce this bylaw.



The Chief Administrative Officer must establish and maintain separate funds for each regional water or wastewater utility facility for which the off-site levy is being imposed by this bylaw. The off-site levy funds must be administered in accordance with the *Municipal Government* Act and be kept separate from Rocky View County's general funds or any other fund or account.

Annual Report to Council and Information Requests

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

Severability

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

Transition, Repeal, and Effective Date

- Despite any other provision of this bylaw, all development permits or subdivisions approved prior to:
 - (1) June 9, 2020 will be imposed the off-site levy amount prescribed by Bylaw C-7273-2013; or
 - (2) April 30, 2025 will be imposed the off-site levy amount prescribed by Bylaw C-8009-2020; and
 - the coming into full force and effect of this bylaw will be imposed the off-site levy amount prescribed by Bylaw C-8009-2020.
- Bylaw C-8009-2020 will remain in full force and effect until the payment of any amounts imposed by Bylaw C-8009-2020, including as provided for in section 26 of this bylaw, have been fully paid or satisfied, whereupon the bylaw is repealed.
- This bylaw is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*.
- 29 This bylaw comes into full force and effect on April 30, 2025.

D-2 Attachment A Page 6 of 67

Attachment A - Draft Bylaw C-8548-2024 - Regional Off-Site Levy Bylaw



READ A FIRST TIME this	, day of, 2024
READ A SECOND TIME this	, day of, 2024
UNANIMOUS PERMISSION FOR THIRD READING this	, day of, 2024
READ A THIRD AND FINAL TIME this	, 2024
	Reeve
	Chief Administrative Officer
	Date Bylaw Signed



Bylaw C-8548-2024

Schedule 'A' - Definitions

- 1 **"Chief Administrative Officer"** means the Chief Administrative Officer of Rocky View County pursuant to the *Municipal* Government *Act* or their authorized delegate.
- 2 **"Commercial"** means any development or subdivision for commercial use as contemplated in the *Land Use Bylaw*.
- 3 "Council" means the Rocky View County Council.
- 4 "County" means Rocky View County.
- 5 "Development" has the same meaning as provided in the *Municipal Government Act*.
- **"Development agreement"** means a development agreement as provided for in the *Municipal Government Act*.
- 7 **"Development area"** means the lands identified within the respective development areas provided for in Schedule 'B' of this bylaw.
- 8 "Development permit" has the same meaning as in the Land Use Bylaw.
- 9 **"Industrial"** means any development or subdivision for industrial use as contemplated in the *Land Use Bylaw*.
- 10 "Land Titles Act" means the Land Titles Act, RSA 2000, c L-4, as amended or replaced from time to time.
- 41 10 "Land Use Bylaw" means Rocky View County's current Land Use Bylaw, as amended or replaced from time to time.
- 12 "Lands" means private titled parcels of land in accordance with the Land Titles Act.
- 13 11 "Municipal Government Act" means the Municipal Government Act, RSA 2000, c M-26, as amended or replaced from time to time.
- 14 12 "Off-site levy" or "off-site levies" means the off-site levy imposed by this bylaw.
- 45 13 "Off-Site Levies Regulation" means the Off-Site Levies Regulation, AR 187/2017, as amended or replaced from time to time.
- **"Regional wastewater utility"** means those new or expanded facilities for the treatment, movement, or disposal of sanitary sewage as described in Schedule 'D' of this bylaw, together with any land required for or in connection with any of those facilities; and
- **17 15 "Regional water utility"** means those new or expanded facilities for the storage, transmission, treatment, or supplying of water as described in Schedule 'D' of this bylaw, together with any land required for or in connection with any of those facilities.

D-2 Attachment A Page 8 of 67

Attachment A - Draft Bylaw C-8548-2024 – Regional Off-Site Levy Bylaw

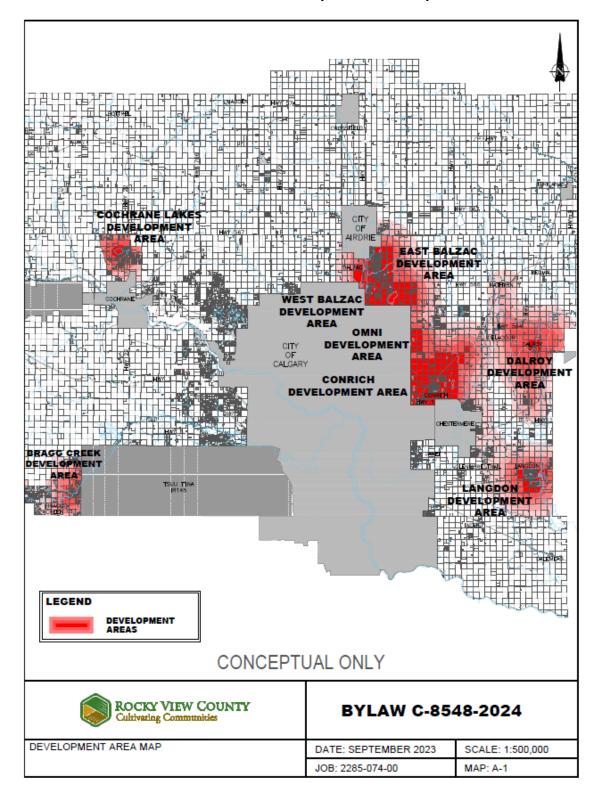


- **18 16 "Residential"** means any development or subdivision for residential use as contemplated in the *Land Use Bylaw*.
- 19 17 "Rocky View County" means Rocky View County or the geographical area within its jurisdictional boundaries, as the context may require.
- 20 18 "Service area" means the lands identified within the respective service areas of Rocky View County's regional water utility and wastewater utility facilities provided for in Schedule 'B' of this bylaw, together with any other lands approved by Council to receive servicing from those regional water utility and wastewater utility facilities.
- 21 19 "Subdivision" has the same meaning as provided in the *Municipal Government Act*.



Bylaw C-8548-2024

Schedule 'B' - Development Area Map





Bylaw C-8548-2024

Schedule 'C' – Service Area Maps

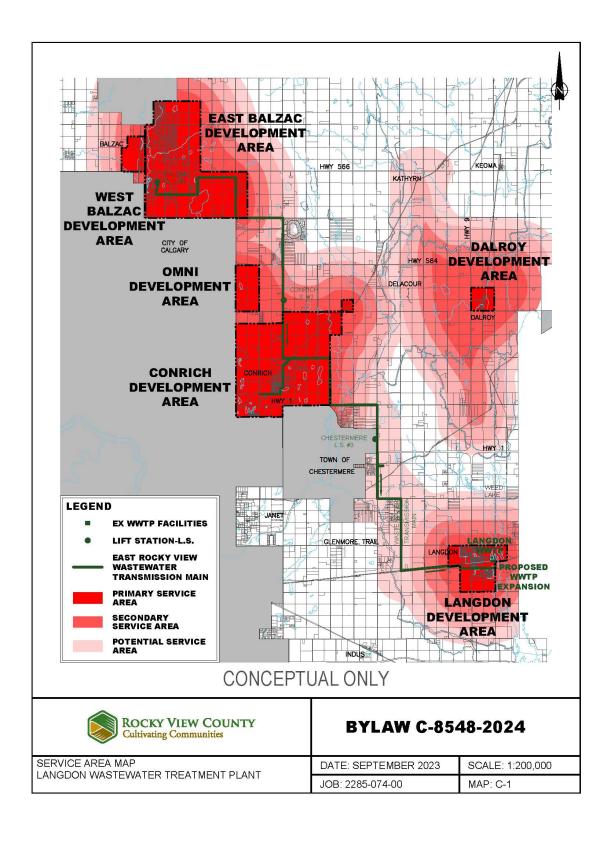
- 'C-1' Langdon Wastewater Treatment Plant
- 'C-2' East Rocky View Wastewater Transmission Main and Regional Lift Stations
- 'C-3' Langdon Wastewater Utilities
- 'C-4' Dalroy Regional Lift Station and Wastewater Transmission Main
- 'C-5' Cochrane Lakes Wastewater Transmission Main
- 'C-6' Graham Creek Water Treatment Plant and Raw Water Reservoir
- 'C-7a' East Balzac Transmission Main (Base)
- 'C-7b' East Balzac Transmission Main (Oversize)
- 'C-8' East Balzac Pump Station and Reservoir and RR293 Loop
- 'C-9a' Conrich Transmission Main (Base)
- 'C-9b' Conrich Transmission Main (Oversize)
- 'C-10' Conrich Pump Station and Reservoir
- 'C-11' East Rocky View Back-Up Loop
- 'C-12' Bragg Creek Water and Wastewater
- 'C-13a' West Balzac Wastewater Lift Station and Forcemain
- 'C-13b' West Balzac Water Transmission Main



Bylaw C-8548-2024

Schedule 'C-1' - Langdon Wastewater Treatment Plant

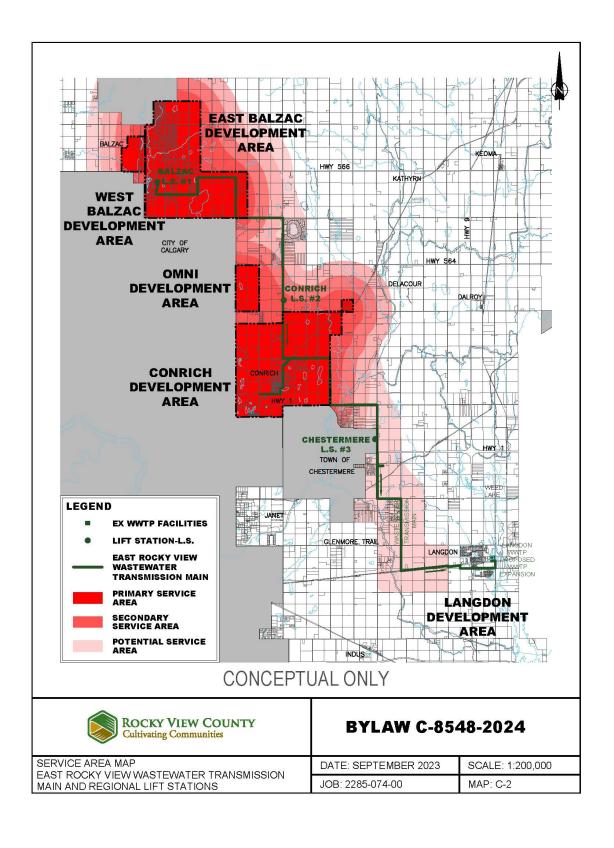






Schedule 'C-2' – East Rocky View Wastewater Transmission Main and Regional Lift Stations

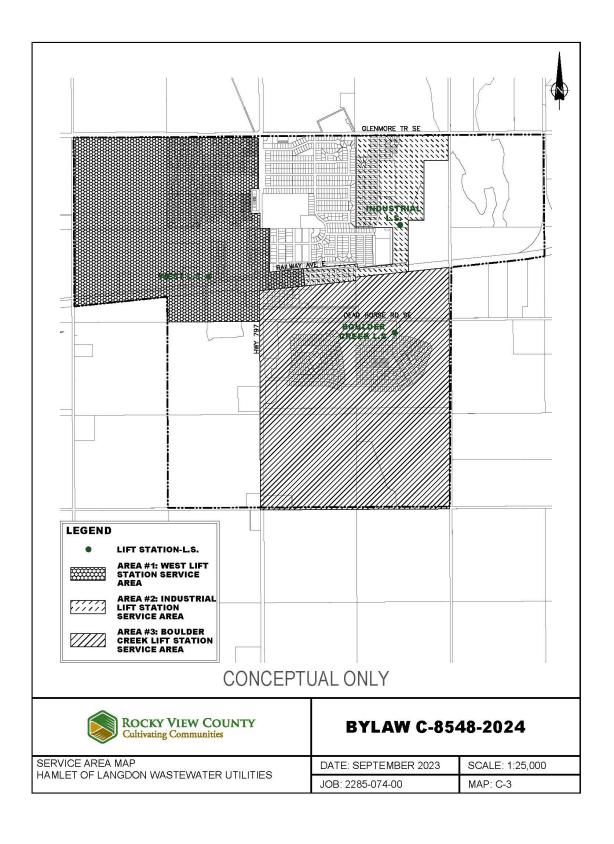






Schedule 'C-3' - Langdon Wastewater Utilities

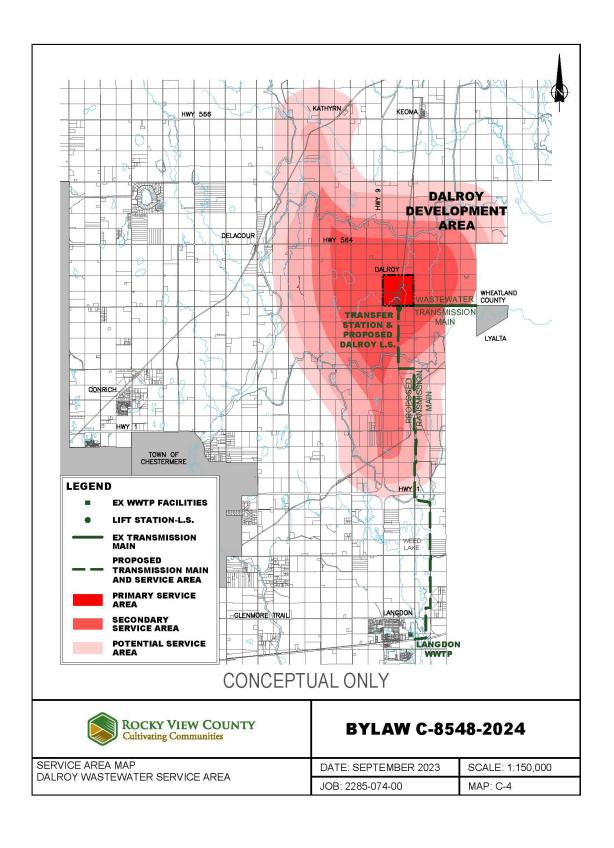






Schedule 'C-4' – Dalroy Regional Sanitary Lift Station and Wastewater Transmission Main

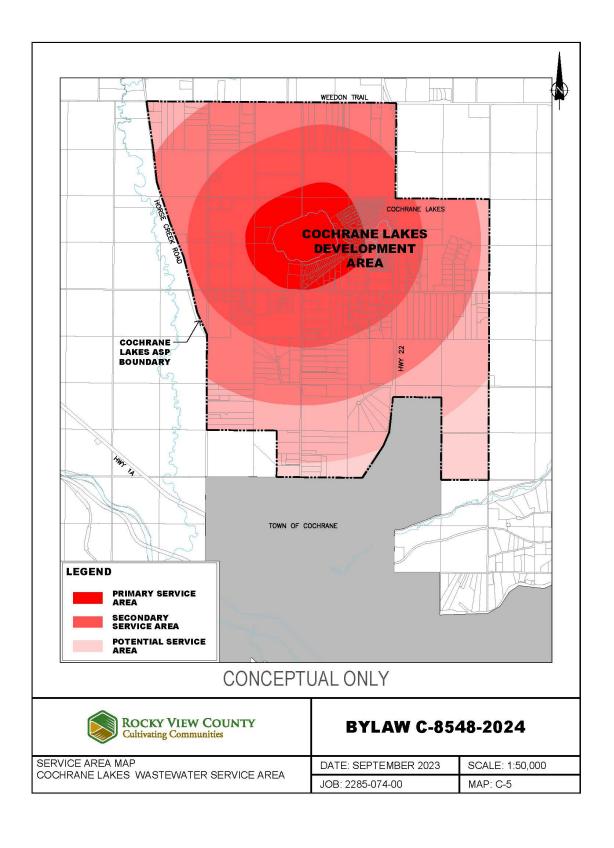






Schedule 'C-5' - Cochrane Lakes Wastewater Transmission Main

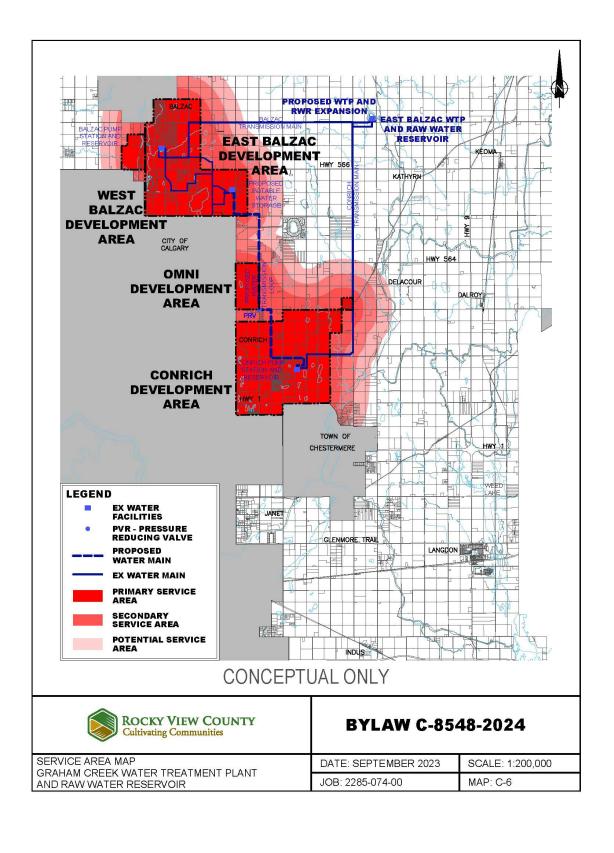






Schedule 'C-6' - Graham Creek Water Treatment Plant and Raw Water Reservoir



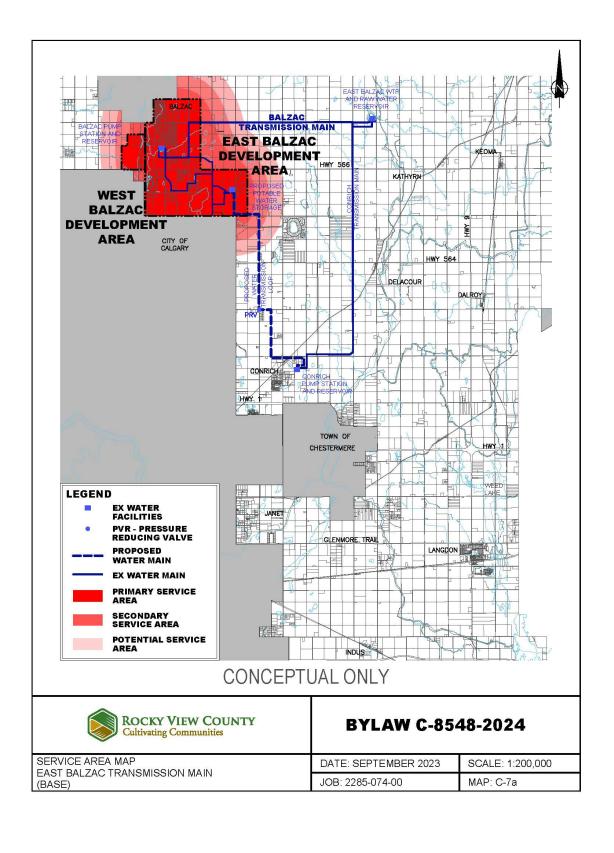




Bylaw C-8548-2024

Schedule 'C-7a' – East Balzac Transmission Main (Base)



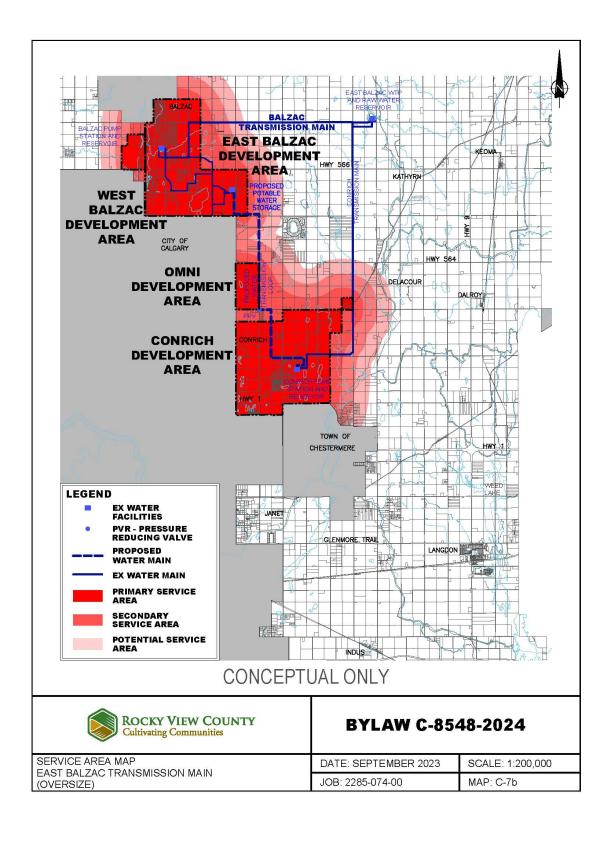




Bylaw C-8548-2024

Schedule 'C-7b' – East Balzac Transmission Main (Oversize)



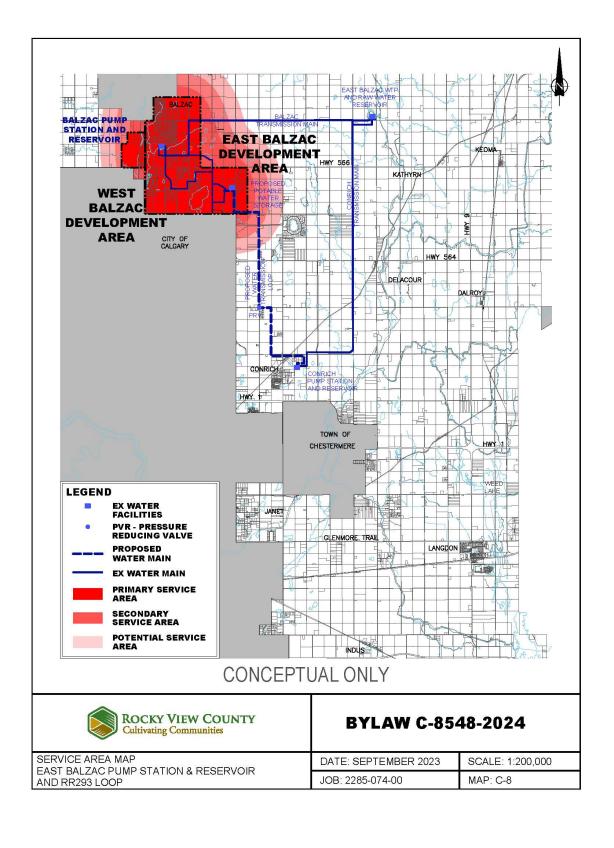




Bylaw C-8548-2024

Schedule 'C-8' - East Balzac Pump Station and Reservoir and RR293 Loop



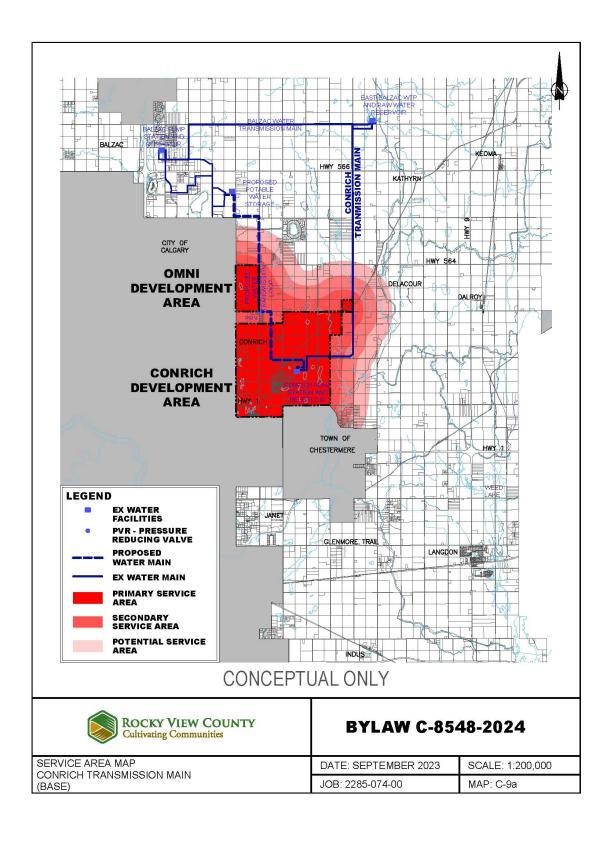




Bylaw C-8548-2024

Schedule 'C-9a' - Conrich Transmission Main (Base)



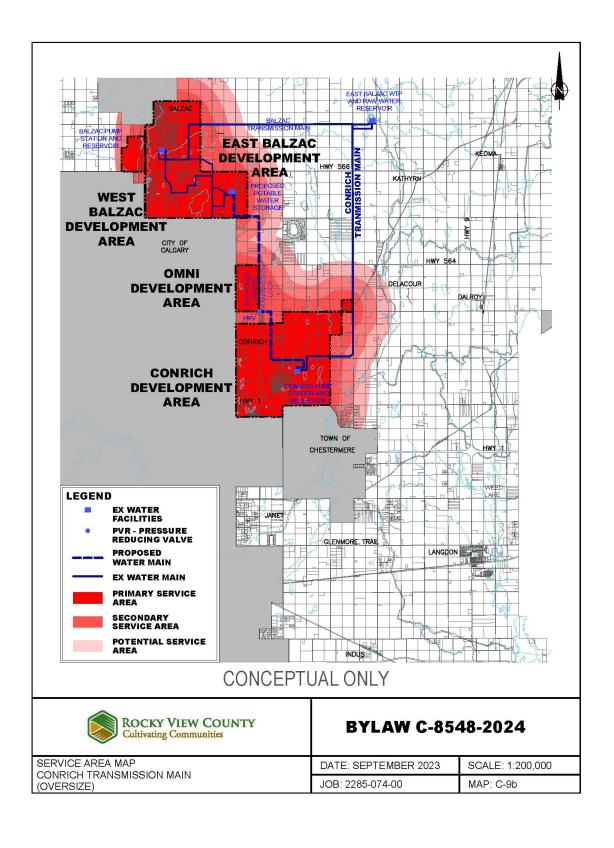




Bylaw C-8548-2024

Schedule 'C-9b' - Conrich Transmission Main (Oversize)



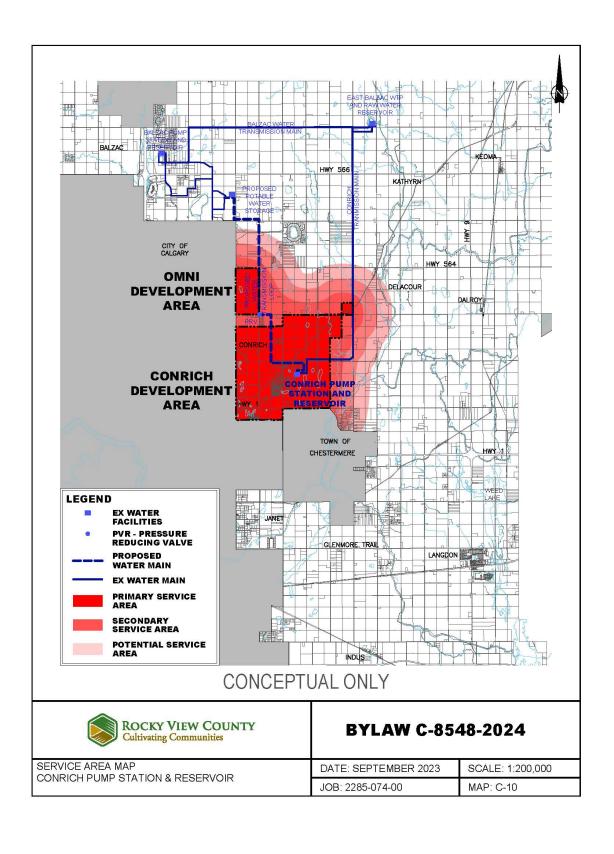




Bylaw C-8548-2024

Schedule 'C-10' - Conrich Pump Station and Reservoir



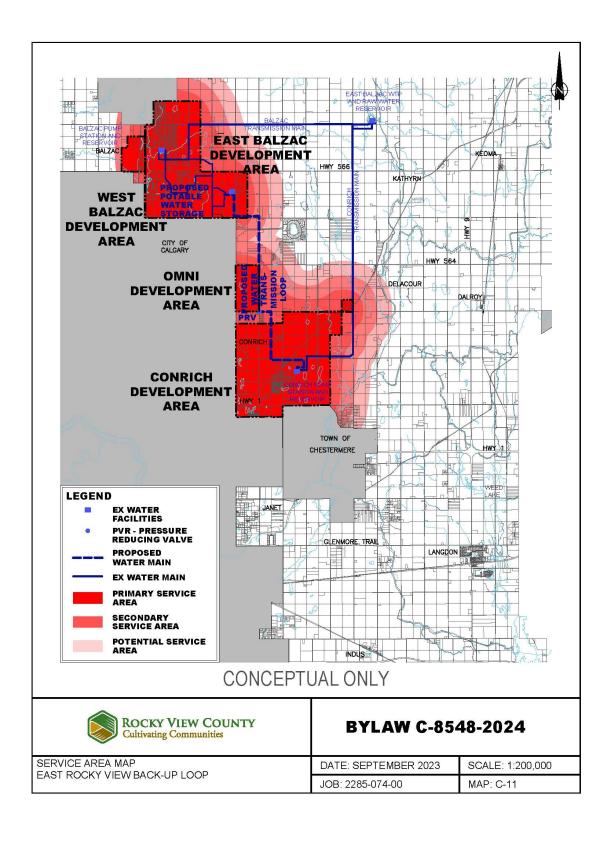




Bylaw C-8548-2024

Schedule 'C-11' - East Rocky View Back-Up Loop



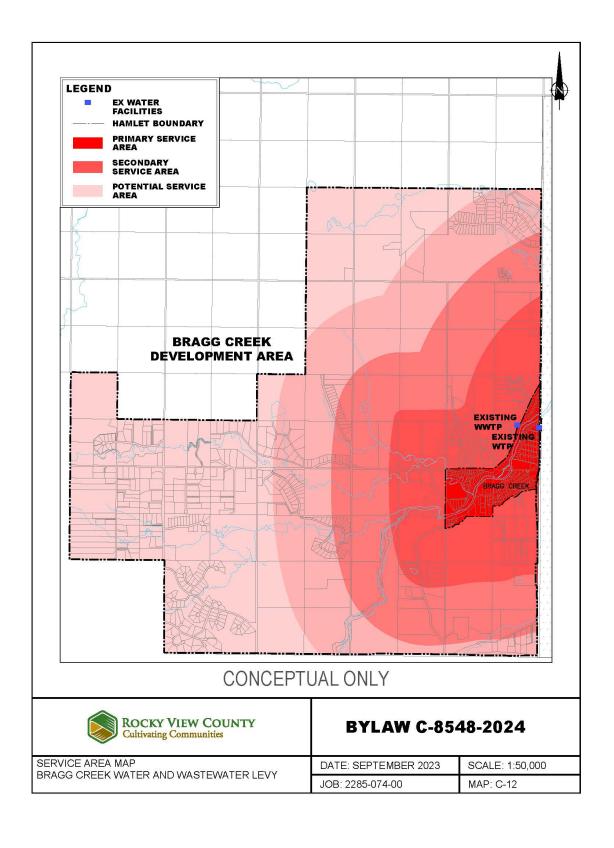




Bylaw C-8548-2024

Schedule 'C-12' - Bragg Creek Water and Wastewater



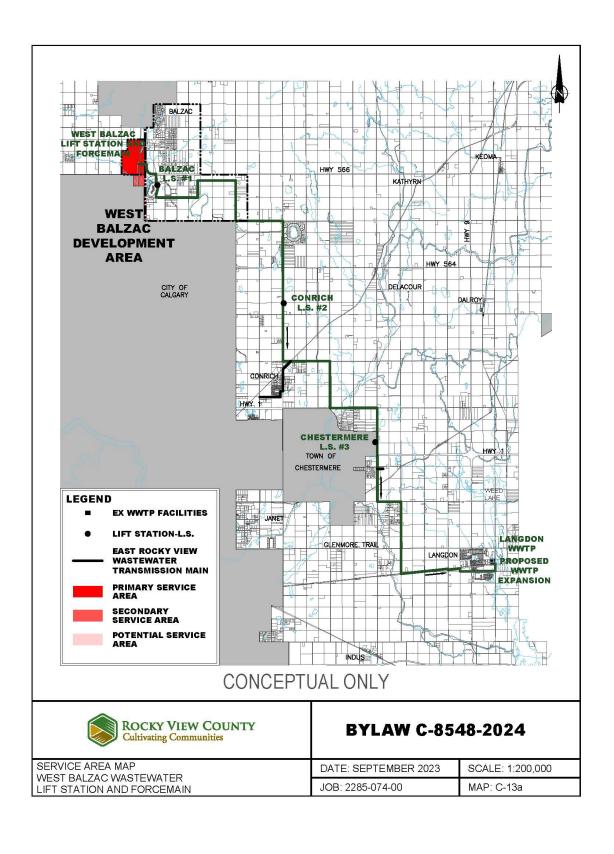




Bylaw C-8548-2024

'C-13a' - West Balzac Wastewater Lift Station and Forcemain



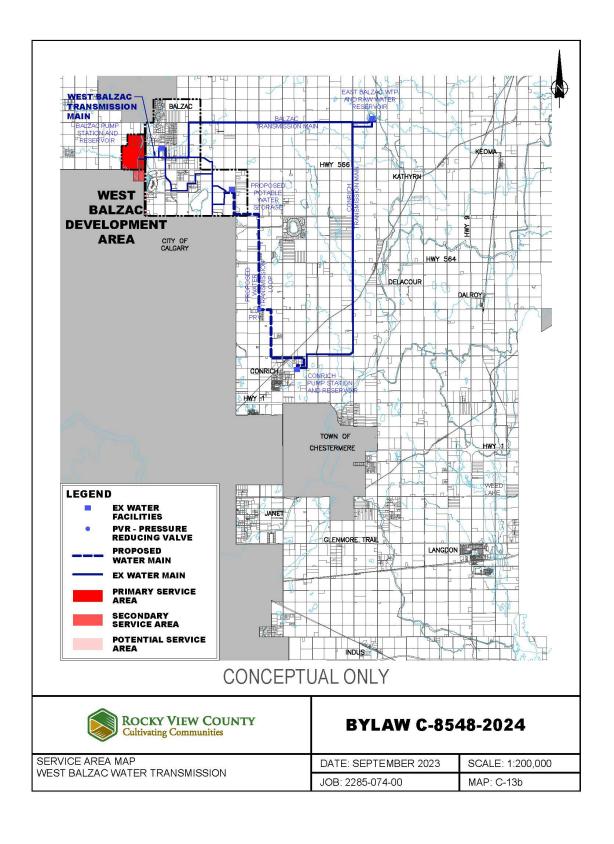




Bylaw C-8548-2024

'C-13b' - West Balzac Water Transmission Main







Schedule 'D' - Off-Site Levy Determinations

- 'D-1' Langdon Wastewater Treatment Plant Levy
- 'D-2' East Rocky View Wastewater Transmission Main and Regional Lift Stations Levy
- 'D-3' Langdon Wastewater Utilities Levy
- 'D-4' Dalroy Regional Lift Station and Wastewater Transmission Main Levy
- 'D-5' Cochrane Lakes Wastewater Transmission Main Levy
- 'D-6' Graham Creek Water Treatment Plant and Raw Water Reservoir Levy
- 'D-7a' East Balzac Transmission Main (Base) Levy
- 'D-7b' East Balzac Transmission Main (Oversize) Levy
- 'D-8' East Balzac Pump Station and Reservoir and Range Road 293 Loop Levy
- 'D-9a' Conrich Transmission Main (Base) Levy
- 'D-9b' Conrich Transmission Main (Oversize) Levy
- 'D-10' Conrich Pump Station and Reservoir Levy
- 'D-11' East Rocky View Back-Up Loop Levy
- 'D-12a' Bragg Creek Wastewater Treatment Plant Levy
- 'D-12b' Bragg Creek Water Treatment Plant and Potable Water Reservoir Levy
- 'D-13a' West Balzac Wastewater Lift Station and Forcemain Levy
- 'D-13b' West Balzac Water Transmission Main Levy



Schedule 'D-1' - Langdon Wastewater Treatment Plant Levy

Description:

Components of the Langdon Wastewater Treatment Plant (WWTP) include the existing WWTP and upgrades to bring capacity to the target of 8,000 m³/day average day flow.

The existing WWTP consists of a mechanical Sequential Batch Reactor (SBR) treatment plant with UV disinfection. The plant has had upgrades in 2020 to add a sewage lift station, dewatering facility, and moving bed biofilm reactor (MBBR) treatment that brought the . The WWTP has an average design capacity of to 5,850 m³/day. Treated effluent from the WWTP discharges into Weed Lake.

The next stage of the WWTP upgrades will consist of converting the SBR Basin 1 (current treatment capacity 650 m³/day) to MBBR technology to the ultimate 8,000 m³/day capacity.

Project Costs:

Original Capital: \$27,475,839

Total Recoverable to RVC¹: \$19,736,196 WWTP Upgrade: \$3,565,000 Total Estimated Cost to Levy: \$23,301,196

Upgrade Capacity (Average Day Flow): 8,000 m³/day Capacity Committed (Average Day Flow): 5,070 m³/day Remaining Capacity to Levy: 2,930 m³/day

Levy cost calculation: $$23,301,196/2,930 \text{ m}^3/\text{day} = $7,952 \text{ per m}^3/\text{day} (of the second second$

projected average day flow)

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

The lands benefitting from this project will be lands with new development that will have wastewater treated at the Langdon WWTP system. This includes but is not limited to lands located in East Balzac, Conrich, and Langdon Development Areas (as shown on Schedule 'B' of this bylaw) which are within the Langdon Wastewater Treatment Plant Service Area (as shown on Schedule 'C-1' of this bylaw) together with any other lands which are approved by Rocky View County to obtain wastewater servicing through the Langdon WWTP system.

There will be no measurable benefit to existing development as the upgrade will only increase capacity of the WWTP. The upgrades will not provide any greater reliability of service, improved quality of service, or longer lifetime of the service to existing development.

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¹ Costs incurred by Rocky View County in relation to the original capital after adjustments to account for interest and levies collected by the County to date.



Schedule 'D-2' – East Rocky View Wastewater Transmission Main and Regional Lift Stations Levy

Description:

Components of the East Rocky View Wastewater Transmission Main (ERVWWTM) and Regional Lift Stations include the existing ERVWWTM and regional lift stations and upgrades to bring capacity of the regional lift stations to the target of 8,000 m³/day average day flow.

The ERVWWTM and three regional lift stations convey wastewater from the Balzac and Conrich development lands to the Langdon WWTP. The ERVWWTM is a 600mm diameter pipe and is approximately 54 km long. The regional lift stations each have two pumps with the capability to add two more pumps for a total of four pumps at full capacity.

The regional lift stations upgrade will consist of the following:

- addition of one pump to Balzac Lift Station #1;
- addition of one pump to Conrich Lift Station #2; and
- addition of one pump to Chestermere Lift Station #3.

Project Costs:

Original Capital: \$41,052,594

Total Recoverable to RVC: \$40,211,513
Lift Station Upgrade Cost Estimate: \$1,860,000
Total Estimated Cost to Levy: \$42,071,513

Upgrade Capacity (Average Day Flow): 8,000 m³/day Capacity Committed (Average Day Flow): 3,244 m³/day Remaining Capacity to Levy: 4,756 m³/day

Levy cost calculation: $$42,071,513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } $1.513 / 4,756 \text{ m}^3/\text{day} = \$8,846 \text{ per m}^3/\text{day} \text{ (of } 1.513

projected average day flow)

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

The lands benefitting from this project will be all lands having new development that will connect to the ERVWWTM and Regional Lift Stations—system. This includes but is not limited to lands located in the East Balzac and Conrich Development Areas (as shown on Schedule 'B' of this bylaw) which are within the ERVWWTM Service Area (as shown on Schedule 'C-2' of this bylaw) together with any other lands that are approved by Rocky View County to obtain wastewater servicing through the ERVWWTM and Regional Lift Station.

There will be no measurable benefit to existing development as the upgrade will only increase capacity of the regional lift stations. The upgrades will not provide any greater reliability of service, improved quality of service, or longer lifetime of the service to existing development.



Schedule 'D-3' - Langdon Wastewater Utilities Levy

Description:

Components of the Langdon Wastewater Utilities include the existing lift stations and forcemain to convey the wastewater to the Langdon WWTP, and upgrades to add a pump to each of the three lift stations: West, Industrial and Boulder Creek lift stations.

The lift stations each have two pumps with the capability to add one more pump for a total of three pumps at full capacity. The lift station upgrades will consist of the addition of one pump to each of the three lift stations.

The three lift stations each have a separate service area (as shown on Map Schedule C-3 of this bylaw), each with a separate off-site levy, as defined as follows:

- Area 1: West Lift Station Service Area;
- Area 2: Industrial Lift Station Service Area; and
- Area 3: Boulder Creek Lift Station Service Area.

Area 1: West Lift Station Service Area

Project Costs:

Original Capital: \$1,000,000

Total Recoverable to RVC:\$1,257,852Upgrade Cost Estimate:\$ 170,000Total Estimated Cost to Levy:\$1,427,852

Upgrade Capacity (Average Day Flow): 1,550 m³/day Capacity Committed (Average Day Flow): 837 m³/day Remaining Capacity to Levy: 713 m³/day

Levy cost calculation: $$1,427,852 / 713 \text{ m}^3/\text{day} = $2,003 \text{ per m}^3/\text{day} (of mathematical form)$

projected average day flow)

Area 2: Industrial Lift Station Service Area

Project Costs:

Original Capital: \$827,571

Total Recoverable to RVC: \$837,524 Upgrade Cost Estimate: \$170,000 Total Estimated Cost to Levy: \$1,007,524

Upgrade Capacity (Average Day Flow): 1,067 m³/day Capacity Committed (Average Day Flow): 590 m³/day Remaining Capacity to Levy: 477 m³/day

Levy cost calculation: $$1,007,524 / 477 \text{ m}^3/\text{day} = $2,113 \text{ per m}^3/\text{day} (of the second second$

projected average day flow)



Area 3: Boulder Creek Lift Station Service Area

Project Costs:

Original Capital: \$ 955,000

Total Recoverable to RVC: \$1,270,838 Upgrade Cost Estimate: \$170,000 Total Estimated Cost to Levy: \$1,440,838

Upgrade Capacity (Average Day Flow): 2,484 m³/day Capacity Committed (Average Day Flow): 398 m³/day Remaining Capacity to Levy: 2,086 m³/day

Levy cost calculation: $$1,440,838 / 2,086 \text{ m}^3/\text{day} = $691 \text{ per m}^3/\text{day} (of)$

projected average day flow)

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

The lands benefitting from this project will be all lands having new development that will connect to the Langdon Wastewater Utilities. This includes but is not limited to lands located in the Langdon Development Area (as shown on Schedule 'B' of this bylaw) which are within the Langdon Service Area (as shown on Schedule 'C-3' of this bylaw) together with any other lands that are approved by Rocky View County to obtain wastewater servicing through the Langdon Wastewater Utilities.

Existing development which receives servicing through the Langdon Wastewater Utilities has already contributed off-site levies for this project.



Schedule 'D-4' - Dalroy Regional Lift Station and Wastewater Transmission Main Levy

Description:

Components of the Dalroy Regional Lift Station and Wastewater Transmission Main Systems include the existing forcemain from Lakes of Muirfield to the Dalroy Transfer Station, the Dalroy Transfer Station, and the proposed upgrades to convey wastewater from the Transfer Station to the Langdon WWTP through a forcemain.

The current facilities allow for wastewater from Lakes of Muirfield to be pumped to the Transfer Station via a 4 km long forcemain. The wastewater is currently collected and stored at the Transfer Station until septic hauling trucks transport the wastewater to an approved treatment facility.

The upgrades will consist of the following:

- conversion of the Transfer Station to a Regional Lift Station; and
- forcemain from the Lift Station to the Langdon WWTP.

Project Costs:

Original Capital: \$4,057,054

Total Recoverable to RVC: \$ 1,956,638 Upgrade Cost Estimate: \$21,630,000 Total Estimated Cost to Levy: \$23,586,638

Upgrade Capacity (Average Day Flow): 1,830 m³/day Capacity Committed (Average Day Flow): 1,000 m³/day Remaining Capacity to Levy: 830 m³/day

Levy cost calculation: $$23,586,638 / 830 \text{ m}^3/\text{day} = $28,418 \text{ per m}^3/\text{day}$

(of projected average day flow)

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

The lands benefitting from this project will be all lands having new development that will connect to the Dalroy Regional Lift Station and Transmission Main system. This includes but is not limited to lands located in the Dalroy Development Area (as shown on Schedule 'B' of this bylaw) which are within the Dalroy to Langdon Sanitary Lift Station and Wastewater Transmission Main Service Area (as shown on Schedule 'C-4' of this bylaw) together with any other lands that are approved by Rocky View County to obtain wastewater servicing through the Dalroy Regional Lift Station and Transmission Main.

Existing development which receives servicing through the Langdon Sanitary Lift Station and Wastewater Transmission Main has already contributed to the capital costs for this project.



Schedule 'D-5' – Cochrane Lakes Wastewater Transmission Main Levy

Description:

Components of the Cochrane Lakes Wastewater Transmission system include the existing wastewater system to service 1,166 residential units at a peak rate of 48.1 L/s (by agreement with the Town of Cochrane) in the Cochrane Lakes service area.

Project Costs:

Original Capital: \$ 1,750,000

Total Recoverable to RVC: \$ 2,073,488 Upgrade Cost Estimate: \$ -- Total Estimated Cost to Levy: \$ 2,073,488

System Capacity (Average Day Flow): 1,049 m³/day Capacity Committed (Average Day Flow): 258 m³/day Remaining Capacity to Levy: 791 m³/day

Levy cost calculation: $$2,073,488 / 791 \text{ m}^3/\text{day} = $2,621 \text{ per m}^3/\text{day} (of the second context of the second context of$

projected average day flow)

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

The lands benefitting from this project will be all lands having new development that will connect to the Cochrane Lakes Wastewater system. This includes but is not limited to lands located in the Cochrane Lakes Development Area (as shown on Schedule 'B' of this bylaw) which are located within the Cochrane Lakes Wastewater Transmission Main Service Area (as shown on Schedule 'C-5' of this bylaw) together with any other lands that are approved by Rocky View County to obtain wastewater servicing through the Cochrane Lakes Wastewater system.

Existing development which receives servicing through the Cochrane Lakes Wastewater Transmission Main has already contributed off-site levies for this project.



Schedule 'D-6' - Graham Creek Water Treatment Plant and Raw Water Reservoir Levy

Description:

Components of the Graham Creek WTP and RWR Project are comprised of an existing Water Treatment Plant (WTP) and a Raw Water Reservoir (RWR) and upgrades to bring capacity to the target of 8,000 m³/day average day flow.

The existing RWR and WTP are located at the Graham Reservoir site. The existing RWR consist of lift stations to pump raw water from the WID Western Irrigation District canal to a stilling basin and two aerated storage cells. The raw water is pumped from the storage cells to the WTP. The existing WTP has an average day capacity of 3,900 m³/day and includes three DAF dissolved air filtration trains, three multi-media filters, UV disinfection and chlorine injection. Treated water is stored in a 700 m³ buried contact (CT) reservoir prior to being pumped out to the transmission system.

The RWR upgrade will consist of the following:

- new stilling basin and two storage cells;
- lift station to transfer water from new cells to WTP;
- groundwater interceptor system complete with lift station and tie to existing groundwater interceptor system;
- aeration system in each storage cell; and
- land purchase.

The WTP upgrades will consist of the following:

- Stage 1: Doubling of the WTP building and CT reservoir with the same treatment system as the existing WTP, but with only two additional treatment trains added (for a total of five trains); and
- Stage 2: Adding a third treatment train in the expanded building (for a total of six trains).

Project Costs:

Original Capital:	\$21,535,321
Total Recoverable to RVC: RWR Upgrade Cost Estimate: WTP Upgrade Stage 1: WTP Upgrade Stage 2: Total Estimated Cost to Levy:	\$ 3,634,413 \$30,970,000 \$17,280,000 \$ 2,430,000 \$54,314,413
Canacity (Avarage Day Flow):	9 000 m ³ /day

Capacity (Average Day Flow): 8,000 m³/day Capacity Committed (Average Day Flow): 3,808 m³/day Remaining Capacity to Levy: 4,192 m³/day

Levy cost calculation: $$54,314,413 / 4,192 \text{ m}^3/\text{day} = $12,956 \text{ per m}^3/\text{day}$

(of projected average day demand)

Attachment A - Draft Bylaw C-8548-2024 – Regional Off-Site Levy Bylaw



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

The lands benefitting from this project will be all lands having new development that will connect to the Graham Creek WTP and RWR supply system. This includes but is not limited to lands located in East Balzac and Conrich Development Areas (as shown on Schedule 'B' of this bylaw) which are within the Graham Creek WTP and RWR Service Area (as shown on Schedule 'C-6' of this bylaw) together with any other lands which are approved by Rocky View County to obtain water servicing through the Graham Creek WTP and RWR supply system.

There will be no measurable benefit to existing development as the upgrade will only increase the capacity of the water supply system. The upgrades will not provide any greater reliability of service, improved quality of service, or longer lifetime of the service to the existing developments.



Schedule 'D-7a' - East Balzac Transmission Main (Base) Levy

Description:

The East Balzac Transmission Main (Base) is comprised of a 400mm diameter water transmission main from the East Balzac WTP to the East Balzac Pump Station & and Reservoir.

The average day design capacity of the East Balzac Transmission Main is 6,083 m³/day. The average day demand flow split from the East Balzac WTP with the target system capacity of 8,000 m³/day is assumed to be 2/3 to East Balzac (5,333 m³/day) and 1/3 to Conrich (2,667 m³/day) on a normal operating day.

Project Costs:

Original Capital: \$ 7,402,348

Total Recoverable to RVC: \$ 3,991,616
Upgrade Cost Estimate: \$ -Total Estimated Cost to Levy: \$ 3,991,616

Capacity (Average Day Flow): 6,083 m³/day Capacity Committed (Average Day Flow): 2,359 m³/day Remaining Capacity to Levy: 3,724 m³/day

Levy cost calculation: \$3,991,616 / 3,724 m³/day = \$1,072 per m³/day (of

projected average day demand)

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

The lands benefitting from this project will be all lands having new development that will connect to the East Balzac transmission main and/or distribution system. This includes lands located in the East Balzac Development Area (as shown on Schedule 'B' of this bylaw) which are located within the East Balzac Transmission Main (Base) Service Area (as shown on Schedule 'C-7a' of this bylaw) together with any other lands which are approved by Rocky View County to obtain water servicing from the East Balzac transmission main and/or distribution system.

There will be no measurable benefit to the existing developments as there are no upgrades planned for this transmission main. Existing development, which receives servicing through the East Balzac Transmission Main, has already contributed off-site levies for this project.



Schedule 'D-7b' - East Balzac Transmission Main (Oversize) Levy

Description:

The East Balzac Transmission Main (Oversize) is comprised of the oversizing of the 400mm diameter water transmission main from the East Balzac WTP to the East Balzac Pump Station & and Reservoir. The oversizing will be utilized when the Back-Up Loop is constructed and the East Balzac Transmission Main is used to convey water around to Conrich during emergency shutdown of the Conrich Transmission Main.

The average day design capacity of the East Balzac Transmission Main is 6,083 m³/day. In emergency situations the transmission main will utilize its full 6,083 m³/day capacity to meet the 8,000 m³/day demand in conjunction with other components of the East Rocky View Back-Up Loop (Schedule 'C-11' of this bylaw), such as storage. The East Balzac average day demand is projected to be 5,333 m³/day (assumed at 2/3 of target system capacity). The Back-Up Loop system will convey the remaining average day water demand of 2,667 m³/day from Balzac to Conrich.

Project Costs:

Original Capital: \$2,530,406

Total Recoverable to RVC: \$ 1,356,414
Upgrade Cost Estimate: \$ -Total Estimated Cost to Levy: \$ 1,356,414

Capacity (Average Day Flow): 8,000 m³/day Capacity Committed (Average Day Flow): 3,808 m³/day Remaining Capacity to Levy: 4,192 m³/day

Levy cost calculation: $$1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} \text{ (of } $1,356,414 / 4,192 \text{ m}^3/\text{day} = $324 \text{ per m}^3/\text{day} =$

projected average day demand)

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

The lands benefitting from this project will be all lands having new development that will connect to the East Balzac Transmission Main and/or Distribution system or the Conrich Pump Transmission Main and/or Distribution system. This includes but is not limited to lands located in the East Balzac and Conrich Development Areas (as shown on Schedule 'B' of this bylaw) located within the East Balzac Transmission Main and/or Distribution system Service Area or the Conrich Pump Transmission Main and/or Distribution system Service Area (as shown on Schedule 'C-7b' of this bylaw) together with any other lands which are approved by Rocky View County to obtain water servicing through the two named systems.

There will be no measurable benefit to the existing development as there are no upgrades planned for this transmission main oversize. Existing development which receives servicing through the East Balzac Transmission Main has already contributed off-site levies for this project.



Schedule 'D-8' – East Balzac Pump Station and Reservoir and Range Road 293 Loop Levy

Description:

This includes the existing East Balzac Pump Station & and Reservoir and RR293 Distribution Loop. The design capacity of the East Balzac Pump Station & and Reservoir and RR293 Loop are 6,083 m³/day.

Project Costs:

Original Capital: \$ 9,211,649

Total Recoverable to RVC: \$5,039,317
Upgrade Cost Estimate: \$-Total Estimated Cost to Levy: \$5,039,317

Capacity (Average Day Flow): 6,083 m³/day Capacity Committed (Average Day Flow): 2,359 m³/day Remaining Capacity to Levy: 3,724 m³/day

Levy cost calculation: \$5,039,317 / 3,724 m³/day = \$1,353 per m³/day (of

projected average day demand)

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

The lands benefitting from this project will be all lands having new development that will connect to the East Balzac Pump Station & and Reservoir distribution system. This includes but is not limited to lands located in the East Balzac Development Area (as shown on Schedule 'B' of this bylaw) which is within the East Balzac Pump Station & and Reservoir and RR293 Loop Service Area (as shown on Schedule 'C-8' of this bylaw) together with any other lands which are approved Rocky View County to obtain water servicing through the East Balzac Pump Station & Reservoir distribution system.

There will be no measurable benefit to existing development as there are no upgrades planned for this East Balzac Pump Station & and Reservoir or RR293 Loop. Existing development which receives servicing through the East Balzac Pump Station & and Reservoir distribution system has already contributed off-site levies for this project.



Schedule 'D-9a' - Conrich Transmission Main (Base) Levy

Description:

The Conrich Transmission Main (Base) is comprised of a 300mm diameter water transmission main from the East Balzac WTP to the Conrich Pump Station & and Reservoir.

The average day design capacity of the Conrich Transmission Main is 2,932 m³/day. The average day demand flow split from the East Balzac WTP with the target system capacity of 8,000 m³/day is assumed to be 2/3 to East Balzac (5,333 m³/day) and 1/3 to Conrich (2,667 m³/day) on a normal operating day.

Project Costs:

Original Capital: \$8,624,389

Total Recoverable to RVC: \$ 2,842,416
Upgrade Cost Estimate: \$ -Total Estimated Cost to Levy: \$ 2,842,416

Capacity (Average Day Flow): 2,932 m³/day Capacity Committed (Average Day Flow): 1,449 m³/day Remaining Capacity to Levy: 1,483 m³/day

Levy cost calculation: $2,842,416 / 1,483 \text{ m}^3/\text{day} = 1,916 \text{ m}^3/\text{day}$ (of

projected average day demand)

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

The lands benefitting from this project will be all lands having new development that will connect to the Conrich Transmission Main and/or Distribution system. This includes but is not limited to lands located in the Conrich Development Area (as shown on Schedule 'B' of this bylaw) which is within the Conrich Transmission Main (Base) Service Area (as shown on Schedule 'C-9a' of this bylaw) together with any other lands which are approved by Rocky View County to obtain primary water servicing through the Conrich Transmission Main and/or Distribution system.

There will be no measurable benefit to existing development as there are no upgrades planned for this transmission main base. Existing development which receives servicing through the Conrich Transmission Main has already contributed off-site levies for this project.



Schedule 'D-9b' - Conrich Transmission Main (Oversize) Levy

Description:

The Conrich Transmission Main (Oversize) is comprised of the oversizing of the 300mm diameter water transmission main from the East Balzac WTP to the Conrich Pump Station & and Reservoir. The oversizing will be utilized when the Back-Up Loop is constructed and the Conrich Transmission Main is used to convey water around to Balzac during emergency shutdown of the East Balzac Transmission Main.

The average day design capacity of the Conrich Transmission Main is 2,932 m³/day. In emergency situations the transmission main will utilize its full capacity of 2,932 m³/day to meet the 8,000 m³/day demand, in conjunction with other components of the East Rocky View Back-Up Loop (Schedule 'C-11' of this bylaw), such as storage. The Conrich average day demand is projected to be 2,667 m³/day (1/3 of target system capacity). The Back-Up Loop system will be utilized to provide the additional flow to Balzac that is required to meet the target average day flow rate of 5,333 m³/day to Balzac.

Project Costs:

Original Capital: \$ 2,531,512

Total Recoverable to RVC: \$ 767,726
Upgrade Cost Estimate: \$ -Total Estimated Cost to Levy: \$ 767,726

Capacity (Average Day Flow): 8,000 m³/day Capacity Committed (Average Day Flow): 3,808 m³/day Remaining Capacity to Levy: 4,192 m³/day

Levy cost calculation: $$767,726 / 4,192 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day} = $183 \text{ m}^3/\text{day} \text{ (of } $183 \text{ m}^3/\text{day}$

projected average day demand)

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

The lands benefitting from this project will be all new development on lands that will connect to the East Balzac Transmission Main and/or Distribution system or the Conrich Transmission Main and/or Distribution system. This includes lands located in the East Balzac and Conrich Development Areas (as shown on Schedule 'B' of this bylaw) located within the Conrich Transmission Main (Oversize) Service Area (as shown on Schedule 'C-9b' of this bylaw) together with any other lands which are approved by Rocky View County to obtain water servicing through the two named systems.

There will be no measurable benefit to existing development as there are no upgrades planned for this transmission main oversize. Existing development which receives servicing through the Conrich Transmission Main has already contributed off-site levies for this project.



Schedule 'D-10' - Conrich Pump Station and Reservoir Levy

Description:

This includes the existing Conrich Pump Station & and Reservoir and upgrades to the Reservoir to an average day capacity of 2,932 m³/day (to the same capacity as the Conrich Transmission Main). The existing capacity of the Conrich Pump Station & and Reservoir is 1,400 m³/day. The upgrade will consist of a 1,000 m³ reservoir expansion to a total volume of 5,500 m³.

Project Costs:

Original Capital: \$ 9,394,375

Total Recoverable to RVC: \$ 3,096,187 Upgrade Cost Estimate: \$ 2,430,000 Total Estimated Cost to Levy: \$ 5,526,187

Upgrade Capacity (Average Day Flow): 2,932 m³/day Capacity Committed (Average Day Flow): 1,449 m³/day Remaining Capacity to Levy: 1,483 m³/day

Levy cost calculation: $$5,526,187 / 1,483 \text{ m}^3/\text{day} = $3,726\text{m}^3/\text{day} (of)$

projected average day demand)

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

The lands benefitting from this project will be all lands having new developments that will connect to the Conrich Pump Station & and Reservoir distribution system. This includes but is not limited to lands located in the Conrich Development Area and, if Dalroy connects to this water distribution system, the Dalroy Development Area (as shown on Schedule 'B' of this bylaw) which are within the Conrich Pump Station & and Reservoir Service Area (as shown on Schedule 'C-10' of this bylaw) together with any other lands which are approved by Rocky View County to obtain water servicing through the Conrich Pump Station & and Reservoir distribution system.

There will be no measurable benefit to existing development as the upgrade will only increase the capacity of the treated water reservoir. The upgrades will not provide any greater reliability of service, improved quality of service, or longer lifetime of the service to existing development.



Schedule 'D-11' - East Rocky View Back-Up Loop Levy

Description:

The East Rocky View Back-Up Loop will be comprised of a 400 mm diameter water transmission main between Balzac and Conrich, and a 3,000 m³ Potable Water Reservoir.

The East Rocky View Back-Up Loop will include a new transmission main and potable water reservoir to provide back-up of the existing transmission system in the event that either the Balzac or Conrich transmission mains are out of service (emergency condition). The Water Reservoir will be utilized to provide the additional volume required to meet the target average day flow rate. The design of the Back-Up Loop system assumes that three average days of storage is to be available, as this is established as a reasonable time to locate, repair a line break and put the system back into service. This schedule includes the purchase of land for the Potable Water Reservoir.

Project Costs:

Original Capital: \$ --

Total Recoverable to RVC: \$ -Back-Up Loop Cost Estimate: \$22,910,000
Total Off-site Levies Collected: (\$ 2,697,063)
Total Estimated Cost to Levy: \$20,212,937

Capacity (Average Day Flow): 8,000 m³/day Capacity Committed (Average Day Flow): 3,808 m³/day Remaining Capacity to Levy: 4,192 m³/day

Levy cost calculation: $$20,212,937 / 4,192 \text{ m}^3/\text{day} = $4,821 \text{ m}^3/\text{day} \text{ (of }$

projected average day demand)

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

The lands benefitting from this project will be all lands having new development that will connect to the East Balzac Transmission Main and/or Distribution system or the Conrich Transmission Main and/or Distribution system. This includes new development on lands located in the East Balzac and Conrich Development Areas (as shown on Schedule 'B' of this bylaw) which are within the East Rocky View Back-Up Loop Service Area (as shown on Schedule 'C-11' of this bylaw) together with any other lands which are approved by the County to obtain water servicing through the two named systems.

There will be no measurable benefit to existing development. The Back-Up Loop system will benefit future development by providing the same level of system reliability to future development that is currently provided to existing development. The current level of system reliability provided to existing development will be maintained but not improved upon by the Back-Up Loop System.



Schedule 'D-12a' – Bragg Creek Wastewater Treatment Plant Levy

Description:

Components of the Bragg Creek Wastewater Treatment Plant (WWTP) include the existing WWTP and upgrades to bring capacity to target of 513 m³/day average day flow (maximum day capacity of 821 m³/day assuming maximum day factor of 1.62).

The existing WWTP consists of two membrane bioreactor (MBR) treatment units with UV disinfection. The WWTP currently has an average day capacity of 285 m³/day (maximum day capacity of 463 m³/day assuming a maximum day factor of 1.62). Treated effluent from the WWTP discharges into the Elbow River. The outfall diffuser has a capacity of 821 m³/day of treated effluent.

The proposed WWTP upgrades will include the following:

- two Equova 50K MBR treatment systems; and
- a building expansion complete with additional EQ Tanks and Biofilter.

Project Costs:

Total Recoverable to RVC: \$ 1,646,903 WWTP Upgrade: \$ 7,850,000 Total Estimated Cost to Levy: \$ 9,496,903

Upgrade Capacity (Average Day Flow): 513 m³/day Capacity Committed (Average Day Flow): 122 m³/day Remaining Capacity to Levy: 391 m³/day

Levy cost calculation: $$9,496,903 / 391 \text{ m}^3/\text{day} = $24,289 \text{ per m}^3/\text{day} (of)$

projected average day flow)

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

The lands benefitting from this project will be lands with new development that will have wastewater treated at the Bragg Creek WWTP system. This includes but is not limited to lands located in Bragg Creek Development Areas (as shown on Schedule 'B' of this bylaw) which are within the Bragg Creek Wastewater Treatment Plant Service Area (as shown on Schedule 'C-12' of this bylaw) together with any other lands which are approved by Rocky View County to obtain wastewater servicing through the Bragg Creek WWTP system.

There will be no measurable benefit to existing development as the upgrade will only increase the capacity of the WWTP. The upgrades will not provide any greater reliability of service, improved quality of service, or longer lifetime of the service to existing development.



Schedule 'D-12b' - Bragg Creek Water Treatment Plant and Potable Water Reservoir Levy

Description:

Components of the Bragg Creek WTP and PWR Levy are comprised of an existing Water Treatment Plant (WTP), Potable Water Reservoir (PWR) and upgrades to bring capacity to the target of 604 m³/day average day demand.

The existing WTP is located at the north end of Burnside Drive in Bragg Creek. The existing treatment system includes two membrane treatment units, UV disinfection and chlorine injection. Potable water is stored in a 500 m³ above ground steel reservoir prior to being pumped out to the Bragg Creek distribution system. The existing PWR does not provide fire storage. Water is also pumped from the WTP to the Lower Elkana Pumphouse where it is pumped to the Upper Elkana Reservoir and Pumphouse to the Elkana service area.

The WTP and PWR upgrade will consist of the following:

- expansion of the WTP building;
- two additional membrane units; and
- additional 500 m³ above ground potable water reservoir.

Project Costs:

Total Recoverable to RVC:\$1,022,602WTP and PWR Upgrade:\$8,920,000Total Estimated Cost to Levy:\$9,942,602

Upgrade Capacity (Average Day Flow): 604 m³/day Capacity Committed (Average Day Flow): 201 m³/day Remaining Capacity to Levy: 403 m³/day

Levy cost calculation: $$9,942,602 / 403 \text{ m}^3/\text{day} = $24,671 \text{ per m}^3/\text{day} (of mathematical contents)$

projected average day demand)

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

The lands benefitting from this project will be all lands having new development that will connect to the Bragg Creek WTP and PWR supply system. This includes but is not limited to lands located in Bragg Creek Development Areas (as shown on Schedule 'B' of this bylaw) which are within the Bragg Creek WTP Service Area (as shown on Schedule 'C-12' of this bylaw) together with any other lands which are approved by Rocky View County to obtain water servicing through the Bragg Creek WTP supply system.

There will be no measurable benefit to existing development as the upgrade will only increase capacity of the water supply system. The upgrades will not provide any greater reliability of service, improved quality of service, or longer lifetime of the service to the existing developments.



Schedule 'CD-13a' – West Balzac Wastewater Lift Station and Forcemain Levy

Description:

Components of the West Balzac wastewater system include an existing +/-1.8 km 350 mm diameter HDPE forcemain, +/-0.4 km 600 mm PVC sanitary trunk, and existing local lift station with a capacity of 1,000 m³/day (average day flow) at Stage 1 and an ultimate target capacity of 2,240 m³/day (average day flow) after the pump upgrade at the lift station.

The overall forcemain is approximately 2.2 km long. Sanitary flow is collected from the West Balzac Service Area to a local lift station, pumped to the East Balzac Regional Sanitary Lift Station (LS #1), which pumps to the Langdon Wastewater Treatment Plant.

Project Costs:

Original Capital: \$5,084,547

Total Recoverable to RVC: \$5,084,547 Lift Station Upgrade Cost Estimate: \$300,000 Total Estimated Cost to Levy: \$5,384,547

Upgrade Capacity (Average Day Flow): 2,240 m³/day Capacity Committed (Average Day Flow): 0 m³/day Remaining Capacity to Levy: 2,240 m³/day

Levy cost calculation: $$5,384,547 / 2,240 \text{ m} 3/\text{day} = $2,404 \text{ per m}^3/\text{day} (of second context)$

projected average day flow)

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

The lands benefitting from these components will be all lands having new development that will connect to the West Balzac wastewater system. This includes but is not limited to lands located in the West Balzac Development Areas (as shown on Schedule 'B' of this bylaw) which are within the West Balzac Service Area (as shown on Schedule 'C-13a' of this bylaw) together with any other lands that are approved by the County to obtain wastewater servicing through the West Balzac wastewater system.

There will be no measurable benefit to existing development as the system will be built to service new development connections only. There is no existing development currently serviced by the West Balzac wastewater system.



Schedule 'D-13b' - West Balzac Water Transmission Main Levy

Description:

The West Balzac Water Transmission Main is comprised of +/-3.2 km 400mm diameter looped water transmission main from the East Balzac to West Balzac. The average day design capacity of the Transmission Main is 2,240 m³/day average day flow.

Project Costs:

Original Capital: \$4,506,756

Total Recoverable to RVC: \$4,506,756
Upgrade Cost Estimate: \$_-Total Estimated Cost to Levy: \$4,506,756

Upgrade Capacity (Average Day Flow): 2,240 m³/day Capacity Committed (Average Day Flow): 0 m³/day Remaining Capacity to Levy: 2,240 m³/day

Levy cost calculation: $$4,506,756/2,240\text{m}3/\text{day} = $2,012 \text{ m}^3/\text{day} \text{ (of }$

projected average day demand)

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

The lands benefitting from these components will be all lands having new development that will connect to the West Balzac Water Transmission Main. This includes but is not limited to lands located in the West Balzac Development Areas (as shown on Schedule 'B' of this bylaw) which are within the West Balzac Service Area (as shown on Schedule 'C-13a' of this bylaw) together with any other lands that are approved by Rocky View County to obtain potable water servicing through the West Balzac Water Transmission Main.

There will be no measurable benefit to existing development as the system will be built to service new development connections only. There will be no measurable benefit to existing development as no upgrades are included for the existing pump station and development which receives servicing through the existing distribution system has already contributed off-site levies. There is no existing development currently serviced by the West Balzac Water Transmission Main.

Attachment A - Draft Bylaw C-8548-2024 – Regional Off-Site Levy Bylaw



Bylaw C-8548-2024

Schedule 'E' - Off-Site Levy Summaries

- Off-site levy calculations for both regional water and wastewater utility facilities are based upon the anticipated per m³ water volume required to service the proposed development on the lands, as estimated by the developer and agreed upon by Rocky View County in writing at the time of development permit application or subdivision application approval for the lands.
- Table E-1 of this bylaw sets out the per m³ levy amounts for the purpose of calculating the appropriate off-site levy amount for all regional wastewater utilities and water utility facilities.
- The per m³ levy capacity estimates shall not be less than as stipulated in Table E-2 of this bylaw unless specifically approved by Rocky View County, in its sole discretion, in writing. If the developer wants to use a flow rate less than that stipulated in Table E-2 for the purpose of estimating water volume required to service the proposed development, the developer must submit sufficient justification that is acceptable to Rocky View County for using the proposed lower flow rate before the County will consider accepting a lower per m³ levy capacity calculation. When a lower flow rate is accepted by Rocky View County, the proposed development may be subject to special conditions such as phasing and/or monitoring over time.
- Rocky View County reserves the right to incorporate flow control devices to serviced lands to limit actual flow to the regional water or wastewater utility facility's servicing capacity agreed upon for the purpose of calculating the appropriate off-site levy amount pursuant to this bylaw.
- When the actual regional water or wastewater utility facility servicing capacity requirement for development on the lands exceeds the estimated capacity agreed upon for the purpose of this bylaw, any additional servicing capacity approved by Rocky View County to be provided to the lands exceeding the servicing capacity amount agreed upon for the purpose of this bylaw may be subject to such additional terms, connection fees, rates, charges or contributions as deemed appropriate by the County pursuant to section 34 of the *Municipal Government Act* and any applicable County bylaw including, but not limited to, any applicable water or wastewater utility bylaw or master rates bylaw.
- As a general reference guide only, Table E-3 of this bylaw provides a summary of what off-site levies for regional water utility and wastewater utility facilities will typically be attributable to lands within the various development areas (as provided for in Schedule 'B' of this bylaw) and service areas (as provided for in Schedule 'C' of this bylaw). The exact off-site levy imposed on any specific lands will be subject to whichever regional water utility and wastewater utility facilities will be servicing the proposed development on the lands, as approved by Rocky View County.



Schedule 'E' - Off-Site Levy Summaries

Table E-1: Off-Site Levy Summary

Offsite Levy Schedule	Cost	Service
Olisite Levy Schedule	Cost	Area Map
Wastewater Levies	per m ³	
Schedule D-1 – Langdon Wastewater Treatment Plant	\$7,952	C-1
Schedule D-2 – East Rocky View Wastewater Transmission Main and Regional Lift Stations	\$8,846	C-2
Schedule D-3 – Langdon Wastewater Utilities:		
Area 1:	\$2,003	C-3
Area 2:	\$2,113	
Area 3:	\$691	
Schedule D-4 – Dalroy Regional Lift Station and Wastewater Transmission Main	\$28,418	C-4
Schedule D-5 – Cochrane Lakes Wastewater Transmission Main	\$2,621	C-5
Potable Water Levies		
Schedule D-6 – Graham Creek Water Treatment Plant and Raw Water Reservoir	\$12,956	C-6
Schedule D-7a – East Balzac Transmission Main (Base)	\$1,072	C-7a
Schedule D-7b – East Balzac Transmission Main (Oversize)	\$324	C-7b
Schedule D-8 – East Balzac Pump Station and Reservoir and Range Road 293 Loop	\$1,353	C-8
Schedule D-9a – Conrich Transmission Main (Base)	\$1,916	C-9a
Schedule D-9b – Conrich Transmission Main (Oversize)	\$183	C-9b
Schedule D-10 – Conrich Pump Station and Reservoir	\$3,726	C-10
Schedule D-11 – East Rocky View Back-Up Loop	\$4,821	C-11

Attachment A - Draft Bylaw C-8548-2024 - Regional Off-Site Levy Bylaw



Bragg Creek Levies		
Schedule D-12a – Bragg Creek Wastewater Treatment Plant	\$24,289	C-12
Schedule D-12b – Bragg Creek Water Treatment Plant and Potable Water Reservoir	\$24,671	C-12
West Balzac Levies		
Schedule D-13a – West Balzac Wastewater Lift Station and Forcemain	\$2,404	C-13a
Schedule D-13b – West Balzac Water Transmission Main	\$2,012	C-13b



Schedule 'E' - Off-Site Levy Summaries

Table E-2: Minimum Projected Water and Wastewater Flows

Type of Development	Minimum Projected Average Day Water Demand (m³/day)	Minimum Projected Average Day Wastewater Flow (m³/day)			
Residential	950 L/day/unit	855 L/day/unit			
Commercial	Rocky View County will require the developer to submit specific projected flows for both water and				
Industrial	 wastewater together with sufficient and acceptable justification for the projected flows for all proposed development permit applications and subdivision applications. 				



Schedule 'E' - Off-Site Levy Summaries

Table E-3: Summary of Development Areas and Applicable Off-site Levy Schedules

				Was	tewater Faci	lities					Water F	acilities				Bragg Cree	k	West Balzac
Propries	"" ¹ 4008 ₆₇	Same.	1. 1008 Part (1985) 114 Star.	Dairo, Regio.	Cortens (Cortens Cortens Corte	u. See Marie Marie Co. See Mar	Fert Bay.	fast Balta T.	fost Balter P.	Comich T.	Conich L.	Comich p.	Pate A Reservoir	Brien Broke, Doop	The state of the s	Mer Balace L.	Mest 83,	The Harm Control Harm
Map Schedule	B-1	B-2	B-3	B-4	B-5	B-6	B-7a	B-7b	B-8	B-9a	B-9b	B-10	B-11	B-12a	B-12b	B-13a	B-13b	
Off-Site Levy	C-1	C-2	C-3	C-4	C-5	C-6	C-7a	C-7b	C-8	C-9a	C-9b	C-10	C-11	C-12a	C-12b	C-13a	C-13b	
East Balzac	Y	Y	N	N	N	Y	Y	Y	Y	N	Y	N	Y	N	N	N	N	
Conrich	Y	Y	N	N	N	Y	N	Y	N	Y	Y	Y	Y	N	N	N	N	
Langdon	Y	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	
Dalroy	Y	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	
Cochrane Lakes	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	
Bragg Creek	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	N	N	
West Balzac [1]	Y	Y	N	N	N	Y	Y	Y	Y	N	Y	N	Y	N	N	Υ	Y	

Y = YES - Schedule is applicable N = NO - Schedule is not applicable

Note: Development areas are as shown on Schedule A



Regional Off-site Levy Bylaw Updates What We Heard Report

Prepared: December 2024

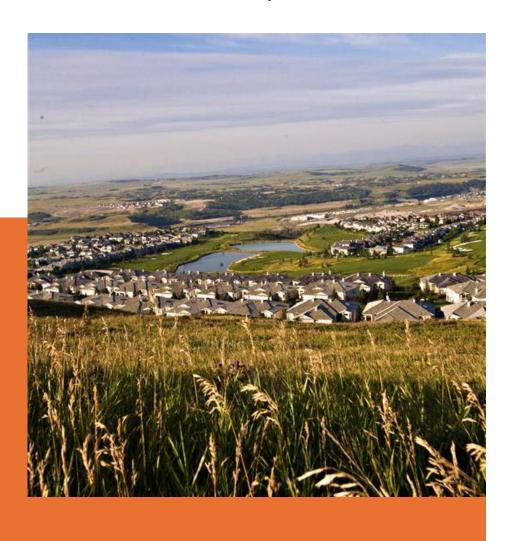


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Attachment B - Regional Off-Site Levy Bylaw Updates - What We Heard Report

ROCKY VIEW COUNTY'S REGIONAL OFF-SITE LEVY BYLAW

WHAT WE HEARD – FALL 2024 FEEDBACK SESSIONS

Introduction

This report provides additional information on updates to the current offsite levies as well as for a proposed new one. These include, the Regional Offsite Water and Wastewater Levy, Stormwater Levy, Transportation Levy, and a new Community Recreation Levy. On July 23, 2024, Council approved the first reading of the Regional Offsite Levy Bylaws, including the proposed Community Recreation Levy. Following this, details of the four bylaws were shared with stakeholders and the public to ensure transparency, clarify the County's methodology and requirements, and outline the approach to implementation. The intent of this process is to gather feedback and input, bring it back to Council for consideration, and provide recommendations that align with the County's strategic financial goals while ensuring appropriate levies are established to support growth. This report presents the feedback received from stakeholders, including key themes, concerns, and suggestions raised during consultations. It also provides the County's responses to address these comments, clarify any misconceptions, and outline how stakeholder input has been considered in formulating the recommendations. By summarizing this feedback and response, the report aims to demonstrate transparency and ensure that stakeholders' perspectives are appropriately reflected in the decision-making process.

Targeted Consultation

The four proposed Off-Site Levy Bylaws primarily impact individuals or organizations seeking land development, particularly developers focused on commercial, industrial, or residential projects. Recognizing the importance of engaging those directly affected, Administration implemented a targeted consultation strategy by reaching out to key stakeholders, including BILD Calgary Region (Building Industry and Land Development Association), Rocky View Forward, and other representatives from the development industry.

To ensure full engagement and transparency, information was shared through multiple channels. In addition to targeted outreach, all County residents were provided opportunities to access detailed information, ask questions, and provide feedback. This included a publicly held webinar, where participants could interact directly with Administration, as well as the option to reach out individually for clarification or input. By combining focused consultations with broad public access to information, the County aimed to create an inclusive process that considered diverse perspectives and ensured all voices were heard.

Communication Channels

A variety of communication efforts were implemented to ensure stakeholders had ample opportunity to review the information and provide feedback. Administration conducted a multi-channel approach, including direct outreach and public engagement. Over 70 developers were contacted via email, phone inquiries were addressed promptly, and two in-person presentations, along with one online webinar, were delivered to engage participants directly. The strong level of response demonstrates significant interest in these proposed Off-site bylaws.

The communication objectives were clear: to consult with interested and affected members of the public and development community while ensuring the transparent and accurate dissemination of information. This included explaining how the levy updates were developed and outlining the anticipated impacts on residents, developments, and businesses.

To support these objectives, Administration developed and shared fact sheets, prepared detailed presentations, and updated the County's website to include all relevant background materials, such as links to prior Council

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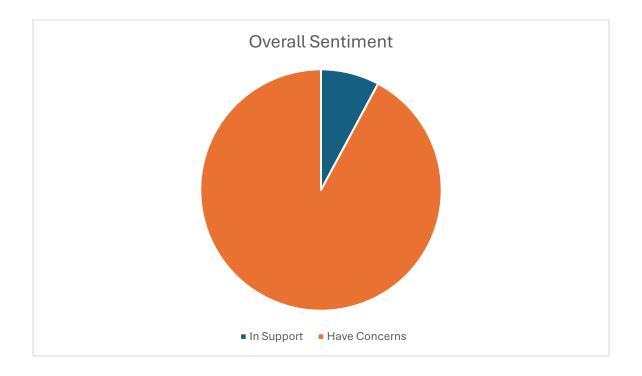
presentations. Promotion of the sessions was carried out through multiple channels, including advertisements in Rocky View Weekly newspaper, the County Connection e-newsletter, and the County's social media platforms.

Over 30 participants attended the three sessions held on October 17, 23, and 31, 2024, with many stakeholders providing additional comments via email. All feedback has been carefully compiled and analyzed to produce this What We Heard Report, ensuring stakeholder input is accurately represented.

Overall Sentiment

The stakeholder feedback reflects significant concern regarding the proposed increases to the Off-Site Levies, particularly the magnitude of the increases, the perceived lack of phased implementation, and the potential impact on project feasibility and overall investment in Rocky View County. Some stakeholders recognized that these levies help fund critical infrastructure and appreciated the County's engagement process, noting that transparency, communication, and strategic planning are essential.

However, there was significant unease regarding the sudden, substantial cost increases and their potential to undermine project feasibility. Stakeholders frequently requested a phased or delayed implementation to allow for better financial planning and to minimize the shock of immediate, large-scale rate hikes. Concerns were also raised about whether the levies align with proportional benefit principles, particularly regarding non-residential projects and the new Community Recreation Levy. In essence, while there is support for the County's long-term vision and improvements, stakeholders urge measured, incremental changes and a careful review of the calculations, timing, and scope of these proposed levies.



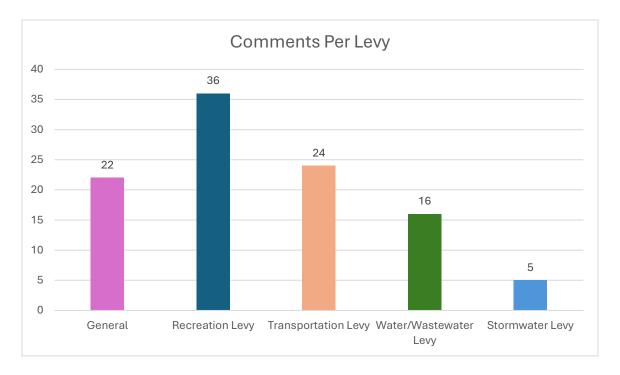
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Breakdown of Comments

Out of the 103 comments received, the focus was on the newly proposed Community Recreation Levy. This heightened interest likely stemmed from its recent introduction and the desire for more clarity on its benefits, structure, and proportionality. Meanwhile, the Transportation Off-site Levy's substantial adjustments, resulting from several years without increases, also drew significant scrutiny. Stakeholders questioned the proposed changes' scope, timing, and fairness, reflecting the high stakes of transportation infrastructure for ongoing and future developments.

In contrast, Water and Wastewater levies, though still essential and frequently discussed, elicited comparatively fewer comments. The dialogue here likely centred on ensuring these utilities are sustainably funded, fairly apportioned, and reflect true proportional benefit. The Stormwater Levy received the fewest comments, suggesting either broader acceptance of the proposed changes or fewer perceived uncertainties in its methodology and application.

Finally, 22 general comments—touching on all four levies—underscore the systemic nature of stakeholder concerns. These remarks point to a shared desire for more transparency, equitable cost-distribution, and thoughtful timing.



Key Themes

The stakeholder feedback has been organized into six distinct themes, each reflecting critical considerations in how the proposed levies are perceived and understood. Among these concerns is the significant financial impact on budgets, with many respondents emphasizing how sudden and substantial cost increases could affect project feasibility. In addition, stakeholders offered a range of suggestions for improving transparency and fairness in how levy rates are calculated, often referencing practices observed in other municipalities.

Timing also emerged as a prevalent issue, with many voicing apprehension over how quickly new rates could take effect. They asked for more time to plan and adapt, questioning whether deferred implementation or phased increases might ease the transition. Localized, area-specific concerns further underscored the importance of

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tailoring levies to unique community circumstances. Finally, stakeholders expressed a strong desire to understand precisely how the collected funds would be used, seeking assurances that levies would produce clear and tangible infrastructure benefits.

1. Timing

Stakeholders emphasized the importance of aligning levy implementation with realistic development and infrastructure delivery timelines. Many expressed concerns that if new rates take effect before long-term plans are updated or before developers can adapt their project proformas, it could create financial hardships and discourage investment. Questions arose as to when levies would officially come into force, how quickly projects would benefit from the collected funds, and whether existing applications would be "grandfathered" under the old rates. Ensuring that levy implementation matches planning horizons and local economic conditions emerged as a core element of this theme.

2. Phasing and deferring alternatives

A recurring request was to introduce incremental rate increases or deferrals rather than imposing significant hikes all at once. By phasing new levy rates over multiple years, the County could mitigate "sticker shock" and give developers time to plan and budget accordingly. Some stakeholders suggested deferral arrangements, such as partial payments upfront and the remainder at later project milestones. This approach would provide a smoother transition, helping maintain project viability and fostering continued growth while still moving toward the County's cost recovery objectives.

3. Affect to budgets and increase in costs

Stakeholders acknowledged the County's need to recover infrastructure costs, but they voiced strong concerns about the impact these levies could have on their budgets and overall cost structures. Unexpected or steep increases could threaten project feasibility, lead to price escalations for end-users, or prompt development relocations to competing jurisdictions. From a broader perspective, some worried that high levies might slow overall growth or shift economic activity away from the County. These concerns underscored a need for balancing financial sustainability with market competitiveness and affordability.

4. Calculation options and suggestions

Transparency and clarity in how levies are calculated were frequently cited as essential. Stakeholders requested detailed breakdowns of project costs, growth assumptions, and anticipated infrastructure life cycles. Some suggested alternative calculation methods that account for factors like traffic generation, proximity to service infrastructure, or the actual proportion of benefit a development receives. Others recommended adopting single, universal rates or more refined, area-specific levies. These suggestions aimed to ensure that the levy formulas align with principles of fairness, proportionality, and best practices from other municipalities.

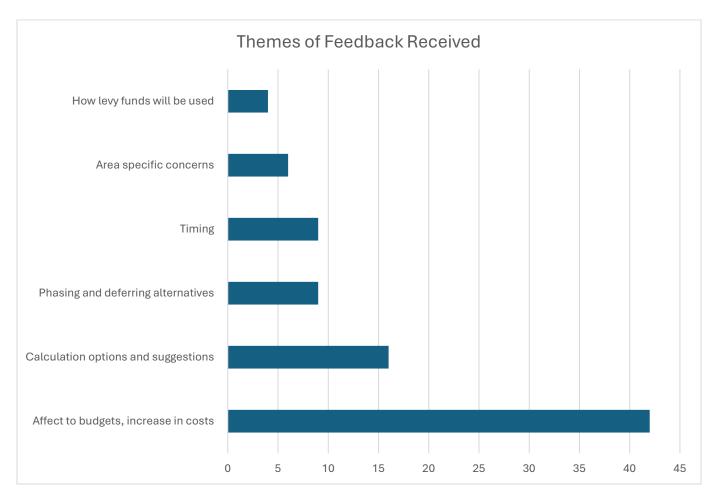
5. Area-specific concerns

Given the County's geographic diversity, several stakeholders questioned why a one-size-fits-all approach should apply to communities with varying development patterns, infrastructure readiness, and service demands. Some encouraged the County to divide into zones, assigning different levy rates that better reflect local infrastructure needs and usage levels. Others highlighted potential inequities—such as developers in one region paying for infrastructure in another—and recommended geographic tailoring to ensure that those who pay levies more directly benefit from the resulting projects.

Attachment B - Regional Off-Site Levy Bylaw Updates - What We Heard Report

6. How levy funds will be used

A lack of clarity on precisely how collected levy funds would be allocated fueled stakeholder uncertainty. Many wanted assurances that the money would go toward delivering the promised infrastructure in a timely and transparent manner, rather than sitting idle for decades or being diverted to unrelated projects. Clarifying the relationship between levy collection, actual capital expenditures, project prioritization, and long-term maintenance responsibilities was seen as critical. Stakeholders expressed a desire for ongoing reporting and accountability measures, so that contributors could see tangible returns on their investments and trust that levies are effectively supporting sustainable growth.



The comments received highlight that while stakeholders understand the need for updated and new off-site levies, they are concerned about the practical implications of the proposed changes. Many expressed a desire for measures like phased implementation and consideration of regional differences to make the levies more workable. Ultimately, these perspectives underscore a call for a thoughtful, balanced approach that acknowledges current development realities, encourages investment and supports the County's broader infrastructure and growth objectives.

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APPENDIX A: Complete List of Comments

#	QUESTION OR COMMENT	SENTIMENT
GEI	NERAL COMMENTS REGARDING ALL 4 LEVIES	
1	Would the County consider a phase-in period for the transportation/water/wastewater levy increases, say over a 3-year period?	Concern
2	I'm writing to express our profound concern with the initiative to amend the existing Offsite levies as well as the introduction of a new Community Recreation Off-Site Levy. As I'm sure you're aware, we have been diligently working toward regulatory approval with RVC, representing a significant change away from the former owner's regard towards achieving RVC's development goals for the area. Although our findings to date have revealed associated costs and required contingencies to far exceed our expectations, we have forged ahead being optimistic that a path forward can be found. Very recently, we learned of RVC's initiative to amend the Off-Site Levy Bylaws that increase existing rates astronomically, as well as introduce new levies that we would be required to pay. Our calculations have determined that if the proposed increases became effective, that the increase in our offsite levies alone would total approximately ***1, in order to develop the entire site. An increase of this magnitude is simply unworkable and would negate the viability of our project and aspirations to relocate into RVC for our new facility. It's our view that if amendments to offsite levy rates are required, they be implemented in a phased manner with increases introduced over a period of years. If introduced in the current proposed manner, the implications for ourselves and others will be to halt our plans & proceed with relocating elsewhere. I might also add that it is highly likely that our project would have been in a position to be approved prior to any change in offsite levies had the delays of the realignment of *** not occurred. Working with RVC over this issue has resulted in significant delays for our development. We are deeply concerned about this issue, which will impair our ability to proceed with our investment in Rocky View County. We desire to make a meaningful contribution and impact in the community resulting from our development and ongoing use of our site. Our aim is to work constructively with RVC to address our conce	Concern
3	We are typically pricing lease rates on our warehouse developments + 2 years out, based on proforma land development costs. It would be helpful if we are provided significant lead times on increases to the development levies so that we assume the correct costs. It would also be very helpful if these levy increases were phased in over time. This way the entire development market prices in the cost increases.	Concern
4	Overall, the proposed levies represent substantial increases to the existing rates. While we understand that costs have increased and the County is expanding servicing capacity, predictability of costs are very important for development. It takes many years to bring projects to fruition and dealing with sudden and substantial cost increases half-way through a project is problematic. In regard to the water, wastewater, and transportation levies, I request that the County considers and implements a phased approach towards the increases over a period of a few years. We are currently developing in ***and a 64% increase in transportation levies is a very large and unanticipated cost increase. Phasing levy increases over a period of years would have minimal impact on the County but will have substantial impact for active developers today and in the coming years.	Concern

 $^{1\,}Please \,note \,that \,budget \,numbers \,and \,project \,information \,have \,been \,removed \,to \,maintain \,the \,confidentiality \,of \,the \,stakeholders$

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5	To this end, we submitted a Conceptual Scheme with a concurrent Land Use Amendment	Concern
	application and is presently working through this process with administration and local	
	stakeholders. We are excited by our opportunity to become a corporate citizen of Rocky	
	View and can't wait to patriate our regionally significant transportation and logistics	
	business from Calgary to Rocky View County. To this end, we are compelled and attracted	
	by The Rocky View Advantage! We recently became aware of the County's plans to update	
	Rocky View's Regional Off-Site Levy Bylaws. We commend Council for preparing and	
	implementing such strategic implementation measures to ensure sustainable growth and	
	development continues within the County for the benefit of all existing and future Rocky	
	View constituents. We've participated in the County's engagement processes relative to	
	these Off-Site Levy Bylaws and attended the recent online events. We have appreciated	
	our opportunities to participate in the various engagement processes and have taken	
	liberty to educate ourselves accordingly.	
	In this regard, we prepared the below-referenced estimates of the combined regional off-	
	site levy bylaw payments in relation to our proposed Conceptual Scheme development	
	within the '***' community. The table compares the current and proposed rates — and	
	demonstrates how we may be required to provide the County with a substantial increase	
	in regional off-site levy payments which is challenging the feasibility of our project.	
6	PRINCIPLES OF AN OFF-SITE LEVY	Concern
	We understand that, in establishing an off-site levy, a municipality must consider the	Concern
	general principles established by the Off-Site Levy Regulation, Alberta Regulation 187/201	
	7, specifically Section 3 which reads as follows:	
	Section 3: Off-Site Levy General Principles	
	(1) Subject to section 3.1, the municipality is responsible for addressing and defining	
	existing and future infrastructure, transportation infrastructure and facility requirements.	
	(2) The municipality may, where necessary and practicable, coordinate infrastructure,	
	transportation infrastructure and facilities provisions with neighbouring municipalities.	
	(3) Notwithstanding anything to the contrary in this Regulation, the off-site levy is of	
	no effect to the extent it directs the Government of Alberta to expend funds, to commit to	
	funding transportation infrastructure or arrangements to undertake particular actions or	
	to adopt particular policies or programs.	
	(4) A municipality must not compel an applicant for a development permit or	
	subdivision approval to fund the cost of the construction of infrastructure, transportation	
	infrastructure or facilities to be funded by an off-site levy beyond the applicant's	
	proportional benefit. We have reviewed the four (4) proposed regional off site laws bylaves from the perspective.	
	We have reviewed the four (4) proposed regional off-site levy bylaws from the perspective	
	of the Off-Site Levy Regulation's principles, with particular emphasis on Section 3(4) which	
	indicates the County cannot direct an applicant to provide a proportional contribution for	
	infrastructure investment that exceeds the proportional benefit that an applicant can	
	reasonably expect as a return.	
	Applying Section 4(c) of the Off-Site Regulation, we no concern with the proposed levy	
	payments contemplated by the Water and Wastewater Off-Site Levy Bylaw (C-8548-2024)	
	and Stormwater Off-Site Levy Bylaw (C-8547-2024) given that the regional utility servicing	
	and stormwater drainage infrastructure capacity that this off-site levy will fund directly	
	(and proportionally) provides benefit to our proposed development within the	
	community.	
	However, we have concerns with the Regional Transportation Off-Site Levy Bylaw (C-8549-	
	2024) and the Community Recreation Off-Site Levy Bylaw (C-8S50-2024) and appreciates	
	the opportunity to share them as described within the following sections.	
7	In conclusion, we appreciate this opportunity to share our perspectives regarding the	Concern
	proposed updates to the County's regional off-site levy bylaws. We commend	

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	administration and Council for taking a leadership position with the objective of directing	
	sustainable growth within the County. We have concerns with the proposed regional	
	transportation and	
	community recreation off-site levy bylaws, and based on our understanding, we believe	
	the methodology underpinning the two may be contrary to the principles of the Off-Site	
	Levy Regulation, specifically as it relates to directing a burden on new development that is	
	not proportional to the anticipated benefit. For this reason, we recommend Council delay	
	the adoption of the Regional Transportation and Community Recreation Bylaws pending	
	further work by administration relative to their underlying assumptions.	
8	With these 4 levies, you wouldn't be paying all four. Are we paying all levies?	Information ²
9	There have been no increases since 2020, the sticker shock is hard to swallow. We've gone	Concern
	4 years without increases. Is the County's vision going forward to update levies on an	
	annual basis?	
10	What is the anticipated increase yearly?	Concern
11	The 50% increase is a big number to swallow when these companies have already	Concern
	invested. It seems like Council is pushing too quickly, allowing the development	
	community zero time to find these funds. Is there a phasing out schedule for the	
	implementation?	
12	These levies have been discussed by Council over the years, sometime a Council will turn	Concern
	down an increase which in turn creates an issue where the costs are not being covered. Is	
	there some way to increase every year? How can this be done annually so there is no	
	sticker shock for developers? It has been 4 years with no increases and now developers	
	are shocked with these rates. How do you get Council to agree to increase levies	
	incrementally over the years?	
13	Are these estimates included in the presentation?	Information
14	Logistically can deferrals be done if a project already has put in a current application? If	Information
	you have a project that's in progress and the levy changes, would you pay the current	
	instead of the new levy?	
15	Would a consolidation count as a subdivision?	Information
16	Building codes, these are massive changes and have huge impacts. The 2020 energy code	Concern
	was forecasted well in advance, anything after April 30 does not apply. Can we do	
	something like that with these new levels? A year seems fair, then we can project funds.	
17	We're now waiting on a Council date. Can these new levies be frozen for people like us?	Concern
18	Question about application of the fees to the part of a subdivision.	Information
19	A question in the chat that stated he had Council approval already for a subdivision with	Information
	conditions already approved on ***.	
20	Just to clarify the interest/borrowing portion of the levies *** if the new levy rates come	Information
	into effect on January 30th, and we pay levies for a new subdivision on the February 1st,	
	the interest/borrowing costs will be nil ***	
21	Slide #66 of the Bylaw C-8007-2020 presentation (Example #7) provides an example for a	Concern
	10-acre project in East Balzac. This example ignores Borrowing Costs that RVC would	
	typically add to all levy fee calculations. By not including Borrowing Costs, the increase in	
	new proposed levies appears very drastic. However, perhaps the proposed levy increase is	
	not as drastic as shown in Example #7 if all debts (ie. Borrowing Costs) have been captured	
	in the new base rates *** ("all debts have been captured in the new base rates" ie.	
	Borrowing Costs are included in the new Base Rates, and debt starts on nil and begins to	
	accumulate after January 30th, 2025). I've had a chance to put together an analysis to	
	explore the relative levy rate increases if borrowing costs are included in the new Base	
	explore the relative levy rate increases it borrowing costs are included in the new base	

 $^{^2 \ \}text{Information requests, clarification comments, and general questions are identified via an {\rm `l'}\ or {\rm `lnformation'}.$

Rates versus borrowing costs not included in the new Base Rates. The results of this analysis are quite eye opening ***. The data I used to determine "\$ per acre" and "\$ per m3" Borrowing Costs was sourced from a recent Levy summary ***. If all debts have been captured in the new base rates, the increase in Transportation Levies is only 7.5%. This is significantly lower than the 57.3% increase in Transportation Levies if we simply compare the new Base Rate against the old Base Rate. The reason for this variance is that Borrowing Costs are approx. 1/3 of the current Transportation Levy charges. The new Water & Wastewater Levy also has a significant difference if Borrowing Costs have been captured in the new Base Rates versus not included, although the difference is not as drastic as for Transportation. In order for us to provide constructive and meaningful feedback to the new levy rates and the roll out of these new rates, understanding the debt component for the new Levy rates is critical to determine the extent of the negative impacts to our project proformas. We appreciate your feedback on how debt charges (Borrowing Costs) will be calculated in the new levy rates."

As you can appreciate, these increases will have detrimental effects to the Development Community at large, with our proforma models now having to absorb a large *** per acre increase in levy payments. On a ¼ Section of land, this equates to *** of increased fees, with very little increased service. It was clear that Administration and Council do require these increases to provide services to the greater county area and as such, here are a few recommendations that we would suggest to RVC to employ:

1. Delay Levy Implementation for a period of 12 months

Developers invest heavily in pre-design work before submitting applications to municipalities. For example, designing a typical industrial warehouse can take 3-6 months before submission. Developers base their decisions to apply for permits largely on project economics, of which levies are a key factor. For a 20-acre parcel, an additional \$1M in costs due to levy increases could significantly impact a development's proforma. A delay would give developers time to adjust their plans accordingly. We suggest that the effective date of

the levy increases does not take effect until January 1, 2026. At a minimum.

2. Grandfather Submitted/Conditionally Approved Projects Under the Previous Levy Regime

Some developers may have conditional development permits or potential Development Agreements, but are waiting on completing other improvements, such as offsite work, or have implemented a temporary pause on their projects due to current market conditions. Grandfathering these projects would prevent developers from being financially punished by both higher levies and a slower market. Most permits have a 1–2-year lifespan, so developers cannot just keep renewing indefinitely to avoid higher levies, especially since they pay renewal fees as well.

3. Eliminate the Community Recreation Levy for Non-Residential Developments

While the recreation levy amount is lower, the principle is that non-residential users will not directly benefit from these uses, which are geared toward residential communities. Through property taxes and the currently existing Municipal Reserve (MR) structure of land dedication or Cash-in-lieu, non-residential users already contribute to the benefit of residential users.

4. Commitment to Additional Staffing to Improve Permit Processing Times
With the county experiencing significant growth, there has been a noticeable slowdown in processing times. While this may not be directly related to levies, higher costs should equate to improved services. Timelier processing would benefit both developers and the community, helping us continue supporting regional development.

Concern

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	As a community, we understand that changes in the Bylaw structures are necessary to the continued development of Rocky View County and we do fully support the planning that has gone into East Balzac, Janet, Bearspaw, Springbank and other valued areas. We would like to ensure that increases in levies to promote services, do not subsequently hinder continued investment in those same areas. There are several Developers that are signatories to this letter and support the recommendations provided in this memorandum.	
CO	MMUNITY RECREATION LEVY COMMENTS	
23	Community Recreation Off-Site Levy Bylaw - While we are supportive of a recreation off-site levy in theory, we have serious concerns with the proposed bylaw as structured. <i>General Concerns</i> Council's original direction regarding a recreation off-site levy was not to move ahead with a levy, but to investigate the feasibility of doing so. Instead, Administration pushed ahead to design a recreation off-site levy.	Concern
24	There are only five other municipalities in Alberta with recreation off-site levies and all of them are urban municipalities. What evidence is there that this is a viable levy for a rural municipality? Furthermore, those municipalities all charge one flat rate, even though some of them have differential rates for other off-site levies. Why is Rocky View proposing to be the only municipality with a tiered recreation levy?	Concern
25	The County has acknowledged that the approved Recreation Master Plan, the basis for this levy, has serious flaws. Councilors raised concerns about the Plan's recommendations at the February Recreation Governance Committee meeting and directed Administration to report back on fast-tracking its replacement. Despite those concerns, the proposed recreation off-site levy is based on the Plan's recommended facility investments.	Concern
26	The September 24th council meeting discussed next steps for replacing the Recreation Master Plan to more accurately reflect recreation needs within the County. From that discussion, the status of the facilities included in the off-site levy is not clear. In response to questions, staff made the following somewhat inconsistent statements: the new plans would re-examine facility recommendations; the off-site levy could always be changed in the future if facility investment plans change; and the new community-based plans would incorporate the facility recommendations from the Master Plan. Those responses indicate that there is significant uncertainty regarding the status of the recreation facilities included in the levy. To move ahead with a levy when the County's recreation planning structure and the status of the facilities included in the levy are in flux makes no sense.	Concern
27	A comparable reality was the reason council paused the fire services off-site levy. The same should be done for the recreation off-site levy. At a minimum, a recreation off-site levy should only move forward with a single county-wide rate structure.	Concern
28	Specific Concerns Catchment area for area-specific levy rates Administration indicated that the catchment areas for the proposed area-specific recreation off-site levies are based on the "established principle" of a 20-minute driving radius to access recreation facilities. We support this principle; however, the Recreation Master Plan did not use this principle in identifying recreation facility investments. If it had, it could not have recommended full-scale recreation facilities in both Springbank and Harmony which are significantly less than a 20-minute drive from each other and from comparable recreation facilities within Calgary and Cochrane.	Concern
29	Responsible decision-making regarding recreation spending should assess the trade-offs between investing County resources in bricks and mortar facilities within the County versus contributing to recreation facilities in the neighbouring municipalities that are	Concern

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	within the 20-minute driving threshold of county residents. To the best of our knowledge,	
	such an assessment has not been done.	
30	Magnitude of anticipated recreation investments We are also concerned with the	Concern
	magnitude of recreational investments included in the levy structure. Residents were	
	never asked if they were willing to have their property taxes increase to pay for facilities.	
	They were only asked what facilities they'd like in their community. As a result, we believe	
	that the existing Recreation Master Plan is based on a "wants" assessment rather than a	
	"needs" assessment.	
31	The recreation off-site levy is only expected to collect 51% of the capital costs of the	Concern
	proposed facilities from new development anticipated to occur over the next 20 years –	
	\$69 million of the \$134 million for the facilities included in the levy. What happens if	
	development does not materialize as anticipated?	
32	Ongoing operating and maintenance costs will be borne by ratepayers, not by new	Concern
	development. This is never mentioned. Ratepayers are being asked not only to pay a	
	significant fraction of the capital costs, but also all the ongoing costs, the magnitude of	
	which is not part of this discussion.	
33	The levy structure assumes that development beyond 20 years will pay a share of	Concern
	recreation facility costs through future levies. How has that development has been	
	estimated? Growth rates beyond 20 years are notoriously uncertain. If long-range	
	development is based on full-build out of ASPs, it has unavoidable inaccuracies that have	
	not been acknowledged. Full build out statistics in ASPs assume that every acre will be	
	developed, beyond what is needed for roads, utility corridors, and municipal reserves. This	
	overstates development potential since it does not reflect environmental constraints and	
	fails to recognize that not every landowner wants to subdivide their land. Even if long-	
	range future development materializes as anticipated in the levy structure, the recreation	
	facilities will have to be paid for by current or near-term future ratepayers through	
	property taxes (to at least cover debt carrying costs). By the time long-range future	
	development occurs, the facilities may be nearing the end of their useful lives.	
34	I attended the offsite levy bylaw information session last week and have a question to	Concern
	submit to the team for consideration regarding the Community Recreation Off-Site Levy	
	Bylaw:	
	We would request that consideration be given to including a defined "development area"	
	that the levy would apply to rather than the levy applying to an entire parcel. This would	
	be similar to the provision in the current Transportation Offsite Levy Bylaw. We make this	
	request because there may be instances where a development permit for a small, private	
	development is required on a large parcel, and as the Bylaw is currently written, the	
	potential remains for a very large levy when only a small area is being developed that has	
	little impact on County infrastructure and services. For example, an oversized accessory	
	building requiring a DP on a large agricultural parcel could be subject to a substantial levy	
	if the base levy is applied to the entire acreage.	_
35	Community Recreation Facilities Levy:	Concern
	We understand the reason for the introduction of this new levy. Providing opportunities to	
	offset payment of the recreation levy through provision of qualifying recreational	
	installations as part of new development would be worth consideration, especially for	
	areas that are far removed from planned	
	recreation centre locations.	_
36	CONCERNS WITH THE COMMUNITY RECREATION OFF-SITE LEW BYLAW	Concern
	Applying Section 4(c) of the Off-Site Regulation,	

	*** has reviewed the proposed Regional Community Recreation Off-Site Levy Bylaw and	
	offers the following four (4) concerns.	

CONCERN #1: PROPORTIONALITY

- *** does not understand why the proposed regional community recreation off-site levy bylaw makes a distinction between new development and existing ratepayers as it relates to the contribution of funding for future upgrades to the County's recreation infrastructure. Based on our understanding of the various schedules attached to the proposed Off-Site Levy Bylaw, we understand that:
- Within the Eastern catchment area, new development will contribute 80% of the costs for future community recreation infrastructure specific to the catchment, and existing ratepayers will contribute 20% of the costs for future community recreation infrastructure specific to the catchment.
- Within the Western catchment area, new development will contribute approximately 70% of the costs for future community recreation infrastructure specific to the catchment, and existing ratepayers will contribute about 30% of the costs for future community recreation infrastructure specific to the catchment.
- Within the entire County, new development will contribute approximately 70% of the costs for future community recreation infrastructure County-wide, and existing ratepayers will contribute about 30% of the costs for future community recreation infrastructure County- wide.

Given the proposed Off-Site Levy Bylaw is including the total \$89M of investment required from developers to fund the entire community recreation infrastructure network to its ultimate anticipated capacity, why are new developers and existing ratepayers treated differently?

*** believes it would be fairer to consider new development and existing ratepayers proportionally the same when it comes to the need to fund future community recreation infrastructure? *** believes the arbitrary distinction between new development and existing ratepayers may be creating disproportionate expectations for funding the future community recreation upgrades when considering the principles in Section 3 of the Off-Site Levy Regulation.

CONCERNS WITH THE COMMUNITY RECREATION OFF-SITE LEW BYLAW
Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional
Community Recreation Off-Site Levy Bylaw and offers the following four (4) concerns.
CONCERN #2: UNDERLYING GROWTH ASSUMPTIONS

*** assumes that the geographic extent of future upgrades to the community recreation infrastructure network are based on the County's underlying growth management assumptions contemplated by the 2013 Municipal Development Plan (County Plan).

*** notes that the County is preparing a new Municipal Development Plan (MDP) that is anticipated to be before Council at a public hearing some time in 2025.

*** further notes that since the County Plan was adopted in 2013, the province mandated regional planning within the Calgary Region under the auspices of the Calgary Metropolitan Region Board (CMRB). Subsequently, the CMRB adopted a Regional Growth Plan (RGP) in 2022 which dramatically alters expectations for future rural development in the County. Alternatively, the CMRB RGP contemplates an urban form of development within determined Joint Planning Areas — in accordance with Regional Context Studies and subsequent Area Structure Plan (ASP) reviews/updates.

As such, *** is concerned that the total anticipated infrastructure costs contemplated by this proposed Regional Community Recreation Off-Site Levy are based on 'out-dated' development assumptions that are over a decade old which do not reflect the current (and evolving) growth management expectations within the County and the Region. For this reason, *** is concerned that the corresponding per ha (per ac) levy rates to be

Concern

Attachment B - Regional Off-Site Levy Bylaw Updates - What We Heard Report D-2 Attachment B Page 15 of 20

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	charged by this proposed bylaw may be substantially over-estimating (or under-	
	estimating) the amount of growth expected within the County.	
	*** recommends that implementation of the Regional Community Recreation Off-Site	
	Levy Bylaw be delayed until after the County (and CMRB) approve the new Municipal	
	Development Plan (MDP) and Regional Context Studies. This will allow the County to	
	update the off-site levy bylaw's underlying growth assumptions and corresponding	
	recreation demand modelling.	
38	CONCERNS WITH THE COMMUNITY RECREATION OFF-SITE LEW BYLAW	Concern
	Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional	
	Community Recreation Off-Site Levy Bylaw and offers the following four (4) concerns. CONCERN #3: FUNDING SOURCES	
	*** understands that municipal community recreation infrastructure is often funded by	
	grants from the Provincial government. Based on our review of the proposed Community	
	recreation off-site levy bylaw, it appears that investment required for future community	
	recreation infrastructure is to be funded entirely by new development and existing ratepayers.	
	*** recommends that the Regional Community Recreation Off-Site Levy Bylaw	
	calculations should be revised to assume a proportional investment from the Province for	
	future infrastructure.	
39	When will this be initiated?	Information
40	Would the Community Recreation Levy apply to any Land Use type?	Information
41	Without this levy, how is this currently funded? Is this not a double dip?	Information
42	Why are there not more options, last year there was 4 options. Why was a special rate and	Concern
	catchment option not chosen?	Concern
43	How does Calgary do it?	Information
44	If you're in east Balzac, miles from the west and paying for base when you won't even use	Concern
	that facility at all. Those developers will see very little benefit. Impact on developers is	Concern
	greater.	
45	Those in industrial areas should not have to pay, seems like double dip.	Concern
46	This 2:1 ratio, is this a 'feels right' number or based on a study?	Information
 47	Are the levies only for capital?	Information
48	Will you have a levy for operational cost?	Information
49	The timing of collection of levies vs building facilities and development times. Does this	Information
	assume the County would take out debt to build the facilities and then repay themselves	mormation
	using levies?	
50	Recreation cost sharing; is one coming with Calgary?	Information
51	As someone who is an industrial contributor, it's easier to understand when it comes to	Concern
	operations then when it comes to recreation. It helps if you're building a residential	
	community, but industrial areas are limited-service areas. Not same return on money for	
	developers. Businesses are not using rec centres/amenities. People who work in Balzac	
	generally live in Airdrie or Calgary and these are not RVC residents using RVC facilities.	
52	Are there thoughts of other recreational facilities in the future?	Information
53	If another recreation project comes along in 5 years would the levy increase?	Information
54	Council has said they need to revisit the rec master plan. What happens to the money	Concern
	collected if/when plans change?	
55	If no Conrich facility was built, could the money be used for some new unidentified build?	Information
56	One is about the recreation levy and at what stage is it applied? Is it subdivision only or	Information
	would some development permits be eligible as well?	
57	Hi yes, I am wondering about the recreation levy particularly and I'm sorry I haven't read	Information
	through the materials yet, but is there a possibility to apply the levy to only a specific	

D-2 Attachment B Attachment B - Regional Off-Site Levy Bylaw Updates -Page 16 of 20 **What We Heard Report** development area? For example, if you have, you know a 40-acre parcel, but you're developing a Small area of it. Does the levy apply to the entire 40 acres, or would it be to a development area? There was another question respect to development area. The example given, if you have Information 58 a 40-acre parcel and you're only doing business or uses for maybe 10 acres of that. Would you then, with the levies specifically for the recreation levy, would it be applied to the 40 acres or just 10 acres? **STORMWATER LEVY COMMENTS** Regional Stormwater Off-Site Levy Bylaw - We are encouraged to see that the proposed Support revisions to the stormwater off-site levy include levies to pay for necessary infrastructure within the areas that will be serviced by the CSMI system. It never made sense that the existing stormwater off-site levy collected funds to pay for the regional conveyance system without recognizing that stormwater had to get to that regional conveyance system. Langdon, Janet and Conrich area-specific levies are an essential element for viable stormwater management in east RVC. Continuing to permit development without effectively managing stormwater is not sustainable from either an environmental or a long-term financial perspective. Although the stormwater levies may now be higher in these areas than stormwater levies in neighbouring municipalities, the total off-site levies paid in these areas remain significantly lower than the totals paid in the other municipalities. As a result, the impact on regional competitiveness still favours development in Rocky View. 60 Stormwater Levy: Support No comments or concerns. What improvements in infrastructure are going to occur? What are we getting for this Information 61 62 Better service, more connection to that service therefore levies are going up? Is this what Information is currently happening or is this to serve a future plan? When the storm water levies were updated back in 2020, staff had brought forward the Information 63 two-tiered regional and local connectivity. Has this not gone forward under the previous Council? TRANSPORTATION LEVY COMMENTS The budget for transportation capital projects is at \$1.85 Billion, are all of the projects Information included in that number expected to be constructed within the next 25-30 years? How was the new base levy split determined between rural and rurban? Rurban is a new 65 Information term to me, and this delineation appears to only be used for the transportation levy. The transportation base levy for rural goes up by 35% to \$6199/ac and the base levy for rurban goes up 278% to \$17,394/ac. 66 It seems most equitable to have the same base rate applied equally to all land, as it is with Concern the new recreation levy. This would be a new transportation base levy at \$10,912/ac, which still represents a substantial increase from the current rate. 67 Is there a public document available that goes into more detail or breakdown of projects Information included on the attached Map A? 68 Given the size and diversity of the County a further breakdown in zones for transportation Concern levy could be another way of looking at it. In regard to our current development project

*** would see no benefit from most of the projects shown on the map included in the base levy. Although we would produce a higher traffic count per acre than 5 acre+ sized subdivisions, those counts are being added to very few locations immediately adjacent to major corridors. In other large municipalities we see transportation levies broken down by region on a much smaller scale for transportation projects, often with levy rates being assigned to individual quarter sections at different rates depending on proximity to

	Attachment B - Regional Off-Site Levy Bylaw Updates - What We Heard Report	D-2 Attachmer Page 17 of
	existing infrastructure, future network improvements and timing. Below snapshot is an	
	example of transportation levies in Parkland County. There are probably good reasons	
	that Rocky View's levies haven't been done in this way, but it seems more equitable in	
	regards to actual benefit and actual cost.	
69	regards to actual benefit and actual cost. Transportation Off-Site Levy Bylaw - We support the proposed changes to the Transportation Off-Site Levy (TOL) Bylaw. From the residents' perspective, a more equitable levy structure would base the levy charged for residential development on the number of new dwellings created rather than on the acreage involved. However, we recognize that Administration sees significant difficulties in implementing this alternative. The proposed two-tiered TOL (rural / rurban rates) acknowledges the greater infrastructure demands from higher density residential development and commercial development while maintaining greater structural and administrative simplicity relative to a per-dwelling rate structure. As a result, we strongly support this change. In terms of which types of development pay the rural versus the rurban rate, aggregate resource development should pay the higher rate as do all other commercial developments. Gravel pits are not temporary in terms of any meaningful planning horizon, and their end use is uncertain. They involve significant heavy truck traffic whose demands on the road network are comparable to, if not greater than, other commercial operations. They are not comparable to those from lower density residential or agricultural development. Incorporating the costs for bridges along the road networks that are part of the TOL is also a solid step forward. Bridges are an essential component of the transportation network, and their costs should be covered by the TOLs. The information indicates that there may be consideration for phasing the TOL rate increases. We believe the revised rates should be fully implemented immediately, not over time. Existing County stakeholders, both residential and business, have subsidized new development's share of transportation infrastructure costs for too long. There is no rationale for extending that subsidization.	Support
	Impacted developers may complain, but as is obvious from staff's presentation, the levy costs associated with development in Rocky View will remain significantly lower than	
	those of any neighbouring municipality.	
70	Transportation Levy: The increase in transportation levy is substantial. The methodology used takes all projects which may be built over a very long period and levies a potential cost for those projects over all land. This method doesn't provide a timeline for those improvements and there is no correlation conveyed in the base levy between the funds collected and the projects built. Essentially this means that levies collected in the 2020's could be held for 80 years until some of the last projects are completed on Map A – and those projects may be far away from the land that originally paid those levies. The County's size and geography also don't lend well to a broad base levy as has been proposed. \$1.856 Billion is an eye-popping number for a rural Alberta municipality to contemplate spending on transportation infrastructure and some further detailed consideration on the projects included and the benefitting areas would be merited. It seems unnecessary to include projects in the transportation levy that are, by any reasonable assessment, far outside of a reasonable development horizon.	Concern
71	CONCERNS WITH THE REGIONAL TRANSPORTATION OFF-SITE LEVY BYLAW Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional Transportation Off-Site Levy Bylaw and offers the following three (3) concerns. CONCERN #1: PROPORTIONALITY *** does not understand why the proposed regional transportation off-site levy makes a distinction between 'rurban' and 'rural' development forms as it relates to the	Concern

contribution of funding for future upgrades to the County's long range transportation

D-2 Attachment B Attachment B - Regional Off-Site Levy Bylaw Updates -**What We Heard Report**

network. Based on our understanding of the various schedules attached to the proposed Off-Site Levy Bylaw, we understand that: Rurban landowners/developers will contribute 75% of the costs for future long range transportation network upgrades; and Rural landowners/developers will contribute 25% of the costs for future long range transportation network upgrades. Given the proposed Off-Site Levy Bylaw is including the total \$946,841,237 of infrastructure investment required from developers to fund the future long range transportation network to its ultimate anticipated capacity, why are rural and rurban developers treated differently? *** believes it would be fairer to consider these two types of developers proportionally the same when it comes to the need for future infrastructure. On what basis is the 75/25 split determined and why? Does geographical location within the County and/or the type of new development play a factor in this7 Acknowledging the *rurban' definition included in Schedule 'A', *** believes the arbitrary distinction between rural and rurban developers may be creating disproportionate expectations for funding the long-range transportation network upgrades when considering the principles in Section 3 of the Off-Site Levy Regulation. 72 CONCERNS WITH THE REGIONAL TRANSPORTATION OFF-SITE LEVY BYLAW Concern Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional Transportation Off-Site Levy Bylaw and offers the following three (3) concerns. **CONCERN #2: GEOGRAPHIC LOCATION** Map 'A' of the Regional Transportation Off-Site Levy identifies the specific location of all segments of the long-range transportation network that are proposed to be upgraded in support of anticipated growth within the County. Schedules 'B1' and 'B2' delineate the specific type of roadway cross-section and associated upgrade costs for each segment. *** acknowledges that areas benefitting from the expanded long range regional transportation infrastructure network include all lands that are expected to be developed within the County and correspondingly contribute increased traffic onto the long-range network. To this end, *** appreciates that the costs associated with 'background regional traffic' have been removed from the 'developer' funded portion of the upgrade costs. However, *** does not understand how the Off-site Levy Bylaw's methodology has considered the physical location of proposed development within the County. For example, why should a developer pursuing a subdivision within the Cochrane Lake community need to contribute infrastructure investment to fund future upgrades to infrastructure in Langdon, and/or vice versa? *** recommends the Regional Transportation Off-Site Levy be established based on the expected traffic generation and distribution that is connected directly to a specific location of development (i.e. ASPs)? Does the Off-Site Levy make any distinction between the specific type of development (i.e., residential, commercial, and industrial) and the amount and type of associated traffic it generates? 73 CONCERNS WITH THE REGIONAL TRANSPORTATION OFF-SITE LEVY BYLAW Concern Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional Transportation Off-Site Levy Bylaw and offers the following three (3) concerns. CONCERN #3: UNDERLYING GROWTH ASSUMPTIONS *** assumes that the geographic extent of future upgrades to the long-range transportation network as illustrated on Map *A' of the Regional Transportation Off-Site Levy are based on the County's underlying growth management assumptions contemplated by the 2013 Municipal Development Plan (County Plan). *** notes that the County is preparing a new Municipal Development Plan (MDP) that is anticipated to be before Council at a public hearing some time in 2025.

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	*** further notes that since the County Plan was adopted in 2013, the province mandated	
	regional planning within the Calgary Region under the auspices of the Calgary	
	Metropolitan Region Board (CMRB). Subsequently, the CMRB adopted a Regional Growth	
	Plan (RGP) in 2022 which dramatically alters expectations for future rural development in	
	the County. Alternatively, the CMRB RGP contemplates an urban form of development	
	within determined Joint Planning Areas — in accordance with Regional Context Studies	
	and subsequent Area Structure Plan (ASP) reviews/updates.	
	As such, *** is concerned that the total anticipated infrastructure costs contemplated by	
	this proposed Regional Transportation Off-Site Levy are based on 'out-dated' development	
	assumptions that are over a decade old which do not reflect the current (and evolving)	
	growth management expectations within the County and the Region. For this reason, ***	
	is concerned that the corresponding per ha (per ac) levy rates to be charged by this	
	proposed bylaw may be substantially over-estimating (or under-estimating) the amount of	
	growth expected within the County.	
	*** recommends that implementation of the Regional Transportation Off-Site Levy Bylaw	
	be delayed until after the County (and CMRB) approve the new Municipal Development	
	Plan (MDP) and Regional Context Studies. This will allow the County to update the off-site	
	levy bylaw's underlying growth assumptions and corresponding traffic generation	
	modelling.	
74	Why is Springbank [cost's] down?	Information
75	What would be the timing if this is implemented?	Information
76	Can you explain how council voted to freeze numbers in 2020. If the money was frozen,	Information
	where did the money come from? Tax dollars?	
77	So, ultimately it would never touch taxpayer dollars, it would touch the levy reserve?	Information
78	Do you have feedback from when Council voted to freeze fees, what their reasoning was	Information
	to freeze those fees? Was it make our region more attractive for development?	
79	In terms of payment, is the transportation levy payment like the other 3 levies?	Information
80	How comparable are the rates compared to the surrounding markets?	Information
81	Why did you choose Strathcona county for other county benchmarking?	Information
82	Why not special levies for special areas, like bridges?	Concern
83	Why is the gravel industry is treated differently and has a lower rate?	Information
84	Do these transportation levies include underground infrastructure?	Information
85	Why was the schedule F, special area 4 construction land for purchase of RR34 fly over	Information
	100% paid by Rocky View?	mormation
86	Why not put the fly over at RR40?	Information
87	Given that the levies are paid at subdivision, Springbank is the only community that	Concern
0,	benefits. What about Harmony? This subdivision is not paying for what they're benefiting	Concern
	from.	
WA	TER/WASTEWATER LEVY COMMENTS	
88	Given that the levies are paid at subdivision, Springbank is the only community that	Concern
	benefits. What about Harmony? This subdivision is not paying for what they're benefiting	
	from.	
89	Regional Water and Wastewater Off-Site Levy Bylaw - Our previous concerns regarding	Support
	whether the water/wastewater levies will effectively recover the County's debt incurred to	
	construct the existing and future infrastructure remain unchanged. That said, we have not	
	had the opportunity to determine if the proposed new levy rates improve debt recovery.	
	The County fronted the costs to extend servicing to East Balzac, so expanding the	
	water/wastewater levies to apply to development there makes sense.	
90	Is there a way to secure a 50% deferral rate for our wastewater/water levies?	Concern
91	Will borrowing costs be reset to zero, or will they be included in the new rate?	Information
	1 22 2 death at	

	What We Heard Report	Page 20 of
92	Water and Wastewater Levy:	Concern
	These levies are divided into separate components but some of the same feedback applies	
	to each point, corresponding project numbers from the proposed levies are referenced	
	below. Project D6, the major upgrades to the water treatment plant appears to be the	
	primary driver for revisiting the existing levy rates under this bylaw.	
	D1 and D2: The projects summarized that there is no measurable benefit to existing	
	development but the project descriptions include doubling the amount of pumps at each	
	lift station and major capital improvements to the waste water treatment plant. The	
	improvements listed for both D1 and D2 would be providing redundancy and resiliency for	
	a large period of time, up until the maximum theoretical capacity is reached. This appears	
	to be a benefit to the County and to existing development.	
	D7a, D7b, D8, D9a, D9b: There are no upgrades proposed under these Schedules. Each	
	project references the increased system capacity up to 8000 cubic meters and provision of	
	water to existing developed areas but offers no detailed description on why the existing	
	levy rate can't be retained and the recoverable amount reduced instead. It appears that	
	the recoverable amount is being increased to align with an increase in theoretical capacity	
	which for these projects, already exists and is already covered by the existing bylaw levy rates.	
	D11: This project notes that there is zero capital cost or recoverable cost incurred to date,	
	but that 3808 cubic meters of capacity has been committed and \$2.7M of levies have	
	been collected against this future project, or \$708/m3 to date. This levy is proposing a	
	cost of \$4821/m3 and the actual capital project cost per volume is \$2864/m3. The project	
	summary notes that no benefit to existing development will be provided – but also that	
	development levies have been collected from existing development land and capacity has	
	been assigned to existing development. There seem to be a few items that are	
	incongruent regarding Schedule D11. The levies do not account for any benefit to	
	developed land, though installing a backup loop and additional capacity adds resiliency to	
	the overall system. This benefit is shared by future development lands, existing developed	
	lands, and the County.	
93	Has there been any consideration or discussion with the city of Calgary to have regional	Information
	infrastructure?	
94	Is there a grant that offset the cost of provincial funding? Was that a unique opportunity	Information
	to apply for those grants or are there more available to the county?	
95	Are there updated maps for new areas? Are there updated boundaries for other areas?	Information
96	Do you know the amount of servicing today (water Langdon)? Is it being upgraded?	Information
97	Are improvements to get this up to 8000 per day something in the horizon?	Information
98	On the water side, is there a list of projects that fall under the potable water levy?	Information
99	Are new projects undertaken by the County or the developer?	Information
100	Is Council on board with first reading? With the first rates you've provided to them?	Information
101	A lot of us have projects with you, completed in the last year or two. Are we able to get	Information
400	from staff what the current rates are vs the new rates for comparison?	
102	Are you worried about run-on subdivisions?	Information
103	Given the proposal, and no changes to it; What is a conceivable date for Council's approval	Information
	and it becoming effective? Considering approval dates of land use amendments and	
	subdivisions. What is the rate before/after approval?	



November 20, 2024

Rocky View County
Planning, Development & Engineering Staff
262075 Rocky View Point
Rocky View County, Alberta, T4A oX2

Attention: Jeannette Lee **REF:** Rocky View Bylaw Levy Amendments & Additions

RE: Development Community – Levy Feedback and Recommendations

Dear Jeannette,

Firstly, thank you to Rocky View County (RVC) for hosting the various work sessions with the Development Community during the month of October. They were informative and provided greater clarity around the rationale for the Bylaw Levy Amendments and Recreation Levy addition.

Administration was tasked with garnering feedback from the Development Community. During the information session that Hopewell and Beedie attended on October 31st, it was requested that feedback be provided to RVC with respect to the implementation and timing of the Bylaw Levy amendments.

RVC Council and Administration have presently approved first reading for Bylaw C-8547-2024, C-8548-2024 and C-8549-2024. These Bylaws would amend the Regional Stormwater Offsite Levy Bylaw C-8008-2020, Regional Water & Wastewater Offsite Levy Bylaw C-8009-2020 and Regional Transportation Off-Site Bylaw C-8007-2020 respectively.

RVC Council and Administration further approved first reading for the Community Recreation Off-Site Bylaw C-8550-2024.

The Transportation Rural Base levy rate is being unfrozen from \$4,495.00 per acre and increased to \$14,268.00 per acre. East Balzac Special area rates increase from \$17,200.00 per acre to \$20,014.00 per acre. The increase as explained during the information session, was to align with inflation and having frozen the rate for the past 4 years.

The Water & Wastewater rate is increasing from \$31,837.00 per m3/per day/per acre to \$37,507.00 per m3/per day/per acre. The increase as explained during the information session, was to align with inflation and having frozen the rate for the past 4 years.

The Community Recreation rate will be \$1,162.00 per acre for the base County wide rate and further catchment rates apply to specific areas.





The increases equate to \$19,419.00 per acre (approx.) in the East Balzac area.

As you can appreciate, these increases will have detrimental effects to the Development Community at large, with our proforma models now having to absorb a large \$19,419 per acre increase in levy payments. On a ¼ Section of land, this equates to \$3.1m of increased fees, with very little increased service.

It was clear that Administration and Council do require these increases to provide services to the greater county area and as such, here are a few recommendations that we would suggest to RVC to employ:

1. Delay Levy Implementation for a period of 12 months

Developers invest heavily in pre-design work before submitting applications to municipalities. For example, designing a typical industrial warehouse can take 3-6 months before submission. Developers base their decisions to apply for permits largely on project economics, of which levies are a key factor. For a 20-acre parcel, an additional \$1M in costs due to levy increases could significantly impact a development's proforma. A delay would give developers time to adjust their plans accordingly. We suggest that the effective date of the levy increases does not take effect until January 1, 2026. At a minimum.

2. Grandfather Submitted/Conditionally Approved Projects Under the Previous Levy Regime

Some developers may have conditional development permits or potential Development Agreements, but are waiting on completing other improvements, such as offsite work, or have implemented a temporary pause on their projects due to current market conditions. Grandfathering these projects would prevent developers from being financially punished by both higher levies and a slower market. Most permits have a 1–2-year lifespan, so developers cannot just keep renewing indefinitely to avoid higher levies, especially since they pay renewal fees as well.

3. Eliminate the Community Recreation Levy for Non-Residential Developments

While the recreation levy amount is lower, the principle is that non-residential users will not directly benefit from these uses, which are geared toward residential communities. Through property taxes and the currently existing Municipal Reserve (MR) structure of land dedication or Cash-in-lieu, non-residential users already contribute to the benefit of residential users.

4. Commitment to Additional Staffing to Improve Permit Processing Times

With the county experiencing significant growth, there has been a noticeable slowdown in processing times. While this may not be directly related to levies, higher costs should equate to improved services. Timelier processing would benefit both developers and the community, helping us continue supporting regional development.





As a community, we understand that changes in the Bylaw structures are necessary to the continued development of Rocky View County and we do fully support the planning that has gone into East Balzac, Janet, Bearspaw, Springbank and other valued areas.

We would like to ensure that increases in levies to promote services, do not subsequently hinder continued investment in those same areas.

There are several Developers that are signatories to this letter and support the recommendations provided in this memorandum.

Best Regards,

Hopewell Development LP

DEREK FOX

VICE PRESIDENT, CONSTRUCTION

DFOX@HOPEWELL.COM

cc. David Forbes - Principal – Enright Capital Ltd

Jorden Dawson - Vice President - Beedie Industrial Development

Geoff Macmillan - Director, Development - Anthem Properties

Miguel Martinez - Director, Development, Prairie Regions - Quadreal





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December 5th, 2024

Rocky View County 262075 Rocky View Point Rocky View County, AB T4A 0X2

Re: Proposed Regional Off-Site Levy Bylaw Updates

- Regional Transportation Off-Site Levy Bylaw C-8549-2024
- Community Recreation Off-Site Levy Bylaw C-8550-2024
- Regional Water and Wastewater Off-Site Levy Bylaw C-8548-2024
- Regional Stormwater Off-Site Levy Bylaw C-8547-2024

Attn: <u>Engineering@rockyview.ca</u>; <u>Legistlativeservices@rockyview.ca</u>

Dear Reeve and Council,

Overland Container Transportation Services (OCTS) is a transportation services provider operating in association with CN and CP/KC rail terminals located within both the Calgary and Edmonton metropolitan areas. OCTS's operations provides our customers with reliable and efficient railway logistics, transportation, and storage services across Western Canada, the Yukon, and Northwest Territories. OCTS is one of the largest container drayage providers in Alberta, and we are proud to be the "last mile" for prominent global steamship lines and freight companies.

OCTS presently employs ____ people operating out of five (5) locations with the City of Calgary's Foothills Industrial Park. Given the continued urbanization occurring within the southeast portion of the city, OCTS's operations are being challenged by increased traffic congestion. As such, OCTS has purchased ±64 ha (±160 ac) within Rocky View County's Conrich community, directly adjacent to CN's Calgary Logistics Park. OCTS intends to strategically re-locate its entire base of operations from the Foothills Industrial Park to the Conrich Regional Business Centre to strategically capitalize on the area's efficient connections with regional transportation infrastructure. To this end, OCTS has submitted a Conceptual Scheme with a concurrent Land Use Amendment application and is presently working through this process with administration and local stakeholders. We are excited by our opportunity to become a corporate citizen of Rocky View and can't wait to patriate our regionally significant transportation and logistics business from Calgary to Rocky View County. To this end, we are compelled and attracted by *The Rocky View Advantage!*

OCTS recently became aware of the County's plans to update Rocky View's Regional Off-Site Levy Bylaws. We commend Council for preparing and implementing such strategic

implementation measures to ensure sustainable growth and development continues within the County for the benefit of all existing and future Rocky View constituents. OCTS has participated in the County's engagement processes relative to these Off-Site Levy Bylaws and attended the recent online events. We have appreciated our opportunities to participate in the various engagement processes and have taken liberty to educate ourselves accordingly.

In this regard, OCTS has prepared the below-referenced estimates of the combined regional off-site levy bylaw payments in relation to our proposed Conceptual Scheme development within the Conrich community. The table compares the current and proposed rates — and demonstrates how OCTS may be required to provide the County with a <u>substantial increase</u> in regional off-site levy payments which is challenging the feasibility of our project.

Overland Container Transportation Services - Overland Open Park Conceptual Scheme Estimated Off-Site Levy Payment Comparison

CURRENT RATES

Net Developable	Transportal	tion Off-Site Levy	Stormwater Off-Site Levy	Water Off-Site Levy	Wastewater Off-Site Levy	Community Recreation Off-Site Levy	TOTAL
60.4 ha	Base Levy @ \$11,354 / ha	Special Area #2 Levy @ \$12,869 / ha	Base Levy @ \$14,807 / ha	Assumed 316 m3/d	day water demand	N/A	
	\$685,781.60	\$777,287.60	\$894,342.80	\$4,231,887.00	\$3,885,071.00	\$0.00	\$10,474,370.00

PROPOSED RATES

Net Developable	Transportati	ion Off-Site Levy	Stormwater	Off-Site Levy	Water Off-Site Levy	Wastewater Off-Site Levy		Recreation te Levy	TOTAL
60.4 ha	Rurban Levy (8 \$42,981 / ha	Special Area #2 Levy @ \$18,980 / ha	CSMI Area Levy @ \$20,592 / ha	Conrich Benefitting Area Levy @ \$6,381 / ha		day water demand	Race Low R	Eastern Levy @ \$15,014 / ha	
	\$2,596,052.40	\$1,146,392.00	\$1,243,756.80	\$385,412.40	\$5,825,024.00	\$4,089,641.00	\$173,408.40	\$906,845.60	\$16,366,532.60

Notes

1. OCTS's estimate for Water & Wastewater Off-Site Levy assumes 20,000 m2 of commercial buildings, 9.3 ha of future industrial subdinision, water demand of 2.43 m3/day for the Phase 1 Logistics centre, and 170 future multi-family dwelling units

PRINCIPLES OF AN OFF-SITE LEVY

OCTS understands that, in establishing an off-site levy, a municipality must consider the general principles established by the *Off-Site Levy Regulation*, *Alberta Regulation 187/2017*, specifically Section 3 which reads as follows:

Section 3: Off-Site Levy General Principles

- (1) Subject to section 3.1, the municipality is responsible for addressing and defining existing and future infrastructure, transportation infrastructure and facility requirements.
- (2) The municipality may, where necessary and practicable, coordinate infrastructure, transportation infrastructure and facilities provisions with neighbouring municipalities.
- (3) Notwithstanding anything to the contrary in this Regulation, the off-site levy is of no effect to the extent it directs the Government of Alberta to expend funds, to commit to funding transportation infrastructure or arrangements to undertake particular actions or to adopt particular policies or programs.
- (4) A municipality must not compel an applicant for a development permit or subdivision approval to fund the cost of the construction of infrastructure, transportation

infrastructure or facilities to be funded by an off-site levy beyond the applicant's proportional benefit.

OCTS has reviewed the four (4) proposed regional off-site levy bylaws from the perspective of the *Off-Site Levy Regulation's* principles, with particular emphasis on Section 3(4) which indicates the County <u>cannot</u> direct an applicant to provide a proportional contribution for infrastructure investment that <u>exceeds</u> the proportional benefit that an applicant can reasonably expect as a return.

Applying Section 4(c) of the *Off-Site Regulation*, OCTS has **no concern** with the proposed levy payments contemplated by the Water and Wastewater Off-Site Levy Bylaw (C-8548-2024) and Stormwater Off-Site Levy Bylaw (C-8547-2024) given that the regional utility servicing and stormwater drainage infrastructure capacity that this off-site levy will fund directly (and proportionally) provides benefit to our proposed industrial development within the Conrich Community.

However, OCTS <u>has concerns</u> with the Regional Transportation Off-Site Levy Bylaw (C-8549-2024) and the Community Recreation Off-Site Levy Bylaw (C-8550-2024) and appreciates the opportunity to share them as described within the following sections.

CONCERNS WITH THE REGIONAL TRANSPORTATION OFF-SITE LEVY BYLAW

Applying Section 4(c) of the *Off-Site Regulation*, OCTS has reviewed the proposed Regional Transportation Off-Site Levy Bylaw and offers the following three (3) concerns.

CONCERN #1: PROPORTIONALITY

OCTS does not understand why the proposed regional transportation off-site levy makes a distinction between 'rurban' and 'rural' development forms as it relates to the contribution of funding for future upgrades to the County's long range transportation network. Based on our understanding of the various schedules attached to the proposed Off-Site Levy Bylaw, we understand that:

- Rurban landowners/developers will contribute <u>75% of the costs</u> for future long range transportation network upgrades; and
- Rural landowners/developers will contribute <u>25% of the costs</u> for future long range transportation network upgrades.

Given the proposed Off-Site Levy Bylaw is including the <u>total</u> \$946,841,237 of infrastructure investment required from developers to fund the <u>future</u> long range transportation network to its ultimate anticipated capacity, why are rural and rurban developers treated differently?

OCTS believes it would be fairer to consider these two types of developers proportionally the same when it comes to the need for future infrastructure? On what basis is the 75/25 split determined and why? Does geographical location within the County and/or the type of new development play a factor in this? Acknowledging the 'rurban' definition included in Schedule 'A', OCTS believes the arbitrary distinction between rural and rurban developers may be

creating disproportionate expectations for funding the long-range transportation network upgrades when considering the principles in Section 3 of the *Off-Site Levy Regulation*.

CONCERN #2: GEOGRAPHIC LOCATION

Map 'A' of the Regional Transportation Off-Site Levy identifies the specific location of all segments of the long-range transportation network that are proposed to be upgraded in support of anticipated growth within the County. Schedules 'B1' and 'B2' delineate the specific type of roadway cross-section and associated upgrade costs for each segment.

OCTS acknowledges that areas benefitting from the expanded long range regional transportation infrastructure network include <u>all lands</u> that are expected to be developed within the County and correspondingly contribute increased traffic onto the long-range network. To this end, OCTS appreciates that the costs associated with 'background regional traffic' have been removed from the 'developer' funded portion of the upgrade costs.

However, OCTS does not understand how the Off-site Levy Bylaw's methodology has considered the physical location of proposed development within the County. For example, why should a developer pursuing a subdivision within the Cochrane Lake community need to contribute infrastructure investment to fund future upgrades to infrastructure in Langdon, and/or vice versa?

OCTS recommends the Regional Transportation Off-Site Levy be established based on the expected traffic generation and distribution that is connected directly to a specific location of development (i.e. ASPs)? Does the Off-Site Levy make any distinction between the specific type of development (i.e., residential, commercial, and industrial) and the amount and type of associated traffic it generates?

CONCERN #3: UNDERLYING GROWTH ASSUMPTIONS

OCTS assumes that the geographic extent of future upgrades to the long-range transportation network as illustrated on Map 'A' of the Regional Transportation Off-Site Levy are based on the County's underlying growth management assumptions contemplated by the 2013 Municipal Development Plan (County Plan).

OCTS notes that the County is preparing a new Municipal Development Plan (MDP) that is anticipated to be before Council at a public hearing some time in 2025.

OCTS further notes that since the County Plan was adopted in 2013, the province mandated regional planning within the Calgary Region under the auspices of the Calgary Metropolitan Region Board (CMRB). Subsequently, the CMRB adopted a Regional Growth Plan (RGP) in 2022 which dramatically alters expectations for future rural development in the County. Alternatively, the CMRB RGP contemplates an urban form of development within determined Joint Planning Areas — in accordance with Regional Context Studies and subsequent Area Structure Plan (ASP) reviews/updates.

As such, OCTS is concerned that the total anticipated infrastructure costs contemplated by this proposed Regional Transportation Off-Site Levy are based on 'out-dated' development

assumptions that are over a decade old which do not reflect the current (and evolving) growth management expectations within the County and the Region. For this reason, OCTS is concerned that the corresponding per ha (per ac) levy rates to be charged by this proposed bylaw may be substantially over-estimating (or under-estimating) the amount of growth expected within the County.

OCTS recommends that implementation of the Regional Transportation Off-Site Levy Bylaw be delayed until <u>after</u> the County (and CMRB) approve the new Municipal Development Plan (MDP) and Regional Context Studies. This will allow the County to update the off-site levy bylaw's underlying growth assumptions and corresponding traffic generation modelling.

CONCERNS WITH THE COMMUNITY RECREATION OFF-SITE LEVY BYLAW

Applying Section 4(c) of the *Off-Site Regulation*, OCTS has reviewed the proposed Regional Community Recreation Off-Site Levy Bylaw and offers the following four (4) concerns.

CONCERN #1: PROPORTIONALITY

OCTS does not understand why the proposed regional community recreation off-site levy bylaw makes a distinction between new development and existing ratepayers as it relates to the contribution of funding for future upgrades to the County's recreation infrastructure. Based on our understanding of the various schedules attached to the proposed Off-Site Levy Bylaw, we understand that:

- Within the Eastern catchment area, new development will contribute 80% of the costs for future community recreation infrastructure specific to the catchment, and existing ratepayers will contribute 20% of the costs for future community recreation infrastructure specific to the catchment.
- Within the Western catchment area, new development will contribute approximately 70% of the costs for future community recreation infrastructure specific to the catchment, and existing ratepayers will contribute about 30% of the costs for future community recreation infrastructure specific to the catchment.
- Within the entire County, new development will contribute approximately 70% of the costs for future community recreation infrastructure County-wide, and existing ratepayers will contribute about 30% of the costs for future community recreation infrastructure Countywide.

Given the proposed Off-Site Levy Bylaw is including the <u>total</u> \$89M of investment required from developers to fund the <u>entire</u> community recreation infrastructure network to its ultimate anticipated capacity, why are <u>new</u> developers and <u>existing</u> ratepayers treated differently?

OCTS believes it would be fairer to consider new development and existing ratepayers proportionally the same when it comes to the need to fund future community recreation infrastructure? OCTS believes the arbitrary distinction between new development and existing ratepayers may be creating disproportionate expectations for funding the future community

recreation upgrades when considering the principles in Section 3 of the *Off-Site Levy Regulation*.

CONCERN #2: UNDERLYING GROWTH ASSUMPTIONS

OCTS assumes that the geographic extent of future upgrades to the community recreation infrastructure network are based on the County's underlying growth management assumptions contemplated by the 2013 Municipal Development Plan (County Plan).

OCTS notes that the County is preparing a new Municipal Development Plan (MDP) that is anticipated to be before Council at a public hearing some time in 2025.

OCTS further notes that since the County Plan was adopted in 2013, the province mandated regional planning within the Calgary Region under the auspices of the Calgary Metropolitan Region Board (CMRB). Subsequently, the CMRB adopted a Regional Growth Plan (RGP) in 2022 which dramatically alters expectations for future rural development in the County. Alternatively, the CMRB RGP contemplates an urban form of development within determined Joint Planning Areas — in accordance with Regional Context Studies and subsequent Area Structure Plan (ASP) reviews/updates.

As such, OCTS is concerned that the total anticipated infrastructure costs contemplated by this proposed Regional Community Recreation Off-Site Levy are based on 'out-dated' development assumptions that are over a decade old which do not reflect the current (and evolving) growth management expectations within the County and the Region. For this reason, OCTS is concerned that the corresponding per ha (per ac) levy rates to be charged by this proposed bylaw may be substantially over-estimating (or under-estimating) the amount of growth expected within the County.

OCTS recommends that implementation of the Regional Community Recreation Off-Site Levy Bylaw be delayed until <u>after</u> the County (and CMRB) approve the new Municipal Development Plan (MDP) and Regional Context Studies. This will allow the County to update the off-site levy bylaw's underlying growth assumptions and corresponding recreation demand modelling.

CONCERN #3: FUNDING SOURCES

OCTS understands that municipal community recreation infrastructure is often funded by grants from the Provincial government. Based on our review of the proposed Community recreation off-site levy bylaw, it appears that investment required for future community recreation infrastructure is to be funded entirely by new development and existing ratepayers.

OCTS recommends that the Regional Community Recreation Off-Site Levy Bylaw calculations should be revised to assume a proportional investment from the Province for future infrastructure.

In conclusion, OCTS appreciates this opportunity to share our perspectives regarding the proposed updates to the County's regional off-site levy bylaws. We commend administration and Council for taking a leadership position with the objective of directing sustainable growth within the County. OCTS has concerns with the proposed regional transportation and

community recreation off-site levy bylaws, and based on our understanding, we believe the methodology underpinning the two may be contrary to the principles of the Off-Site Levy Regulation, specifically as it relates to directing a burden on new development that is not proportional to the anticipated benefit. For this reason, we recommend Council delay the adoption of the Regional Transportation and Community Recreation Bylaws pending further work by administration relative to their underlying assumptions.

Respectfully,

Joe Tompalski

to Jupal

President, Overland Container Transportation Services (OCTS)

D-2 Attachment C Page 11 of 24



#201 – 9894 42 Avenue NW Edmonton, Alberta T6E 5V5

T 780.430.0529 F 780.433.3449

November 14th, 2024

Capital and Engineering Services 262075 Rocky View Point Rocky View County, AB T4A 0X2 Edmonton, AB T6X 0A9

RE: Offsite Levy Bylaw Feedback – Rocky View County, AB

This letter is provided in accordance with the ongoing consultation process regarding changes to Rocky View County's Offsite Levy Bylaws. Camgill Development Corporation is an active developer in Rocky View County and is impacted by changes to the offsite levy bylaw. We commend the County on the clarity of the documents, maps and presentations that have been made available explaining the changes and impact to each development area under the proposed bylaw.

Overall the proposed levies represent substantial increases to the existing rates. While we understand that costs have increased and the County is expanding servicing capacity, predictability of costs are very important for development. It takes many years to bring projects to fruition and dealing with sudden and substantial cost increases half-way through a project is problematic. In regard to the water, wastewater, and transportation levies, I request that the County considers and implements a phased approach towards the increases over a period of a few years. We are currently developing in East Balzac and a 64% increase in transportation levies is a very large and unanticipated cost increase. Phasing levy increases over a period of years would have minimal impact on the County but will have substantial impact for active developers today and in the coming years.

Stormwater Levy:

No comments or concerns.

Community Recreation Facilities Levy:

We understand the reason for the introduction of this new levy. Providing opportunities to offset payment of the recreation levy through provision of qualifying recreational installations as part of new development would be worth consideration, especially for areas that are far removed from planned recreation centre locations.

Water and Wastewater Levy:

These levies are divided into separate components but some of the same feedback applies to each point, corresponding project numbers from the proposed levies are referenced below. Project D6, the major upgrades to the water treatment plant appears to be the primary driver for revisiting the existing levy rates under this bylaw.

D1 and D2: The projects summarized that there is no measurable benefit to existing development but the project descriptions include doubling the amount of pumps at each lift station and major capital improvements to the waste water treatment plant. The improvements listed for both D1 and D2 would be providing redundancy and resiliency for a large period of time, up until the maximum theoretical capacity is reached. This appears to be a benefit to the County and to existing development.

D-2 Attachment C Page 12 of 24

#201 - 9894 42 Avenue NW Edmonton, Alberta T6E 5V5



T 780.430.0529 F 780.433.3449

D7a, D7b, D8, D9a, D9b: There are no upgrades proposed under these Schedules. Each project references the increased system capacity up to 8000 cubic meters and provision of water to existing developed areas but offers no detailed description on why the existing levy rate can't be retained and the recoverable amount reduced instead. It appears that the recoverable amount is being increased to align with an increase in theoretical capacity which for these projects, already exists and is already covered by the existing bylaw levy rates.

D11: This project notes that there is zero capital cost or recoverable cost incurred to date, but that 3808 cubic meters of capacity has been committed and \$2.7M of levies have been collected against this future project, or \$708/m3 to date. This levy is proposing a cost of \$4821/m3 and the actual capital project cost per volume is \$2864/m3. The project summary notes that no benefit to existing development will be provided – but also that development levies have been collected from existing development land and capacity has been assigned to existing development. There seem to be a few items that are incongruent regarding Schedule D11. The levies do not account for any benefit to developed land, though installing a backup loop and additional capacity adds resiliency to the overall system. This benefit is shared by future development lands, existing developed lands, and the County.

Transportation Levy:

The increase in transportation levy is substantial. The methodology used takes all projects which may be built over a very long period and levies a potential cost for those projects over all land. This method doesn't provide a timeline for those improvements and there is no correlation conveyed in the base levy between the funds collected and the projects built. Essentially this means that levies collected in the 2020's could be held for 80 years until some of the last projects are completed on Map A – and those projects may be far away from the land that originally paid those levies. The County's size and geography also don't lend well to a broad base levy as has been proposed.

\$1.856 Billion is an eye-popping number for a rural Alberta municipality to contemplate spending on transportation infrastructure and some further detailed consideration on the projects included and the benefitting areas would be merited. It seems unnecessary to include projects in the transportation levy that are, by any reasonable assessment, far outside of a reasonable development horizon.

Thank you for the opportunity to contribute to the offsite levy bylaw.

Regards,

Camgill Development Corporation

Will Adam, P.Eng., PMP
Development Manager
Camgill Development Corporation



Bylaw C-8549-2024

Schedule 'B-1' – Long Range Regional Transportation Infrastructure Network – Rurban Base Levy

Description:

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

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

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

Project Costs:

Upgrade Capital Cost Estimates:

	440.8km of Network B Road:	\$841,819,078
•	104.7km of 4 Lane Arterial Road:	\$477,134,240
•	4.1km of 6 Lane Arterial Road:	<u>\$24,904,844</u>
•	Total Cost	\$1,855,845,561

Non-Levy Cost (Background/Regional Traffic): \$445,402,934

Rural Levy Cost (25%): \$463,961,390

Total Estimated Cost to Levy: \$946,481,236

Rurban Levy Cost Calculation:

\$946,481,237/22,021 hectares = \$42,981/hectare or \$17,394/acre.

2024 Rurban Levy Proposed for Collection:

\$42,981/hectare or \$17,394/acre.



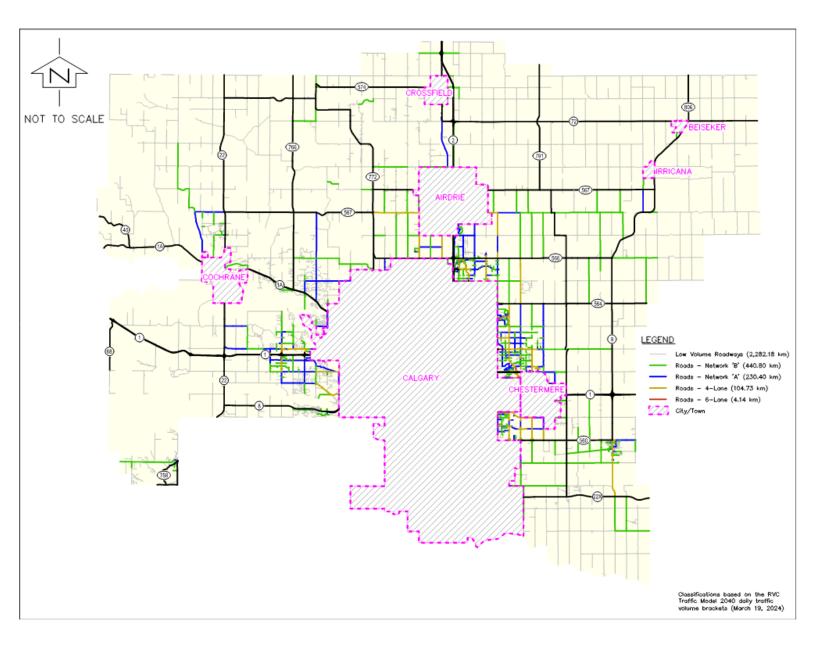
Cost and Benefit Allocation Rationale (New and Existing Development):

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 have been removed from the costs. There are no other measurable benefits to existing development as the upgrade will only increase capacity.



Bylaw C-8549-2024

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



From: Charmaine Tootell

To: <u>Brenda Mulrooney</u>; <u>Jeannette Lee</u>

Subject: FW: Community Recreation Offsite Levy Bylaw Review

Date: Monday, November 4, 2024 1:03:58 PM

Attachments: image001.png

Hi Brenda and Jeannette,

Are one of you able to respond to this inquiry?

Thank you,

CHARMAINE TOOTELL

Engineering Coordinator | Capital and Engineering Services

ROCKY VIEW COUNTY

262075 Rocky View Point | Rocky View County | AB | T4A 0X2

Phone: 403-520-3958

ctootell@rockyview.ca | www.rockyview.ca

This e-mail, including any attachments, may contain information that is privileged and confidential. If you are not the intended recipient, any dissemination, distribution or copying of this information is prohibited and unlawful. If you received this communication in error, please reply immediately to let me know and then delete this e-mail. Thank you.

From: Robyn Erhardt < Robyn@twpplanning.com>

Sent: November 4, 2024 1:01 PM

To: Engineering < Engineering@rockyview.ca>

Subject: Community Recreation Offsite Levy Bylaw Review

Hello,

I attended the offsite levy bylaw information session last week and have a question to submit to the team for consideration regarding the Community Recreation Off-Site Levy Bylaw:

We would request that consideration be given to including a defined "development area" that the levy would apply to rather than the levy applying to an entire parcel. This would be similar to the provision in the current Transportation Offsite Levy Bylaw. We make this request because there may be instances where a development permit for a small, private development is required on a large parcel, and as the Bylaw is currently written, the potential remains for a very large levy when only a small area is being developed that has little impact on County infrastructure and services. For example, an oversized accessory building requiring a DP on a large agricultural parcel could be subject to a substantial levy if the base levy is applied to the entire acreage.

In addition, I realize the session last week was for the public but that there may be an additional session for the development community. Could you confirm if there will be another information session for the development community?

Thank you for the consideration. Robyn

Robyn Erhardt, B.A., M.Plan **Township Planning + Design Inc.** Urban + Regional Planning, Planner

C: 587.574.8788

E: Robyn@twpplanning.com



We have moved! Please note our new address: Suite 110, 259 Midpark Way SE, Calgary, AB. T2X 1M2

Linda Hajjar

From: Patrick McFetridge <patrick.mcfetridge@enrightcapital.com>

Sent: Tuesday, October 22, 2024 3:31 PM

To: Jeannette Lee

Cc:Brenda Mulrooney; Linda HajjarSubject:RE: Off-Site Levy presentation

Jeannette,

We are typically pricing lease rates on our warehouse developments + 2 years out, based on proforma land development costs. It would be helpful if we are provided significant lead times on increases to the development levies so that we assume the correct costs. It would also be very helpful if these levy increases were phased in over time. This way the entire development market prices in the cost increases.

Thank you. Patrick

From: Jeannette Lee <JLee@rockyview.ca>

Sent: October 22, 2024 11:06 AM

To: Patrick McFetridge <patrick.mcfetridge@enrightcapital.com>

Cc: Brenda Mulrooney <BMulrooney@rockyview.ca>; Linda Hajjar <LHajjar@rockyview.ca>

Subject: Off-Site Levy presentation

Hi Patrick,

Please find the pdf of the presentation, looking forward to your comments.

Thanks

JEANNETTE LEE, P.Eng., PMP
Manager | Capital & Engineering Services
ROCKY VIEW COUNTY

262075 Rocky View Point | Rocky View County | AB | T4A 0X2

Phone: 403-520-3975 JLee@rockyview.ca

ROCKY VIEW COUNTY – OFF-SITE LEVY BYLAWS Summer 2024 Draft Bylaws Comments – Rocky View Forward September 28, 2024

Transportation Off-Site Levy Bylaw

We support the proposed changes to the Transportation Off-Site Levy (TOL) Bylaw. From the residents' perspective, a more equitable levy structure would base the levy charged for residential development on the number of new dwellings created rather than on the acreage involved. However, we recognize that Administration sees significant difficulties in implementing this alternative.

The proposed two-tiered TOL (rural / rurban rates) acknowledges the greater infrastructure demands from higher density residential development and commercial development while maintaining greater structural and administrative simplicity relative to a per-dwelling rate structure. As a result, we strongly support this change.

In terms of which types of development pay the rural versus the rurban rate, aggregate resource development should pay the higher rate as do all other commercial developments. Gravel pits are not temporary in terms of any meaningful planning horizon, and their end use is uncertain. They involve significant heavy truck traffic whose demands on the road network are comparable to, if not greater than, other commercial operations. They are not comparable to those from lower density residential or agricultural development.

Incorporating the costs for bridges along the road networks that are part of the TOL is also a solid step forward. Bridges are an essential component of the transportation network, and their costs should be covered by the TOLs.

The information indicates that there may be consideration for phasing the TOL rate increases. We believe the revised rates should be fully implemented immediately, not over time. Existing County stakeholders, both residential and business, have subsidized new development's share of transportation infrastructure costs for too long. There is no rationale for extending that subsidization. Impacted developers may complain, but as is obvious from staff's presentation, the levy costs associated with development in Rocky View will remain significantly lower than those of any neighbouring municipality.

Regional Water and Wastewater Off-Site Levy Bylaw

Our previous concerns regarding whether the water/wastewater levies will effectively recover the County's debt incurred to construct the existing and future infrastructure remain unchanged. That said, we have not had the opportunity to determine if the proposed new levy rates improve debt recovery.

The County fronted the costs to extend servicing to East Balzac, so expanding the water/wastewater levies to apply to development there makes sense.

Regional Stormwater Off-Site Levy Bylaw

We are encouraged to see that the proposed revisions to the stormwater off-site levy include levies to pay for necessary infrastructure within the areas that will be serviced by the CSMI system. It never made sense that the existing stormwater off-site levy collected funds to pay for the regional conveyance system without recognizing that stormwater had to get to that regional conveyance system. Langdon, Janet and Conrich area-specific levies are an essential element for viable stormwater management in east RVC.

Continuing to permit development without effectively managing stormwater is not sustainable from either an environmental or a long-term financial perspective. Although the stormwater levies may now be higher in these areas than stormwater levies in neighbouring municipalities, the total off-site levies paid in these areas remain significantly lower than the totals paid in the other municipalities. As a result, the impact on regional competitiveness still favours development in Rocky View.

Community Recreation Off-Site Levy Bylaw

While we are supportive of a recreation off-site levy in theory, we have serious concerns with the proposed bylaw as structured.

General Concerns

Council's original direction regarding a recreation off-site levy was not to move ahead with a levy, but to investigate the feasibility of doing so. Instead, Administration pushed ahead to design a recreation off-site levy.

There are only five other municipalities in Alberta with recreation off-site levies and all of them are urban municipalities. What evidence is there that this is a viable levy for a rural municipality? Furthermore, those municipalities all charge one flat rate, even though some of them have differential rates for other off-site levies. Why is Rocky View proposing to be the only municipality with a tiered recreation levy?

The County has acknowledged that the approved Recreation Master Plan, the basis for this levy, has serious flaws. Councillors raised concerns about the Plan's recommendations at the February Recreation Governance Committee meeting and directed Administration to report back on fast-tracking its replacement. Despite those concerns, the proposed recreation off-site levy is based on the Plan's recommended facility investments.

The September 24th council meeting discussed next steps for replacing the Recreation Master Plan to more accurately reflect recreation needs within the County. From that discussion, the status of the facilities included in the off-site levy is not clear. In response to questions, staff made the following somewhat inconsistent statements: the new plans would re-examine facility recommendations; the off-site levy could always be changed in the future if facility investment plans change; and the new community-based plans would incorporate the facility recommendations from the Master Plan. Those

Page 240 of 612

responses indicate that there is significant uncertainty regarding the status of the recreation facilities included in the levy. To move ahead with a levy when the County's recreation planning structure and the status of the facilities included in the levy are in flux makes no sense.

A comparable reality was the reason council paused the fire services off-site levy. The same should be done for the recreation off-site levy. At a minimum, a recreation off-site levy should only move forward with a single county-wide rate structure.

Specific Concerns

Catchment area for area-specific levy rates

Administration indicated that the catchment areas for the proposed area-specific recreation off-site levies are based on the "established principle" of a 20-minute driving radius to access recreation facilities. We support this principle; however, the Recreation Master Plan did not use this principle in identifying recreation facility investments. If it had, it could not have recommended full-scale recreation facilities in both Springbank and Harmony which are significantly less than a 20-minute drive from each other and from comparable recreation facilities within Calgary and Cochrane.

Responsible decision-making regarding recreation spending should assess the tradeoffs between investing County resources in bricks and mortar facilities within the County versus contributing to recreation facilities in the neighbouring municipalities that are within the 20-minute driving threshold of county residents. To the best of our knowledge, such an assessment has not been done.

Inappropriateness of area-specific levy rates

We acknowledge the logic in having a recreation off-site levy so that new development contributes to the costs of recreation investments in the County. However, when there is so much uncertainty about what needs to be built and where, the use of a two-tiered levy structure with area-specific levies is inappropriate.

Once levies are collected for a specific area, those funds must be used for facilities in that area. Council's September 24th discussion illustrated that there is a lack of sufficient clarity regarding recreational needs to lock levy revenues into specific areas.

Magnitude of anticipated recreation investments

We are also concerned with the magnitude of recreational investments included in the levy structure. Residents were never asked if they were willing to have their property taxes increase to pay for facilities. They were only asked what facilities they'd like in their community. As a result, we believe that the existing Recreation Master Plan is based on a "wants" assessment rather than a "needs" assessment.

The recreation off-site levy is only expected to collect 51% of the capital costs of the proposed facilities from new development anticipated to occur over the next 20 years –

\$69 million of the \$134 million for the facilities included in the levy. What happens if development does not materialize as anticipated?

Ongoing operating and maintenance costs will be borne by ratepayers, not by new development. This is never mentioned. Ratepayers are being asked not only to pay a significant fraction of the capital costs, but also all the ongoing costs, the magnitude of which is not part of this discussion.

The levy structure assumes that development beyond 20 years will pay a share of recreation facility costs through future levies. How has that development has been estimated? Growth rates beyond 20 years are notoriously uncertain. If long-range development is based on full-build out of ASPs, it has unavoidable inaccuracies that have not been acknowledged. Full build out statistics in ASPs assume that every acre will be developed, beyond what is needed for roads, utility corridors, and municipal reserves. This overstates development potential since it does not reflect environmental constraints and fails to recognize that not every landowner wants to subdivide their land.

Even if long-range future development materializes as anticipated in the levy structure, the recreation facilities will have to be paid for by current or near-term future ratepayers through property taxes (to at least cover debt carrying costs). By the time long-range future development occurs, the facilities may be nearing the end of their useful lives.



December 23, 2024

Rocky View County 262075 Rocky View Point Rocky View County, AB, T4A 0X2

Re: Proposed Amendments to Land Use Bylaw C-8007, 8008, 8009-2020 and C-8550-2024

Dear Reeve Kissel and Members of Council,

We are writing to express concerns regarding the proposed amendments to the Land Use Bylaws C-8007, 8008, 8009-2020 and C-8550-2024 for January 7, 2025. Given the substantial impact these amendments will have on Beedie, the broader development community, and the recently approved Janet Area Structure Plan amendment.

While the public information sessions held by Rocky View County ("RVC") administration this past Fall were appreciated, they have not provided sufficient clarity regarding the significant levy increases or the methodology behind their calculation. Proceeding with such an important hearing on short notice leaves inadequate time to assess the implications of these amendments fully. We strongly urge that any decisions regarding the levy increases be postponed by at least six months to allow for a more thorough understanding of these proposed changes and their potential impact on development in RVC.

As you know, Beedie has been working closely with RVC administration for over seven years to advance the development of the Janet Long Term Development Area ("Janet"). We very recently received approval of the Janet ASP amendment by the Calgary Metropolitan Region Board, a major step forward for Janet. Unfortunately, Janet now faces another significant challenge should the proposed bylaw amendments be approved. Specifically, the proposed amendments would result in an increase of \$22,499 per acre in levy fees for Janet - an alarming two-fold increase to current rates. This change would lead to an additional \$4.6 million in costs for our lands alone, significantly undermining the competitive advantage that Rocky View County has historically prioritized. In addition, it now unfairly benefits developments that are able to lock-in their levy rates prior to this material increase. We have been diligently working for over seven years to advance Janet and due primarily to political delays we now enter the competitive landscape at a material disadvantage.

In addition to the material increase of the Transportation levy, the inclusion of the Community Recreation Levy for industrial uses further adds to the confusion and concern. While we appreciate the intent of the Community Recreation levy we do not understand why it is beneficial or applicable for industrial developments in Janet.

While we recognize that adjustments to the bylaw are necessary for RVC's growth, the scale of these increases demands more time and information for proper evaluation. Without adequate time to assess their accuracy, fairness and feasibility, it is unclear whether investment in developments like Janet can proceed under these new terms.

In light of these considerations, we formally request a minimum six-month extension to allow for a more comprehensive review of the levy increases and their impact on our development, as well as on other potential projects within RVC.

Sincerely,

Jorden Dawson

Executive Vice President, Industrial Development

403.724.4627



COUNCIL REPORT

Regional Transportation Off-Site Levy Bylaw

Electoral Division: All File: 1007-800

Date:	January 7, 2025
Presenter:	Jeannette Lee, Manager
Department:	Capital & Engineering Services

REPORT SUMMARY

This report is for Council's consideration of the proposed amendments and second and third reading to Regional Transportation Off-Site Levy Bylaw C-8549-2024. The first reading of the Regional Transportation Off-Site Levy Bylaw C-8549-2024 occurred at the July 23, 2024, Council Meeting. Since the first reading, Administration has undergone a public consultation process with the relevant stakeholders and legal review for compliance with the *Municipal Government Act* and the Off-Site Levies Regulation. A summary of the consultation process can be found in Attachment B, and the bylaw also includes changes to clerical wording to improve clarity.

The Regional Transportation Off-Site Levy Bylaw provides for the fair and equitable allocation of Off-Site levies related to Regional Transportation Infrastructure in accordance with the *Municipal Government Act* (MGA). This report serves the purpose of offering an update to the bylaw, including an adjustment of costs and a recalculation of the rates for the long-range transportation network, including the various Special Areas supporting County growth.

The County's existing Regional Transportation Off-Site Levy Bylaw update was prepared following a comprehensive review of the County's Transportation Model near the end of 2023. Key updates from the first reading of the Bylaw include:

- Updates to the schedules to include the bridge location map for clarity.
- Correction on some of the boundary roads that resulted in an overall reduction in the kilometres of road. As such, this has resulted in an adjustment of the base levy rates:
 - o Base Rurban Levy: \$13,850/acre
 - o Base Rural Levy: \$4,936/acre

The purpose of this report is to request Council's approval for the second and third readings of the amended bylaw. Administration recommends setting April 30, 2025, as the bylaw's effective date to allow sufficient time to transition files currently in the queue and implement procedural updates.

ADMINISTRATION'S RECOMMENDATION

THAT Bylaw C-8549-2024 be amended in accordance with Attachment A.

THAT Bylaw C-8549-2024 be given second reading, as amended.

THAT Bylaw C-8549-2024 be given third and final reading, as amended.

BACKGROUND

The Regional Transportation Off-Site Levy Bylaw C-8007-2020 was adopted by Council in June of 2020 and requires updating to reflect current network planning, as well as updating supporting cost

calculations that form the bylaw charges. The bylaw establishes a framework that aligns with Council's Strategic Plan to thoughtfully manage growth and ensure the County's continued financial prosperity. Growth resulting from new development creates opportunities for residents and businesses by fostering a vibrant and diverse economy and generating additional tax revenues to support the delivery of County services. The current base levy rate has not changed since 2008.

Since the current 2020 bylaw was adopted, Administration has undertaken a comprehensive update to the Regional Traffic Model and has taken part in several regional transportation initiatives that affect the bylaw rates. In addition, there is a need to ensure the levy collections include annual inflation and interest costs as typically provided for in the levy process. Following decision in 2020 to freeze the rate in order to position the municipality as an attractive location for businesses, it resulted in lost opportunity to collect levy to fund the full costs attributed to growth.

ANALYSIS

The Transportation Off-Site base levy rate has remained unchanged since 2008; the prolonged freeze has failed to account for inflation and rising infrastructure costs over the past 16 years. This has led to a growing disparity between the necessary infrastructure investments and the availability of funding to maintain and expand its transportation infrastructure to keep up with the growth of development. Adjusting the levy rate to reflect the actual infrastructure costs is essential for sustainable growth and fiscal responsibility.

A typical adjustment for an average inflation rate of 3% per year over 16 years (2008-2024) results in an inflation-adjusted rate of \$7,373 per acre. This demonstrates that simply accounting for inflation justifies a substantial increase in the levy rate to keep pace with rising costs. The introduction of the "Rurban" rate will highlight the differences in growth and development intensity, leading to increased traffic due to higher density. Rurban development defined as any subdivision or development that is for the purpose of business or institutional development and residential lots less than 1.98 acres in size and has piped water and sewer servicing. The "Rurban" rate, initially proposed in the 2020 bylaw but not adopted, is now being proposed again at \$13,850 per acre. This updated rate aims to better reflect the true costs associated with denser development patterns and ensure adequate funding for necessary infrastructure improvements. Leveraging the Regional Traffic Model, an updated Long Range Transportation Network plan has informed updates to the cost calculations in the Bylaw. The proposed rates are designed to enable the County to aim for full cost recovery of long-term transportation upgrades to the existing County road network.

As per the MGA, all off-site levies allow a municipality to recover capital costs for these types of infrastructure based on the degree of benefit the development will receive from these facilities. It is a levy imposed by the Municipality's Council by the adoption of a bylaw. As the County's development proceeds, levy funds are collected, future infrastructure needs are refined and prioritized, and capital funding plans are developed. It is expected that The County will be required to review and update the levy rates when deemed necessary.

COMMUNICATIONS / ENGAGEMENT

In accordance with the *Municipal Government Act*, municipalities establishing an Off-Site levy must consult in good faith with stakeholders. A "stakeholder" is defined to be any person that will be required to pay the levy when the bylaw is passed, or any other person the municipality considers is affected. This includes developers, landowners, residents, and lobbyists that have an interest in, or may be affected by, the proposed levy.

Following the first reading of the proposed bylaw on July 23rd, 2024, additional engagement was completed. This included:

- Engaging industry representatives and stakeholders on updates and changes
- Advertising in Rocky View Weekly and Social Media
- Holding two in-person information sessions with stakeholders at County Hall
- Holding an online public information session webinar
- Providing supporting information on the County website
- Direct emailing information through the County Connection e-newsletter

Engagement primarily took place over 2024 and focused on two main objectives:

- Consulting with interested and affected members of the public and development community on the Regional Off-Site Levy Bylaw Updates, and
- Sharing transparent and accurate information about the proposed Regional Off-Site Levy Bylaw Updates, including details on how levy updates were developed and the anticipated impact on residents, developments, and businesses.

Throughout August to October of 2024, a series of public and targeted engagement activities were undertaken to gather insight and feedback on updates and changes to its off-site levy bylaws. These included:

- Correspondence in August 2024 with development associations like BILD Calgary Region and Rocky View Forward to provide updates and gather feedback.
- Two in-house information sessions were held on October 17 and 31, 2024. These sessions at County Hall had 22 attendees who reviewed proposed changes and provided input. Attendees had the opportunity to review the proposed changes, ask questions, and provide feedback which is summarized in Attachment 'B' of this report titled 'Regional Off-Site Levy Bylaw Updates What We Heard Report'.
- A public webinar on October 23, 2024, promoted via e-newsletters, social media, and newspapers, attracted strong interest and participation.
- Updates on the County website from August 15, 2024, provided links to bylaw changes, contact information for feedback, and resources like session presentations and webinar recordings.
- Additional feedback was received through seven emails and two stakeholder letters.

Details and feedback summaries are available in the *Regional Off-Site Levy Bylaw Updates – What We Heard Report*. The greatest items of concern gathered through stakeholder engagement included:

- 1. The effective date of the Off-site Levy Bylaw will significantly impact the current projects, as most are planned years in advance. Implementing changes too quickly could disrupt established parameters for the project's performance.
- 2. The levy rate increases affect their previous development budgeting.
- 3. Requesting a phasing or deferring of the levy rate increases.

IMPLICATIONS

Financial

The establishment of these levies and new transportation rates will fund the expansion of existing transportation infrastructure to keep up with the growth of development. If these costs are not recovered through levies, the County would need to rely more heavily on taxation, which could place a greater financial burden on all residents. Funds collected from each levy schedule per the bylaw will only be applied for the future transportation infrastructure as itemized against the schedule within the bylaw. The County will provide annual reporting of collecting versus used funds for each levy schedule per MGA

legislation. In addition, as development occurs across the County, Administration may be required to review and update levy rates to ensure the rates remain appropriate.

Economic Competitiveness

Administration recognizes the importance of maintaining our economic advantage in terms of the cost of development within The County. Even with the proposed rate increase, the County remains competitive within the range of other adjacent municipalities. This increase is necessary to uphold our commitment to financial sustainability and provide essential infrastructure for our community's growth and prosperity. A comparison of the Transportation Levy rate of other municipalities has been included below:

Municipality	Effective Date	Rate \$/acres
Calgary	2024	\$63,287
Airdrie	2022	\$91,755
Cochrane	2021	\$52,392
Chestermere	2024	\$48,562
Strathcona County	2019	\$79,464
Leduc County	2024	\$40,052
Sturgeon County	2021	\$10,151
Rocky View County		
Rural Base Levy		\$4,936
Rurban Base Levy		\$13,850

STRATEGIC ALIGNMENT

	Key Performance Ind	Strategic Alignment	
Effective Service Delivery	SD2: Services are resourced and delivered to specific groups as intended, and citizens are satisfied with the outcomes	SD2.1: Citizens satisfied with the range of County services available/delivered	The bylaw's purpose is to continue the collection of funding to support a broader range of required services to residents in new developments.
Financial Prosperity	FP2: Ensuring County remains financially sustainable for future generations	FP2.1: Assets that are incorporated in an Asset Management Plan	The levy will assist with future financial sustainability as it will provide a source of funding for new infrastructure as the County continues to grow.

ALTERNATE DIRECTION

Alternate Direction 1

THAT Bylaw C-8549-2024 be amended in accordance with Attachment A.

THAT Bylaw C-8549-2024 be further amended to change the effective date of the bylaw in Section 33(11) and 36 from April 30, 2025 to January 31, 2026.

THAT Bylaw C-8549-2024 be given second reading, as amended.

THAT Bylaw C-8549-2024 be given third and final reading, as amended.

Benefits

Deferring the payment of the amended levy rate over a period of time will allow developers and stakeholders additional time to budget for the levy rate increases and reduce impact to development.

Disadvantages

Deferring the payment of the amended levy rate over a period of time will reduce and delay funds available that can be applied towards transportation infrastructure.

ATTACHMENTS

Attachment A: Draft Bylaw C-8549-2024 – Regional Off-Site Levy Bylaw

Attachment B: Regional Off-Site Levy Bylaw Updates - What We Heard Report

Attachment C: Public Submission

APPROVALS

Manager:	Jeannette Lee, Manager Capital & Engineering Services		
Executive Director/Director:	Byron Riemann, Chief Operating Officer		
Chief Administrative Officer:	Byron Riemann, Acting Chief Administrative Officer		



BYLAW C-8549-2024

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

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

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

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

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

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

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

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

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

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

Title and Definitions

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

Attachment A - Draft Bylaw C-8549-2024 – Regional Off-Site Levy Bylaw



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

Purpose and Interpretation

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

Attachment A - Draft Bylaw C-8549-2024 – Regional Off-Site Levy Bylaw



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

Imposition of the Off-Site Levy

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

Imposition of Rurban Base Levy Rate

- All lands located within Rocky View County that are subject to the off-site levy imposed by this bylaw and that are subject of either a development permit or subdivision approval for rurban development are subject to the imposition of the rurban base levy rate as follows:
 - (1) \$34,223 \$42,981 per gross hectare (\$13,850 \$17,394 per gross acre) of the development area of the lands as detailed in Schedule 'B-1' of this bylaw, in addition to the applicable off-site levy detailed in sections 12 and 13 of this bylaw and Schedules 'C' through 'J' of this bylaw.

Imposition of Rural Base Levy Rate

All lands located within Rocky View County that are subject to the off-site levy imposed by this bylaw and that are subject of either a development permit or subdivision approval for non-Rurban development, including for natural resource extraction uses, are subject to the imposition of the rural base levy rate as follows:



(1) \$12,198 \$15,319 per gross hectare (\$4,936 \$6,199 per gross acre) of the development area of the lands, as detailed in Schedule B-2' of this bylaw, in addition to the applicable off-site levy detailed in sections 12 and 13 of this bylaw and Schedules 'C' through 'J' of this bylaw.

Imposition of Off-Site Levies

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



Despite any other provision in this bylaw, Rocky View County may impose further or different off-site levies, duly imposed by bylaw, on any portion of lands that are the subject of a development permit or subdivision approval and which the County has not already collected the off-site levy imposed by this bylaw or any previous off-site levy bylaw authorized by the *Municipal Government Act* or predecessor legislation for the same purpose as provided for in this bylaw.

Exemptions to the Off-Site Levy

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



(2) subject always to receipt of a report from Rocky View County or consultation with the County.

Off-Site Levy Payments

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



Determination of the Off-Site Levy

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

Off-Site Levy Administration and Off-Site Levy Fund

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

Annual Report to Council and Information Requests

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



Severability

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

Transition, Repeal, and Effective Date

- Despite any other provision of this bylaw, all development permits or subdivisions approved prior to:
 - (1) July 20, 2004 will be the imposed the levy amount prescribed by Bylaw C-5875-2004;
 - (2) July 26, 2005 will be the imposed the levy amount prescribed by Bylaw C-5889-2004:
 - (3) July 25, 2006 will be the imposed the levy amount prescribed by Bylaw C-6094-2005:
 - (4) July 24, 2007 will be the imposed the levy amount prescribed by Bylaw C-6273-2006;
 - (5) March 17, 2009 will be the imposed the levy amount prescribed by Bylaw C6496-2007;
 - (6) July 20, 2010 will be the imposed the levy amount prescribed by Bylaw C-6710--2008;
 - (7) November 29, 2011 will be the imposed the levy amount prescribed by Bylaw C--6935-2010;
 - (8) October 23, 2012 will be the imposed the levy amount prescribed by Bylaw C-7195-2011;
 - (9) October 14, 2014 will be the imposed the levy amount prescribed by Bylaw C-7195-2012;
 - (10) June 9, 2020 will be imposed the off-site levy amount prescribed by Bylaw C-7356-2014; and
 - (11) April 30, 2025 will be imposed the off-site levy amount prescribed by Bylaw C-8007-2020; and
 - the coming into full force and effect of this bylaw will be imposed the off-site levy amount prescribed by Bylaw C-8007-2020.
- Bylaw C-8007-2020 will remain in full force and effect until the payment of any amounts imposed within C-8007-2020, including as provided for in section 33 of this bylaw, have been fully paid or satisfied, whereupon the bylaw is repealed.

D-3 Attachment A Page 9 of 39

Attachment A - Draft Bylaw C-8549-2024 – Regional Off-Site Levy Bylaw



- 35 This bylaw is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*.
- This bylaw comes into full force and effect on April 30, 2025.

READ A FIRST TIME this	day of, 2024
READ A SECOND TIME this	, day of, 2024
UNANIMOUS PERMISSION FOR THIRD READING this	day of, 2024
READ A THIRD AND FINAL TIME this	day of, 2024
	Reeve
	Chief Administrative Officer
	Date Bylaw Signed



Bylaw C-8549-2024

Schedule 'A' - Definitions

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



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

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

- (8) with respect to development permits issued for a golf course, any portion of the lands that are outside of the scope of the development area outlined above (i.e. hazards, roughs, greens, etc.);
- (9) with respect to development permits issued for a solar farm, any portion of the Lands that are outside of the scope of the development area outlined above (i.e. solar panels and electricity grid);
- (10) with respect to development permits issued for a farmers market, any portions of the lands utilized for the growing of crops that are outside of the scope of the development area outlined above;
- (11) with respect to subdivisions involving an existing dwelling, the subdivided parcel that contains the existing dwelling; and
- (12) all areas designated environmental reserve or subject to an environmental reserve easement, each as defined within the *Municipal Government Act* as a condition of subdivision approval.
- **"Development permit"** has the same meaning as in the *Land Use Bylaw*.
- **"Dwelling"** has the same meaning as in the *Land Use Bylaw*.
- 17 **"Farm building"** has the same meaning as in the *Land Use Bylaw*.
- 18 "First parcel out" has the same meaning as within the Land Use Bylaw.
- "Industrial" means any subdivision and development for an industrial use as contemplated in the *Land Use Bylaw* but does not include natural resource extraction uses.
- 20 **"Institutional"** means any subdivision or development for an institutional use as contemplated in the *Land Use Bylaw*.
- 21 "Land Titles Act" means the Land Titles Act, RSA 2000, c L-4, as amended or replaced from time to time.
- 22 21 "Land Use Bylaw" means Rocky View County's current Land Use Bylaw, as amended or replaced from time to time.
- 23 "Lands" means private titled parcels of land in accordance with the Land Titles Act.



- 24 22 "Municipal Government Act" means the Municipal Government Act, RSA 2000, c M-26, as amended or replaced from time to time.
- 25 23 "Natural resource extraction" has the same meaning as in the Land Use Bylaw.
- 26 24 "Off-site levy" or "off-site levies" means the off-site levy imposed by this bylaw.
- 27 25 "Off-Site Levies Regulation" means the Off-Site Levies Regulation, AR 187/2017, as amended or replaced from time to time.
- 28 26 "Regional transportation infrastructure" means those roads identified in Schedules "B-1" through "J" of this bylaw.
- 29 27 "Reports" means the following reports:
 - (1) Rocky View County Future Network Analysis in Support of the Off-Site Levy dated June 2018 and prepared by Watt Consulting Group; and
 - (2) Transportation Off-Site Levy Support Summary Report, dated June 2018 and prepared by Sedulous Engineering Inc.
- 30 28 "Reserve land" has the same meaning as provided for in the Municipal Government Act.
- 31 29 "Residential" means any subdivision or development for residential use as contemplated in the *Land Use Bylaw*.
- 32 30 "Roads" has the same meaning as in the *Municipal Government Act* and includes transportation infrastructure.
- 33 31 "Rurban base levy rate" means the base off-site levy rate applied to rurban development as referenced in section 10 of this bylaw and described in Schedule 'B-1' and Map 'A' of this bylaw.
- 34 32 "Rurban development" means any subdivision or development that:
 - (1) is for the purpose of, in whole or in part, business or institutional development;
 - (2) with respect to subdivision, creates residential lots less than 1.98 acres in size and has piped water and sewer servicing.

Rurban development does not include any subdivision or development on lands for the purpose of natural resource extraction.

35 33 "Rural base levy rate" means the base off-site levy rate that is applied to all non-rurban development, including natural resource extraction uses, as referenced in section 11 of this bylaw and described in Schedule 'B-2' and Map 'A' of this bylaw.

D-3 Attachment A Page 13 of 39

Attachment A - Draft Bylaw C-8549-2024 – Regional Off-Site Levy Bylaw



- 36 34 "Subdivision" has the same meaning as provided for in the *Municipal Government Act*.
- 37 35 "Transportation infrastructure" has the same meaning as provided for in the *Municipal Government Act Off-Site Levies Regulation*.



Schedule 'B-1' – Long Range Regional Transportation Infrastructure Network – Rurban Base Levy

Description:

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

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

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

Project Costs:

Upgrade Capital Cost Estimates:

	T-4-1 O4	M4 477 000 405 M4 055 045 50
•	3.10km 4.1km of 6 Lane Arterial Road:	<u>\$18,648,555</u>
•	85.82km 104.7km of 4 Lane Arterial Road:	\$390,983,104 \$477,134,240
•	373.93km 440.8km of Network B Road:	\$714,113,901 \$841,819,078
•	159.28km 230.4km of Network A Road:	\$231,926,718 \$511,987,399

• Total Cost \$1,477,692,405 \$1,855,845,561

Non-Levy Cost (Background/Regional Traffic 24%): \$354,646,177 \$445,402,934

Rural Levy Cost (25%): \$369,423,101 \$463,961,390

Total Estimated Rurban Cost to Levy: \$753,623,127 \$946,481,236

Rurban Levy Cost Calculation:

\$753,623,127 \$946,481,237/22,021 hectares = \$34,223 \$42,981/hectare or \$13,850 \$17,394/acre.

2024 Rurban Levy Proposed for Collection:



\$34,223 \$42,981/hectare or \$13,850 \$17,394/acre.

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

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

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



Schedule 'B-2' – Long Range Regional Transportation Infrastructure Network – Rural Base Levy

Description:

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

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

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

Project Costs:

Upgrade Capital Cost Estimates:

		*
•	3.10km 4.1km of 6 Lane Arterial Road:	<u>\$18,648,555</u> <u>\$24,904,844</u>
•	85.82km 104.7km of 4 Lane Arterial Road:	\$390,983,104 \$477,134,240
•	373.93km 440.8km of Network B Road:	\$714,113,901 \$841,819,078
•	159.28km 230.4km of Network A Road:	\$231,926,718 \$511,987,399

• Total Cost \$1,477,692,405 \$1,855,845,561

Non-Levy Cost (Background/Regional Traffic 24%): \$354,646,177 \$445,402,935

Rurban Levy Cost (\$17,394/acre-51%): \$753,623,127 \$946,841,237

Total Estimated Rural Cost to-Levy: \$369,423,101 \$463,961,390

Rural Levy Cost Calculation:

\$369,423,101-\$463,961,390/30,286 hectares = \$12,198 \$15,319/hectare or \$4,936 \$6,199/acre.



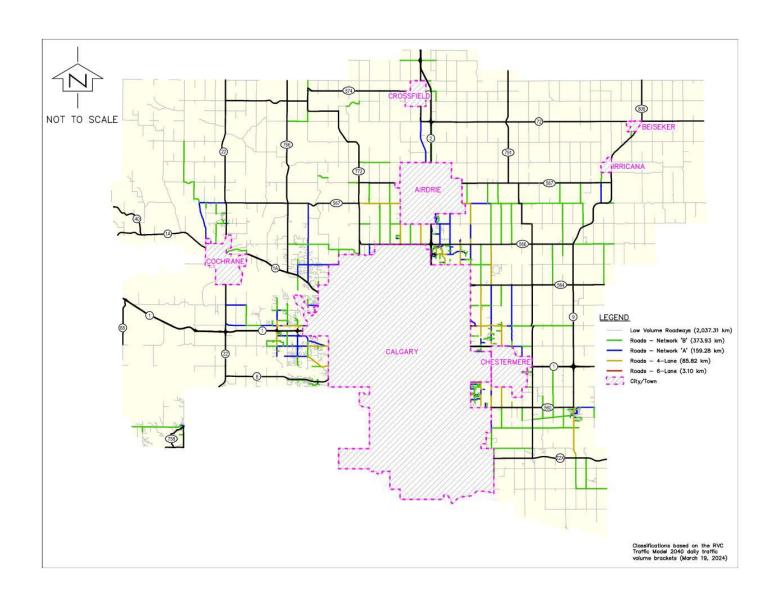
Cost and Benefit Allocation Rationale (New and Existing Development):

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

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



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





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

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

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

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

The long range regional transportation network includes 63 54 existing bridge files structure as follows:

Project Costs:

Upgrade Capital Cost Estimates:

•	1 Network A Road – Span Structures:	\$1,524,963
•	6 7-Network A Road – Culvert Structures:	\$2,652,633 \$3,094,739
•	11 13-Network B Road – Span Structures:	\$14,764,816 \$17,449,328
•	29 36 Network B Road – Culvert Structures:	\$12,209,377 \$15,156,468
•	4 2 4 Lane Arterial Road – Span Structures:	\$11,118,163 \$5,559,082
•	3 4 Lane Arterial Road – Culvert Structures:	\$1,797,804
•	0 6 Lane Arterial Road Bridges:	<u>\$ 0</u>
•	0 6 Lane Arterial Road Bridges: Total Cost	\$ 0 \$44,067,756 \$44,582,384
•	G	
• Non-L	Total Cost	\$44,067,756 \$44,582,384
Non-L	Total Cost evy Cost (24%):	\$44,067,756 \$44,582,384 \$10,576,262 \$10,699,772



Rural Levy Cost Calculation:

\$11,016,939 \$11,145,596 / 30,286 hectares = \$364 \$368/hectare or \$147 \$149/acre.

Rurban Levy Cost Calculation:

\$22,474,556 \$22,737,015/ 22,021 hectares = \$1,021 \$1,033/hectare or \$413 \$418/acre.

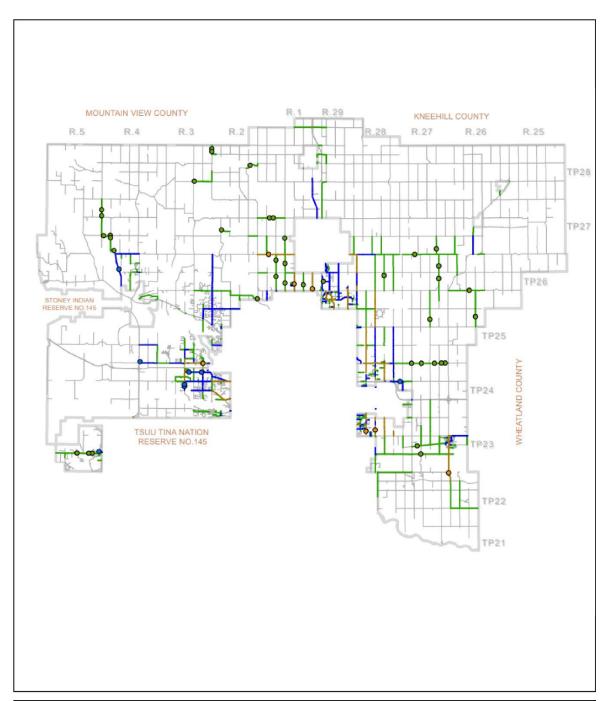
Cost and Benefit Allocation Rationale (New and Existing Development):

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

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



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







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

Description:

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

Project Costs:

Special Area 1 Required Road Infrastructure Project Totals (Land & Construction):

 Range Road 293 – Bridge Structure for overpass to Métis Trail (as supported by AMEC pre-design report 2008) 	\$25,706,462
 Township Road 261/Highway 2 Interchange (as supported by MMM Group cost estimates) 	\$40,900,000
Proportionate Non Recovery amount from Developer	(\$10,000,000)
 Highway 566 expansion and intersection improvements (from RR 294 to RR 290 as supported by Urban Systems and HDR-ITrans) 	\$33,042,009
 Range Road 292 – Connection to 60th Street Interchange (East Balzac Transportation Functional Study) 	\$24,927,478
 Cost Share Funding from County of 60th Street Interchange (12.5%) 	\$15,495,447
• Total:	\$130,071,396

Levy Cost Calculation:

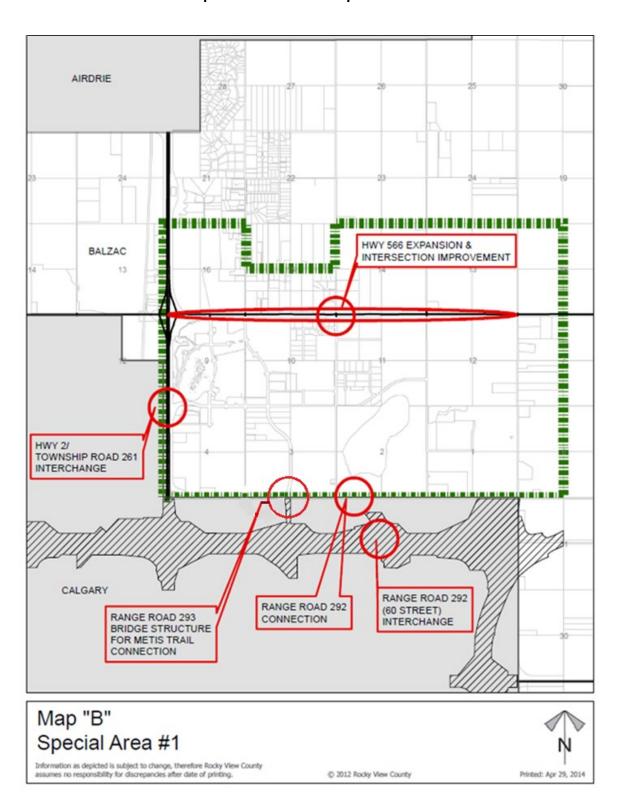
 $$130,071,396/2,630 \text{ hectares} = $49,457/\text{hectare or } \frac{20,014}{18,392}/\text{acre.}$

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



Bylaw C-8549-2024

Map 'B' – East Balzac Special Area 1





Schedule 'D' - Conrich Special Area 2

Description:

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

Project Costs:

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

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

• Total: \$73,735,647

Levy Cost Calculation:

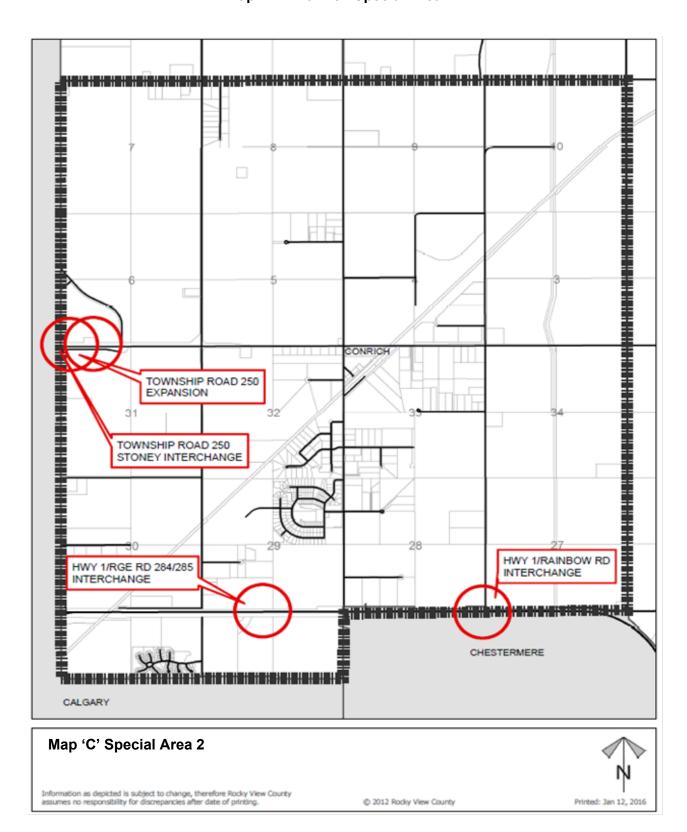
\$73,735,647/ 3,885 hectares = \$18,980/hectare or \$7,681/acre

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



Bylaw C-8549-2024

Map 'C' – Conrich Special Area 2





Bylaw C-8549-2024

Schedule 'E' - Southeast Industrial Special Area 3

Description:

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

Project Costs:

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

•	Construction and Land Purchases of Peigan Trail connection	
	(East Freeway Access Management Study – CHM2 Hill)	\$26,470,320

Cost Share Funding from County of 61st flyover (50%)
 (Glenmore Trail Functional Study – UMA Engineering Ltd.)
 \$16,882,632

• Total: \$43,352,952

Levy Cost Calculation:

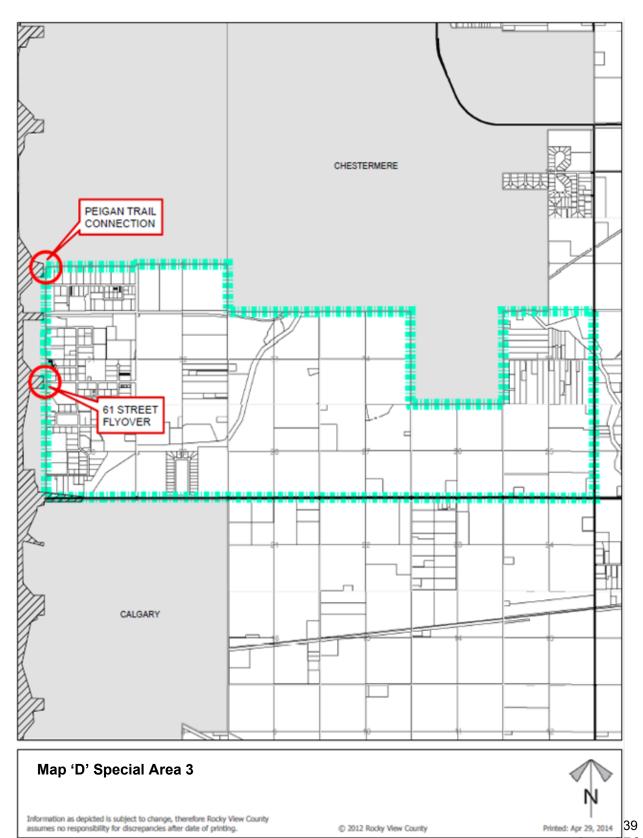
\$43,352,952/1,457 hectares = \$29,755/hectare or \$12,041/acre.

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



Bylaw C-8549-2024

Map 'D' – Southeast Industrial Special Area 3





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

Description:

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

Project Costs:

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

•	Construction and Land Purchases of RR 34 flyover (100%)	
	(Greater Springbank Functional Study-Itrans/Urban Systems)	\$66,000,000

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

• Total: \$100,250,296

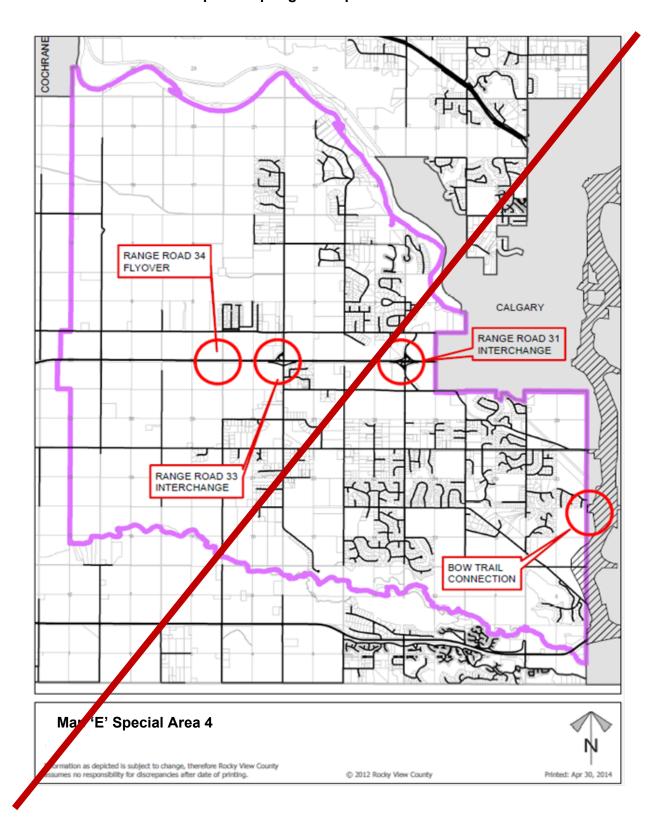
Levy Cost Calculation:

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

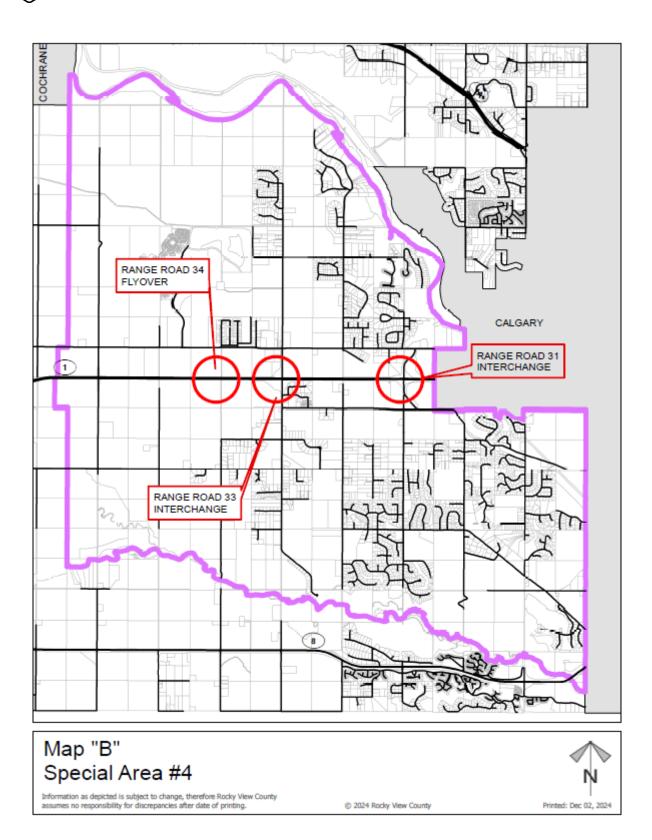
Cost and Benefit Allocation Rationale (New and Existing Development):



Bylaw C-8549-2024 Map 'E' – Springbank Special Area 4









Bylaw C-8549-2024

Schedule 'G' - Springbank Special Area 4 Highway 22 and Highway 1 Interchange Special Area 5

Description:

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

Project Costs:

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

 Cost Share Funding from County of Highway 22 & Highway 1 Interchange (12.5%) (Highway 22 & Highway 1 Functional Planning Study - ISL Consulting)

\$38,133,627

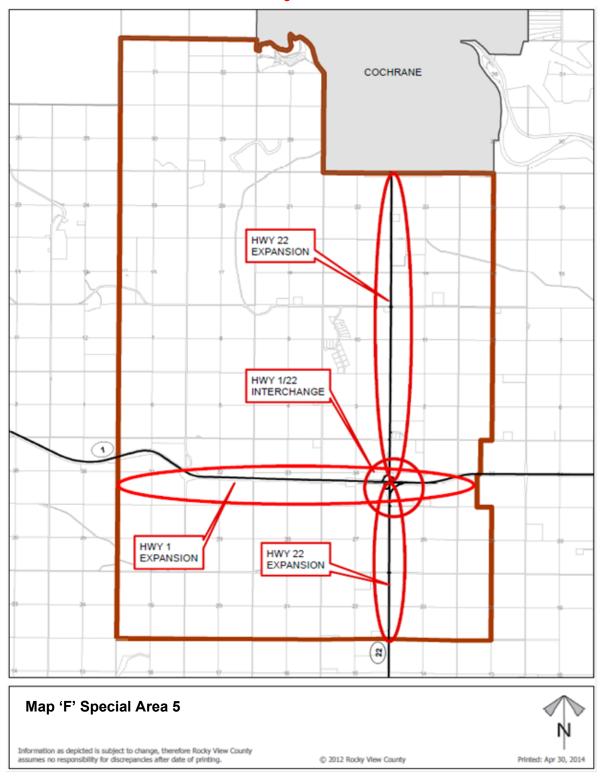
Levy Cost Calculation:

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

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



Map 'F' - Springbank Special Area 4 Highway 22 and Highway 1 Interchange Special Area 5





Bylaw C-8549-2024

Schedule 'H' - Highway 22 791 and Highway 1 Interchange Special Area 5 6

Description:

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

Project Costs:

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

 Cost Share Funding from County of Highway 22 & Highway 1 Interchange (12.5%) (Highway 22 & Highway 1 Functional Planning Study - ISL Consulting)

\$38,133,627

Levy Cost Calculation:

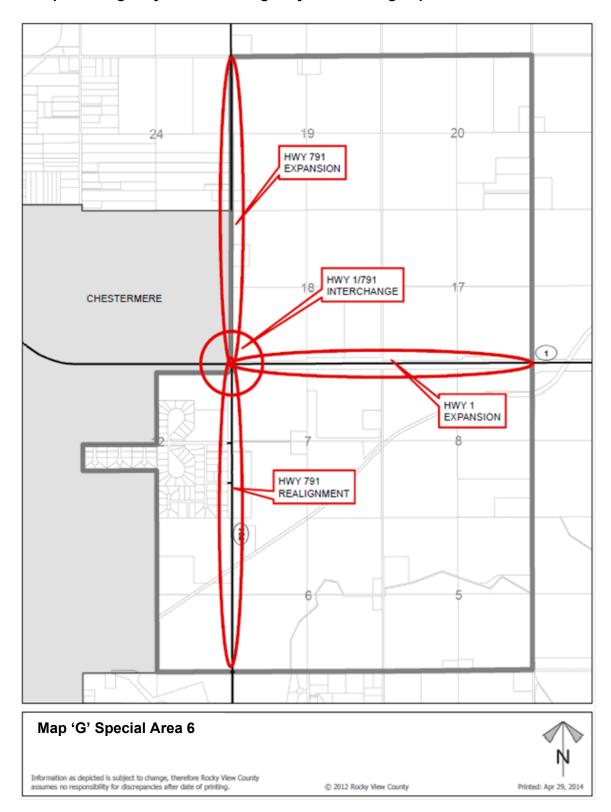
\$38,133,627/6,477 hectares = \$5,888/hectare or \$2,383/acre.

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



Bylaw C-8549-2024

Map 'G' – Highway 22 791 and Highway 1 Interchange Special Area 5 6





Bylaw C-8549-2024

Schedule 'I' - Highway 560 and Highway 797 Improvements Special Area 7

Description:

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

Project Costs:

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

Cost Share Funding from County of Highway 791 & Highway 1
 Interchange 560 Corridor Improvements, including highway expansion (12.5%)
 (Highway 560:02 Calgary to Highway 797
 Functional Planning Study – UMA/AECOM)
 \$17,571,536

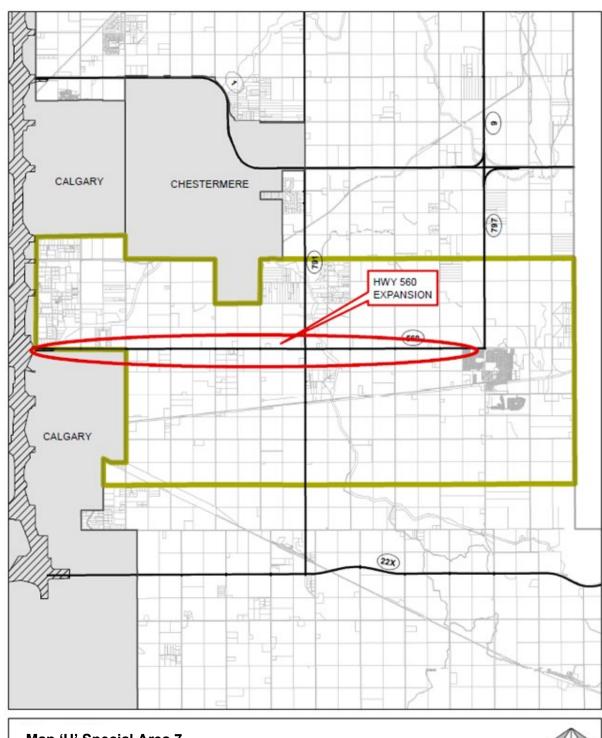
Levy Cost Calculation:

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

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



Bylaw C-8549-2024 Map 'H' – Highway 560 and Highway 797 Improvements Special Area 7







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

Description:

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

Project Costs:

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

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

\$42,184,527

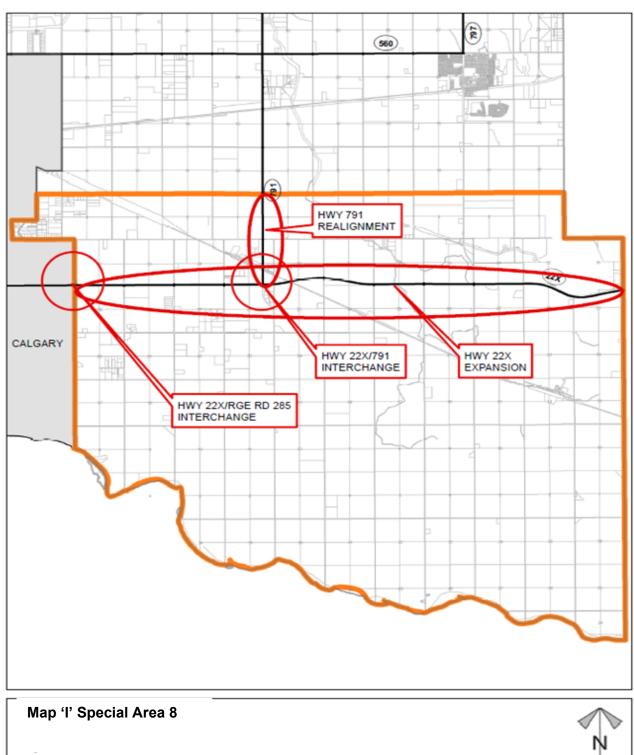
Levy Cost Calculation:

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

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



Bylaw C-8549-2024 Schedule 'H' Map 'I' - Highway 22x and Highway 791 Improvements Special Area 8







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

Off-Site Levy Schedule	Cost	Service Area Map
Schedule 'B-1' – Long Range Regional Transportation Infrastructure Network – Rurban Base Levy	\$34,223 \$42,981/hectare (\$13,850 \$17,394/acre)	Map 'A'
Schedule 'B-2' – Long Range Regional Transportation Infrastructure Network – Rural Base Levy	\$12,198 \$15,319/hectare (\$4,936 \$6,199/acre)	Map 'A'
Schedule 'B-3' – Long Range Transportation Network Bridge Structures	\$368/ hectare (rural) \$149/acre(rural) \$1,033/ hectare (rurban) \$418/acre(rurban)	Map 'A2' N/A
Schedule 'C' – East Balzac Special Area 1 Levy	\$49,457 \$45,448/hectare (\$20,014 \$18,392/acre)	Map 'B'
Schedule 'D' – Conrich Special Area 2 Levy	\$18,980/hectare (\$7,681 \$8,814 /acre)	Map 'C'
Schedule 'E' – Southeast Industrial Special Area 3 Levy	\$29,755/hectare (\$12,041/acre)	Map 'D'
Schedule 'F' – Springbank Special Area 4 Levy	\$20,139/hectare (\$8,150/acre)	Map 'E'
Schedule 'G' – Highway 22 and Highway 1 Interchange Special Area 5 Levy	\$5,888/hectare (\$2,383/acre)	Map 'F'
Schedule 'H' – Highway 791 and Highway 1 Interchange Special Area 6 Levy	\$7,803/hectare (\$3,158/acre)	Map 'G'
Schedule 'l' – Highway 560 and Highway 797 Improvements Special Area 7 Levy	\$1,534/hectare (\$621/acre)	Map 'H'
Schedule 'J' – Highway 22x and Highway 791 Improvements Special Area 8 Levy	\$2,600/hectare (\$1,036/acre)	Map 'l'



Regional Off-site Levy Bylaw Updates What We Heard Report

Prepared: December 2024

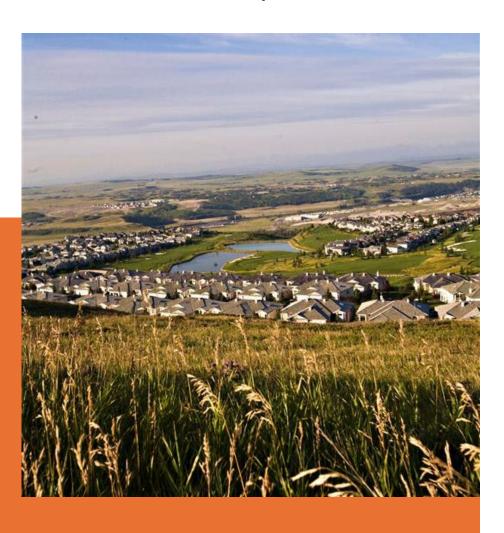


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Attachment B - Regional Off-Site Levy Bylaw Updates - What We Heard Report

ROCKY VIEW COUNTY'S REGIONAL OFF-SITE LEVY BYLAW

WHAT WE HEARD – FALL 2024 FEEDBACK SESSIONS

Introduction

This report provides additional information on updates to the current offsite levies as well as for a proposed new one. These include, the Regional Offsite Water and Wastewater Levy, Stormwater Levy, Transportation Levy, and a new Community Recreation Levy. On July 23, 2024, Council approved the first reading of the Regional Offsite Levy Bylaws, including the proposed Community Recreation Levy. Following this, details of the four bylaws were shared with stakeholders and the public to ensure transparency, clarify the County's methodology and requirements, and outline the approach to implementation. The intent of this process is to gather feedback and input, bring it back to Council for consideration, and provide recommendations that align with the County's strategic financial goals while ensuring appropriate levies are established to support growth. This report presents the feedback received from stakeholders, including key themes, concerns, and suggestions raised during consultations. It also provides the County's responses to address these comments, clarify any misconceptions, and outline how stakeholder input has been considered in formulating the recommendations. By summarizing this feedback and response, the report aims to demonstrate transparency and ensure that stakeholders' perspectives are appropriately reflected in the decision-making process.

Targeted Consultation

The four proposed Off-Site Levy Bylaws primarily impact individuals or organizations seeking land development, particularly developers focused on commercial, industrial, or residential projects. Recognizing the importance of engaging those directly affected, Administration implemented a targeted consultation strategy by reaching out to key stakeholders, including BILD Calgary Region (Building Industry and Land Development Association), Rocky View Forward, and other representatives from the development industry.

To ensure full engagement and transparency, information was shared through multiple channels. In addition to targeted outreach, all County residents were provided opportunities to access detailed information, ask questions, and provide feedback. This included a publicly held webinar, where participants could interact directly with Administration, as well as the option to reach out individually for clarification or input. By combining focused consultations with broad public access to information, the County aimed to create an inclusive process that considered diverse perspectives and ensured all voices were heard.

Communication Channels

A variety of communication efforts were implemented to ensure stakeholders had ample opportunity to review the information and provide feedback. Administration conducted a multi-channel approach, including direct outreach and public engagement. Over 70 developers were contacted via email, phone inquiries were addressed promptly, and two in-person presentations, along with one online webinar, were delivered to engage participants directly. The strong level of response demonstrates significant interest in these proposed Off-site bylaws.

The communication objectives were clear: to consult with interested and affected members of the public and development community while ensuring the transparent and accurate dissemination of information. This included explaining how the levy updates were developed and outlining the anticipated impacts on residents, developments, and businesses.

To support these objectives, Administration developed and shared fact sheets, prepared detailed presentations, and updated the County's website to include all relevant background materials, such as links to prior Council

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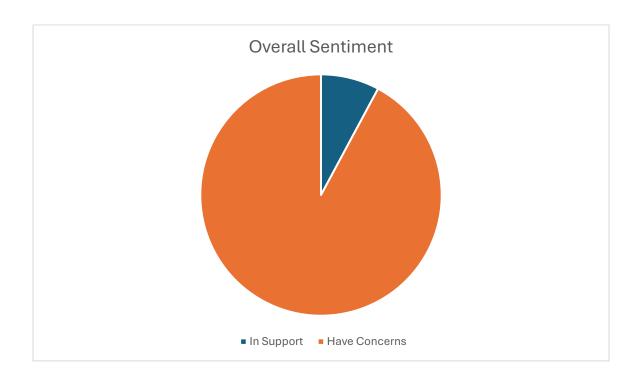
presentations. Promotion of the sessions was carried out through multiple channels, including advertisements in Rocky View Weekly newspaper, the County Connection e-newsletter, and the County's social media platforms.

Over 30 participants attended the three sessions held on October 17, 23, and 31, 2024, with many stakeholders providing additional comments via email. All feedback has been carefully compiled and analyzed to produce this What We Heard Report, ensuring stakeholder input is accurately represented.

Overall Sentiment

The stakeholder feedback reflects significant concern regarding the proposed increases to the Off-Site Levies, particularly the magnitude of the increases, the perceived lack of phased implementation, and the potential impact on project feasibility and overall investment in Rocky View County. Some stakeholders recognized that these levies help fund critical infrastructure and appreciated the County's engagement process, noting that transparency, communication, and strategic planning are essential.

However, there was significant unease regarding the sudden, substantial cost increases and their potential to undermine project feasibility. Stakeholders frequently requested a phased or delayed implementation to allow for better financial planning and to minimize the shock of immediate, large-scale rate hikes. Concerns were also raised about whether the levies align with proportional benefit principles, particularly regarding non-residential projects and the new Community Recreation Levy. In essence, while there is support for the County's long-term vision and improvements, stakeholders urge measured, incremental changes and a careful review of the calculations, timing, and scope of these proposed levies.

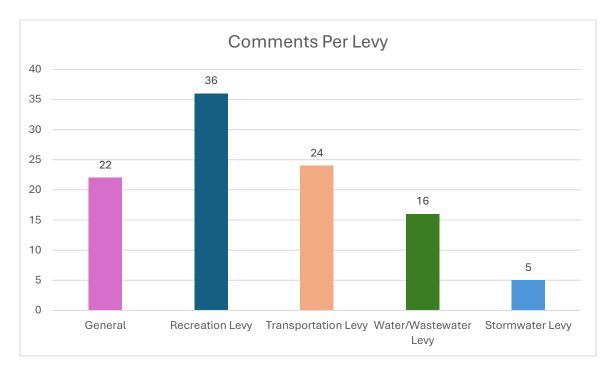


Breakdown of Comments

Out of the 103 comments received, the focus was on the newly proposed Community Recreation Levy. This heightened interest likely stemmed from its recent introduction and the desire for more clarity on its benefits, structure, and proportionality. Meanwhile, the Transportation Off-site Levy's substantial adjustments, resulting from several years without increases, also drew significant scrutiny. Stakeholders questioned the proposed changes' scope, timing, and fairness, reflecting the high stakes of transportation infrastructure for ongoing and future developments.

In contrast, Water and Wastewater levies, though still essential and frequently discussed, elicited comparatively fewer comments. The dialogue here likely centred on ensuring these utilities are sustainably funded, fairly apportioned, and reflect true proportional benefit. The Stormwater Levy received the fewest comments, suggesting either broader acceptance of the proposed changes or fewer perceived uncertainties in its methodology and application.

Finally, 22 general comments—touching on all four levies—underscore the systemic nature of stakeholder concerns. These remarks point to a shared desire for more transparency, equitable cost-distribution, and thoughtful timing.



Key Themes

The stakeholder feedback has been organized into six distinct themes, each reflecting critical considerations in how the proposed levies are perceived and understood. Among these concerns is the significant financial impact on budgets, with many respondents emphasizing how sudden and substantial cost increases could affect project feasibility. In addition, stakeholders offered a range of suggestions for improving transparency and fairness in how levy rates are calculated, often referencing practices observed in other municipalities.

Timing also emerged as a prevalent issue, with many voicing apprehension over how quickly new rates could take effect. They asked for more time to plan and adapt, questioning whether deferred implementation or phased increases might ease the transition. Localized, area-specific concerns further underscored the importance of

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tailoring levies to unique community circumstances. Finally, stakeholders expressed a strong desire to understand precisely how the collected funds would be used, seeking assurances that levies would produce clear and tangible infrastructure benefits.

1. Timing

Stakeholders emphasized the importance of aligning levy implementation with realistic development and infrastructure delivery timelines. Many expressed concerns that if new rates take effect before long-term plans are updated or before developers can adapt their project proformas, it could create financial hardships and discourage investment. Questions arose as to when levies would officially come into force, how quickly projects would benefit from the collected funds, and whether existing applications would be "grandfathered" under the old rates. Ensuring that levy implementation matches planning horizons and local economic conditions emerged as a core element of this theme.

2. Phasing and deferring alternatives

A recurring request was to introduce incremental rate increases or deferrals rather than imposing significant hikes all at once. By phasing new levy rates over multiple years, the County could mitigate "sticker shock" and give developers time to plan and budget accordingly. Some stakeholders suggested deferral arrangements, such as partial payments upfront and the remainder at later project milestones. This approach would provide a smoother transition, helping maintain project viability and fostering continued growth while still moving toward the County's cost recovery objectives.

3. Affect to budgets and increase in costs

Stakeholders acknowledged the County's need to recover infrastructure costs, but they voiced strong concerns about the impact these levies could have on their budgets and overall cost structures. Unexpected or steep increases could threaten project feasibility, lead to price escalations for end-users, or prompt development relocations to competing jurisdictions. From a broader perspective, some worried that high levies might slow overall growth or shift economic activity away from the County. These concerns underscored a need for balancing financial sustainability with market competitiveness and affordability.

4. Calculation options and suggestions

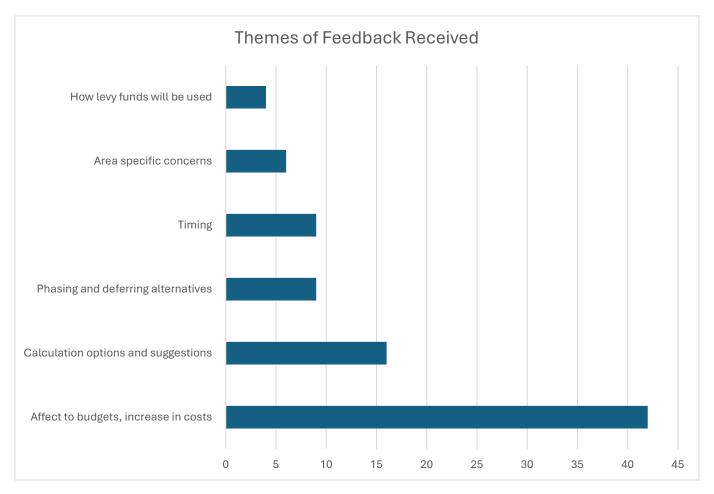
Transparency and clarity in how levies are calculated were frequently cited as essential. Stakeholders requested detailed breakdowns of project costs, growth assumptions, and anticipated infrastructure life cycles. Some suggested alternative calculation methods that account for factors like traffic generation, proximity to service infrastructure, or the actual proportion of benefit a development receives. Others recommended adopting single, universal rates or more refined, area-specific levies. These suggestions aimed to ensure that the levy formulas align with principles of fairness, proportionality, and best practices from other municipalities.

5. Area-specific concerns

Given the County's geographic diversity, several stakeholders questioned why a one-size-fits-all approach should apply to communities with varying development patterns, infrastructure readiness, and service demands. Some encouraged the County to divide into zones, assigning different levy rates that better reflect local infrastructure needs and usage levels. Others highlighted potential inequities—such as developers in one region paying for infrastructure in another—and recommended geographic tailoring to ensure that those who pay levies more directly benefit from the resulting projects.

6. How levy funds will be used

A lack of clarity on precisely how collected levy funds would be allocated fueled stakeholder uncertainty. Many wanted assurances that the money would go toward delivering the promised infrastructure in a timely and transparent manner, rather than sitting idle for decades or being diverted to unrelated projects. Clarifying the relationship between levy collection, actual capital expenditures, project prioritization, and long-term maintenance responsibilities was seen as critical. Stakeholders expressed a desire for ongoing reporting and accountability measures, so that contributors could see tangible returns on their investments and trust that levies are effectively supporting sustainable growth.



The comments received highlight that while stakeholders understand the need for updated and new off-site levies, they are concerned about the practical implications of the proposed changes. Many expressed a desire for measures like phased implementation and consideration of regional differences to make the levies more workable. Ultimately, these perspectives underscore a call for a thoughtful, balanced approach that acknowledges current development realities, encourages investment and supports the County's broader infrastructure and growth objectives.

Attachment B - Regional Off-Site Levy Bylaw Updates - What We Heard Report

APPENDIX A: Complete List of Comments

#	QUESTION OR COMMENT	SENTIMENT
GEI	NERAL COMMENTS REGARDING ALL 4 LEVIES	
1	Would the County consider a phase-in period for the transportation/water/wastewater levy increases, say over a 3-year period?	Concern
2	I'm writing to express our profound concern with the initiative to amend the existing Offsite levies as well as the introduction of a new Community Recreation Off-Site Levy. As I'm sure you're aware, we have been diligently working toward regulatory approval with RVC, representing a significant change away from the former owner's regard towards achieving RVC's development goals for the area. Although our findings to date have revealed associated costs and required contingencies to far exceed our expectations, we have forged ahead being optimistic that a path forward can be found. Very recently, we learned of RVC's initiative to amend the Off-Site Levy Bylaws that increase existing rates astronomically, as well as introduce new levies that we would be required to pay. Our calculations have determined that if the proposed increases became effective, that the increase in our offsite levies alone would total approximately ***1, in order to develop the entire site. An increase of this magnitude is simply unworkable and would negate the viability of our project and aspirations to relocate into RVC for our new facility. It's our view that if amendments to offsite levy rates are required, they be implemented in a phased manner with increases introduced over a period of years. If introduced in the current proposed manner, the implications for ourselves and others will be to halt our plans & proceed with relocating elsewhere. I might also add that it is highly likely that our project would have been in a position to be approved prior to any change in offsite levies had the delays of the realignment of *** not occurred. Working with RVC over this issue has resulted in significant delays for our development. We are deeply concerned about this issue, which will impair our ability to proceed with our investment in Rocky View County. We desire to make a meaningful contribution and impact in the community resulting from our development and ongoing use of our site. Our aim is to work constructively with RVC to address our conce	Concern
3	We are typically pricing lease rates on our warehouse developments + 2 years out, based on proforma land development costs. It would be helpful if we are provided significant lead times on increases to the development levies so that we assume the correct costs. It would also be very helpful if these levy increases were phased in over time. This way the entire development market prices in the cost increases.	Concern
4	Overall, the proposed levies represent substantial increases to the existing rates. While we understand that costs have increased and the County is expanding servicing capacity, predictability of costs are very important for development. It takes many years to bring projects to fruition and dealing with sudden and substantial cost increases half-way through a project is problematic. In regard to the water, wastewater, and transportation levies, I request that the County considers and implements a phased approach towards the increases over a period of a few years. We are currently developing in *** and a 64% increase in transportation levies is a very large and unanticipated cost increase. Phasing levy increases over a period of years would have minimal impact on the County but will have substantial impact for active developers today and in the coming years.	Concern

 $^{1\,}Please \,note \,that \,budget \,numbers \,and \,project \,information \,have \,been \,removed \,to \,maintain \,the \,confidentiality \,of \,the \,stakeholders$

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5	To this end, we submitted a Conceptual Scheme with a concurrent Land Use Amendment	Concern
	application and is presently working through this process with administration and local	
	stakeholders. We are excited by our opportunity to become a corporate citizen of Rocky	
	View and can't wait to patriate our regionally significant transportation and logistics	
	business from Calgary to Rocky View County. To this end, we are compelled and attracted	
	by The Rocky View Advantage! We recently became aware of the County's plans to update	
	Rocky View's Regional Off-Site Levy Bylaws. We commend Council for preparing and	
	implementing such strategic implementation measures to ensure sustainable growth and	
	development continues within the County for the benefit of all existing and future Rocky	
	View constituents. We've participated in the County's engagement processes relative to	
	these Off-Site Levy Bylaws and attended the recent online events. We have appreciated	
	our opportunities to participate in the various engagement processes and have taken	
	liberty to educate ourselves accordingly.	
	In this regard, we prepared the below-referenced estimates of the combined regional off-	
	site levy bylaw payments in relation to our proposed Conceptual Scheme development	
	within the '***' community. The table compares the current and proposed rates — and	
	demonstrates how we may be required to provide the County with a substantial increase	
	in regional off-site levy payments which is challenging the feasibility of our project.	
6	PRINCIPLES OF AN OFF-SITE LEVY	Concern
	We understand that, in establishing an off-site levy, a municipality must consider the	
	general principles established by the Off-Site Levy Regulation, Alberta Regulation 187/201	
	7, specifically Section 3 which reads as follows:	
	Section 3: Off-Site Levy General Principles	
	(1) Subject to section 3.1, the municipality is responsible for addressing and defining	
	existing and future infrastructure, transportation infrastructure and facility requirements.	
	(2) The municipality may, where necessary and practicable, coordinate infrastructure,	
	transportation infrastructure and facilities provisions with neighbouring municipalities.	
	(3) Notwithstanding anything to the contrary in this Regulation, the off-site levy is of	
	no effect to the extent it directs the Government of Alberta to expend funds, to commit to	
	funding transportation infrastructure or arrangements to undertake particular actions or	
	to adopt particular policies or programs.	
	(4) A municipality must not compel an applicant for a development permit or	
	subdivision approval to fund the cost of the construction of infrastructure, transportation	
	infrastructure or facilities to be funded by an off-site levy beyond the applicant's	
	proportional benefit.	
	We have reviewed the four (4) proposed regional off-site levy bylaws from the perspective	
	of the Off-Site Levy Regulation's principles, with particular emphasis on Section 3(4) which	
	indicates the County cannot direct an applicant to provide a proportional contribution for	
	infrastructure investment that exceeds the proportional benefit that an applicant can	
	reasonably expect as a return.	
	Applying Section 4(c) of the Off-Site Regulation, we no concern with the proposed levy	
	payments contemplated by the Water and Wastewater Off-Site Levy Bylaw (C-8548-2024)	
	and Stormwater Off-Site Levy Bylaw (C-8547-2024) given that the regional utility servicing	
	and stormwater drainage infrastructure capacity that this off-site levy will fund directly	
	(and proportionally) provides benefit to our proposed development within the	
	community.	
	However, we have concerns with the Regional Transportation Off-Site Levy Bylaw (C-8549-	
	2024) and the Community Recreation Off-Site Levy Bylaw (C-8S50-2024) and appreciates	
	the opportunity to share them as described within the following sections.	
	the opportunity to share them as accended within the following sections.	
,	In conclusion, we appreciate this opportunity to share our perspectives regarding the	Concern

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	administration and Council for taking a leadership position with the objective of directing	
	sustainable growth within the County. We have concerns with the proposed regional	
	transportation and	
	community recreation off-site levy bylaws, and based on our understanding, we believe	
	the methodology underpinning the two may be contrary to the principles of the Off-Site	
	Levy Regulation, specifically as it relates to directing a burden on new development that is	
	not proportional to the anticipated benefit. For this reason, we recommend Council delay	
	the adoption of the Regional Transportation and Community Recreation Bylaws pending	
	further work by administration relative to their underlying assumptions.	
8	With these 4 levies, you wouldn't be paying all four. Are we paying all levies?	Information ²
9	There have been no increases since 2020, the sticker shock is hard to swallow. We've gone	Concern
	4 years without increases. Is the County's vision going forward to update levies on an	
	annual basis?	
10	What is the anticipated increase yearly?	Concern
11	The 50% increase is a big number to swallow when these companies have already	Concern
	invested. It seems like Council is pushing too quickly, allowing the development	
	community zero time to find these funds. Is there a phasing out schedule for the	
	implementation?	
12	These levies have been discussed by Council over the years, sometime a Council will turn	Concern
	down an increase which in turn creates an issue where the costs are not being covered. Is	
	there some way to increase every year? How can this be done annually so there is no	
	sticker shock for developers? It has been 4 years with no increases and now developers	
	are shocked with these rates. How do you get Council to agree to increase levies	
	incrementally over the years?	
13	Are these estimates included in the presentation?	Information
14	Logistically can deferrals be done if a project already has put in a current application? If	Information
	you have a project that's in progress and the levy changes, would you pay the current	
	instead of the new levy?	
15	Would a consolidation count as a subdivision?	Information
16	Building codes, these are massive changes and have huge impacts. The 2020 energy code	Concern
	was forecasted well in advance, anything after April 30 does not apply. Can we do	
	something like that with these new levels? A year seems fair, then we can project funds.	
17	We're now waiting on a Council date. Can these new levies be frozen for people like us?	Concern
18	Question about application of the fees to the part of a subdivision.	Information
19	A question in the chat that stated he had Council approval already for a subdivision with	Information
	conditions already approved on ***.	
20	Just to clarify the interest/borrowing portion of the levies *** if the new levy rates come	Information
	into effect on January 30th, and we pay levies for a new subdivision on the February 1st,	
	the interest/borrowing costs will be nil ***	
21	Slide #66 of the Bylaw C-8007-2020 presentation (Example #7) provides an example for a	Concern
	10-acre project in East Balzac. This example ignores Borrowing Costs that RVC would	
	typically add to all levy fee calculations. By not including Borrowing Costs, the increase in	
	new proposed levies appears very drastic. However, perhaps the proposed levy increase is	
	not as drastic as shown in Example #7 if all debts (ie. Borrowing Costs) have been captured	
	in the new base rates *** ("all debts have been captured in the new base rates" ie.	
	Borrowing Costs are included in the new Base Rates, and debt starts on nil and begins to	
1		

accumulate after January 30th, 2025). I've had a chance to put together an analysis to explore the relative levy rate increases if borrowing costs are included in the new Base

 $^{^2 \ \}text{Information requests, clarification comments, and general questions are identified via an {\rm `l'} \text{ or {\rm `Information'}}.$

Rates versus borrowing costs not included in the new Base Rates. The results of this analysis are quite eye opening ***. The data I used to determine "\$ per acre" and "\$ per m3" Borrowing Costs was sourced from a recent Levy summary ***. If all debts have been captured in the new base rates, the increase in Transportation Levies is only 7.5%. This is significantly lower than the 57.3% increase in Transportation Levies if we simply compare the new Base Rate against the old Base Rate. The reason for this variance is that Borrowing Costs are approx. 1/3 of the current Transportation Levy charges. The new Water & Wastewater Levy also has a significant difference if Borrowing Costs have been captured in the new Base Rates versus not included, although the difference is not as drastic as for Transportation. In order for us to provide constructive and meaningful feedback to the new levy rates and the roll out of these new rates, understanding the debt component for the new Levy rates is critical to determine the extent of the negative impacts to our project proformas. We appreciate your feedback on how debt charges (Borrowing Costs) will be calculated in the new levy rates."

As you can appreciate, these increases will have detrimental effects to the Development Community at large, with our proforma models now having to absorb a large *** per acre increase in levy payments. On a ¼ Section of land, this equates to *** of increased fees, with very little increased service. It was clear that Administration and Council do require these increases to provide services to the greater county area and as such, here are a few recommendations that we would suggest to RVC to employ:

1. Delay Levy Implementation for a period of 12 months

Developers invest heavily in pre-design work before submitting applications to municipalities. For example, designing a typical industrial warehouse can take 3-6 months before submission. Developers base their decisions to apply for permits largely on project economics, of which levies are a key factor. For a 20-acre parcel, an additional \$1M in costs due to levy increases could significantly impact a development's proforma. A delay would give developers time to adjust their plans accordingly. We suggest that the effective date of

the levy increases does not take effect until January 1, 2026. At a minimum.

2. Grandfather Submitted/Conditionally Approved Projects Under the Previous Levy Regime

Some developers may have conditional development permits or potential Development Agreements, but are waiting on completing other improvements, such as offsite work, or have implemented a temporary pause on their projects due to current market conditions. Grandfathering these projects would prevent developers from being financially punished by both higher levies and a slower market. Most permits have a 1–2-year lifespan, so developers cannot just keep renewing indefinitely to avoid higher levies, especially since they pay renewal fees as well.

3. Eliminate the Community Recreation Levy for Non-Residential Developments

While the recreation levy amount is lower, the principle is that non-residential users will not directly benefit from these uses, which are geared toward residential communities. Through property taxes and the currently existing Municipal Reserve (MR) structure of land dedication or Cash-in-lieu, non-residential users already contribute to the benefit of residential users.

4. Commitment to Additional Staffing to Improve Permit Processing Times
With the county experiencing significant growth, there has been a noticeable slowdown in processing times. While this may not be directly related to levies, higher costs should equate to improved services. Timelier processing would benefit both developers and the community, helping us continue supporting regional development.

Concern

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	As a community, we understand that changes in the Bylaw structures are necessary to the continued development of Rocky View County and we do fully support the planning that has gone into East Balzac, Janet, Bearspaw, Springbank and other valued areas. We would like to ensure that increases in levies to promote services, do not subsequently hinder continued investment in those same areas. There are several Developers that are signatories to this letter and support the recommendations provided in this	
	memorandum.	
CO	MMUNITY RECREATION LEVY COMMENTS	
23	Community Recreation Off-Site Levy Bylaw - While we are supportive of a recreation off-	Concern
	site levy in theory, we have serious concerns with the proposed bylaw as structured.	
	General Concerns	
	Council's original direction regarding a recreation off-site levy was not to move ahead with	
	a levy, but to investigate the feasibility of doing so. Instead, Administration pushed ahead	
	to design a recreation off-site levy.	
24	There are only five other municipalities in Alberta with recreation off-site levies and all of	Concern
	them are urban municipalities. What evidence is there that this is a viable levy for a rural	
	municipality? Furthermore, those municipalities all charge one flat rate, even though	
	some of them have differential rates for other off-site levies. Why is Rocky View proposing	
	to be the only municipality with a tiered recreation levy?	
25	The County has acknowledged that the approved Recreation Master Plan, the basis for	Concern
	this levy, has serious flaws. Councilors raised concerns about the Plan's recommendations	
	at the February Recreation Governance Committee meeting and directed Administration	
	to report back on fast-tracking its replacement. Despite those concerns, the proposed	
26	recreation off-site levy is based on the Plan's recommended facility investments.	6
26	The September 24th council meeting discussed next steps for replacing the Recreation	Concern
	Master Plan to more accurately reflect recreation needs within the County. From that	
	discussion, the status of the facilities included in the off-site levy is not clear. In response	
	to questions, staff made the following somewhat inconsistent statements: the new plans would re-examine facility recommendations; the off-site levy could always be changed in	
	the future if facility investment plans change; and the new community-based plans would	
	incorporate the facility recommendations from the Master Plan. Those responses indicate	
	that there is significant uncertainty regarding the status of the recreation facilities	
	included in the levy. To move ahead with a levy when the County's recreation planning	
	structure and the status of the facilities included in the levy are in flux makes no sense.	
27	A comparable reality was the reason council paused the fire services off-site levy. The	Concern
	same should be done for the recreation off-site levy. At a minimum, a recreation off-site	
	levy should only move forward with a single county-wide rate structure.	
28	Specific Concerns	Concern
	Catchment area for area-specific levy rates	
	Administration indicated that the catchment areas for the proposed area-specific	
	recreation off-site levies are based on the "established principle" of a 20-minute driving	
	radius to access recreation facilities. We support this principle; however, the Recreation	
	Master Plan did not use this principle in identifying recreation facility investments. If it	
	had, it could not have recommended full-scale recreation facilities in both Springbank and	
	Harmony which are significantly less than a 20-minute drive from each other and from	
	comparable recreation facilities within Calgary and Cochrane.	
29	Responsible decision-making regarding recreation spending should assess the trade-offs	Concern
	between investing County resources in bricks and mortar facilities within the County	
	versus contributing to recreation facilities in the neighbouring municipalities that are	

Attachment B - Regional Off-Site Levy Bylaw Updates - What We Heard Report

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	within the 20-minute driving threshold of county residents. To the best of our knowledge,	
	such an assessment has not been done.	
30	Magnitude of anticipated recreation investments. We are also concerned with the	Concern
	magnitude of recreational investments included in the levy structure. Residents were	
	never asked if they were willing to have their property taxes increase to pay for facilities.	
	They were only asked what facilities they'd like in their community. As a result, we believe	
	that the existing Recreation Master Plan is based on a "wants" assessment rather than a	
24	"needs" assessment.	
31	The recreation off-site levy is only expected to collect 51% of the capital costs of the	Concern
	proposed facilities from new development anticipated to occur over the next 20 years –	
	\$69 million of the \$134 million for the facilities included in the levy. What happens if	
22	development does not materialize as anticipated?	
32	Ongoing operating and maintenance costs will be borne by ratepayers, not by new	Concern
	development. This is never mentioned. Ratepayers are being asked not only to pay a	
	significant fraction of the capital costs, but also all the ongoing costs, the magnitude of	
	which is not part of this discussion.	
33	The levy structure assumes that development beyond 20 years will pay a share of	Concern
	recreation facility costs through future levies. How has that development has been	
	estimated? Growth rates beyond 20 years are notoriously uncertain. If long-range	
	development is based on full-build out of ASPs, it has unavoidable inaccuracies that have	
	not been acknowledged. Full build out statistics in ASPs assume that every acre will be	
	developed, beyond what is needed for roads, utility corridors, and municipal reserves. This	
	overstates development potential since it does not reflect environmental constraints and	
	fails to recognize that not every landowner wants to subdivide their land. Even if long-	
	range future development materializes as anticipated in the levy structure, the recreation	
	facilities will have to be paid for by current or near-term future ratepayers through	
	property taxes (to at least cover debt carrying costs). By the time long-range future	
	development occurs, the facilities may be nearing the end of their useful lives.	
34	I attended the offsite levy bylaw information session last week and have a question to	Concern
	submit to the team for consideration regarding the Community Recreation Off-Site Levy	
	Bylaw:	
	We would request that consideration be given to including a defined "development area"	
	that the levy would apply to rather than the levy applying to an entire parcel. This would	
	be similar to the provision in the current Transportation Offsite Levy Bylaw. We make this	
	request because there may be instances where a development permit for a small, private	
	development is required on a large parcel, and as the Bylaw is currently written, the	
	potential remains for a very large levy when only a small area is being developed that has	
	little impact on County infrastructure and services. For example, an oversized accessory	
	building requiring a DP on a large agricultural parcel could be subject to a substantial levy	
	if the base levy is applied to the entire acreage.	
35	Community Recreation Facilities Levy:	Concern
	We understand the reason for the introduction of this new levy. Providing opportunities to	
	offset payment of the recreation levy through provision of qualifying recreational	
	installations as part of new development would be worth consideration, especially for	
	areas that are far removed from planned	
	recreation centre locations.	
36	CONCERNS WITH THE COMMUNITY RECREATION OFF-SITE LEW BYLAW	Concern
	Applying Section 4(c) of the Off-Site Regulation,	
	*** has reviewed the proposed Regional Community Recreation Off-Site Levy Bylaw and	
	offers the following four (4) concerns.	

CONCERN #1: PROPORTIONALITY

- *** does not understand why the proposed regional community recreation off-site levy bylaw makes a distinction between new development and existing ratepayers as it relates to the contribution of funding for future upgrades to the County's recreation infrastructure. Based on our understanding of the various schedules attached to the proposed Off-Site Levy Bylaw, we understand that:
- Within the Eastern catchment area, new development will contribute 80% of the costs for future community recreation infrastructure specific to the catchment, and existing ratepayers will contribute 20% of the costs for future community recreation infrastructure specific to the catchment.
- Within the Western catchment area, new development will contribute approximately 70% of the costs for future community recreation infrastructure specific to the catchment, and existing ratepayers will contribute about 30% of the costs for future community recreation infrastructure specific to the catchment.
- Within the entire County, new development will contribute approximately 70% of the costs for future community recreation infrastructure County-wide, and existing ratepayers will contribute about 30% of the costs for future community recreation infrastructure County- wide.

Given the proposed Off-Site Levy Bylaw is including the total \$89M of investment required from developers to fund the entire community recreation infrastructure network to its ultimate anticipated capacity, why are new developers and existing ratepayers treated differently?

*** believes it would be fairer to consider new development and existing ratepayers proportionally the same when it comes to the need to fund future community recreation infrastructure? *** believes the arbitrary distinction between new development and existing ratepayers may be creating disproportionate expectations for funding the future community recreation upgrades when considering the principles in Section 3 of the Off-Site Levy Regulation.

37 CONCERNS WITH THE COMMUNITY RECREATION OFF-SITE LEW BYLAW
Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional

Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional Community Recreation Off-Site Levy Bylaw and offers the following four (4) concerns. CONCERN #2: UNDERLYING GROWTH ASSUMPTIONS

*** assumes that the geographic extent of future upgrades to the community recreation infrastructure network are based on the County's underlying growth management assumptions contemplated by the 2013 Municipal Development Plan (County Plan).

*** notes that the County is preparing a new Municipal Development Plan (MDP) that is anticipated to be before Council at a public hearing some time in 2025.

*** further notes that since the County Plan was adopted in 2013, the province mandated regional planning within the Calgary Region under the auspices of the Calgary Metropolitan Region Board (CMRB). Subsequently, the CMRB adopted a Regional Growth Plan (RGP) in 2022 which dramatically alters expectations for future rural development in the County. Alternatively, the CMRB RGP contemplates an urban form of development within determined Joint Planning Areas — in accordance with Regional Context Studies and subsequent Area Structure Plan (ASP) reviews/updates.

As such, *** is concerned that the total anticipated infrastructure costs contemplated by this proposed Regional Community Recreation Off-Site Levy are based on 'out-dated' development assumptions that are over a decade old which do not reflect the current (and evolving) growth management expectations within the County and the Region. For this reason, *** is concerned that the corresponding per ha (per ac) levy rates to be

Concern

Attachment B - Regional Off-Site Levy Bylaw Updates - What We Heard Report D-3 Attachment B Page 15 of 20

	wnat we neard keport	Page 15
	charged by this proposed bylaw may be substantially over-estimating (or under-	
	estimating) the amount of growth expected within the County.	
	*** recommends that implementation of the Regional Community Recreation Off-Site	
	Levy Bylaw be delayed until after the County (and CMRB) approve the new Municipal	
	Development Plan (MDP) and Regional Context Studies. This will allow the County to	
	update the off-site levy bylaw's underlying growth assumptions and corresponding	
	recreation demand modelling.	
38	CONCERNS WITH THE COMMUNITY RECREATION OFF-SITE LEW BYLAW	Concern
	Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional	
	Community Recreation Off-Site Levy Bylaw and offers the following four (4) concerns. CONCERN #3: FUNDING SOURCES	
	*** understands that municipal community recreation infrastructure is often funded by	
	grants from the Provincial government. Based on our review of the proposed Community	
	recreation off-site levy bylaw, it appears that investment required for future community	
	recreation infrastructure is to be funded entirely by new development and existing ratepayers.	
	*** recommends that the Regional Community Recreation Off-Site Levy Bylaw	
	calculations should be revised to assume a proportional investment from the Province for	
	future infrastructure.	
39	When will this be initiated?	Information
40	Would the Community Recreation Levy apply to any Land Use type?	Information
41	Without this levy, how is this currently funded? Is this not a double dip?	Information
42	Why are there not more options, last year there was 4 options. Why was a special rate and	Concern
	catchment option not chosen?	201102111
43	How does Calgary do it?	Information
44	If you're in east Balzac, miles from the west and paying for base when you won't even use	Concern
• •	that facility at all. Those developers will see very little benefit. Impact on developers is	001100111
	greater.	
45	Those in industrial areas should not have to pay, seems like double dip.	Concern
46	This 2:1 ratio, is this a 'feels right' number or based on a study?	Information
47	Are the levies only for capital?	Information
48	Will you have a levy for operational cost?	Information
49	The timing of collection of levies vs building facilities and development times. Does this	Information
	assume the County would take out debt to build the facilities and then repay themselves	
F.C.	using levies?	1.5
50	Recreation cost sharing; is one coming with Calgary?	Information
51	As someone who is an industrial contributor, it's easier to understand when it comes to	Concern
	operations then when it comes to recreation. It helps if you're building a residential	
	community, but industrial areas are limited-service areas. Not same return on money for	
	developers. Businesses are not using rec centres/amenities. People who work in Balzac	
F 2	generally live in Airdrie or Calgary and these are not RVC residents using RVC facilities.	Informatic :
52	Are there thoughts of other recreational facilities in the future?	Information
53	If another recreation project comes along in 5 years would the levy increase?	Information
54	Council has said they need to revisit the rec master plan. What happens to the money	Concern
	collected if/when plans change?	1.6
55	If no Conrich facility was built, could the money be used for some new unidentified build?	Information
56	One is about the recreation levy and at what stage is it applied? Is it subdivision only or would some development permits be eligible as well?	Information
57		Information
١٥/	Hi yes, I am wondering about the recreation levy particularly and I'm sorry I haven't read	เมเบาเกลนเบก
	through the materials yet, but is there a possibility to apply the levy to only a specific	

D-3 Attachment B Attachment B - Regional Off-Site Levy Bylaw Updates -Page 16 of 20 **What We Heard Report** development area? For example, if you have, you know a 40-acre parcel, but you're developing a Small area of it. Does the levy apply to the entire 40 acres, or would it be to a development area? There was another question respect to development area. The example given, if you have Information 58 a 40-acre parcel and you're only doing business or uses for maybe 10 acres of that. Would you then, with the levies specifically for the recreation levy, would it be applied to the 40 acres or just 10 acres? **STORMWATER LEVY COMMENTS** Regional Stormwater Off-Site Levy Bylaw - We are encouraged to see that the proposed Support revisions to the stormwater off-site levy include levies to pay for necessary infrastructure within the areas that will be serviced by the CSMI system. It never made sense that the existing stormwater off-site levy collected funds to pay for the regional conveyance system without recognizing that stormwater had to get to that regional conveyance system. Langdon, Janet and Conrich area-specific levies are an essential element for viable stormwater management in east RVC. Continuing to permit development without effectively managing stormwater is not sustainable from either an environmental or a long-term financial perspective. Although the stormwater levies may now be higher in these areas than stormwater levies in neighbouring municipalities, the total off-site levies paid in these areas remain significantly lower than the totals paid in the other municipalities. As a result, the impact on regional competitiveness still favours development in Rocky View. 60 Stormwater Levy: Support No comments or concerns. What improvements in infrastructure are going to occur? What are we getting for this Information 61 62 Better service, more connection to that service therefore levies are going up? Is this what Information is currently happening or is this to serve a future plan? When the storm water levies were updated back in 2020, staff had brought forward the Information 63 two-tiered regional and local connectivity. Has this not gone forward under the previous Council? TRANSPORTATION LEVY COMMENTS The budget for transportation capital projects is at \$1.85 Billion, are all of the projects Information included in that number expected to be constructed within the next 25-30 years? How was the new base levy split determined between rural and rurban? Rurban is a new 65 Information term to me, and this delineation appears to only be used for the transportation levy. The transportation base levy for rural goes up by 35% to \$6199/ac and the base levy for rurban goes up 278% to \$17,394/ac. 66 It seems most equitable to have the same base rate applied equally to all land, as it is with Concern the new recreation levy. This would be a new transportation base levy at \$10,912/ac, which still represents a substantial increase from the current rate. 67 Is there a public document available that goes into more detail or breakdown of projects Information included on the attached Map A? 68 Given the size and diversity of the County a further breakdown in zones for transportation Concern levy could be another way of looking at it. In regard to our current development project *** would see no benefit from most of the projects shown on the map included in the base levy. Although we would produce a higher traffic count per acre than 5 acre+ sized subdivisions, those counts are being added to very few locations immediately adjacent to major corridors. In other large municipalities we see transportation levies broken down

by region on a much smaller scale for transportation projects, often with levy rates being assigned to individual quarter sections at different rates depending on proximity to

	Attachment B - Regional Off-Site Levy Bylaw Updates - What We Heard Report	D-3 Attachment B Page 17 of 20
	existing infrastructure, future network improvements and timing. Below snapshot is an	
	example of transportation levies in Parkland County. There are probably good reasons	
	that Rocky View's levies haven't been done in this way, but it seems more equitable in	
	regards to actual benefit and actual cost.	
69	Transportation Off-Site Levy Bylaw - We support the proposed changes to the Transportation Off-Site Levy (TOL) Bylaw. From the residents' perspective, a more equitable levy structure would base the levy charged for residential development on the number of new dwellings created rather than on the acreage involved. However, we recognize that Administration sees significant difficulties in implementing this alternative. The proposed two-tiered TOL (rural / rurban rates) acknowledges the greater infrastructure demands from higher density residential development and commercial development while maintaining greater structural and administrative simplicity relative to a per-dwelling rate structure. As a result, we strongly support this change. In terms of which types of development pay the rural versus the rurban rate, aggregate resource development should pay the higher rate as do all other commercial developments. Gravel pits are not temporary in terms of any meaningful planning horizon, and their end use is uncertain. They involve significant heavy truck traffic whose demands on the road network are comparable to, if not greater than, other commercial operations. They are not comparable to those from lower density residential or agricultural development. Incorporating the costs for bridges along the road networks that are part of the TOL is also a solid step forward. Bridges are an essential component of the transportation network, and their costs should be covered by the TOLs. The information indicates that there may be consideration for phasing the TOL rate increases. We believe the revised rates should be fully implemented immediately, not over time. Existing County stakeholders, both residential and business, have subsidized new development's share of transportation infrastructure costs for too long. There is no rationale for extending that subsidization.	Support
	Impacted developers may complain, but as is obvious from staff's presentation, the levy costs associated with development in Rocky View will remain significantly lower than	
	those of any neighbouring municipality.	
70	Transportation Levy:	Concern
70	The increase in transportation levy is substantial. The methodology used takes all projects which may be built over a very long period and levies a potential cost for those projects over all land. This method doesn't provide a timeline for those improvements and there is no correlation conveyed in the base levy between the funds collected and the projects built. Essentially this means that levies collected in the 2020's could be held for 80 years until some of the last projects are completed on Map A – and those projects may be far away from the land that originally paid those levies. The County's size and geography also don't lend well to a broad base levy as has been proposed. \$1.856 Billion is an eye-popping number for a rural Alberta municipality to contemplate spending on transportation infrastructure and some further detailed consideration on the projects included and the benefitting areas would be merited. It seems unnecessary to include projects in the transportation levy that are, by any reasonable assessment, far outside of a reasonable development horizon.	Concern
71	CONCERNS WITH THE REGIONAL TRANSPORTATION OFF-SITE LEVY BYLAW Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional Transportation Off-Site Levy Bylaw and offers the following three (3) concerns. CONCERN #1: PROPORTIONALITY *** does not understand why the proposed regional transportation off-site levy makes a distinction between 'rurban' and 'rural' development forms as it relates to the	Concern

contribution of funding for future upgrades to the County's long range transportation

D-3 Attachment B Attachment B - Regional Off-Site Levy Bylaw Updates - What We Heard Report

	network. Based on our understanding of the various schedules attached to the proposed	
	Off-Site Levy Bylaw, we understand that:	
	Rurban landowners/developers will contribute 75% of the costs for future long	
	range transportation network upgrades; and	
	 Rural landowners/developers will contribute 25% of the costs for future long 	
	range transportation network upgrades.	
	Given the proposed Off-Site Levy Bylaw is including the total \$946,841,237 of	
	infrastructure investment required from developers to fund the future long range	
	transportation network to its ultimate anticipated capacity, why are rural and rurban	
	developers treated differently?	
	*** believes it would be fairer to consider these two types of developers proportionally	
	the same when it comes to the need for future infrastructure. On what basis is the 75/25	
	split determined and why? Does geographical location within the County and/or the type	
	of new development play a factor in this7 Acknowledging the *rurban' definition included	
	in Schedule 'A', *** believes the arbitrary distinction between rural and rurban developers	
	may be creating disproportionate expectations for funding the long-range transportation	
	network upgrades when considering the principles in Section 3 of the Off-Site Levy	
	Regulation.	
72	CONCERNS WITH THE REGIONAL TRANSPORTATION OFF-SITE LEVY BYLAW	Concern
	Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional	
	Transportation Off-Site Levy Bylaw and offers the following three (3) concerns.	
	CONCERN #2: GEOGRAPHIC LOCATION	
	Map 'A' of the Regional Transportation Off-Site Levy identifies the specific location of all	
	segments of the long-range transportation network that are proposed to be upgraded in	
	support of anticipated growth within the County. Schedules 'B1' and 'B2' delineate the	
	specific type of roadway cross-section and associated upgrade costs for each segment.	
	*** acknowledges that areas benefitting from the expanded long range regional	
	transportation infrastructure network include all lands that are expected to be developed	
	within the County and correspondingly contribute increased traffic onto the long-range	
	network. To this end, *** appreciates that the costs associated with 'background regional	
	traffic' have been removed from the 'developer' funded portion of the upgrade costs.	
	However, *** does not understand how the Off-site Levy Bylaw's methodology has	
	considered the physical location of proposed development within the County. For	
	example, why should a developer pursuing a subdivision within the Cochrane Lake	
	community need to contribute infrastructure investment to fund future upgrades to	
	infrastructure in Langdon, and/or vice versa?	
	*** recommends the Regional Transportation Off-Site Levy be established based on the	
	expected traffic generation and distribution that is connected directly to a specific location	
	of development (i.e. ASPs)? Does the Off-Site Levy make any distinction between the	
	specific type of development (i.e., residential, commercial, and industrial) and the amount	
	and type of associated traffic it generates?	
73	CONCERNS WITH THE REGIONAL TRANSPORTATION OFF-SITE LEVY BYLAW	Concern
	Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional	
	Transportation Off-Site Levy Bylaw and offers the following three (3) concerns.	
	CONCERN #3: UNDERLYING GROWTH ASSUMPTIONS	
	*** assumes that the geographic extent of future upgrades to the long-range	
	transportation network as illustrated on Map *A' of the Regional Transportation Off-Site	
	Levy are based on the County's underlying growth management assumptions	
	contemplated by the 2013 Municipal Development Plan (County Plan).	
	www.clastication.com/states and the second committee the second committe	
	*** notes that the County is preparing a new Municipal Development Plan (MDP) that is anticipated to be before Council at a public hearing some time in 2025.	

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	*** further notes that since the County Plan was adopted in 2013, the province mandated	
	regional planning within the Calgary Region under the auspices of the Calgary	
	Metropolitan Region Board (CMRB). Subsequently, the CMRB adopted a Regional Growth	
	Plan (RGP) in 2022 which dramatically alters expectations for future rural development in	
	the County. Alternatively, the CMRB RGP contemplates an urban form of development	
	within determined Joint Planning Areas — in accordance with Regional Context Studies	
	and subsequent Area Structure Plan (ASP) reviews/updates.	
	As such, *** is concerned that the total anticipated infrastructure costs contemplated by	
	this proposed Regional Transportation Off-Site Levy are based on 'out-dated' development	
	assumptions that are over a decade old which do not reflect the current (and evolving)	
	growth management expectations within the County and the Region. For this reason, ***	
	is concerned that the corresponding per ha (per ac) levy rates to be charged by this	
	proposed bylaw may be substantially over-estimating (or under-estimating) the amount of	
	growth expected within the County.	
	*** recommends that implementation of the Regional Transportation Off-Site Levy Bylaw	
	be delayed until after the County (and CMRB) approve the new Municipal Development	
	Plan (MDP) and Regional Context Studies. This will allow the County to update the off-site	
	levy bylaw's underlying growth assumptions and corresponding traffic generation	
	modelling.	
74	Why is Springbank [cost's] down?	Information
75	What would be the timing if this is implemented?	Information
76	Can you explain how council voted to freeze numbers in 2020. If the money was frozen,	Information
	where did the money come from? Tax dollars?	
77	So, ultimately it would never touch taxpayer dollars, it would touch the levy reserve?	Information
78	Do you have feedback from when Council voted to freeze fees, what their reasoning was	Information
	to freeze those fees? Was it make our region more attractive for development?	
79	In terms of payment, is the transportation levy payment like the other 3 levies?	Information
80	How comparable are the rates compared to the surrounding markets?	Information
81	Why did you choose Strathcona county for other county benchmarking?	Information
82	Why not special levies for special areas, like bridges?	Concern
83	Why is the gravel industry is treated differently and has a lower rate?	Information
84	Do these transportation levies include underground infrastructure?	Information
85	Why was the schedule F, special area 4 construction land for purchase of RR34 fly over	Information
	100% paid by Rocky View?	
86	Why not put the fly over at RR40?	Information
87	Given that the levies are paid at subdivision, Springbank is the only community that	Concern
	benefits. What about Harmony? This subdivision is not paying for what they're benefiting	
	from.	
WA	TER/WASTEWATER LEVY COMMENTS	
88	Given that the levies are paid at subdivision, Springbank is the only community that	Concern
	benefits. What about Harmony? This subdivision is not paying for what they're benefiting	
	from.	
89	Regional Water and Wastewater Off-Site Levy Bylaw - Our previous concerns regarding	Support
	whether the water/wastewater levies will effectively recover the County's debt incurred to	''
	construct the existing and future infrastructure remain unchanged. That said, we have not	
	had the opportunity to determine if the proposed new levy rates improve debt recovery.	
	The County fronted the costs to extend servicing to East Balzac, so expanding the	
	water/wastewater levies to apply to development there makes sense.	
90	Is there a way to secure a 50% deferral rate for our wastewater/water levies?	Concern
91	Will borrowing costs be reset to zero, or will they be included in the new rate?	Information

	What We Heard Report	Page 20 of
92	Water and Wastewater Levy:	Concern
	These levies are divided into separate components but some of the same feedback applies	
	to each point, corresponding project numbers from the proposed levies are referenced	
	below. Project D6, the major upgrades to the water treatment plant appears to be the	
	primary driver for revisiting the existing levy rates under this bylaw.	
	D1 and D2: The projects summarized that there is no measurable benefit to existing	
	development but the project descriptions include doubling the amount of pumps at each	
	lift station and major capital improvements to the waste water treatment plant. The	
	improvements listed for both D1 and D2 would be providing redundancy and resiliency for	
	a large period of time, up until the maximum theoretical capacity is reached. This appears	
	to be a benefit to the County and to existing development.	
	D7a, D7b, D8, D9a, D9b: There are no upgrades proposed under these Schedules. Each	
	project references the increased system capacity up to 8000 cubic meters and provision of	
	water to existing developed areas but offers no detailed description on why the existing	
	levy rate can't be retained and the recoverable amount reduced instead. It appears that	
	the recoverable amount is being increased to align with an increase in theoretical capacity	
	which for these projects, already exists and is already covered by the existing bylaw levy rates.	
	D11: This project notes that there is zero capital cost or recoverable cost incurred to date,	
	but that 3808 cubic meters of capacity has been committed and \$2.7M of levies have	
	been collected against this future project, or \$708/m3 to date. This levy is proposing a	
	cost of \$4821/m3 and the actual capital project cost per volume is \$2864/m3. The project	
	summary notes that no benefit to existing development will be provided – but also that	
	development levies have been collected from existing development land and capacity has	
	been assigned to existing development. There seem to be a few items that are	
	incongruent regarding Schedule D11. The levies do not account for any benefit to	
	developed land, though installing a backup loop and additional capacity adds resiliency to	
	the overall system. This benefit is shared by future development lands, existing developed	
	lands, and the County.	
93	Has there been any consideration or discussion with the city of Calgary to have regional	Information
	infrastructure?	
94	Is there a grant that offset the cost of provincial funding? Was that a unique opportunity	Information
	to apply for those grants or are there more available to the county?	
95	Are there updated maps for new areas? Are there updated boundaries for other areas?	Information
96	Do you know the amount of servicing today (water Langdon)? Is it being upgraded?	Information
97	Are improvements to get this up to 8000 per day something in the horizon?	Information
98	On the water side, is there a list of projects that fall under the potable water levy?	Information
99	Are new projects undertaken by the County or the developer?	Information
100	Is Council on board with first reading? With the first rates you've provided to them?	Information
101	A lot of us have projects with you, completed in the last year or two. Are we able to get	Information
400	from staff what the current rates are vs the new rates for comparison?	
102	Are you worried about run-on subdivisions?	Information
103	Given the proposal, and no changes to it; What is a conceivable date for Council's approval	Information
	and it becoming effective? Considering approval dates of land use amendments and	
	subdivisions. What is the rate before/after approval?	



November 20, 2024

Rocky View County
Planning, Development & Engineering Staff
262075 Rocky View Point
Rocky View County, Alberta, T4A oX2

Attention: Jeannette Lee **REF:** Rocky View Bylaw Levy Amendments & Additions

RE: Development Community – Levy Feedback and Recommendations

Dear Jeannette,

Firstly, thank you to Rocky View County (RVC) for hosting the various work sessions with the Development Community during the month of October. They were informative and provided greater clarity around the rationale for the Bylaw Levy Amendments and Recreation Levy addition.

Administration was tasked with garnering feedback from the Development Community. During the information session that Hopewell and Beedie attended on October 31st, it was requested that feedback be provided to RVC with respect to the implementation and timing of the Bylaw Levy amendments.

RVC Council and Administration have presently approved first reading for Bylaw C-8547-2024, C-8548-2024 and C-8549-2024. These Bylaws would amend the Regional Stormwater Offsite Levy Bylaw C-8008-2020, Regional Water & Wastewater Offsite Levy Bylaw C-8009-2020 and Regional Transportation Off-Site Bylaw C-8007-2020 respectively.

RVC Council and Administration further approved first reading for the Community Recreation Off-Site Bylaw C-8550-2024.

The Transportation Rural Base levy rate is being unfrozen from \$4,495.00 per acre and increased to \$14,268.00 per acre. East Balzac Special area rates increase from \$17,200.00 per acre to \$20,014.00 per acre. The increase as explained during the information session, was to align with inflation and having frozen the rate for the past 4 years.

The Water & Wastewater rate is increasing from \$31,837.00 per m3/per day/per acre to \$37,507.00 per m3/per day/per acre. The increase as explained during the information session, was to align with inflation and having frozen the rate for the past 4 years.

The Community Recreation rate will be \$1,162.00 per acre for the base County wide rate and further catchment rates apply to specific areas.





The increases equate to \$19,419.00 per acre (approx.) in the East Balzac area.

As you can appreciate, these increases will have detrimental effects to the Development Community at large, with our proforma models now having to absorb a large \$19,419 per acre increase in levy payments. On a ½ Section of land, this equates to \$3.1m of increased fees, with very little increased service.

It was clear that Administration and Council do require these increases to provide services to the greater county area and as such, here are a few recommendations that we would suggest to RVC to employ:

1. Delay Levy Implementation for a period of 12 months

Developers invest heavily in pre-design work before submitting applications to municipalities. For example, designing a typical industrial warehouse can take 3-6 months before submission. Developers base their decisions to apply for permits largely on project economics, of which levies are a key factor. For a 20-acre parcel, an additional \$1M in costs due to levy increases could significantly impact a development's proforma. A delay would give developers time to adjust their plans accordingly. We suggest that the effective date of the levy increases does not take effect until January 1, 2026. At a minimum.

2. Grandfather Submitted/Conditionally Approved Projects Under the Previous Levy Regime

Some developers may have conditional development permits or potential Development Agreements, but are waiting on completing other improvements, such as offsite work, or have implemented a temporary pause on their projects due to current market conditions. Grandfathering these projects would prevent developers from being financially punished by both higher levies and a slower market. Most permits have a 1–2-year lifespan, so developers cannot just keep renewing indefinitely to avoid higher levies, especially since they pay renewal fees as well.

3. Eliminate the Community Recreation Levy for Non-Residential Developments

While the recreation levy amount is lower, the principle is that non-residential users will not directly benefit from these uses, which are geared toward residential communities. Through property taxes and the currently existing Municipal Reserve (MR) structure of land dedication or Cash-in-lieu, non-residential users already contribute to the benefit of residential users.

4. Commitment to Additional Staffing to Improve Permit Processing Times

With the county experiencing significant growth, there has been a noticeable slowdown in processing times. While this may not be directly related to levies, higher costs should equate to improved services. Timelier processing would benefit both developers and the community, helping us continue supporting regional development.





As a community, we understand that changes in the Bylaw structures are necessary to the continued development of Rocky View County and we do fully support the planning that has gone into East Balzac, Janet, Bearspaw, Springbank and other valued areas.

We would like to ensure that increases in levies to promote services, do not subsequently hinder continued investment in those same areas.

There are several Developers that are signatories to this letter and support the recommendations provided in this memorandum.

Best Regards,

Hopewell Development LP

DEREK FOX

VICE PRESIDENT, CONSTRUCTION

DFOX@HOPEWELL.COM

cc. David Forbes - Principal – Enright Capital Ltd

Jorden Dawson - Vice President - Beedie Industrial Development

Geoff Macmillan - Director, Development - Anthem Properties

Miguel Martinez - Director, Development, Prairie Regions - Quadreal



Attachment C - Public Submissions



26550 Acheson Road, Acheson, AB

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December 5th, 2024

Rocky View County 262075 Rocky View Point Rocky View County, AB T4A 0X2

Re: Proposed Regional Off-Site Levy Bylaw Updates

- Regional Transportation Off-Site Levy Bylaw C-8549-2024
- Community Recreation Off-Site Levy Bylaw C-8550-2024
- Regional Water and Wastewater Off-Site Levy Bylaw C-8548-2024
- Regional Stormwater Off-Site Levy Bylaw C-8547-2024

Attn: Engineering@rockyview.ca; Legistlativeservices@rockyview.ca

Dear Reeve and Council,

Overland Container Transportation Services (OCTS) is a transportation services provider operating in association with CN and CP/KC rail terminals located within both the Calgary and Edmonton metropolitan areas. OCTS's operations provides our customers with reliable and efficient railway logistics, transportation, and storage services across Western Canada, the Yukon, and Northwest Territories. OCTS is one of the largest container drayage providers in Alberta, and we are proud to be the "last mile" for prominent global steamship lines and freight companies.

OCTS presently employs ____ people operating out of five (5) locations with the City of Calgary's Foothills Industrial Park. Given the continued urbanization occurring within the southeast portion of the city, OCTS's operations are being challenged by increased traffic congestion. As such, OCTS has purchased ±64 ha (±160 ac) within Rocky View County's Conrich community, directly adjacent to CN's Calgary Logistics Park. OCTS intends to strategically re-locate its entire base of operations from the Foothills Industrial Park to the Conrich Regional Business Centre to strategically capitalize on the area's efficient connections with regional transportation infrastructure. To this end, OCTS has submitted a Conceptual Scheme with a concurrent Land Use Amendment application and is presently working through this process with administration and local stakeholders. We are excited by our opportunity to become a corporate citizen of Rocky View and can't wait to patriate our regionally significant transportation and logistics business from Calgary to Rocky View County. To this end, we are compelled and attracted by *The Rocky View Advantage!*

OCTS recently became aware of the County's plans to update Rocky View's Regional Off-Site Levy Bylaws. We commend Council for preparing and implementing such strategic

implementation measures to ensure sustainable growth and development continues within the County for the benefit of all existing and future Rocky View constituents. OCTS has participated in the County's engagement processes relative to these Off-Site Levy Bylaws and attended the recent online events. We have appreciated our opportunities to participate in the various engagement processes and have taken liberty to educate ourselves accordingly.

In this regard, OCTS has prepared the below-referenced estimates of the combined regional off-site levy bylaw payments in relation to our proposed Conceptual Scheme development within the Conrich community. The table compares the current and proposed rates — and demonstrates how OCTS may be required to provide the County with a <u>substantial increase</u> in regional off-site levy payments which is challenging the feasibility of our project.

Overland Container Transportation Services - Overland Open Park Conceptual Scheme Estimated Off-Site Levy Payment Comparison

CURRENT RATES

Net Developable	Transportal	tion Off-Site Levy	Stormwater Off-Site Levy	Water Off-Site Levy	Wastewater Off-Site Levy	Community Recreation Off-Site Levy	TOTAL
60.4 ha	Base Levy @ \$11,354 / ha	Special Area #2 Levy @ \$12,869 / ha	Base Levy @ \$14,807 / ha	Assumed 316 m3/d	day water demand	N/A	
	\$685,781.60	\$777,287.60	\$894,342.80	\$4,231,887.00	\$3,885,071.00	\$0.00	\$10,474,370.00

PROPOSED RATES

Net Developable	Transportation Off-Site Levy		Stormwater Off-Site Levy		Water Off-Site Levy	Wastewater Off-Site Levy	200		
60.4 ha	Rurban Levy @ Special Area #2 Levy \$42,981 / ha @ \$18,980 / ha		CSMI Area Levy @	Conrich Benefitting Area Levy @ \$6,381 / ha			Base Levy @ Eastern Levy @ \$15,014 / ha		
	\$2,596,052.40	\$1,146,392.00	\$1,243,756.80	\$385,412.40	\$5,825,024.00	\$4,089,641.00	\$173,408.40	\$906,845.60	\$16,366,532.60

Notes

1. DCTS is estimate for Water & Wastewater Off-Site Levy assumes 20,000 m2 of commercial buildings, 9.3 ha of future industrial subdivision, water demand of 2.43 m2/day for the Phase 1 logistics centre, and 170 future multi-family dwelling units

PRINCIPLES OF AN OFF-SITE LEVY

OCTS understands that, in establishing an off-site levy, a municipality must consider the general principles established by the *Off-Site Levy Regulation*, *Alberta Regulation 187/2017*, specifically Section 3 which reads as follows:

Section 3: Off-Site Levy General Principles

- (1) Subject to section 3.1, the municipality is responsible for addressing and defining existing and future infrastructure, transportation infrastructure and facility requirements.
- (2) The municipality may, where necessary and practicable, coordinate infrastructure, transportation infrastructure and facilities provisions with neighbouring municipalities.
- (3) Notwithstanding anything to the contrary in this Regulation, the off-site levy is of no effect to the extent it directs the Government of Alberta to expend funds, to commit to funding transportation infrastructure or arrangements to undertake particular actions or to adopt particular policies or programs.
- (4) A municipality must not compel an applicant for a development permit or subdivision approval to fund the cost of the construction of infrastructure, transportation

infrastructure or facilities to be funded by an off-site levy beyond the applicant's proportional benefit.

OCTS has reviewed the four (4) proposed regional off-site levy bylaws from the perspective of the *Off-Site Levy Regulation's* principles, with particular emphasis on Section 3(4) which indicates the County <u>cannot</u> direct an applicant to provide a proportional contribution for infrastructure investment that <u>exceeds</u> the proportional benefit that an applicant can reasonably expect as a return.

Applying Section 4(c) of the *Off-Site Regulation*, OCTS has **no concern** with the proposed levy payments contemplated by the Water and Wastewater Off-Site Levy Bylaw (C-8548-2024) and Stormwater Off-Site Levy Bylaw (C-8547-2024) given that the regional utility servicing and stormwater drainage infrastructure capacity that this off-site levy will fund directly (and proportionally) provides benefit to our proposed industrial development within the Conrich Community.

However, OCTS <u>has concerns</u> with the Regional Transportation Off-Site Levy Bylaw (C-8549-2024) and the Community Recreation Off-Site Levy Bylaw (C-8550-2024) and appreciates the opportunity to share them as described within the following sections.

CONCERNS WITH THE REGIONAL TRANSPORTATION OFF-SITE LEVY BYLAW

Applying Section 4(c) of the *Off-Site Regulation*, OCTS has reviewed the proposed Regional Transportation Off-Site Levy Bylaw and offers the following three (3) concerns.

CONCERN #1: PROPORTIONALITY

OCTS does not understand why the proposed regional transportation off-site levy makes a distinction between 'rurban' and 'rural' development forms as it relates to the contribution of funding for future upgrades to the County's long range transportation network. Based on our understanding of the various schedules attached to the proposed Off-Site Levy Bylaw, we understand that:

- Rurban landowners/developers will contribute <u>75% of the costs</u> for future long range transportation network upgrades; and
- Rural landowners/developers will contribute <u>25% of the costs</u> for future long range transportation network upgrades.

Given the proposed Off-Site Levy Bylaw is including the <u>total</u> \$946,841,237 of infrastructure investment required from developers to fund the <u>future</u> long range transportation network to its ultimate anticipated capacity, why are rural and rurban developers treated differently?

OCTS believes it would be fairer to consider these two types of developers proportionally the same when it comes to the need for future infrastructure? On what basis is the 75/25 split determined and why? Does geographical location within the County and/or the type of new development play a factor in this? Acknowledging the 'rurban' definition included in Schedule 'A', OCTS believes the arbitrary distinction between rural and rurban developers may be

creating disproportionate expectations for funding the long-range transportation network upgrades when considering the principles in Section 3 of the *Off-Site Levy Regulation*.

CONCERN #2: GEOGRAPHIC LOCATION

Map 'A' of the Regional Transportation Off-Site Levy identifies the specific location of all segments of the long-range transportation network that are proposed to be upgraded in support of anticipated growth within the County. Schedules 'B1' and 'B2' delineate the specific type of roadway cross-section and associated upgrade costs for each segment.

OCTS acknowledges that areas benefitting from the expanded long range regional transportation infrastructure network include <u>all lands</u> that are expected to be developed within the County and correspondingly contribute increased traffic onto the long-range network. To this end, OCTS appreciates that the costs associated with 'background regional traffic' have been removed from the 'developer' funded portion of the upgrade costs.

However, OCTS does not understand how the Off-site Levy Bylaw's methodology has considered the physical location of proposed development within the County. For example, why should a developer pursuing a subdivision within the Cochrane Lake community need to contribute infrastructure investment to fund future upgrades to infrastructure in Langdon, and/or vice versa?

OCTS recommends the Regional Transportation Off-Site Levy be established based on the expected traffic generation and distribution that is connected directly to a specific location of development (i.e. ASPs)? Does the Off-Site Levy make any distinction between the specific type of development (i.e., residential, commercial, and industrial) and the amount and type of associated traffic it generates?

CONCERN #3: UNDERLYING GROWTH ASSUMPTIONS

OCTS assumes that the geographic extent of future upgrades to the long-range transportation network as illustrated on Map 'A' of the Regional Transportation Off-Site Levy are based on the County's underlying growth management assumptions contemplated by the 2013 Municipal Development Plan (County Plan).

OCTS notes that the County is preparing a new Municipal Development Plan (MDP) that is anticipated to be before Council at a public hearing some time in 2025.

OCTS further notes that since the County Plan was adopted in 2013, the province mandated regional planning within the Calgary Region under the auspices of the Calgary Metropolitan Region Board (CMRB). Subsequently, the CMRB adopted a Regional Growth Plan (RGP) in 2022 which dramatically alters expectations for future rural development in the County. Alternatively, the CMRB RGP contemplates an urban form of development within determined Joint Planning Areas — in accordance with Regional Context Studies and subsequent Area Structure Plan (ASP) reviews/updates.

As such, OCTS is concerned that the total anticipated infrastructure costs contemplated by this proposed Regional Transportation Off-Site Levy are based on 'out-dated' development

assumptions that are over a decade old which do not reflect the current (and evolving) growth management expectations within the County and the Region. For this reason, OCTS is concerned that the corresponding per ha (per ac) levy rates to be charged by this proposed bylaw may be substantially over-estimating (or under-estimating) the amount of growth expected within the County.

OCTS recommends that implementation of the Regional Transportation Off-Site Levy Bylaw be delayed until <u>after</u> the County (and CMRB) approve the new Municipal Development Plan (MDP) and Regional Context Studies. This will allow the County to update the off-site levy bylaw's underlying growth assumptions and corresponding traffic generation modelling.

CONCERNS WITH THE COMMUNITY RECREATION OFF-SITE LEVY BYLAW

Applying Section 4(c) of the *Off-Site Regulation*, OCTS has reviewed the proposed Regional Community Recreation Off-Site Levy Bylaw and offers the following four (4) concerns.

CONCERN #1: PROPORTIONALITY

OCTS does not understand why the proposed regional community recreation off-site levy bylaw makes a distinction between new development and existing ratepayers as it relates to the contribution of funding for future upgrades to the County's recreation infrastructure. Based on our understanding of the various schedules attached to the proposed Off-Site Levy Bylaw, we understand that:

- Within the Eastern catchment area, new development will contribute 80% of the costs for future community recreation infrastructure specific to the catchment, and existing ratepayers will contribute 20% of the costs for future community recreation infrastructure specific to the catchment.
- Within the Western catchment area, new development will contribute approximately 70% of the costs for future community recreation infrastructure specific to the catchment, and existing ratepayers will contribute about 30% of the costs for future community recreation infrastructure specific to the catchment.
- Within the entire County, new development will contribute approximately 70% of the costs for future community recreation infrastructure County-wide, and existing ratepayers will contribute about 30% of the costs for future community recreation infrastructure Countywide.

Given the proposed Off-Site Levy Bylaw is including the <u>total</u> \$89M of investment required from developers to fund the <u>entire</u> community recreation infrastructure network to its ultimate anticipated capacity, why are <u>new</u> developers and <u>existing</u> ratepayers treated differently?

OCTS believes it would be fairer to consider new development and existing ratepayers proportionally the same when it comes to the need to fund future community recreation infrastructure? OCTS believes the arbitrary distinction between new development and existing ratepayers may be creating disproportionate expectations for funding the future community

recreation upgrades when considering the principles in Section 3 of the *Off-Site Levy Regulation*.

CONCERN #2: UNDERLYING GROWTH ASSUMPTIONS

OCTS assumes that the geographic extent of future upgrades to the community recreation infrastructure network are based on the County's underlying growth management assumptions contemplated by the 2013 Municipal Development Plan (County Plan).

OCTS notes that the County is preparing a new Municipal Development Plan (MDP) that is anticipated to be before Council at a public hearing some time in 2025.

OCTS further notes that since the County Plan was adopted in 2013, the province mandated regional planning within the Calgary Region under the auspices of the Calgary Metropolitan Region Board (CMRB). Subsequently, the CMRB adopted a Regional Growth Plan (RGP) in 2022 which dramatically alters expectations for future rural development in the County. Alternatively, the CMRB RGP contemplates an urban form of development within determined Joint Planning Areas — in accordance with Regional Context Studies and subsequent Area Structure Plan (ASP) reviews/updates.

As such, OCTS is concerned that the total anticipated infrastructure costs contemplated by this proposed Regional Community Recreation Off-Site Levy are based on 'out-dated' development assumptions that are over a decade old which do not reflect the current (and evolving) growth management expectations within the County and the Region. For this reason, OCTS is concerned that the corresponding per ha (per ac) levy rates to be charged by this proposed bylaw may be substantially over-estimating (or under-estimating) the amount of growth expected within the County.

OCTS recommends that implementation of the Regional Community Recreation Off-Site Levy Bylaw be delayed until <u>after</u> the County (and CMRB) approve the new Municipal Development Plan (MDP) and Regional Context Studies. This will allow the County to update the off-site levy bylaw's underlying growth assumptions and corresponding recreation demand modelling.

CONCERN #3: FUNDING SOURCES

OCTS understands that municipal community recreation infrastructure is often funded by grants from the Provincial government. Based on our review of the proposed Community recreation off-site levy bylaw, it appears that investment required for future community recreation infrastructure is to be funded entirely by new development and existing ratepayers.

OCTS recommends that the Regional Community Recreation Off-Site Levy Bylaw calculations should be revised to assume a proportional investment from the Province for future infrastructure.

In conclusion, OCTS appreciates this opportunity to share our perspectives regarding the proposed updates to the County's regional off-site levy bylaws. We commend administration and Council for taking a leadership position with the objective of directing sustainable growth within the County. OCTS has concerns with the proposed regional transportation and

community recreation off-site levy bylaws, and based on our understanding, we believe the methodology underpinning the two may be contrary to the principles of the Off-Site Levy Regulation, specifically as it relates to directing a burden on new development that is not proportional to the anticipated benefit. For this reason, we recommend Council delay the adoption of the Regional Transportation and Community Recreation Bylaws pending further work by administration relative to their underlying assumptions.

Respectfully,

Joe Tompalski

to Jupal

President, Overland Container Transportation Services (OCTS)

Attachment C - Public Submissions

D-3 Attachment C Page 11 of 24

#201 - 9894 42 Avenue NW

Edmonton, Alberta T6E 5V5

T 780.430.0529 F 780.433.3449



November 14th, 2024

Capital and Engineering Services 262075 Rocky View Point Rocky View County, AB T4A 0X2 Edmonton, AB T6X 0A9

RE: Offsite Levy Bylaw Feedback - Rocky View County, AB

This letter is provided in accordance with the ongoing consultation process regarding changes to Rocky View County's Offsite Levy Bylaws. Camgill Development Corporation is an active developer in Rocky View County and is impacted by changes to the offsite levy bylaw. We commend the County on the clarity of the documents, maps and presentations that have been made available explaining the changes and impact to each development area under the proposed bylaw.

Overall the proposed levies represent substantial increases to the existing rates. While we understand that costs have increased and the County is expanding servicing capacity, predictability of costs are very important for development. It takes many years to bring projects to fruition and dealing with sudden and substantial cost increases half-way through a project is problematic. In regard to the water, wastewater, and transportation levies, I request that the County considers and implements a phased approach towards the increases over a period of a few years. We are currently developing in East Balzac and a 64% increase in transportation levies is a very large and unanticipated cost increase. Phasing levy increases over a period of years would have minimal impact on the County but will have substantial impact for active developers today and in the coming years.

Stormwater Levy:

No comments or concerns.

Community Recreation Facilities Levy:

We understand the reason for the introduction of this new levy. Providing opportunities to offset payment of the recreation levy through provision of qualifying recreational installations as part of new development would be worth consideration, especially for areas that are far removed from planned recreation centre locations.

Water and Wastewater Levy:

These levies are divided into separate components but some of the same feedback applies to each point, corresponding project numbers from the proposed levies are referenced below. Project D6, the major upgrades to the water treatment plant appears to be the primary driver for revisiting the existing levy rates under this bylaw.

D1 and D2: The projects summarized that there is no measurable benefit to existing development but the project descriptions include doubling the amount of pumps at each lift station and major capital improvements to the waste water treatment plant. The improvements listed for both D1 and D2 would be providing redundancy and resiliency for a large period of time, up until the maximum theoretical capacity is reached. This appears to be a benefit to the County and to existing development.

Attachment C - Public Submissions

D-3 Attachment C Page 12 of 24

#201 - 9894 42 Avenue NW Edmonton, Alberta T6E 5V5



T 780.430.0529 F 780.433.3449

D7a, D7b, D8, D9a, D9b: There are no upgrades proposed under these Schedules. Each project references the increased system capacity up to 8000 cubic meters and provision of water to existing developed areas but offers no detailed description on why the existing levy rate can't be retained and the recoverable amount reduced instead. It appears that the recoverable amount is being increased to align with an increase in theoretical capacity which for these projects, already exists and is already covered by the existing bylaw levy rates.

D11: This project notes that there is zero capital cost or recoverable cost incurred to date, but that 3808 cubic meters of capacity has been committed and \$2.7M of levies have been collected against this future project, or \$708/m3 to date. This levy is proposing a cost of \$4821/m3 and the actual capital project cost per volume is \$2864/m3. The project summary notes that no benefit to existing development will be provided – but also that development levies have been collected from existing development land and capacity has been assigned to existing development. There seem to be a few items that are incongruent regarding Schedule D11. The levies do not account for any benefit to developed land, though installing a backup loop and additional capacity adds resiliency to the overall system. This benefit is shared by future development lands, existing developed lands, and the County.

Transportation Levy:

The increase in transportation levy is substantial. The methodology used takes all projects which may be built over a very long period and levies a potential cost for those projects over all land. This method doesn't provide a timeline for those improvements and there is no correlation conveyed in the base levy between the funds collected and the projects built. Essentially this means that levies collected in the 2020's could be held for 80 years until some of the last projects are completed on Map A – and those projects may be far away from the land that originally paid those levies. The County's size and geography also don't lend well to a broad base levy as has been proposed.

\$1.856 Billion is an eye-popping number for a rural Alberta municipality to contemplate spending on transportation infrastructure and some further detailed consideration on the projects included and the benefitting areas would be merited. It seems unnecessary to include projects in the transportation levy that are, by any reasonable assessment, far outside of a reasonable development horizon.

Thank you for the opportunity to contribute to the offsite levy bylaw.

Regards,

Camgill Development Corporation

Will Adam, P.Eng., PMP
Development Manager
Camgill Development Corporation



Bylaw C-8549-2024

Schedule 'B-1' – Long Range Regional Transportation Infrastructure Network – Rurban Base Levy

Description:

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

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

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

Project Costs:

Upgrade Capital Cost Estimates:

•	230.4km of Network A Road:	\$511,987,399
•	440.8km of Network B Road:	\$841,819,078
•	104.7km of 4 Lane Arterial Road:	\$477,134,240
•	4.1km of 6 Lane Arterial Road:	<u>\$24,904,844</u>
•	Total Cost	\$1,855,845,561

Non-Levy Cost (Background/Regional Traffic): \$445,402,934

Rural Levy Cost (25%): \$463,961,390

Total Estimated Cost to Levy: \$946,481,236

Rurban Levy Cost Calculation:

\$946,481,237/22,021 hectares = \$42,981/hectare or \$17,394/acre.

2024 Rurban Levy Proposed for Collection:

\$42,981/hectare or \$17,394/acre.



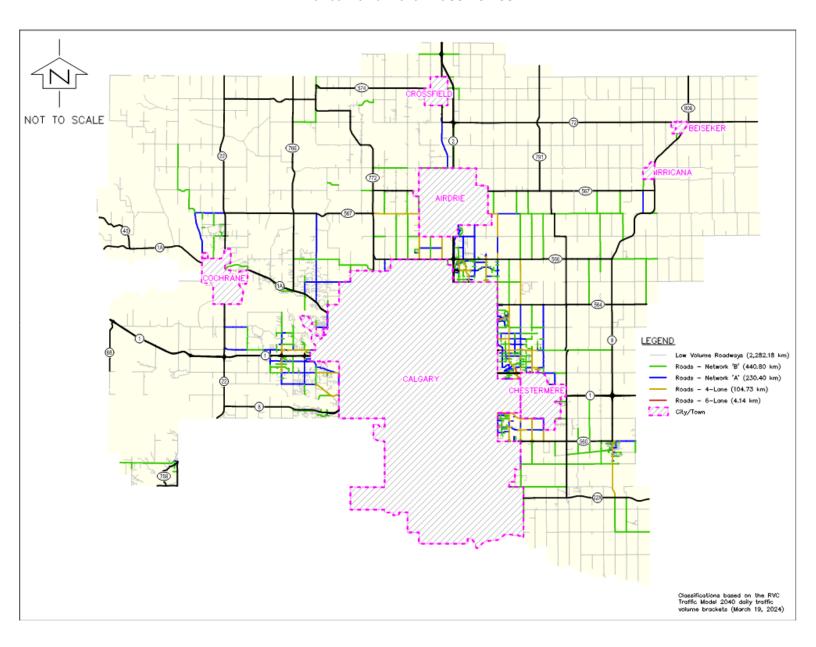
Cost and Benefit Allocation Rationale (New and Existing Development):

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 have been removed from the costs. There are no other measurable benefits to existing development as the upgrade will only increase capacity.



Bylaw C-8549-2024

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



Attachment C - Public Submissions

From: <u>Charmaine Tootell</u>

To: <u>Brenda Mulrooney</u>; <u>Jeannette Lee</u>

Subject: FW: Community Recreation Offsite Levy Bylaw Review

Date: Monday, November 4, 2024 1:03:58 PM

Attachments: image001.png

Hi Brenda and Jeannette,

Are one of you able to respond to this inquiry?

Thank you,

CHARMAINE TOOTELL

Engineering Coordinator | Capital and Engineering Services

ROCKY VIEW COUNTY

262075 Rocky View Point | Rocky View County | AB | T4A 0X2

Phone: 403-520-3958

ctootell@rockyview.ca | www.rockyview.ca

This e-mail, including any attachments, may contain information that is privileged and confidential. If you are not the intended recipient, any dissemination, distribution or copying of this information is prohibited and unlawful. If you received this communication in error, please reply immediately to let me know and then delete this e-mail. Thank you.

From: Robyn Erhardt <Robyn@twpplanning.com>

Sent: November 4, 2024 1:01 PM

To: Engineering < Engineering@rockyview.ca>

Subject: Community Recreation Offsite Levy Bylaw Review

Hello,

I attended the offsite levy bylaw information session last week and have a question to submit to the team for consideration regarding the Community Recreation Off-Site Levy Bylaw:

We would request that consideration be given to including a defined "development area" that the levy would apply to rather than the levy applying to an entire parcel. This would be similar to the provision in the current Transportation Offsite Levy Bylaw. We make this request because there may be instances where a development permit for a small, private development is required on a large parcel, and as the Bylaw is currently written, the potential remains for a very large levy when only a small area is being developed that has little impact on County infrastructure and services. For example, an oversized accessory building requiring a DP on a large agricultural parcel could be subject to a substantial levy if the base levy is applied to the entire acreage.

In addition, I realize the session last week was for the public but that there may be an additional session for the development community. Could you confirm if there will be another information session for the development community?

Thank you for the consideration. Robyn

Robyn Erhardt, B.A., M.Plan **Township Planning + Design Inc.** Urban + Regional Planning, Planner

C: 587.574.8788

E: Robyn@twpplanning.com



We have moved! Please note our new address: Suite 110, 259 Midpark Way SE, Calgary, AB. T2X 1M2

Linda Hajjar

From: Patrick McFetridge <patrick.mcfetridge@enrightcapital.com>

Sent: Tuesday, October 22, 2024 3:31 PM

To: Jeannette Lee

Cc:Brenda Mulrooney; Linda HajjarSubject:RE: Off-Site Levy presentation

Jeannette,

We are typically pricing lease rates on our warehouse developments + 2 years out, based on proforma land development costs. It would be helpful if we are provided significant lead times on increases to the development levies so that we assume the correct costs. It would also be very helpful if these levy increases were phased in over time. This way the entire development market prices in the cost increases.

Thank you. Patrick

From: Jeannette Lee <JLee@rockyview.ca>

Sent: October 22, 2024 11:06 AM

To: Patrick McFetridge <patrick.mcfetridge@enrightcapital.com>

Cc: Brenda Mulrooney <BMulrooney@rockyview.ca>; Linda Hajjar <LHajjar@rockyview.ca>

Subject: Off-Site Levy presentation

Hi Patrick,

Please find the pdf of the presentation, looking forward to your comments.

Thanks

JEANNETTE LEE, P.Eng., PMP
Manager | Capital & Engineering Services
ROCKY VIEW COUNTY

262075 Rocky View Point | Rocky View County | AB | T4A 0X2

Phone: 403-520-3975 JLee@rockyview.ca

ROCKY VIEW COUNTY – OFF-SITE LEVY BYLAWS Summer 2024 Draft Bylaws Comments – Rocky View Forward September 28, 2024

Transportation Off-Site Levy Bylaw

We support the proposed changes to the Transportation Off-Site Levy (TOL) Bylaw. From the residents' perspective, a more equitable levy structure would base the levy charged for residential development on the number of new dwellings created rather than on the acreage involved. However, we recognize that Administration sees significant difficulties in implementing this alternative.

The proposed two-tiered TOL (rural / rurban rates) acknowledges the greater infrastructure demands from higher density residential development and commercial development while maintaining greater structural and administrative simplicity relative to a per-dwelling rate structure. As a result, we strongly support this change.

In terms of which types of development pay the rural versus the rurban rate, aggregate resource development should pay the higher rate as do all other commercial developments. Gravel pits are not temporary in terms of any meaningful planning horizon, and their end use is uncertain. They involve significant heavy truck traffic whose demands on the road network are comparable to, if not greater than, other commercial operations. They are not comparable to those from lower density residential or agricultural development.

Incorporating the costs for bridges along the road networks that are part of the TOL is also a solid step forward. Bridges are an essential component of the transportation network, and their costs should be covered by the TOLs.

The information indicates that there may be consideration for phasing the TOL rate increases. We believe the revised rates should be fully implemented immediately, not over time. Existing County stakeholders, both residential and business, have subsidized new development's share of transportation infrastructure costs for too long. There is no rationale for extending that subsidization. Impacted developers may complain, but as is obvious from staff's presentation, the levy costs associated with development in Rocky View will remain significantly lower than those of any neighbouring municipality.

Regional Water and Wastewater Off-Site Levy Bylaw

Our previous concerns regarding whether the water/wastewater levies will effectively recover the County's debt incurred to construct the existing and future infrastructure remain unchanged. That said, we have not had the opportunity to determine if the proposed new levy rates improve debt recovery.

The County fronted the costs to extend servicing to East Balzac, so expanding the water/wastewater levies to apply to development there makes sense.

Regional Stormwater Off-Site Levy Bylaw

We are encouraged to see that the proposed revisions to the stormwater off-site levy include levies to pay for necessary infrastructure within the areas that will be serviced by the CSMI system. It never made sense that the existing stormwater off-site levy collected funds to pay for the regional conveyance system without recognizing that stormwater had to get to that regional conveyance system. Langdon, Janet and Conrich area-specific levies are an essential element for viable stormwater management in east RVC.

Continuing to permit development without effectively managing stormwater is not sustainable from either an environmental or a long-term financial perspective. Although the stormwater levies may now be higher in these areas than stormwater levies in neighbouring municipalities, the total off-site levies paid in these areas remain significantly lower than the totals paid in the other municipalities. As a result, the impact on regional competitiveness still favours development in Rocky View.

Community Recreation Off-Site Levy Bylaw

While we are supportive of a recreation off-site levy in theory, we have serious concerns with the proposed bylaw as structured.

General Concerns

Council's original direction regarding a recreation off-site levy was not to move ahead with a levy, but to investigate the feasibility of doing so. Instead, Administration pushed ahead to design a recreation off-site levy.

There are only five other municipalities in Alberta with recreation off-site levies and all of them are urban municipalities. What evidence is there that this is a viable levy for a rural municipality? Furthermore, those municipalities all charge one flat rate, even though some of them have differential rates for other off-site levies. Why is Rocky View proposing to be the only municipality with a tiered recreation levy?

The County has acknowledged that the approved Recreation Master Plan, the basis for this levy, has serious flaws. Councillors raised concerns about the Plan's recommendations at the February Recreation Governance Committee meeting and directed Administration to report back on fast-tracking its replacement. Despite those concerns, the proposed recreation off-site levy is based on the Plan's recommended facility investments.

The September 24th council meeting discussed next steps for replacing the Recreation Master Plan to more accurately reflect recreation needs within the County. From that discussion, the status of the facilities included in the off-site levy is not clear. In response to questions, staff made the following somewhat inconsistent statements: the new plans would re-examine facility recommendations; the off-site levy could always be changed in the future if facility investment plans change; and the new community-based plans would incorporate the facility recommendations from the Master Plan. Those

Page 328 of 612

responses indicate that there is significant uncertainty regarding the status of the recreation facilities included in the levy. To move ahead with a levy when the County's recreation planning structure and the status of the facilities included in the levy are in flux makes no sense.

A comparable reality was the reason council paused the fire services off-site levy. The same should be done for the recreation off-site levy. At a minimum, a recreation off-site levy should only move forward with a single county-wide rate structure.

Specific Concerns

Catchment area for area-specific levy rates

Administration indicated that the catchment areas for the proposed area-specific recreation off-site levies are based on the "established principle" of a 20-minute driving radius to access recreation facilities. We support this principle; however, the Recreation Master Plan did not use this principle in identifying recreation facility investments. If it had, it could not have recommended full-scale recreation facilities in both Springbank and Harmony which are significantly less than a 20-minute drive from each other and from comparable recreation facilities within Calgary and Cochrane.

Responsible decision-making regarding recreation spending should assess the tradeoffs between investing County resources in bricks and mortar facilities within the County versus contributing to recreation facilities in the neighbouring municipalities that are within the 20-minute driving threshold of county residents. To the best of our knowledge, such an assessment has not been done.

Inappropriateness of area-specific levy rates

We acknowledge the logic in having a recreation off-site levy so that new development contributes to the costs of recreation investments in the County. However, when there is so much uncertainty about what needs to be built and where, the use of a two-tiered levy structure with area-specific levies is inappropriate.

Once levies are collected for a specific area, those funds must be used for facilities in that area. Council's September 24th discussion illustrated that there is a lack of sufficient clarity regarding recreational needs to lock levy revenues into specific areas.

Magnitude of anticipated recreation investments

We are also concerned with the magnitude of recreational investments included in the levy structure. Residents were never asked if they were willing to have their property taxes increase to pay for facilities. They were only asked what facilities they'd like in their community. As a result, we believe that the existing Recreation Master Plan is based on a "wants" assessment rather than a "needs" assessment.

The recreation off-site levy is only expected to collect 51% of the capital costs of the proposed facilities from new development anticipated to occur over the next 20 years –

\$69 million of the \$134 million for the facilities included in the levy. What happens if development does not materialize as anticipated?

Ongoing operating and maintenance costs will be borne by ratepayers, not by new development. This is never mentioned. Ratepayers are being asked not only to pay a significant fraction of the capital costs, but also all the ongoing costs, the magnitude of which is not part of this discussion.

The levy structure assumes that development beyond 20 years will pay a share of recreation facility costs through future levies. How has that development has been estimated? Growth rates beyond 20 years are notoriously uncertain. If long-range development is based on full-build out of ASPs, it has unavoidable inaccuracies that have not been acknowledged. Full build out statistics in ASPs assume that every acre will be developed, beyond what is needed for roads, utility corridors, and municipal reserves. This overstates development potential since it does not reflect environmental constraints and fails to recognize that not every landowner wants to subdivide their land.

Even if long-range future development materializes as anticipated in the levy structure, the recreation facilities will have to be paid for by current or near-term future ratepayers through property taxes (to at least cover debt carrying costs). By the time long-range future development occurs, the facilities may be nearing the end of their useful lives.



December 23, 2024

Rocky View County 262075 Rocky View Point Rocky View County, AB, T4A 0X2

Re: Proposed Amendments to Land Use Bylaw C-8007, 8008, 8009-2020 and C-8550-2024

Dear Reeve Kissel and Members of Council,

We are writing to express concerns regarding the proposed amendments to the Land Use Bylaws C-8007, 8008, 8009-2020 and C-8550-2024 for January 7, 2025. Given the substantial impact these amendments will have on Beedie, the broader development community, and the recently approved Janet Area Structure Plan amendment.

While the public information sessions held by Rocky View County ("RVC") administration this past Fall were appreciated, they have not provided sufficient clarity regarding the significant levy increases or the methodology behind their calculation. Proceeding with such an important hearing on short notice leaves inadequate time to assess the implications of these amendments fully. We strongly urge that any decisions regarding the levy increases be postponed by at least six months to allow for a more thorough understanding of these proposed changes and their potential impact on development in RVC.

As you know, Beedie has been working closely with RVC administration for over seven years to advance the development of the Janet Long Term Development Area ("Janet"). We very recently received approval of the Janet ASP amendment by the Calgary Metropolitan Region Board, a major step forward for Janet. Unfortunately, Janet now faces another significant challenge should the proposed bylaw amendments be approved. Specifically, the proposed amendments would result in an increase of \$22,499 per acre in levy fees for Janet - an alarming two-fold increase to current rates. This change would lead to an additional \$4.6 million in costs for our lands alone, significantly undermining the competitive advantage that Rocky View County has historically prioritized. In addition, it now unfairly benefits developments that are able to lock-in their levy rates prior to this material increase. We have been diligently working for over seven years to advance Janet and due primarily to political delays we now enter the competitive landscape at a material disadvantage.

In addition to the material increase of the Transportation levy, the inclusion of the Community Recreation Levy for industrial uses further adds to the confusion and concern. While we appreciate the intent of the Community Recreation levy we do not understand why it is beneficial or applicable for industrial developments in Janet.

While we recognize that adjustments to the bylaw are necessary for RVC's growth, the scale of these increases demands more time and information for proper evaluation. Without adequate time to assess their accuracy, fairness and feasibility, it is unclear whether investment in developments like Janet can proceed under these new terms.

In light of these considerations, we formally request a minimum six-month extension to allow for a more comprehensive review of the levy increases and their impact on our development, as well as on other potential projects within RVC.

Sincerely,

Jorden Dawson

Executive Vice President, Industrial Development

403.724.4627



COUNCIL REPORT

Community Recreation Off-Site Levy Bylaw

Electoral Division: All File: 1007-752

Date:	January 7, 2025
Presenter:	Jeannette Lee, Manager
Department:	Capital & Engineering Services

REPORT SUMMARY

This report is for Council's consideration of the proposed amendments and second and third reading of the proposed Bylaw C-8550-2024 (Community Recreation Off-Site Levy). The Bylaw is consistent with the *Municipal Government Act* (MGA), Council's Strategic Priorities, and Recreation and Parks Master Plan. The first reading of Bylaw C-8550-2024 (Community Recreation Off-Site Levy) took place at the July 23, 2024 Council Meeting. Since first reading, Administration has undergone a consultation process with the relevant stakeholders and legal review for compliance with the *Municipal Government Act* and the Off-Site Levies Regulation. A summary of the consultation process can be found under Attachment B.

Since June of 2022, Administration, working with consulting and legal advisors, has completed a review of soft service levy frameworks, including a detailed comparison analysis. The overarching project goal was established to "develop a framework and formula to assess and calculate soft levy that is well defined, practical, aligned with the MGA provisions and vetted through the development community". A number of minor wording changes are proposed throughout the bylaw to enhance clarity.

Through the Master Plan issued for Recreation & Parks, the County has identified five new facilities identified under the Recreation and Parks Master Plan over the next 20 years. The future capital construction costs are estimated at approximately \$99 million for the five recreation facilities. The extent of current planning for these facilities ranges from detailed business plans (e.g., Springbank and Langdon Recreation Centers) to high-level future concepts (e.g., Conrich and Harmony Recreation Facilities).

The proposed Bylaw provides a framework that utilizes a base off-site levy charge across the County and catchment-specific off-site levy charges for development within the primary benefiting areas of the planned facilities. The proposed levy rate for the entire County Area is \$1,162 per acre, Eastern Catchment is \$6,076 per acre, and Western Catchment is \$2,887 per acre. The intent of this report is to seek the Council's approval for the second and third reading of the proposed bylaw. Administration is recommending that the effective date of the bylaw be April 30, 2025, to allow sufficient time for the transition of files currently in the queue for implementing procedural updates.

ADMINISTRATION'S RECOMMENDATION

THAT Bylaw C-8550-2024 be amended in accordance with Attachment A.

THAT Bylaw C-8550-2024 be given second reading, as amended

THAT Bylaw C-8550-2024 be given third and final reading, as amended.

BACKGROUND

Since 2004, municipalities have advocated for the Government of Alberta to expand the types of municipal infrastructure that could be constructed using off-site levies. With the 2018 amendments to the *Municipal Government Act* (MGA) municipalities are now permitted to pass bylaws requiring the payment of off-site levies subject to several conditions specially stated in Section 648. These levies provide a mechanism for supporting the increased need for infrastructure to support growth.

Since June of 2022, Administration, working with consulting and legal advisors, has completed a fulsome review of soft service levy frameworks, including a detailed comparison analysis. From that assessment, options and methodology for a levy calculation were developed. Engagement sessions with stakeholders were held wherein these methods were presented and input was obtained.

Through the Master Plan issued for Recreation & Parks, the County has identified five new facilities to be constructed over the next 20 years. The anticipated year of construction and total estimated capital costs per facility are as follows (not including Phases 2 and 3 for the South Springbank Facility):

Facility	Description	Target Service Areas	Est. Year	Cost Estimate \$000's (future value)
Indus	Ice Rink	Eastern Catchment	2025	\$11,933
South Springbank	1. Community Centre	Western Catchment	2027	\$15,676
Langdon	Recreation Centre & Fieldhouse	Eastern Catchment	2027	\$37,606
Harmony	Community Centre	Western Catchment	2034	\$17,635
Conrich	Community Centre	Eastern Catchment	2034	\$16,118
Total Estimated Future Value Capital Costs:			\$98,969	

The future capital construction costs are estimated at approximately \$99 million for the five recreation facilities. With the consideration of anticipated contributions from others, it is estimated that the net capital costs are approximately \$89 million. The extent of current planning for these facilities ranges from detailed business plans (e.g., Springbank and Langdon Recreation Centers) to high-level future concepts (e.g., Conrich and Harmony Recreation Facilities).

From these estimates, an allocation of benefits and capital costs from these facilities was performed. Different options were developed, considered, and presented for external engagement and to Council during the December 2023 and April 2024 Governance Committee Meetings. These options attributed benefits and costs to target servicing areas ranging from a community-specific funding approach, a Catchment-specific approach, a County-wide approach, to a Hybrid County-Wide Base and Catchment-Specific approach.

ANALYSIS

Administration, guided by Council and public input, analyzed the Hybrid Base and Catchment model for off-site levies. This model includes a base levy applied County-wide and additional catchment-specific levies for developments in key areas. These catchments are defined by a 20-minute drive time to planned facilities, forming Eastern (Indus, Langdon, Conrich) and Western (South Springbank, Harmony) zones. Costs are divided, with one-third allocated as a County-wide base levy and two-thirds assigned to the relevant catchment. Both zones are subject to the base levy.

Costs and benefits were further allocated between existing landowners and future developments based on the ratio of current build-out to planned development per area structure plans. The facilities aim to support projected growth within each catchment. As per the *Municipal Government Act* (MGA), soft services levies recover capital costs proportionate to the benefit received, authorized through a bylaw.

Development projections over 20 years were calculated, considering growth rates, planning areas, and non-residential land absorption. The County expects over 13,000 acres of new development during this period. A recommended levy framework outlines rates, funding projections, allocations to existing build-out, and eligible facilities.

Catchment	Recommended Levy Rates \$/acre	Projected 20- Year Levy Funding	Funding Allocated to Existing Build-Out	Eligible Facilities	Target Servicing Areas / ASP's
Entire County	\$1,162	\$15.9M	\$8.9M	All	Entire County
Eastern	\$6,076	\$26.5M	\$9.0M	Indus Langdon Conrich	Indus Fulton Langdon Conrich Dalroy Delacour Janet OMNI
West	\$2,887	\$8.6M	\$4.4M	South Springbank Harmony	Bragg Creek Elbow Valley Springbank Harmony

Based on the updated levy rates and land development projections, it is estimated that a total of approximately \$51.0 million can be obtained from the off-site levy over the next 20 years. Conversely, the share of net capital costs allocated to the County to reflect existing build-out is approximately \$22.3 million. The remaining net capital costs have been allocated to development beyond the 20-year projection horizon in a manner consistent with other Alberta municipalities to acknowledge that future growth will also benefit from these new facilities. Development beyond the 20-year forecast period is allocated net capital costs on the pro-rated portion based on the anticipated year of construction within this 20-year period.

As the County's development proceeds, levy funds are collected, future servicing needs are refined and prioritized, and capital funding plans are developed, it is expected the County will be required to review and update the levy rates as appropriate regularly.

COMMUNICATIONS / ENGAGEMENT

In accordance with the *Municipal Government Act*, municipalities establishing an Off-Site levy must consult in good faith with stakeholders. A "stakeholder" is defined to be any person that will be required to pay the levy when the bylaw is passed, or any other person the municipality considers is affected. This includes developers, landowners, residents, and lobbyists that have an interest in, or may be affected by, the proposed levy.

Following the first reading of the proposed bylaw on July 23rd, 2024, additional engagement was completed. This included:

- Engaging industry representatives and stakeholders on updates and changes
- Advertising in Rocky View Weekly and Social Media
- Holding two in-person information sessions with stakeholders at County Hall;

- Holding an online public information session webinar
- Providing supporting information on the County website
- Direct emailing information through the County Connection e-newsletter.

Engagement primarily took place over 2024 and focused on two main objectives:

- Consulting with interested and affected members of the public and development community on the Regional Off-Site Levy Bylaw Updates, and
- Sharing transparent and accurate information about the proposed Regional Off-Site Levy Bylaw Updates, including details on how levy updates were developed and the anticipated impact on residents, developments, and businesses.

Throughout August to October of 2024, a series of public and targeted engagement activities were undertaken to gather insight and feedback on updates and changes to its off-site levy bylaws. These included:

- Correspondence in August 2024 with development associations like BILD Calgary Region and Rocky View Forward to provide updates and gather feedback.
- Two in-house information sessions were held on October 17 and 31, 2024. These sessions at
 County Hall had twenty-two attendees who reviewed proposed changes and provided input.
 Attendees had the opportunity to review the proposed changes, ask questions, and provide
 feedback which is summarized in Attachment C of this report titled 'Regional Off-Site Levy Bylaw
 Updates What We Heard Report'.
- A public webinar on October 23, 2024, promoted via e-newsletters, social media, and newspapers, attracted strong interest and participation.
- Updates on the County website from August 15, 2024, provided links to bylaw changes, contact information for feedback, and resources like session presentations and webinar recordings.
- Additional feedback was received through seven emails and two stakeholder letters.

Details and feedback summaries are available in the 'Regional Off-Site Levy Bylaw Updates – What We Heard Report. The greatest items of concern gathered through stakeholder engagement included:

- The effective date of the Off-site Levy Bylaw will significantly impact the current projects, as most are planned years in advance. Implementing changes too quickly could disrupt established parameters for the project's performance.
- 2. The levy rate increases affect their previous development budgeting.
- 3. Requesting a phasing or deferring of the levy rate increases.

IMPLICATIONS

The establishment of these levies will create a new funding source for future Recreation Facility capital investments. Usage of these funds can only be applied for the future facility infrastructure as itemized against the schedule within the bylaw. The County is required to provide annual reporting of collecting versus used funds for each levy schedule per MGA legislation. In addition, as development occurs across the County, Administration may be required to review and update levy rates to ensure the rates remain appropriate given facility funding requirements, community servicing demands, and input from the development community.

Given that capital costs were allocated across existing build-out versus new development, the County will have a share of the capital costs for each facility it wishes to construct. It will need to obtain this funding from alternative sources to ensure sufficient funds are place for construction. In addition, these facilities will need to be included and approved as part of the County's capital planning processes with their funding sources itemized.

STRATEGIC ALIGNMENT

Key Performance Indicators			Strategic Alignment
Effective Service Delivery	SD2: Services are resourced and delivered to specific groups as intended, and citizens are satisfied with the outcomes	SD2.1: Citizens satisfied with the range of County services available/delivered	The bylaw's purpose is to provide a new source of funding to support a broader range of required services to residents in new developments and not to strain the existing services for current residents.
Financial Prosperity	FP2: Ensuring the County remains financially sustainable for future generations	FP2.1: Assets that are incorporated in an Asset Management Plan	The levy will assist with future financial sustainability as it will provide a new source of funding for new infrastructure as the County continues to grow.

ALTERNATE DIRECTION

Alternate Direction 1

THAT Bylaw C-8550-2024 be amended in accordance with Attachment A.

THAT Bylaw C-8550-2024 be further amended to change the effective date of the bylaw in Section 33 from April 30, 2025 to January 31, 2026.

THAT Bylaw C-8550-2024 be given second reading, as amended.

THAT Bylaw C-8550-2024 be given third and final reading, as amended.

Benefits

Deferring the proposed levy rate over a period of time will allow developers and stakeholders additional time to budget for the levy rate increases and reduce the impact on development.

Disadvantages

Deferring the payment of the proposed levy rate over a period of time will reduce and delay funds available that can be applied toward future community recreation infrastructure.

ATTACHMENTS

Attachment A: Draft Bylaw C-8550-2024 - Community Recreation Facilities Off-Site Levy

Attachment B: Regional Off-Site Levy Bylaw Updates - What We Heard Report

Attachment C: Public Submission

APPROVALS

Manager:	Jeannette Lee, Manager Capital & Engineering Services
Executive Director/Director:	Byron Riemann, Chief Operating Officer
Chief Administrative Officer:	Byron Riemann, Acting Chief Administrative Officer



BYLAW C-8550-2024

A bylaw of Rocky View County, in the Province of Alberta, to authorize an off-site levy to pay for all or part of the capital cost of new or expanded community recreation facilities.

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

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

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

AND WHEREAS Rocky View County Council engaged the firm of Mooreview Management Consulting Inc. to prepare the following reports and plans, to be known collectively as the reports, for the fair and equitable calculation and allocation of an off-site levy for community recreation facilities in accordance with the purposes of the *Municipal Government Act*:

(1) *Technical Memorandum*, June 10, 2024, prepared by Mooreview Management Consulting Inc.

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

AND WHEREAS Rocky View County Council wishes to adopt a bylaw to impose and provide for the payment of an off-site levy, to set out the object of the off-site levy, to set the amount of the off-site levy, to indicate how the amount of the off-site levy was determined, and to authorize agreements to be entered into in respect of payment of the off-site levy;

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

Title

1 This bylaw may be cited as the *Community Recreation Off-Site Levy Bylaw*.

Definitions

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



Purpose and Interpretation

- The purpose of this bylaw is to:
 - (1) impose and provide for the payment of an off-site levy in respect of lands that are to be subdivided or developed and that will require or benefit from new or expanded community recreation facilities;
 - (2) set out the object of the off-site levy;
 - (3) indicate how the amount of the off-site levy was determined; and
 - (4) authorize Rocky View County to enter into agreements for the payment of the offsite levy.
- The object of the off-site levy imposed and collected pursuant to this bylaw is to pay for all or any part of the capital costs for any or all of the following:
 - (1) new or expanded community recreation facilities; and
 - (2) land required for or in connection with the community recreation facilities described in this bylaw.
- 5 The following schedules and maps are attached to and form part of this bylaw:
 - (1) Schedule 'A' Definitions;
 - (2) Schedule 'B-1' / Map 'B-1' Entire County Area Base Levy;
 - (3) Schedule 'B-2' / Map 'B-2' Eastern Catchment Area Levy;
 - (4) Schedule 'B-3' / Map 'B-3' Western Catchment Area Levy; and
 - (5) Schedule 'C' Off-Site Levy Summaries.

Imposition of the Off-Site Levy

- Subject to Section 14 through 17 of this bylaw, an off-site levy for community recreation facilities as provided for under the *Municipal Government Act* is imposed in respect of the development area of all lands that are to subdivided or developed within Rocky View County and that will require or benefit from the new or expanded community recreation facilities detailed in this bylaw.
- The off-site levy is imposed at the rates and on the terms specified by this bylaw. The off-site levy amounts imposed by this bylaw will apply to all new development permit and subdivision approvals after the date of the coming into full force and effect of this bylaw.
- The off-site levy will be imposed as a condition of a development permit or subdivision approvals in accordance with this bylaw when such approval occurs after the coming into full force and effect of this bylaw.

ROCKY VIEW COUNTY

- An off-site levy for community recreation facilities will be imposed as a condition of development permit or subdivision approval for all lands located within Rocky View County that are subject to the off-site levy imposed by this bylaw, unless otherwise exempted in accordance under this bylaw:
 - (1) a base levy in the amount of \$1,162 per gross acre of the development area for all lands identified within the entire County area as described in Schedule 'B-1' and Map 'B-1' of this bylaw; in addition to the applicable off-site levy amounts detailed in sections 10 and 11 of this bylaw and Schedules 'B-2' and 'B-3' and Maps 'B-2' and 'B-3' of this bylaw.
 - (2) a levy in the amount of \$6,076 per acre of the development area for all lands identified within the eastern catchment area as described in Schedule 'B-2' and Map B-2' of this bylaw;
 - (3) a levy in the amount of \$2,887 per gross acre of the development area for all lands identified within the western catchment area as described in Schedule 'B-3' and Map 'B-3' of this bylaw.
- In addition to the base off-site levy amounts imposed by section 9 of this bylaw, unless otherwise exempted in accordance with this bylaw, an off-site levy will be imposed as a condition of subdivision approvals as follows:
 - (1) subdivision approvals with respect to all lands located in the benefitting areas shown in Schedules 'B-1' through 'B-3' 'B-2' and 'B-3' and Maps 'B-1' through 'B-3' 'B-2' and 'B-3' of this bylaw that will create residential parcels less than 4.0 hectares (9.88 acres);
 - subdivision approvals with respect to all lands located in the benefitting areas shown in Schedules 'B-1' through 'B-3' 'B-2' and 'B-3' and Maps 'B-1' through 'B-3' 'B-2' and 'B-3' of this bylaw that will create residential parcels greater than 4.0 hectares (9.88 acres) where, in the opinion of Rocky View County, further subdivision or development is unlikely to occur due to technical limitations;
 - (3) subdivision approvals with respect to all lands located in the benefitting areas shown in Schedules 'B-1' through 'B-3' 'B-2' and 'B-3' and Maps 'B-1' through 'B-3' 'B-2' and 'B-3' of this bylaw that will create business or institutional parcels of any size.
- In addition to the base off-site levy amounts imposed by section 9 of this bylaw, unless otherwise exempted in accordance with this bylaw, an off-site levy will be imposed as a condition of development permit approvals as follows:
 - (1) development permit approvals for any business, residential, or institutional uses for all lands located in the benefitting areas shown in Schedules 'B-1' through 'B-3' 'B-2' and 'B-3' and Maps 'B-1' through 'B-3' (B-2' and 'B-3' of this bylaw.

ROCKY VIEW COUNTY

- If, prior to the coming into force of this bylaw, Rocky View County imposed and collected a fee or charge as a condition of a development permit or subdivision approval for the purpose of new or expanded community recreation facilities, an off-site levy for the same purpose may not be imposed in relation to the lands or portion of the lands that were the subject of such fee or charge.
- Despite any other provision in this bylaw, Rocky View County may impose further or different off-site levies, duly imposed by bylaw, on any portion of lands that are the subject of a development permit or subdivision approval and which the County has not already collected the off-site levy imposed by this bylaw or any previous off-site levy bylaw authorized by the *Municipal Government Act* or predecessor legislation for the same purpose as provided for in this bylaw.

Exemptions to the Off-Site Levy

- Despite any other provision of this bylaw, the off-site levy will not be imposed on subdivision approvals as follows:
 - (1) subdivision approvals in an agricultural district for agricultural uses when the parcel(s) created as a result of the subdivision exceed 4.0 hectares (9.88 acres) and where in the opinion of Rocky View County, further subdivision or development is likely to occur;
 - (2) subdivision approvals for first parcels out; or
 - (3) subdivision approvals for boundary adjustments.
- Despite any other provision of this bylaw, the off-site levy will not be imposed on development permit approvals as follows:
 - (1) development permit approvals for lands that are located within an agricultural or residential district and where the development permit is issued for a temporary use and subject to renewal; or
 - (2) development permits issued for lands that are located within an agricultural or residential district and where the development permit issued is for an accessory building or does not result in an increase to the number of dwelling units on the lands.
- 16 Council, in its sole and unfettered discretion, may defer the imposition of the off-site levy under this bylaw, in whole or in part, to the next development permit or subdivision approval affecting the lands:
 - (1) If Council determines that it is appropriate to defer the imposition of the off-site levy on the lands as a condition of the development permit or subdivision approval; and
 - (2) subject always to receipt of a report from Rocky View County or consultation with the County.
- 17 The off-site levy, in whole or in part, will not be imposed on lands where Council determines, in its sole and unfettered discretion, that the off-site levy should not be imposed.



Off-Site Levy Payments

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



Determination of the Off-Site Levies

- The off-site levy imposed by this bylaw was determined in accordance with the information and calculations from the report prepared by Mooreview Management Consulting Inc. which is incorporated into this bylaw by reference and will be disclosed by Rocky View County upon request in accordance with section 30 of this bylaw.
- The basis and determination of the off-site levy amount for each of the benefitting lands for which an off-site levy has been imposed by this bylaw is shown in Schedules 'B-1' through 'B-3' and Maps 'B-1' through 'B-3' of this bylaw.
- The total off-site levy amount imposed on lands that will require or benefit from the construction of new or expanded community recreation facilities is shown in Schedule 'C' of this bylaw.
- With respect to the cost of borrowing incurred by Rocky View County to fund the construction of new or expanded community recreation facilities pursuant to this bylaw:
 - (1) the cost of borrowing accruing after the coming into full force and effect of this bylaw will be calculated by Rocky View County and be required as part of the off-site levy imposed and payable under this bylaw.

Off-Site Levy Administration and Off-Site Levy Fund

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

Annual Report to Council and Information Requests

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

Severability

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

ATTACHMENT A: COMMUNITY RECREATION OFF-SITE LEVY - BYLAW C-8550-2024 Attachment A Page 7 of 20



Transition, Repeal, and Effective Date

- 32 33 This bylaw is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal* Government *Act*.
- This bylaw comes into full force and effect on April 30, 2025.

READ A FIRST TIME this	, 2024	
READ A SECOND TIME this	, day of, 2024	
UNANIMOUS PERMISSION FOR THIRD READING this	, day of, 2024	
READ A THIRD AND FINAL TIME this	day of, 2024	
	Reeve	
	Chief Administrative Officer	
	Date Bylaw Signed	



Bylaw C-8550-2024

Schedule 'A' - Definitions

- 1 "Accessory building" has the same meaning as in the Land Use Bylaw.
- 2 "Agriculture" or "agricultural" means any subdivision or development for an agricultural" or agriculture use as contemplated in the *Land Use Bylaw*.
- 3 "Benefitting areas" means those lands within the respective benefitting areas of the community recreation facilities as described in Schedules 'B-1' through 'B-3' of this bylaw.
- 4 "Boundary adjustment" means the adjustment of lot boundaries of parcels of lands without the creation of additional lots.
- 5 "Building" has the same meaning as in the Land Use Bylaw.
- **"Chief Administrative Officer"** means the Chief Administrative Officer of Rocky View County pursuant to the *Municipal* Government *Act* or their authorized delegate.
- 7 **Community Recreation Facilities"** has the same meaning as provided for in the *Municipal Government Act* and includes the facility, the associated infrastructure, the land necessary for the facility, and related appurtenances.
- 8 "Council" means the Rocky View County Council.
- 9 "County" means Rocky View County.
- 10 "Development" has the same meaning as provided for in the *Municipal Government Act*.
- **"Development agreement"** means a development agreement as provided for in the *Municipal Government Act*.
- **"Development area"** means the gross acreage of lands that are subject of the proposed subdivision or development, including:
 - (1) all buildings and other structures;
 - (2) all driveway access areas;
 - (3) all areas required to be landscaped as a condition of the development permit or subdivision approval;
 - (4) all storage and display areas directly associated with the development permit or subdivision approval;
 - (5) all parking areas required for the development permit or subdivision approval;
 - (6) all areas utilized for the growing of crops that are the subject of the development permit approval;

ROCKY VIEW COUNTY

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

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

- (9) with respect to a development permit issued for a golf course, any portion of the lands that are outside the scope of the development area outlined above (i.e. hazards, roughs, greens, etc.);
- (10) with respect to development permits issued for a solar farm, any portion of the Lands that are outside of the scope of the development area outlined above (i.e. solar panels and electricity grid);
- (11) with respect to Subdivisions involving an existing dwelling, the subdivided parcel that contains the existing dwelling; and
- (12) all areas designated environmental reserve or subject to an environmental reserve easement, each as defined within the *Municipal Government Act* as a condition of subdivision approval.
- 13 "Development permit" has the same meaning as in the Land Use Bylaw.
- **"Dwelling"** has the same meaning as in the *Land Use Bylaw*.
- **"Dwelling unit"** has the same meaning as in the Land Use Bylaw.
- 16 "First parcel out" has the same meaning as in the Land Use Bylaw.
- 17 **"Industrial"** means any subdivision or development for an industrial use as contemplated in the *Land Use Bylaw*.
- "Institutional" means any subdivision or development for an institutional use as contemplated in the *Land Use Bylaw*.
- 19 "Land Titles Act" means the Land Titles Act, RSA 2000, c L-4, as amended or replaced from time to time.
- 20 19 "Land Use Bylaw" means Rocky View County's current Land Use Bylaw, as amended or replaced from time to time.
- 21 "Lands" means private titled parcels of land in accordance with the Land Titles Act.
- 22 20 "Off-site levy" or "off-site levies" means the off-site levy imposed by this bylaw.
- 23 21 "Off-Site Levies Regulation" means the Off-Site Levies Regulation, AR 187/2017, as amended or replaced from time to time.

ATTACHMENT A: COMMUNITY RECREATION OFF-SITE LEVY - BYLAW C-8550-20244 Attachment A Page 10 of 20



- 24 22 "Report" means the *Technical Memorandum* from Mooreview Management Consulting Inc. dated June 10, 2024, and all supporting documents referred to therein.
- 25 23 "Reserve land" has the same meaning as provided for in the Municipal Government Act.
- 26 24 "Residential" means any subdivision or development for residential use as contemplated in the Land Use Bylaw.
- 27 25 "Rocky View County" means Rocky View County or the geographical area within its jurisdictional boundaries, as the context may require.
- 28 26 "Subdivision" has the same meaning as provided for in the Municipal Government Act.



Bylaw C-8550-2024

Schedule 'B-1' - Entire County Area Base Levy

Description:

Rocky View County requires new or expanded recreational facilities to accommodate projected growth across the Entire County Area. The facilities included in the community recreation levy for the entire County area are as follows:

- Langdon Recreation Centre and Field House;
- Indus Ice Rink Centre;
- Conrich Community Event Centre and Sports Field;
- South Springbank Community Facilities (consisting of Phase 1 community centre); and
- Harmony Community Event Centre and Sports Field.

Benefitting Lands:

The lands included in the entire County area are the lands that are expected to access and will benefit from the community recreation facilities as shown on Map 'B-1' of this bylaw.

All development across the entire County area is expected to benefit from the new or expanded community recreation facilities in a 1:2 ratio (33.3%) relative to the benefits expected from the development within either of the eastern or western catchment areas in Schedules 'B-2' and 'B-3' of this bylaw. As such, 33.3% of each community recreation facility's net capital costs have been allocated to the entire County area for the purposes of calculating the base levy rate.

Estimated Costs:

The estimated net capital costs for the community recreation facilities allocated to the entire County area for the purposes of calculating the base levy rate are as follows:

Langdon Recreation Centre and Field House	\$ 12,535,412
Indus Ice Rink Centre	\$ 3,594,186
Conrich Community Event Centre and Sports Field	\$ 5,372,715
South Springbank Community Facilities (Phase 1)	\$ 5,225,455
Harmony Community Event Centre and Sports Field	\$ 2,939,243
TOTAL	\$29,667,012



Benefit to New Development

Costs and benefits were allocated between new and existing development in accordance with the report prepared by Mooreview Management Consulting Ltd. and the growth projections and development forecasts contained in the report.

A total of \$15,867,681 is allocated to new development forecasted to occur in the twenty years between 2024-2043 based on a development forecast of 13,657 acres across the entire County area.

Levy Cost Calculation

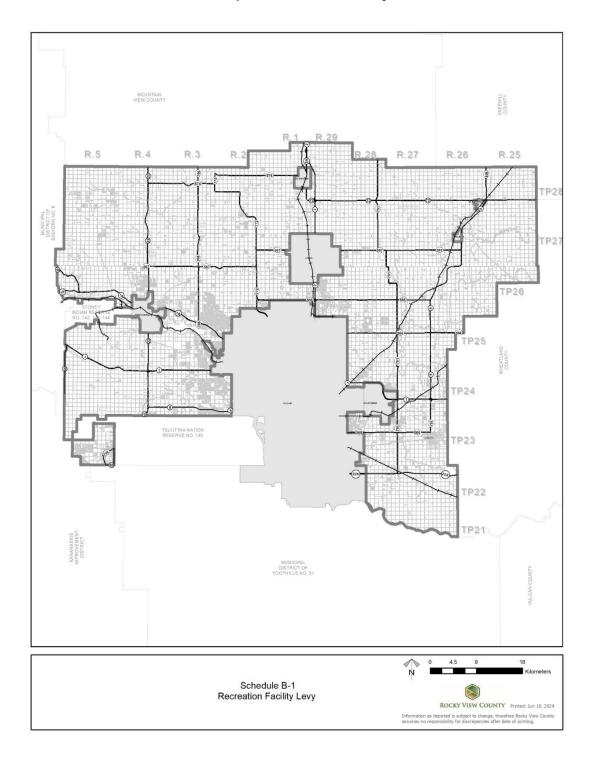
15,867,681.00/13,657 acres = 1,162/per acre or 2,871/per hectare.



Bylaw C-8550-2024

Schedule 'B-1' - Recreation Facility Levy

Map 'B-1' - Entire County Area





Bylaw C-8550-2024

Schedule 'B-2' - Eastern Catchment Area Levy

Description:

Rocky View County requires new or expanded recreational facilities to accommodate projected growth in the eastern catchment area. The community recreation facilities included in the eastern catchment area are as follows:

- Langdon Recreation Centre and Field House;
- Indus Ice Rink Centre; and
- Conrich Community Event Centre and Sports Field.

(Known collectively as the "eastern community recreation facilities")

Benefitting Lands

The lands included in the eastern catchment area are the lands that are expected to access and will benefit from the eastern community recreation facilities as shown on Map 'B-2' of this bylaw.

All development within the eastern catchment area is expected to benefit from the new or expanded community recreation facilities in a 2:1 ratio (66.7%) relative to the benefits expected from the development across the entire County area in Schedule 'B-1' of this bylaw. As such, 66.7% of each community recreation facility's net capital costs have been allocated to the eastern catchment area for the purposes of calculating the eastern catchment levy rate.

Estimated Costs:

The estimated net capital costs for the eastern community recreation facilities allocated to the eastern catchment area for the purposes of calculating the eastern catchment levy rate are as follows:

Langdon Recreation Centre and Field House	\$ 25,070,825
Indus Ice Rink Centre	\$ 7,188,371
Conrich Community Event Centre and Sports Field	\$ 10,745,431
TOTAL	\$43,004,627



Benefit to New Development

Costs and benefits were allocated between new and existing development in accordance with the report prepared by Mooreview Management Consulting Ltd. and the growth projections and development forecasts contained in the report.

A total of \$26,473,502 is allocated to new development forecasted to occur in the twenty years between 2024-2043 based on a development forecast of 4,357 acres.

Levy Cost Calculation

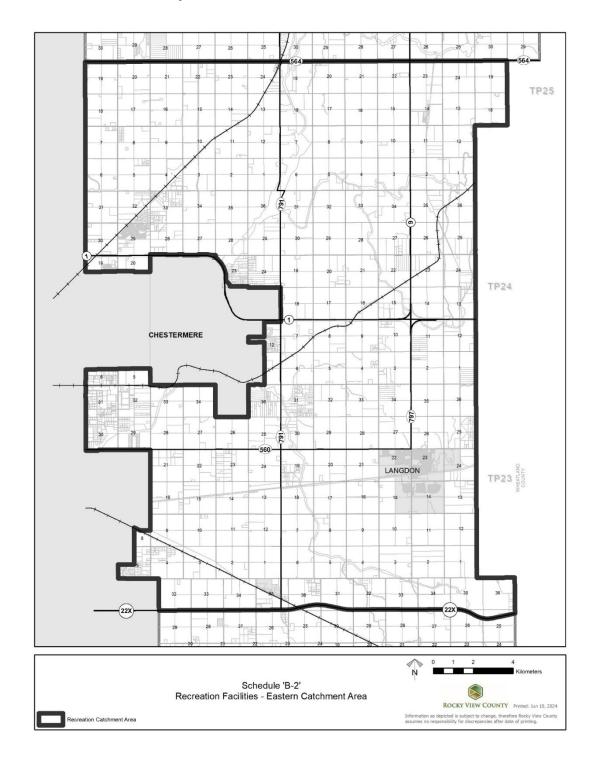
 $$26,473,502.00/4,357 \text{ acres} = $6,076/per acre or $15,014/per hectare.}$



Bylaw C-8550-2024

Schedule 'B-2' - Recreation Facility Levy

Map 'B-2' - Eastern Catchment Area





C-8550-2024

Schedule 'B-3' – Western Catchment Area Levy

Description

Rocky View County requires new or expanded recreational facilities to accommodate projected growth in the western catchment area. The community recreation facilities included in the western catchment area are as follows:

- South Springbank Community Facilities (consisting of Phase 1 community centre); and
- Harmony Community Event Centre and Sports Field.

(Known collectively as the "western community recreation facilities")

Benefitting Lands

The lands included in the western catchment area are lands that are expected to access and will benefit from the western community recreation facilities as shown on Map 'B-3' of this bylaw.

All development within the western catchment area is expected to benefit from the new or expanded community recreation facilities in a 2:1 ratio (66.7%) relative to the benefits expected from the development across the entire County area. As such, 66.7% of each facility's net capital costs have been allocated to the Western Catchment Area for the purposes of calculating the Western Catchment Levy Rate.

Estimated Costs

The estimated net capital costs for the western community recreation facilities allocated to the western catchment area for the purposes of calculating the western catchment area levy rate are as follows:

South Springbank Community Facilities (Phase 1)	\$10,450,911
Harmony Community Event Centre and Sports Field	\$ 5,878,487
TOTAL	\$16,329,398



Benefit to New Development

Costs and benefits were allocated between new and existing development in accordance with the report prepared by Mooreview Management Consulting Ltd. and the growth projections and development forecasts contained in the report.

A total of \$8,624,558 is allocated to new development forecasted to occur in the twenty years between 2024-2043 based on a development forecast of 2,988 acres.

Levy Cost Calculation

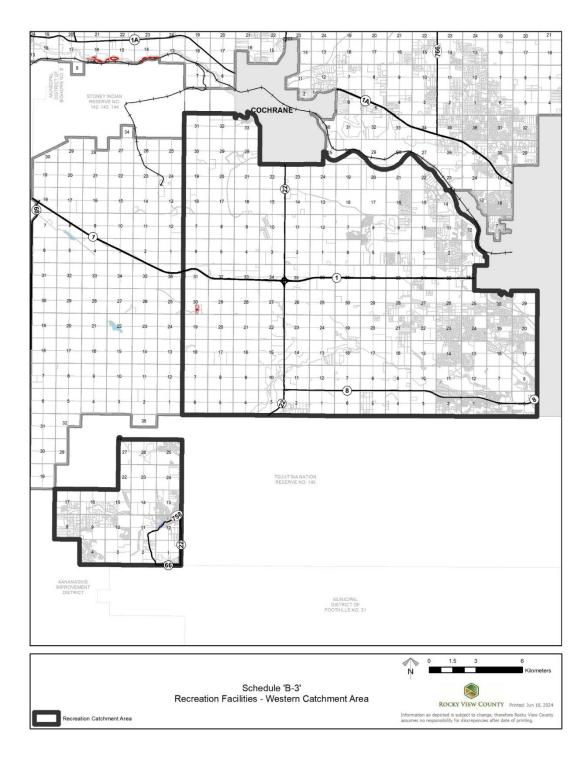
\$8,624,558.00/2,988 acres = \$2,887/per acre or \$7,134/per hectare.



C-8550-2024

Schedule 'B-3' - Western Catchment Area Levy

Map 'B-3' - Western Catchment Area





C-8550-2024

Schedule 'C' - Summaries of Off-Site Levy

Community Recreation Facilities			
Area	Rate	Мар	
Entire County Area Base Levy	\$1,162 per gross acre	Schedule 'B-1' / Map 'B-1'	
Eastern Catchment Area Levy	\$6,076 per gross acre	Schedule 'B-2' / Map 'B-2'	
Western Catchment Area Levy	\$2,887 per gross acre	Schedule 'B-3' / Map 'B-3'	



Regional Off-site Levy Bylaw Updates What We Heard Report

Prepared: December 2024

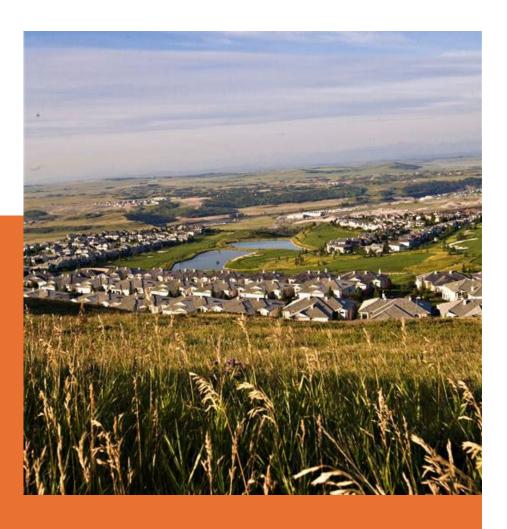


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ATTACHMENT B: REGIONAL OFF-SITE LEVY BYLAW UPDATES - WHAT WE HEARD REP**Bage 3 of 20**ROCKY VIEW COUNTY'S REGIONAL OFF-SITE LEVY BYLAW

WHAT WE HEARD - FALL 2024 FEEDBACK SESSIONS

Introduction

This report provides additional information on updates to the current offsite levies as well as for a proposed new one. These include, the Regional Offsite Water and Wastewater Levy, Stormwater Levy, Transportation Levy, and a new Community Recreation Levy. On July 23, 2024, Council approved the first reading of the Regional Offsite Levy Bylaws, including the proposed Community Recreation Levy. Following this, details of the four bylaws were shared with stakeholders and the public to ensure transparency, clarify the County's methodology and requirements, and outline the approach to implementation. The intent of this process is to gather feedback and input, bring it back to Council for consideration, and provide recommendations that align with the County's strategic financial goals while ensuring appropriate levies are established to support growth. This report presents the feedback received from stakeholders, including key themes, concerns, and suggestions raised during consultations. It also provides the County's responses to address these comments, clarify any misconceptions, and outline how stakeholder input has been considered in formulating the recommendations. By summarizing this feedback and response, the report aims to demonstrate transparency and ensure that stakeholders' perspectives are appropriately reflected in the decision-making process.

Targeted Consultation

The four proposed Off-Site Levy Bylaws primarily impact individuals or organizations seeking land development, particularly developers focused on commercial, industrial, or residential projects. Recognizing the importance of engaging those directly affected, Administration implemented a targeted consultation strategy by reaching out to key stakeholders, including BILD Calgary Region (Building Industry and Land Development Association), Rocky View Forward, and other representatives from the development industry.

To ensure full engagement and transparency, information was shared through multiple channels. In addition to targeted outreach, all County residents were provided opportunities to access detailed information, ask questions, and provide feedback. This included a publicly held webinar, where participants could interact directly with Administration, as well as the option to reach out individually for clarification or input. By combining focused consultations with broad public access to information, the County aimed to create an inclusive process that considered diverse perspectives and ensured all voices were heard.

Communication Channels

A variety of communication efforts were implemented to ensure stakeholders had ample opportunity to review the information and provide feedback. Administration conducted a multi-channel approach, including direct outreach and public engagement. Over 70 developers were contacted via email, phone inquiries were addressed promptly, and two in-person presentations, along with one online webinar, were delivered to engage participants directly. The strong level of response demonstrates significant interest in these proposed Off-site bylaws.

The communication objectives were clear: to consult with interested and affected members of the public and development community while ensuring the transparent and accurate dissemination of information. This included explaining how the levy updates were developed and outlining the anticipated impacts on residents, developments, and businesses.

To support these objectives, Administration developed and shared fact sheets, prepared detailed presentations, and updated the County's website to include all relevant background materials, such as links to prior Council

ATTACHMENT B: REGIONAL OFF-SITE LEVY BYLAW UPDATES - WHAT WE HEARD REPDAGE 4 of 20

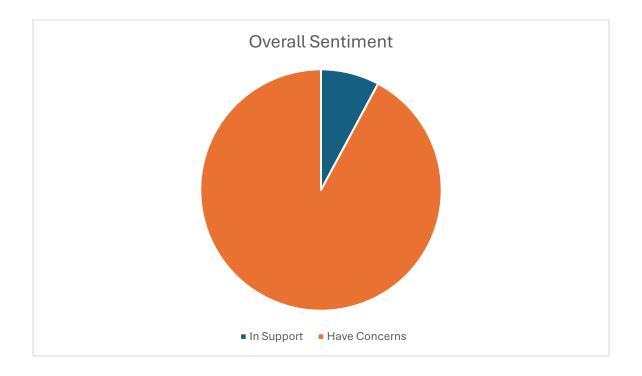
presentations. Promotion of the sessions was carried out through multiple channels, including advertisements in Rocky View Weekly newspaper, the County Connection e-newsletter, and the County's social media platforms.

Over 30 participants attended the three sessions held on October 17, 23, and 31, 2024, with many stakeholders providing additional comments via email. All feedback has been carefully compiled and analyzed to produce this What We Heard Report, ensuring stakeholder input is accurately represented.

Overall Sentiment

The stakeholder feedback reflects significant concern regarding the proposed increases to the Off-Site Levies, particularly the magnitude of the increases, the perceived lack of phased implementation, and the potential impact on project feasibility and overall investment in Rocky View County. Some stakeholders recognized that these levies help fund critical infrastructure and appreciated the County's engagement process, noting that transparency, communication, and strategic planning are essential.

However, there was significant unease regarding the sudden, substantial cost increases and their potential to undermine project feasibility. Stakeholders frequently requested a phased or delayed implementation to allow for better financial planning and to minimize the shock of immediate, large-scale rate hikes. Concerns were also raised about whether the levies align with proportional benefit principles, particularly regarding non-residential projects and the new Community Recreation Levy. In essence, while there is support for the County's long-term vision and improvements, stakeholders urge measured, incremental changes and a careful review of the calculations, timing, and scope of these proposed levies.



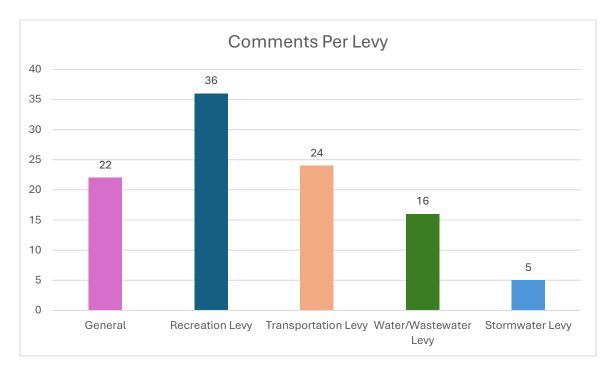
ATTACHMENT B: REGIONAL OFF-SITE LEVY BYLAW UPDATES - WHAT WE HEARD REP**Bage** 5 of 20

Breakdown of Comments

Out of the 103 comments received, the focus was on the newly proposed Community Recreation Levy. This heightened interest likely stemmed from its recent introduction and the desire for more clarity on its benefits, structure, and proportionality. Meanwhile, the Transportation Off-site Levy's substantial adjustments, resulting from several years without increases, also drew significant scrutiny. Stakeholders questioned the proposed changes' scope, timing, and fairness, reflecting the high stakes of transportation infrastructure for ongoing and future developments.

In contrast, Water and Wastewater levies, though still essential and frequently discussed, elicited comparatively fewer comments. The dialogue here likely centred on ensuring these utilities are sustainably funded, fairly apportioned, and reflect true proportional benefit. The Stormwater Levy received the fewest comments, suggesting either broader acceptance of the proposed changes or fewer perceived uncertainties in its methodology and application.

Finally, 22 general comments—touching on all four levies—underscore the systemic nature of stakeholder concerns. These remarks point to a shared desire for more transparency, equitable cost-distribution, and thoughtful timing.



Key Themes

The stakeholder feedback has been organized into six distinct themes, each reflecting critical considerations in how the proposed levies are perceived and understood. Among these concerns is the significant financial impact on budgets, with many respondents emphasizing how sudden and substantial cost increases could affect project feasibility. In addition, stakeholders offered a range of suggestions for improving transparency and fairness in how levy rates are calculated, often referencing practices observed in other municipalities.

Timing also emerged as a prevalent issue, with many voicing apprehension over how quickly new rates could take effect. They asked for more time to plan and adapt, questioning whether deferred implementation or phased increases might ease the transition. Localized, area-specific concerns further underscored the importance of

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ATTACHMENT B: REGIONAL OFF-SITE LEVY BYLAW UPDATES - WHAT WE HEARD REPDAGE 6 of 20

tailoring levies to unique community circumstances. Finally, stakeholders expressed a strong desire to understand precisely how the collected funds would be used, seeking assurances that levies would produce clear and tangible infrastructure benefits.

1. Timing

Stakeholders emphasized the importance of aligning levy implementation with realistic development and infrastructure delivery timelines. Many expressed concerns that if new rates take effect before long-term plans are updated or before developers can adapt their project proformas, it could create financial hardships and discourage investment. Questions arose as to when levies would officially come into force, how quickly projects would benefit from the collected funds, and whether existing applications would be "grandfathered" under the old rates. Ensuring that levy implementation matches planning horizons and local economic conditions emerged as a core element of this theme.

2. Phasing and deferring alternatives

A recurring request was to introduce incremental rate increases or deferrals rather than imposing significant hikes all at once. By phasing new levy rates over multiple years, the County could mitigate "sticker shock" and give developers time to plan and budget accordingly. Some stakeholders suggested deferral arrangements, such as partial payments upfront and the remainder at later project milestones. This approach would provide a smoother transition, helping maintain project viability and fostering continued growth while still moving toward the County's cost recovery objectives.

3. Affect to budgets and increase in costs

Stakeholders acknowledged the County's need to recover infrastructure costs, but they voiced strong concerns about the impact these levies could have on their budgets and overall cost structures. Unexpected or steep increases could threaten project feasibility, lead to price escalations for end-users, or prompt development relocations to competing jurisdictions. From a broader perspective, some worried that high levies might slow overall growth or shift economic activity away from the County. These concerns underscored a need for balancing financial sustainability with market competitiveness and affordability.

4. Calculation options and suggestions

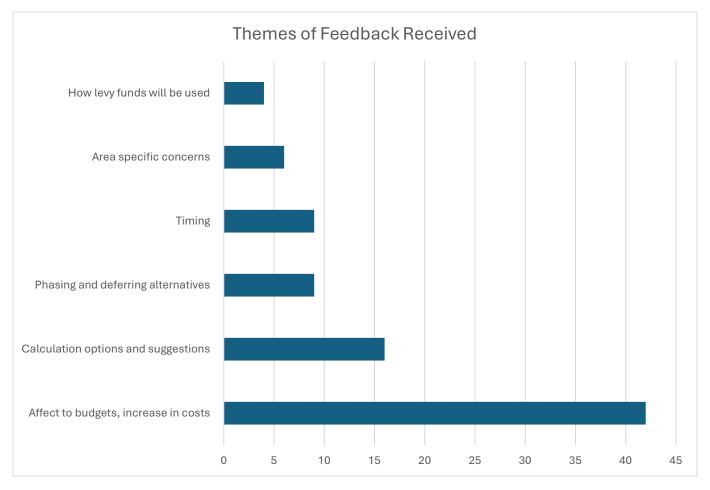
Transparency and clarity in how levies are calculated were frequently cited as essential. Stakeholders requested detailed breakdowns of project costs, growth assumptions, and anticipated infrastructure life cycles. Some suggested alternative calculation methods that account for factors like traffic generation, proximity to service infrastructure, or the actual proportion of benefit a development receives. Others recommended adopting single, universal rates or more refined, area-specific levies. These suggestions aimed to ensure that the levy formulas align with principles of fairness, proportionality, and best practices from other municipalities.

5. Area-specific concerns

Given the County's geographic diversity, several stakeholders questioned why a one-size-fits-all approach should apply to communities with varying development patterns, infrastructure readiness, and service demands. Some encouraged the County to divide into zones, assigning different levy rates that better reflect local infrastructure needs and usage levels. Others highlighted potential inequities—such as developers in one region paying for infrastructure in another—and recommended geographic tailoring to ensure that those who pay levies more directly benefit from the resulting projects.

6. How levy funds will be used

A lack of clarity on precisely how collected levy funds would be allocated fueled stakeholder uncertainty. Many wanted assurances that the money would go toward delivering the promised infrastructure in a timely and transparent manner, rather than sitting idle for decades or being diverted to unrelated projects. Clarifying the relationship between levy collection, actual capital expenditures, project prioritization, and long-term maintenance responsibilities was seen as critical. Stakeholders expressed a desire for ongoing reporting and accountability measures, so that contributors could see tangible returns on their investments and trust that levies are effectively supporting sustainable growth.



The comments received highlight that while stakeholders understand the need for updated and new off-site levies, they are concerned about the practical implications of the proposed changes. Many expressed a desire for measures like phased implementation and consideration of regional differences to make the levies more workable. Ultimately, these perspectives underscore a call for a thoughtful, balanced approach that acknowledges current development realities, encourages investment and supports the County's broader infrastructure and growth objectives.

ATTACHMENT B: REGIONAL OFF-SITE LEVY BYLAW UPDATES - WHAT WE HEARD REP**Page** 8 of 20 APPENDIX A: Complete List of Comments

#	QUESTION OR COMMENT	SENTIMENT
GEI	NERAL COMMENTS REGARDING ALL 4 LEVIES	
1	Would the County consider a phase-in period for the transportation/water/wastewater levy increases, say over a 3-year period?	Concern
2	I'm writing to express our profound concern with the initiative to amend the existing Offsite levies as well as the introduction of a new Community Recreation Off-Site Levy. As I'm sure you're aware, we have been diligently working toward regulatory approval with RVC, representing a significant change away from the former owner's regard towards achieving RVC's development goals for the area. Although our findings to date have revealed associated costs and required contingencies to far exceed our expectations, we have forged ahead being optimistic that a path forward can be found. Very recently, we learned of RVC's initiative to amend the Off-Site Levy Bylaws that increase existing rates astronomically, as well as introduce new levies that we would be required to pay. Our calculations have determined that if the proposed increases became effective, that the increase in our offsite levies alone would total approximately ***1, in order to develop the entire site. An increase of this magnitude is simply unworkable and would negate the viability of our project and aspirations to relocate into RVC for our new facility. It's our view that if amendments to offsite levy rates are required, they be implemented in a phased manner with increases introduced over a period of years. If introduced in the current proposed manner, the implications for ourselves and others will be to halt our plans & proceed with relocating elsewhere. I might also add that it is highly likely that our project would have been in a position to be approved prior to any change in offsite levies had the delays of the realignment of *** not occurred. Working with RVC over this issue has resulted in significant delays for our development. We are deeply concerned about this issue, which will impair our ability to proceed with our investment in Rocky View County. We desire to make a meaningful contribution and impact in the community resulting from our development and ongoing use of our site. Our aim is to work constructively with RVC to address our conce	Concern
3	We are typically pricing lease rates on our warehouse developments + 2 years out, based on proforma land development costs. It would be helpful if we are provided significant lead times on increases to the development levies so that we assume the correct costs. It would also be very helpful if these levy increases were phased in over time. This way the entire development market prices in the cost increases.	Concern
4	Overall, the proposed levies represent substantial increases to the existing rates. While we understand that costs have increased and the County is expanding servicing capacity, predictability of costs are very important for development. It takes many years to bring projects to fruition and dealing with sudden and substantial cost increases half-way through a project is problematic. In regard to the water, wastewater, and transportation levies, I request that the County considers and implements a phased approach towards the increases over a period of a few years. We are currently developing in ***and a 64% increase in transportation levies is a very large and unanticipated cost increase. Phasing levy increases over a period of years would have minimal impact on the County but will have substantial impact for active developers today and in the coming years.	Concern

 $^{1\,}Please \,note \,that \,budget \,numbers \,and \,project \,information \,have \,been \,removed \,to \,maintain \,the \,confidentiality \,of \,the \,stakeholders$

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г	ATTACHMENT B: REGIONAL OFF-SITE LEVY BYLAW UPDATES - WHAT WE HEA	
5	To this end, we submitted a Conceptual Scheme with a concurrent Land Use Amendment	Concern
	application and is presently working through this process with administration and local	
	stakeholders. We are excited by our opportunity to become a corporate citizen of Rocky	
	View and can't wait to patriate our regionally significant transportation and logistics	
	business from Calgary to Rocky View County. To this end, we are compelled and attracted	
	by The Rocky View Advantage! We recently became aware of the County's plans to update	
	Rocky View's Regional Off-Site Levy Bylaws. We commend Council for preparing and	
	implementing such strategic implementation measures to ensure sustainable growth and	
	development continues within the County for the benefit of all existing and future Rocky	
	View constituents. We've participated in the County's engagement processes relative to	
	these Off-Site Levy Bylaws and attended the recent online events. We have appreciated	
	our opportunities to participate in the various engagement processes and have taken	
	liberty to educate ourselves accordingly.	
	In this regard, we prepared the below-referenced estimates of the combined regional off-	
	site levy bylaw payments in relation to our proposed Conceptual Scheme development	
	within the '***' community. The table compares the current and proposed rates — and	
	demonstrates how we may be required to provide the County with a substantial increase	
	in regional off-site levy payments which is challenging the feasibility of our project.	
6	PRINCIPLES OF AN OFF-SITE LEVY	Concern
	We understand that, in establishing an off-site levy, a municipality must consider the	Concern
	general principles established by the Off-Site Levy Regulation, Alberta Regulation 187/201	
	7, specifically Section 3 which reads as follows:	
	Section 3: Off-Site Levy General Principles	
	(1) Subject to section 3.1, the municipality is responsible for addressing and defining	
	existing and future infrastructure, transportation infrastructure and facility requirements.	
	(2) The municipality may, where necessary and practicable, coordinate infrastructure,	
	transportation infrastructure and facilities provisions with neighbouring municipalities.	
	(3) Notwithstanding anything to the contrary in this Regulation, the off-site levy is of	
	no effect to the extent it directs the Government of Alberta to expend funds, to commit to	
	funding transportation infrastructure or arrangements to undertake particular actions or	
	to adopt particular policies or programs.	
	(4) A municipality must not compel an applicant for a development permit or	
	subdivision approval to fund the cost of the construction of infrastructure, transportation	
	infrastructure or facilities to be funded by an off-site levy beyond the applicant's	
	proportional benefit.	
	We have reviewed the four (4) proposed regional off-site levy bylaws from the perspective	
	of the Off-Site Levy Regulation's principles, with particular emphasis on Section 3(4) which	
	indicates the County cannot direct an applicant to provide a proportional contribution for	
	infrastructure investment that exceeds the proportional benefit that an applicant can	
	reasonably expect as a return.	
	Applying Section 4(c) of the Off-Site Regulation, we no concern with the proposed levy	
	payments contemplated by the Water and Wastewater Off-Site Levy Bylaw (C-8548-2024)	
	and Stormwater Off-Site Levy Bylaw (C-8547-2024) given that the regional utility servicing	
	and stormwater drainage infrastructure capacity that this off-site levy will fund directly	
	(and proportionally) provides benefit to our proposed development within the	
	community.	
	However, we have concerns with the Regional Transportation Off-Site Levy Bylaw (C-8549-	
ı	2024) and the Community Recreation Off-Site Levy Bylaw (C-8S50-2024) and appreciates	
	the opportunity to share them as described within the following sections.	
7	In conclusion, we appreciate this appartunity to share our perspectives regarding the	

In conclusion, we appreciate this opportunity to share our perspectives regarding the

proposed updates to the County's regional off-site levy bylaws. We commend

Concern

ATTACHMENT B: REGIONAL OFF-SITE LEVY BYLAW UPDATES - WHAT WE HEARD REPORTS 10 of 20

	administration and Council for taking a leadership position with the objective of directing	
	sustainable growth within the County. We have concerns with the proposed regional	
	transportation and	
	community recreation off-site levy bylaws, and based on our understanding, we believe	
	the methodology underpinning the two may be contrary to the principles of the Off-Site	
	Levy Regulation, specifically as it relates to directing a burden on new development that is	
	not proportional to the anticipated benefit. For this reason, we recommend Council delay	
	the adoption of the Regional Transportation and Community Recreation Bylaws pending	
	further work by administration relative to their underlying assumptions.	
8	With these 4 levies, you wouldn't be paying all four. Are we paying all levies?	Information ²
9	There have been no increases since 2020, the sticker shock is hard to swallow. We've gone	Concern
	4 years without increases. Is the County's vision going forward to update levies on an	
	annual basis?	
10	What is the anticipated increase yearly?	Concern
11	The 50% increase is a big number to swallow when these companies have already	Concern
	invested. It seems like Council is pushing too quickly, allowing the development	
	community zero time to find these funds. Is there a phasing out schedule for the	
	implementation?	
12	These levies have been discussed by Council over the years, sometime a Council will turn	Concern
	down an increase which in turn creates an issue where the costs are not being covered. Is	
	there some way to increase every year? How can this be done annually so there is no	
	sticker shock for developers? It has been 4 years with no increases and now developers	
	are shocked with these rates. How do you get Council to agree to increase levies	
	incrementally over the years?	
13	Are these estimates included in the presentation?	Information
14	Logistically can deferrals be done if a project already has put in a current application? If	Information
	you have a project that's in progress and the levy changes, would you pay the current	
	instead of the new levy?	
15	Would a consolidation count as a subdivision?	Information
16	Building codes, these are massive changes and have huge impacts. The 2020 energy code	Concern
	was forecasted well in advance, anything after April 30 does not apply. Can we do	
47	something like that with these new levels? A year seems fair, then we can project funds.	
17	We're now waiting on a Council date. Can these new levies be frozen for people like us?	Concern
18	Question about application of the fees to the part of a subdivision.	Information
19	A question in the chat that stated he had Council approval already for a subdivision with	Information
20	conditions already approved on ***.	Info many Control
20	Just to clarify the interest/borrowing portion of the levies *** if the new levy rates come	Information
	into effect on January 30th, and we pay levies for a new subdivision on the February 1st,	
21	the interest/borrowing costs will be nil ***	Concorn
21	Slide #66 of the Bylaw C-8007-2020 presentation (Example #7) provides an example for a	Concern
	10-acre project in East Balzac. This example ignores Borrowing Costs that RVC would	
	typically add to all levy fee calculations. By not including Borrowing Costs, the increase in new proposed levies appears very drastic. However, perhaps the proposed levy increase is	
	not as drastic as shown in Example #7 if all debts (ie. Borrowing Costs) have been captured in the new base rates *** ("all debts baye been captured in the new base rates" is	
	in the new base rates *** ("all debts have been captured in the new base rates" ie. Borrowing Costs are included in the new Base Rates, and debt starts on nil and begins to	
	accumulate after January 30th, 2025). I've had a chance to put together an analysis to	
	explore the relative levy rate increases if borrowing costs are included in the new Base	
i	explore the relative levy rate increases if borrowing costs are included in the flew base	

 $^{^2 \ \}text{Information requests, clarification comments, and general questions are identified via an {\rm `l'}\ or {\rm `lnformation'}.$

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Rates versus borrowing costs not included in the new Base Rates. The results of this analysis are quite eye opening ***. The data I used to determine "\$ per acre" and "\$ per m3" Borrowing Costs was sourced from a recent Levy summary ***. If all debts have been captured in the new base rates, the increase in Transportation Levies is only 7.5%. This is significantly lower than the 57.3% increase in Transportation Levies if we simply compare the new Base Rate against the old Base Rate. The reason for this variance is that Borrowing Costs are approx. 1/3 of the current Transportation Levy charges. The new Water & Wastewater Levy also has a significant difference if Borrowing Costs have been captured in the new Base Rates versus not included, although the difference is not as drastic as for Transportation. In order for us to provide constructive and meaningful feedback to the new levy rates and the roll out of these new rates, understanding the debt component for the new Levy rates is critical to determine the extent of the negative impacts to our project proformas. We appreciate your feedback on how debt charges (Borrowing Costs) will be calculated in the new levy rates."

As you can appreciate, these increases will have detrimental effects to the Development Community at large, with our proforma models now having to absorb a large *** per acre increase in levy payments. On a ¼ Section of land, this equates to *** of increased fees, with very little increased service. It was clear that Administration and Council do require these increases to provide services to the greater county area and as such, here are a few recommendations that we would suggest to RVC to employ:

Concern

1. Delay Levy Implementation for a period of 12 months

Developers invest heavily in pre-design work before submitting applications to municipalities. For example, designing a typical industrial warehouse can take 3-6 months before submission. Developers base their decisions to apply for permits largely on project economics, of which levies are a key factor. For a 20-acre parcel, an additional \$1M in costs due to levy increases could significantly impact a development's proforma. A delay would give developers time to adjust their plans accordingly. We suggest that the effective date of

the levy increases does not take effect until January 1, 2026. At a minimum.

2. Grandfather Submitted/Conditionally Approved Projects Under the Previous Levy Regime

Some developers may have conditional development permits or potential Development Agreements, but are waiting on completing other improvements, such as offsite work, or have implemented a temporary pause on their projects due to current market conditions. Grandfathering these projects would prevent developers from being financially punished by both higher levies and a slower market. Most permits have a 1–2-year lifespan, so developers cannot just keep renewing indefinitely to avoid higher levies, especially since they pay renewal fees as well.

3. Eliminate the Community Recreation Levy for Non-Residential Developments

While the recreation levy amount is lower, the principle is that non-residential users will not directly benefit from these uses, which are geared toward residential communities. Through property taxes and the currently existing Municipal Reserve (MR) structure of land dedication or Cash-in-lieu, non-residential users already contribute to the benefit of residential users.

4. Commitment to Additional Staffing to Improve Permit Processing Times
With the county experiencing significant growth, there has been a noticeable slowdown in processing times. While this may not be directly related to levies, higher costs should equate to improved services. Timelier processing would benefit both developers and the community, helping us continue supporting regional development.

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	As a community, we understand that changes in the Bylaw structures are necessary to the continued development of Rocky View County and we do fully support the planning that has gone into East Balzac, Janet, Bearspaw, Springbank and other valued areas. We would like to ensure that increases in levies to promote services, do not subsequently hinder continued investment in those same areas. There are several Developers that are signatories to this letter and support the recommendations provided in this memorandum.	
COI	MMUNITY RECREATION LEVY COMMENTS	
23	Community Recreation Off-Site Levy Bylaw - While we are supportive of a recreation off-site levy in theory, we have serious concerns with the proposed bylaw as structured. General Concerns Council's original direction regarding a recreation off-site levy was not to move ahead with a levy, but to investigate the feasibility of doing so. Instead, Administration pushed ahead to design a recreation off-site levy.	Concern
24	There are only five other municipalities in Alberta with recreation off-site levies and all of them are urban municipalities. What evidence is there that this is a viable levy for a rural municipality? Furthermore, those municipalities all charge one flat rate, even though some of them have differential rates for other off-site levies. Why is Rocky View proposing to be the only municipality with a tiered recreation levy?	Concern
25	The County has acknowledged that the approved Recreation Master Plan, the basis for this levy, has serious flaws. Councilors raised concerns about the Plan's recommendations at the February Recreation Governance Committee meeting and directed Administration to report back on fast-tracking its replacement. Despite those concerns, the proposed recreation off-site levy is based on the Plan's recommended facility investments.	Concern
26	The September 24th council meeting discussed next steps for replacing the Recreation Master Plan to more accurately reflect recreation needs within the County. From that discussion, the status of the facilities included in the off-site levy is not clear. In response to questions, staff made the following somewhat inconsistent statements: the new plans would re-examine facility recommendations; the off-site levy could always be changed in the future if facility investment plans change; and the new community-based plans would incorporate the facility recommendations from the Master Plan. Those responses indicate that there is significant uncertainty regarding the status of the recreation facilities included in the levy. To move ahead with a levy when the County's recreation planning structure and the status of the facilities included in the levy are in flux makes no sense.	Concern
27	A comparable reality was the reason council paused the fire services off-site levy. The same should be done for the recreation off-site levy. At a minimum, a recreation off-site levy should only move forward with a single county-wide rate structure.	Concern
28	Specific Concerns Catchment area for area-specific levy rates Administration indicated that the catchment areas for the proposed area-specific recreation off-site levies are based on the "established principle" of a 20-minute driving radius to access recreation facilities. We support this principle; however, the Recreation Master Plan did not use this principle in identifying recreation facility investments. If it had, it could not have recommended full-scale recreation facilities in both Springbank and Harmony which are significantly less than a 20-minute drive from each other and from comparable recreation facilities within Calgary and Cochrane.	Concern
29	Responsible decision-making regarding recreation spending should assess the trade-offs between investing County resources in bricks and mortar facilities within the County versus contributing to recreation facilities in the neighbouring municipalities that are	Concern

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	within the 20-minute driving threshold of county residents. To the best of our knowledge,	
	such an assessment has not been done.	
30	Magnitude of anticipated recreation investments We are also concerned with the magnitude of recreational investments included in the levy structure. Residents were never asked if they were willing to have their property taxes increase to pay for facilities. They were only asked what facilities they'd like in their community. As a result, we believe that the existing Recreation Master Plan is based on a "wants" assessment rather than a	Concern
	"needs" assessment.	
31	The recreation off-site levy is only expected to collect 51% of the capital costs of the proposed facilities from new development anticipated to occur over the next 20 years –	Concern
	\$69 million of the \$134 million for the facilities included in the levy. What happens if development does not materialize as anticipated?	
32	Ongoing operating and maintenance costs will be borne by ratepayers, not by new development. This is never mentioned. Ratepayers are being asked not only to pay a significant fraction of the capital costs, but also all the ongoing costs, the magnitude of	Concern
	which is not part of this discussion.	
33	The levy structure assumes that development beyond 20 years will pay a share of recreation facility costs through future levies. How has that development has been estimated? Growth rates beyond 20 years are notoriously uncertain. If long-range development is based on full-build out of ASPs, it has unavoidable inaccuracies that have not been acknowledged. Full build out statistics in ASPs assume that every acre will be developed, beyond what is needed for roads, utility corridors, and municipal reserves. This overstates development potential since it does not reflect environmental constraints and fails to recognize that not every landowner wants to subdivide their land. Even if long-range future development materializes as anticipated in the levy structure, the recreation facilities will have to be paid for by current or near-term future ratepayers through property taxes (to at least cover debt carrying costs). By the time long-range future development occurs, the facilities may be nearing the end of their useful lives.	Concern
34	I attended the offsite levy bylaw information session last week and have a question to submit to the team for consideration regarding the Community Recreation Off-Site Levy Bylaw: We would request that consideration be given to including a defined "development area" that the levy would apply to rather than the levy applying to an entire parcel. This would be similar to the provision in the current Transportation Offsite Levy Bylaw. We make this request because there may be instances where a development permit for a small, private development is required on a large parcel, and as the Bylaw is currently written, the potential remains for a very large levy when only a small area is being developed that has little impact on County infrastructure and services. For example, an oversized accessory building requiring a DP on a large agricultural parcel could be subject to a substantial levy if the base levy is applied to the entire acreage.	Concern
35	Community Recreation Facilities Levy: We understand the reason for the introduction of this new levy. Providing opportunities to offset payment of the recreation levy through provision of qualifying recreational installations as part of new development would be worth consideration, especially for areas that are far removed from planned recreation centre locations.	Concern
36	CONCERNS WITH THE COMMUNITY RECREATION OFF-SITE LEW BYLAW Applying Section 4(c) of the Off-Site Regulation,	Concern
	*** has reviewed the proposed Regional Community Recreation Off-Site Levy Bylaw and offers the following four (4) concerns.	

CONCERN #1: PROPORTIONALITY

- *** does not understand why the proposed regional community recreation off-site levy bylaw makes a distinction between new development and existing ratepayers as it relates to the contribution of funding for future upgrades to the County's recreation infrastructure. Based on our understanding of the various schedules attached to the proposed Off-Site Levy Bylaw, we understand that:
- Within the Eastern catchment area, new development will contribute 80% of the costs for future community recreation infrastructure specific to the catchment, and existing ratepayers will contribute 20% of the costs for future community recreation infrastructure specific to the catchment.
- Within the Western catchment area, new development will contribute approximately 70% of the costs for future community recreation infrastructure specific to the catchment, and existing ratepayers will contribute about 30% of the costs for future community recreation infrastructure specific to the catchment.
- Within the entire County, new development will contribute approximately 70% of the costs for future community recreation infrastructure County-wide, and existing ratepayers will contribute about 30% of the costs for future community recreation infrastructure County- wide.

Given the proposed Off-Site Levy Bylaw is including the total \$89M of investment required from developers to fund the entire community recreation infrastructure network to its ultimate anticipated capacity, why are new developers and existing ratepayers treated differently?

*** believes it would be fairer to consider new development and existing ratepayers proportionally the same when it comes to the need to fund future community recreation infrastructure? *** believes the arbitrary distinction between new development and existing ratepayers may be creating disproportionate expectations for funding the future community recreation upgrades when considering the principles in Section 3 of the Off-Site Levy Regulation.

CONCERNS WITH THE COMMUNITY RECREATION OFF-SITE LEW BYLAW
Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional
Community Recreation Off-Site Levy Bylaw and offers the following four (4) concerns.
CONCERN #2: UNDERLYING GROWTH ASSUMPTIONS

*** assumes that the geographic extent of future upgrades to the community recreation infrastructure network are based on the County's underlying growth management assumptions contemplated by the 2013 Municipal Development Plan (County Plan).

*** notes that the County is preparing a new Municipal Development Plan (MDP) that is anticipated to be before Council at a public hearing some time in 2025.

*** further notes that since the County Plan was adopted in 2013, the province mandated regional planning within the Calgary Region under the auspices of the Calgary Metropolitan Region Board (CMRB). Subsequently, the CMRB adopted a Regional Growth Plan (RGP) in 2022 which dramatically alters expectations for future rural development in the County. Alternatively, the CMRB RGP contemplates an urban form of development within determined Joint Planning Areas — in accordance with Regional Context Studies and subsequent Area Structure Plan (ASP) reviews/updates.

As such, *** is concerned that the total anticipated infrastructure costs contemplated by this proposed Regional Community Recreation Off-Site Levy are based on 'out-dated' development assumptions that are over a decade old which do not reflect the current (and evolving) growth management expectations within the County and the Region. For this reason, *** is concerned that the corresponding per ha (per ac) levy rates to be

Concern

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	ATTACINETY B. RESIGNAE OF FOLLER WITH THE TEXT OF THE	
	charged by this proposed bylaw may be substantially over-estimating (or under-	
	estimating) the amount of growth expected within the County.	
	*** recommends that implementation of the Regional Community Recreation Off-Site	
	Levy Bylaw be delayed until after the County (and CMRB) approve the new Municipal	
	Development Plan (MDP) and Regional Context Studies. This will allow the County to	
	update the off-site levy bylaw's underlying growth assumptions and corresponding	
	recreation demand modelling.	
38	CONCERNS WITH THE COMMUNITY RECREATION OFF-SITE LEW BYLAW	Concern
	Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional	
	Community Recreation Off-Site Levy Bylaw and offers the following four (4) concerns. CONCERN #3: FUNDING SOURCES	
	*** understands that municipal community recreation infrastructure is often funded by	
	grants from the Provincial government. Based on our review of the proposed Community	
	recreation off-site levy bylaw, it appears that investment required for future community	
	recreation infrastructure is to be funded entirely by new development and existing	
	ratepayers.	
	*** recommends that the Regional Community Recreation Off-Site Levy Bylaw	
	calculations should be revised to assume a proportional investment from the Province for	
	future infrastructure.	
39	When will this be initiated?	Information
40	Would the Community Recreation Levy apply to any Land Use type?	Information
41	Without this levy, how is this currently funded? Is this not a double dip?	Information
42	Why are there not more options, last year there was 4 options. Why was a special rate and	Concern
	catchment option not chosen?	
43	How does Calgary do it?	Information
44	If you're in east Balzac, miles from the west and paying for base when you won't even use	Concern
	that facility at all. Those developers will see very little benefit. Impact on developers is	
	greater.	
45	Those in industrial areas should not have to pay, seems like double dip.	Concern
46	This 2:1 ratio, is this a 'feels right' number or based on a study?	Information
47	Are the levies only for capital?	Information
48	Will you have a levy for operational cost?	Information
49	The timing of collection of levies vs building facilities and development times. Does this	Information
	assume the County would take out debt to build the facilities and then repay themselves	
	using levies?	
50	Recreation cost sharing; is one coming with Calgary?	Information
51	As someone who is an industrial contributor, it's easier to understand when it comes to	Concern
	operations then when it comes to recreation. It helps if you're building a residential	
	community, but industrial areas are limited-service areas. Not same return on money for	
	developers. Businesses are not using rec centres/amenities. People who work in Balzac	
	generally live in Airdrie or Calgary and these are not RVC residents using RVC facilities.	
52	Are there thoughts of other recreational facilities in the future?	Information
53	If another recreation project comes along in 5 years would the levy increase?	Information
54	Council has said they need to revisit the rec master plan. What happens to the money	Concern
	collected if/when plans change?	
55	If no Conrich facility was built, could the money be used for some new unidentified build?	Information
55 56		Information Information
	If no Conrich facility was built, could the money be used for some new unidentified build?	
	If no Conrich facility was built, could the money be used for some new unidentified build? One is about the recreation levy and at what stage is it applied? Is it subdivision only or	
56	If no Conrich facility was built, could the money be used for some new unidentified build? One is about the recreation levy and at what stage is it applied? Is it subdivision only or would some development permits be eligible as well?	Information

ATTACHMENT B: REGIONAL OFF-SITE LEVY BYLAW UPDATES - WHAT WE HEARD REPORTS 16 of 20 velopment area? For example, if you have, you know a 40-acre parcel, but you're

	development area? For example, if you have, you know a 40-acre parcel, but you're	
	developing a Small area of it. Does the levy apply to the entire 40 acres, or would it be to	
	a development area?	
58	There was another question respect to development area. The example given, if you have	Information
	a 40-acre parcel and you're only doing business or uses for maybe 10 acres of that. Would	
	you then, with the levies specifically for the recreation levy, would it be applied to the 40	
	acres or just 10 acres?	
STC	DRMWATER LEVY COMMENTS	
59	Regional Stormwater Off-Site Levy Bylaw - We are encouraged to see that the proposed revisions to the stormwater off-site levy include levies to pay for necessary infrastructure	Support
	within the areas that will be serviced by the CSMI system. It never made sense that the	
	existing stormwater off-site levy collected funds to pay for the regional conveyance system	
	without recognizing that stormwater had to get to that regional conveyance system.	
	Langdon, Janet and Conrich area-specific levies are an essential element for viable	
	stormwater management in east RVC. Continuing to permit development without	
	effectively managing stormwater is not sustainable from either an environmental or a	
	long-term financial perspective. Although the stormwater levies may now be higher in these areas than stormwater levies in neighbouring municipalities, the total off-site levies	
	paid in these areas remain significantly lower than the totals paid in the other	
	municipalities. As a result, the impact on regional competitiveness still favours	
	development in Rocky View.	
60	Stormwater Levy:	Support
	No comments or concerns.	Сарроло
61	What improvements in infrastructure are going to occur? What are we getting for this	Information
	increase?	
62	Better service, more connection to that service therefore levies are going up? Is this what	Information
	is currently happening or is this to serve a future plan?	
63	When the storm water levies were updated back in 2020, staff had brought forward the	Information
	two-tiered regional and local connectivity. Has this not gone forward under the previous	
	Council?	
TRA	ANSPORTATION LEVY COMMENTS	
64	The budget for transportation capital projects is at \$1.85 Billion, are all of the projects	Information
	included in that number expected to be constructed within the next 25-30 years?	
65	How was the new base levy split determined between rural and rurban? Rurban is a new	Information
	term to me, and this delineation appears to only be used for the transportation levy. The	
	transportation base levy for rural goes up by 35% to \$6199/ac and the base levy for	
	rurban goes up 278% to \$17,394/ac.	6
66	It seems most equitable to have the same base rate applied equally to all land, as it is with	Concern
	the new recreation levy. This would be a new transportation base levy at \$10,912/ac,	
67	which still represents a substantial increase from the current rate. Is there a public document available that goes into more detail or breakdown of projects	Information
07	included on the attached Map A?	IIIIOIIIIaliOII
68	Given the size and diversity of the County a further breakdown in zones for transportation	Concern
	levy could be another way of looking at it. In regard to our current development project	231100111
	*** would see no benefit from most of the projects shown on the map included in the	
	base levy. Although we would produce a higher traffic count per acre than 5 acre+ sized	
	subdivisions, those counts are being added to very few locations immediately adjacent to	
	major corridors. In other large municipalities we see transportation levies broken down	
	by region on a much smaller scale for transportation projects, often with levy rates being	
	assigned to individual quarter sections at different rates depending on proximity to	
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	ATTACHMENT B: REGIONAL OFF-SITE LEVY BYLAW UPDATES - WHAT WE HEA	ARD REPORTS 1/0
	existing infrastructure, future network improvements and timing. Below snapshot is an example of transportation levies in Parkland County. There are probably good reasons	
	that Rocky View's levies haven't been done in this way, but it seems more equitable in	
	regards to actual benefit and actual cost.	
)	Transportation Off-Site Levy Bylaw - We support the proposed changes to the	Support
	Transportation Off-Site Levy Bylaw - We support the proposed changes to the Transportation Off-Site Levy (TOL) Bylaw. From the residents' perspective, a more	Support
	equitable levy structure would base the levy charged for residential development on the	
	number of new dwellings created rather than on the acreage involved. However, we	
	recognize that Administration sees significant difficulties in implementing this alternative.	
	The proposed two-tiered TOL (rural / rurban rates) acknowledges the greater	
	infrastructure demands from higher density residential development and commercial	
	development while maintaining greater structural and administrative simplicity relative to	
	a per-dwelling rate structure. As a result, we strongly support this change. In terms of	
	which types of development pay the rural versus the rurban rate, aggregate resource	
	development should pay the higher rate as do all other commercial developments. Gravel	
	pits are not temporary in terms of any meaningful planning horizon, and their end use is	
	uncertain. They involve significant heavy truck traffic whose demands on the road	
	network are comparable to, if not greater than, other commercial operations. They are	
	not comparable to those from lower density residential or agricultural development.	
	Incorporating the costs for bridges along the road networks that are part of the TOL is also	
	a solid step forward. Bridges are an essential component of the transportation network,	
	and their costs should be covered by the TOLs. The information indicates that there may	
	be consideration for phasing the TOL rate increases. We believe the revised rates should	
	be fully implemented immediately, not over time. Existing County stakeholders, both	
	residential and business, have subsidized new development's share of transportation	
	infrastructure costs for too long. There is no rationale for extending that subsidization.	
	Impacted developers may complain, but as is obvious from staff's presentation, the levy	
	costs associated with development in Rocky View will remain significantly lower than	
	those of any neighbouring municipality.	
	Transportation Levy:	Concern
	The increase in transportation levy is substantial. The methodology used takes all projects	
	which may be built over a very long period and levies a potential cost for those projects	
	over all land. This method doesn't provide a timeline for those improvements and there is	
	no correlation conveyed in the base levy between the funds collected and the projects	
	built. Essentially this means that levies collected in the 2020's could be held for 80 years	
	until some of the last projects are completed on Map A – and those projects may be far	
	away from the land that originally paid those levies. The County's size and geography also	
	don't lend well to a broad base levy as has been proposed. \$1.856 Billion is an eye-	
	popping number for a rural Alberta municipality to contemplate spending on	
	transportation infrastructure and some further detailed consideration on the projects	
	included and the benefitting areas would be merited. It seems unnecessary to include	
	projects in the transportation levy that are, by any reasonable assessment, far outside of a	
	reasonable development horizon.	
	CONCERNS WITH THE REGIONAL TRANSPORTATION OFF-SITE LEVY BYLAW	Concern
	Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional	
	Transportation Off-Site Levy Bylaw and offers the following three (3) concerns.	
	CONCERN #1: PROPORTIONALITY	
	*** does not understand why the proposed regional transportation off-site levy makes a	
	distinction between 'rurban' and 'rural' development forms as it relates to the	
	contribution of funding for future upgrades to the County's long range transportation	

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	network. Based on our understanding of the various schedules attached to the proposed	
	Off-Site Levy Bylaw, we understand that:	
	Rurban landowners/developers will contribute 75% of the costs for future long	
	range transportation network upgrades; and	
	Rural landowners/developers will contribute 25% of the costs for future long	
	range transportation network upgrades.	
	Given the proposed Off-Site Levy Bylaw is including the total \$946,841,237 of	
	infrastructure investment required from developers to fund the future long range	
	transportation network to its ultimate anticipated capacity, why are rural and rurban	
	developers treated differently?	
	*** believes it would be fairer to consider these two types of developers proportionally	
	the same when it comes to the need for future infrastructure. On what basis is the 75/25	
	split determined and why? Does geographical location within the County and/or the type	
	of new development play a factor in this 7 Acknowledging the *rurban' definition included	
	in Schedule 'A', *** believes the arbitrary distinction between rural and rurban developers	
	may be creating disproportionate expectations for funding the long-range transportation	
	network upgrades when considering the principles in Section 3 of the Off-Site Levy	
	Regulation.	
72	CONCERNS WITH THE REGIONAL TRANSPORTATION OFF-SITE LEVY BYLAW	Concern
_	Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional	
	Transportation Off-Site Levy Bylaw and offers the following three (3) concerns.	
	CONCERN #2: GEOGRAPHIC LOCATION	
	Map 'A' of the Regional Transportation Off-Site Levy identifies the specific location of all	
	segments of the long-range transportation network that are proposed to be upgraded in	
	support of anticipated growth within the County. Schedules 'B1' and 'B2' delineate the	
	specific type of roadway cross-section and associated upgrade costs for each segment.	
	*** acknowledges that areas benefitting from the expanded long range regional	
	transportation infrastructure network include all lands that are expected to be developed	
	within the County and correspondingly contribute increased traffic onto the long-range	
	network. To this end, *** appreciates that the costs associated with 'background regional	
	traffic' have been removed from the 'developer' funded portion of the upgrade costs.	
	However, *** does not understand how the Off-site Levy Bylaw's methodology has	
	considered the physical location of proposed development within the County. For	
	example, why should a developer pursuing a subdivision within the Cochrane Lake	
	community need to contribute infrastructure investment to fund future upgrades to	
	infrastructure in Langdon, and/or vice versa?	
	*** recommends the Regional Transportation Off-Site Levy be established based on the	
	expected traffic generation and distribution that is connected directly to a specific location	
	of development (i.e. ASPs)? Does the Off-Site Levy make any distinction between the	
	specific type of development (i.e., residential, commercial, and industrial) and the amount	
	and type of associated traffic it generates?	
73	CONCERNS WITH THE REGIONAL TRANSPORTATION OFF-SITE LEVY BYLAW	Concern
, ,	Applying Section 4(c) of the Off-Site Regulation, *** has reviewed the proposed Regional	Concern
	Transportation Off-Site Levy Bylaw and offers the following three (3) concerns.	
	CONCERN #3: UNDERLYING GROWTH ASSUMPTIONS	
	*** assumes that the geographic extent of future upgrades to the long-range	
	transportation network as illustrated on Map *A' of the Regional Transportation Off-Site	
	Levy are based on the County's underlying growth management assumptions	
	contemplated by the 2013 Municipal Development Plan (County Plan).	
	*** notes that the County is preparing a new Municipal Development Plan (MDP) that is	
	anticipated to be before Council at a public hearing some time in 2025.	
	CONTROL OF A COLOR CONTROL OF A COLOR OF A SOUTH SOUTH HOLD IN 1971.	

ATTACHMENT B: REGIONAL OFF-SITE LEVY BYLAW UPDATES - WHAT WE HEARD REPORTS 19 of 20

	*** further notes that since the County Plan was adopted in 2013, the province mandated regional planning within the Calgary Region under the auspices of the Calgary Metropolitan Region Board (CMRB). Subsequently, the CMRB adopted a Regional Growth Plan (RGP) in 2022 which dramatically alters expectations for future rural development in the County. Alternatively, the CMRB RGP contemplates an urban form of development within determined Joint Planning Areas — in accordance with Regional Context Studies and subsequent Area Structure Plan (ASP) reviews/updates. As such, *** is concerned that the total anticipated infrastructure costs contemplated by this proposed Regional Transportation Off-Site Levy are based on 'out-dated' development	
	assumptions that are over a decade old which do not reflect the current (and evolving) growth management expectations within the County and the Region. For this reason, ***	
	is concerned that the corresponding per ha (per ac) levy rates to be charged by this proposed bylaw may be substantially over-estimating (or under-estimating) the amount of growth expected within the County.	
	*** recommends that implementation of the Regional Transportation Off-Site Levy Bylaw be delayed until after the County (and CMRB) approve the new Municipal Development Plan (MDP) and Regional Context Studies. This will allow the County to update the off-site levy bylaw's underlying growth assumptions and corresponding traffic generation modelling.	
74	Why is Springbank [cost's] down?	Information
75	What would be the timing if this is implemented?	Information
76	Can you explain how council voted to freeze numbers in 2020. If the money was frozen, where did the money come from? Tax dollars?	Information
77	So, ultimately it would never touch taxpayer dollars, it would touch the levy reserve?	Information
78	Do you have feedback from when Council voted to freeze fees, what their reasoning was to freeze those fees? Was it make our region more attractive for development?	Information
79	In terms of payment, is the transportation levy payment like the other 3 levies?	Information
80	How comparable are the rates compared to the surrounding markets?	Information
81	Why did you choose Strathcona county for other county benchmarking?	Information
82	Why not special levies for special areas, like bridges?	Concern
83	Why is the gravel industry is treated differently and has a lower rate?	Information
84	Do these transportation levies include underground infrastructure?	Information
85	Why was the schedule F, special area 4 construction land for purchase of RR34 fly over 100% paid by Rocky View?	Information
86	Why not put the fly over at RR40?	Information
87	Given that the levies are paid at subdivision, Springbank is the only community that benefits. What about Harmony? This subdivision is not paying for what they're benefiting from.	Concern
WA	TER/WASTEWATER LEVY COMMENTS	
88	Given that the levies are paid at subdivision, Springbank is the only community that benefits. What about Harmony? This subdivision is not paying for what they're benefiting from.	Concern
89	Regional Water and Wastewater Off-Site Levy Bylaw - Our previous concerns regarding whether the water/wastewater levies will effectively recover the County's debt incurred to construct the existing and future infrastructure remain unchanged. That said, we have not had the opportunity to determine if the proposed new levy rates improve debt recovery. The County fronted the costs to extend servicing to East Balzac, so expanding the water/wastewater levies to apply to development there makes sense.	Support
90	Is there a way to secure a 50% deferral rate for our wastewater/water levies?	Concern
91	Will borrowing costs be reset to zero, or will they be included in the new rate?	Information

ATTACHMENT B: REGIONAL OFF-SITE LEVY BYLAW UPDATES - WHAT WE HEARD REPORTS 20 of 20

92	Water and Wastewater Levy:	Concern
52	These levies are divided into separate components but some of the same feedback applies	Concern
	to each point, corresponding project numbers from the proposed levies are referenced	
	below. Project D6, the major upgrades to the water treatment plant appears to be the	
	primary driver for revisiting the existing levy rates under this bylaw.	
	D1 and D2: The projects summarized that there is no measurable benefit to existing	
	development but the project descriptions include doubling the amount of pumps at each	
	lift station and major capital improvements to the waste water treatment plant. The	
	improvements listed for both D1 and D2 would be providing redundancy and resiliency for	
	a large period of time, up until the maximum theoretical capacity is reached. This appears	
	to be a benefit to the County and to existing development.	
	D7a, D7b, D8, D9a, D9b: There are no upgrades proposed under these Schedules. Each	
	project references the increased system capacity up to 8000 cubic meters and provision of	
	water to existing developed areas but offers no detailed description on why the existing	
	levy rate can't be retained and the recoverable amount reduced instead. It appears that	
	the recoverable amount is being increased to align with an increase in theoretical capacity	
	which for these projects, already exists and is already	
	covered by the existing bylaw levy rates.	
	D11: This project notes that there is zero capital cost or recoverable cost incurred to date,	
	but that 3808 cubic meters of capacity has been committed and \$2.7M of levies have	
	been collected against this future project, or \$708/m3 to date. This levy is proposing a	
	cost of \$4821/m3 and the actual capital project cost per volume is \$2864/m3. The project	
	summary notes that no benefit to existing development will be provided – but also that	
	development levies have been collected from existing development land and capacity has	
	been assigned to existing development. There seem to be a few items that are	
	incongruent regarding Schedule D11. The levies do not account for any benefit to	
	developed land, though installing a backup loop and additional capacity adds resiliency to	
	the overall system. This benefit is shared by future development lands, existing developed	
	lands, and the County.	
93	Has there been any consideration or discussion with the city of Calgary to have regional	Information
	infrastructure?	
94	Is there a grant that offset the cost of provincial funding? Was that a unique opportunity	Information
	to apply for those grants or are there more available to the county?	
95	Are there updated maps for new areas? Are there updated boundaries for other areas?	Information
96	Do you know the amount of servicing today (water Langdon)? Is it being upgraded?	Information
97	Are improvements to get this up to 8000 per day something in the horizon?	Information
98	On the water side, is there a list of projects that fall under the potable water levy?	Information
99	Are new projects undertaken by the County or the developer?	Information
100	Is Council on board with first reading? With the first rates you've provided to them?	Information
101	A lot of us have projects with you, completed in the last year or two. Are we able to get	Information
	from staff what the current rates are vs the new rates for comparison?	
102	Are you worried about run-on subdivisions?	Information
103	Given the proposal, and no changes to it; What is a conceivable date for Council's approval	Information
	and it becoming effective? Considering approval dates of land use amendments and	
	subdivisions. What is the rate before/after approval?	
	• • • •	



November 20, 2024

Rocky View County
Planning, Development & Engineering Staff
262075 Rocky View Point
Rocky View County, Alberta, T4A oX2

Attention: Jeannette Lee **REF:** Rocky View Bylaw Levy Amendments & Additions

RE: Development Community – Levy Feedback and Recommendations

Dear Jeannette,

Firstly, thank you to Rocky View County (RVC) for hosting the various work sessions with the Development Community during the month of October. They were informative and provided greater clarity around the rationale for the Bylaw Levy Amendments and Recreation Levy addition.

Administration was tasked with garnering feedback from the Development Community. During the information session that Hopewell and Beedie attended on October 31st, it was requested that feedback be provided to RVC with respect to the implementation and timing of the Bylaw Levy amendments.

RVC Council and Administration have presently approved first reading for Bylaw C-8547-2024, C-8548-2024 and C-8549-2024. These Bylaws would amend the Regional Stormwater Offsite Levy Bylaw C-8008-2020, Regional Water & Wastewater Offsite Levy Bylaw C-8009-2020 and Regional Transportation Off-Site Bylaw C-8007-2020 respectively.

RVC Council and Administration further approved first reading for the Community Recreation Off-Site Bylaw C-8550-2024.

The Transportation Rural Base levy rate is being unfrozen from \$4,495.00 per acre and increased to \$14,268.00 per acre. East Balzac Special area rates increase from \$17,200.00 per acre to \$20,014.00 per acre. The increase as explained during the information session, was to align with inflation and having frozen the rate for the past 4 years.

The Water & Wastewater rate is increasing from \$31,837.00 per m3/per day/per acre to \$37,507.00 per m3/per day/per acre. The increase as explained during the information session, was to align with inflation and having frozen the rate for the past 4 years.

The Community Recreation rate will be \$1,162.00 per acre for the base County wide rate and further catchment rates apply to specific areas.





The increases equate to \$19,419.00 per acre (approx.) in the East Balzac area.

As you can appreciate, these increases will have detrimental effects to the Development Community at large, with our proforma models now having to absorb a large \$19,419 per acre increase in levy payments. On a ½ Section of land, this equates to \$3.1m of increased fees, with very little increased service.

It was clear that Administration and Council do require these increases to provide services to the greater county area and as such, here are a few recommendations that we would suggest to RVC to employ:

1. Delay Levy Implementation for a period of 12 months

Developers invest heavily in pre-design work before submitting applications to municipalities. For example, designing a typical industrial warehouse can take 3-6 months before submission. Developers base their decisions to apply for permits largely on project economics, of which levies are a key factor. For a 20-acre parcel, an additional \$1M in costs due to levy increases could significantly impact a development's proforma. A delay would give developers time to adjust their plans accordingly. We suggest that the effective date of the levy increases does not take effect until January 1, 2026. At a minimum.

2. Grandfather Submitted/Conditionally Approved Projects Under the Previous Levy Regime

Some developers may have conditional development permits or potential Development Agreements, but are waiting on completing other improvements, such as offsite work, or have implemented a temporary pause on their projects due to current market conditions. Grandfathering these projects would prevent developers from being financially punished by both higher levies and a slower market. Most permits have a 1–2-year lifespan, so developers cannot just keep renewing indefinitely to avoid higher levies, especially since they pay renewal fees as well.

3. Eliminate the Community Recreation Levy for Non-Residential Developments

While the recreation levy amount is lower, the principle is that non-residential users will not directly benefit from these uses, which are geared toward residential communities. Through property taxes and the currently existing Municipal Reserve (MR) structure of land dedication or Cash-in-lieu, non-residential users already contribute to the benefit of residential users.

4. Commitment to Additional Staffing to Improve Permit Processing Times

With the county experiencing significant growth, there has been a noticeable slowdown in processing times. While this may not be directly related to levies, higher costs should equate to improved services. Timelier processing would benefit both developers and the community, helping us continue supporting regional development.





As a community, we understand that changes in the Bylaw structures are necessary to the continued development of Rocky View County and we do fully support the planning that has gone into East Balzac, Janet, Bearspaw, Springbank and other valued areas.

We would like to ensure that increases in levies to promote services, do not subsequently hinder continued investment in those same areas.

There are several Developers that are signatories to this letter and support the recommendations provided in this memorandum.

Best Regards,

Hopewell Development LP

DEREK FOX

VICE PRESIDENT, CONSTRUCTION

DFOX@HOPEWELL.COM

cc. David Forbes - Principal – Enright Capital Ltd

Jorden Dawson - Vice President - Beedie Industrial Development

Geoff Macmillan - Director, Development - Anthem Properties

Miguel Martinez - Director, Development, Prairie Regions - Quadreal





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Email: joet@octs.ab.ca - (780) 819-7995

December 5th, 2024

Rocky View County 262075 Rocky View Point Rocky View County, AB T4A 0X2

Re: Proposed Regional Off-Site Levy Bylaw Updates

- Regional Transportation Off-Site Levy Bylaw C-8549-2024
- Community Recreation Off-Site Levy Bylaw C-8550-2024
- Regional Water and Wastewater Off-Site Levy Bylaw C-8548-2024
- Regional Stormwater Off-Site Levy Bylaw C-8547-2024

Attn: <u>Engineering@rockyview.ca</u>; <u>Legistlativeservices@rockyview.ca</u>

Dear Reeve and Council,

Overland Container Transportation Services (OCTS) is a transportation services provider operating in association with CN and CP/KC rail terminals located within both the Calgary and Edmonton metropolitan areas. OCTS's operations provides our customers with reliable and efficient railway logistics, transportation, and storage services across Western Canada, the Yukon, and Northwest Territories. OCTS is one of the largest container drayage providers in Alberta, and we are proud to be the "last mile" for prominent global steamship lines and freight companies.

OCTS presently employs ____ people operating out of five (5) locations with the City of Calgary's Foothills Industrial Park. Given the continued urbanization occurring within the southeast portion of the city, OCTS's operations are being challenged by increased traffic congestion. As such, OCTS has purchased ±64 ha (±160 ac) within Rocky View County's Conrich community, directly adjacent to CN's Calgary Logistics Park. OCTS intends to strategically re-locate its entire base of operations from the Foothills Industrial Park to the Conrich Regional Business Centre to strategically capitalize on the area's efficient connections with regional transportation infrastructure. To this end, OCTS has submitted a Conceptual Scheme with a concurrent Land Use Amendment application and is presently working through this process with administration and local stakeholders. We are excited by our opportunity to become a corporate citizen of Rocky View and can't wait to patriate our regionally significant transportation and logistics business from Calgary to Rocky View County. To this end, we are compelled and attracted by *The Rocky View Advantage!*

OCTS recently became aware of the County's plans to update Rocky View's Regional Off-Site Levy Bylaws. We commend Council for preparing and implementing such strategic

implementation measures to ensure sustainable growth and development continues within the County for the benefit of all existing and future Rocky View constituents. OCTS has participated in the County's engagement processes relative to these Off-Site Levy Bylaws and attended the recent online events. We have appreciated our opportunities to participate in the various engagement processes and have taken liberty to educate ourselves accordingly.

In this regard, OCTS has prepared the below-referenced estimates of the combined regional off-site levy bylaw payments in relation to our proposed Conceptual Scheme development within the Conrich community. The table compares the current and proposed rates — and demonstrates how OCTS may be required to provide the County with a <u>substantial increase</u> in regional off-site levy payments which is challenging the feasibility of our project.

Overland Container Transportation Services - Overland Open Park Conceptual Scheme Estimated Off-Site Levy Payment Comparison

CURRENT RATES

Net Developable	Transportation Off-Site Levy		Stormwater Off-Site Levy	Water Off-Site Levy	Wastewater Off-Site Levy	Community Recreation Off-Site Levy	TOTAL	
60.4 ha	Base Levy @ \$11,354 / ha	Special Area #2 Levy @ \$12,869 / ha	Base Levy @ \$14,807 / ha	Assumed 316 m3/day water demand		N/A		
	\$685,781.60	\$777,287.60	\$894,342.80	\$4,231,887.00	\$3,885,071.00	\$0.00	\$10,474,370.00	

PROPOSED RATES

Net Developable	Transportation Off-Site Levy		Stormwater Off-Site Levy		Water Off-Site Levy	Wastewater Off-Site Levy		Community Recreation Off-Site Levy	TOTAL
60.4 ha	Rurban Levy @ Special Area #2 Li \$42,981 / ha @ \$18,980 / ha	Special Area #2 Levy @ \$18,980 / ha	CSMI Area Levy @	Conrich Benefitting Area Levy @ \$6,381 / ha			Base Levy @ #2,871 / ha Eastern Levy ha		
	\$2,596,052.40	\$1,146,392.00	\$1,243,756.80	\$385,412.40	\$5,825,024.00	\$4,089,641.00	\$173,408.40	\$906,845.60	\$16,366,532.60

Notes

1. OCTS's estimate for Water & Wastewater Off-Site Levy assumes 20,000 m2 of commercial buildings, 9.3 ha of future industrial subdinision, water demand of 2.43 m3/day for the Phase 1 Logistics centre, and 170 future multi-family dwelling units

PRINCIPLES OF AN OFF-SITE LEVY

OCTS understands that, in establishing an off-site levy, a municipality must consider the general principles established by the *Off-Site Levy Regulation*, *Alberta Regulation 187/2017*, specifically Section 3 which reads as follows:

Section 3: Off-Site Levy General Principles

- (1) Subject to section 3.1, the municipality is responsible for addressing and defining existing and future infrastructure, transportation infrastructure and facility requirements.
- (2) The municipality may, where necessary and practicable, coordinate infrastructure, transportation infrastructure and facilities provisions with neighbouring municipalities.
- (3) Notwithstanding anything to the contrary in this Regulation, the off-site levy is of no effect to the extent it directs the Government of Alberta to expend funds, to commit to funding transportation infrastructure or arrangements to undertake particular actions or to adopt particular policies or programs.
- (4) A municipality must not compel an applicant for a development permit or subdivision approval to fund the cost of the construction of infrastructure, transportation

infrastructure or facilities to be funded by an off-site levy beyond the applicant's proportional benefit.

OCTS has reviewed the four (4) proposed regional off-site levy bylaws from the perspective of the *Off-Site Levy Regulation's* principles, with particular emphasis on Section 3(4) which indicates the County <u>cannot</u> direct an applicant to provide a proportional contribution for infrastructure investment that <u>exceeds</u> the proportional benefit that an applicant can reasonably expect as a return.

Applying Section 4(c) of the *Off-Site Regulation*, OCTS has <u>no concern</u> with the proposed levy payments contemplated by the Water and Wastewater Off-Site Levy Bylaw (C-8548-2024) and Stormwater Off-Site Levy Bylaw (C-8547-2024) given that the regional utility servicing and stormwater drainage infrastructure capacity that this off-site levy will fund directly (and proportionally) provides benefit to our proposed industrial development within the Conrich Community.

However, OCTS <u>has concerns</u> with the Regional Transportation Off-Site Levy Bylaw (C-8549-2024) and the Community Recreation Off-Site Levy Bylaw (C-8550-2024) and appreciates the opportunity to share them as described within the following sections.

CONCERNS WITH THE REGIONAL TRANSPORTATION OFF-SITE LEVY BYLAW

Applying Section 4(c) of the *Off-Site Regulation*, OCTS has reviewed the proposed Regional Transportation Off-Site Levy Bylaw and offers the following three (3) concerns.

CONCERN #1: PROPORTIONALITY

OCTS does not understand why the proposed regional transportation off-site levy makes a distinction between 'rurban' and 'rural' development forms as it relates to the contribution of funding for future upgrades to the County's long range transportation network. Based on our understanding of the various schedules attached to the proposed Off-Site Levy Bylaw, we understand that:

- Rurban landowners/developers will contribute <u>75% of the costs</u> for future long range transportation network upgrades; and
- Rural landowners/developers will contribute <u>25% of the costs</u> for future long range transportation network upgrades.

Given the proposed Off-Site Levy Bylaw is including the <u>total</u> \$946,841,237 of infrastructure investment required from developers to fund the <u>future</u> long range transportation network to its ultimate anticipated capacity, why are rural and rurban developers treated differently?

OCTS believes it would be fairer to consider these two types of developers proportionally the same when it comes to the need for future infrastructure? On what basis is the 75/25 split determined and why? Does geographical location within the County and/or the type of new development play a factor in this? Acknowledging the 'rurban' definition included in Schedule 'A', OCTS believes the arbitrary distinction between rural and rurban developers may be

creating disproportionate expectations for funding the long-range transportation network upgrades when considering the principles in Section 3 of the Off-Site Levy Regulation.

CONCERN #2: GEOGRAPHIC LOCATION

Map 'A' of the Regional Transportation Off-Site Levy identifies the specific location of all segments of the long-range transportation network that are proposed to be upgraded in support of anticipated growth within the County. Schedules 'B1' and 'B2' delineate the specific type of roadway cross-section and associated upgrade costs for each segment.

OCTS acknowledges that areas benefitting from the expanded long range regional transportation infrastructure network include <u>all lands</u> that are expected to be developed within the County and correspondingly contribute increased traffic onto the long-range network. To this end, OCTS appreciates that the costs associated with 'background regional traffic' have been removed from the 'developer' funded portion of the upgrade costs.

However, OCTS does not understand how the Off-site Levy Bylaw's methodology has considered the physical location of proposed development within the County. For example, why should a developer pursuing a subdivision within the Cochrane Lake community need to contribute infrastructure investment to fund future upgrades to infrastructure in Langdon, and/or vice versa?

OCTS recommends the Regional Transportation Off-Site Levy be established based on the expected traffic generation and distribution that is connected directly to a specific location of development (i.e. ASPs)? Does the Off-Site Levy make any distinction between the specific type of development (i.e., residential, commercial, and industrial) and the amount and type of associated traffic it generates?

CONCERN #3: UNDERLYING GROWTH ASSUMPTIONS

OCTS assumes that the geographic extent of future upgrades to the long-range transportation network as illustrated on Map 'A' of the Regional Transportation Off-Site Levy are based on the County's underlying growth management assumptions contemplated by the 2013 Municipal Development Plan (County Plan).

OCTS notes that the County is preparing a new Municipal Development Plan (MDP) that is anticipated to be before Council at a public hearing some time in 2025.

OCTS further notes that since the County Plan was adopted in 2013, the province mandated regional planning within the Calgary Region under the auspices of the Calgary Metropolitan Region Board (CMRB). Subsequently, the CMRB adopted a Regional Growth Plan (RGP) in 2022 which dramatically alters expectations for future rural development in the County. Alternatively, the CMRB RGP contemplates an urban form of development within determined Joint Planning Areas — in accordance with Regional Context Studies and subsequent Area Structure Plan (ASP) reviews/updates.

As such, OCTS is concerned that the total anticipated infrastructure costs contemplated by this proposed Regional Transportation Off-Site Levy are based on 'out-dated' development

assumptions that are over a decade old which do not reflect the current (and evolving) growth management expectations within the County and the Region. For this reason, OCTS is concerned that the corresponding per ha (per ac) levy rates to be charged by this proposed bylaw may be substantially over-estimating (or under-estimating) the amount of growth expected within the County.

OCTS recommends that implementation of the Regional Transportation Off-Site Levy Bylaw be delayed until <u>after</u> the County (and CMRB) approve the new Municipal Development Plan (MDP) and Regional Context Studies. This will allow the County to update the off-site levy bylaw's underlying growth assumptions and corresponding traffic generation modelling.

CONCERNS WITH THE COMMUNITY RECREATION OFF-SITE LEVY BYLAW

Applying Section 4(c) of the *Off-Site Regulation*, OCTS has reviewed the proposed Regional Community Recreation Off-Site Levy Bylaw and offers the following four (4) concerns.

CONCERN #1: PROPORTIONALITY

OCTS does not understand why the proposed regional community recreation off-site levy bylaw makes a distinction between new development and existing ratepayers as it relates to the contribution of funding for future upgrades to the County's recreation infrastructure. Based on our understanding of the various schedules attached to the proposed Off-Site Levy Bylaw, we understand that:

- Within the Eastern catchment area, new development will contribute 80% of the costs for future community recreation infrastructure specific to the catchment, and existing ratepayers will contribute 20% of the costs for future community recreation infrastructure specific to the catchment.
- Within the Western catchment area, new development will contribute approximately 70% of the costs for future community recreation infrastructure specific to the catchment, and existing ratepayers will contribute about 30% of the costs for future community recreation infrastructure specific to the catchment.
- Within the entire County, new development will contribute approximately 70% of the costs for future community recreation infrastructure County-wide, and existing ratepayers will contribute about 30% of the costs for future community recreation infrastructure County-wide.

Given the proposed Off-Site Levy Bylaw is including the <u>total</u> \$89M of investment required from developers to fund the <u>entire</u> community recreation infrastructure network to its ultimate anticipated capacity, why are <u>new</u> developers and <u>existing</u> ratepayers treated differently?

OCTS believes it would be fairer to consider new development and existing ratepayers proportionally the same when it comes to the need to fund future community recreation infrastructure? OCTS believes the arbitrary distinction between new development and existing ratepayers may be creating disproportionate expectations for funding the future community

recreation upgrades when considering the principles in Section 3 of the Off-Site Levy Regulation.

CONCERN #2: UNDERLYING GROWTH ASSUMPTIONS

OCTS assumes that the geographic extent of future upgrades to the community recreation infrastructure network are based on the County's underlying growth management assumptions contemplated by the 2013 Municipal Development Plan (County Plan).

OCTS notes that the County is preparing a new Municipal Development Plan (MDP) that is anticipated to be before Council at a public hearing some time in 2025.

OCTS further notes that since the County Plan was adopted in 2013, the province mandated regional planning within the Calgary Region under the auspices of the Calgary Metropolitan Region Board (CMRB). Subsequently, the CMRB adopted a Regional Growth Plan (RGP) in 2022 which dramatically alters expectations for future rural development in the County. Alternatively, the CMRB RGP contemplates an urban form of development within determined Joint Planning Areas — in accordance with Regional Context Studies and subsequent Area Structure Plan (ASP) reviews/updates.

As such, OCTS is concerned that the total anticipated infrastructure costs contemplated by this proposed Regional Community Recreation Off-Site Levy are based on 'out-dated' development assumptions that are over a decade old which do not reflect the current (and evolving) growth management expectations within the County and the Region. For this reason, OCTS is concerned that the corresponding per ha (per ac) levy rates to be charged by this proposed bylaw may be substantially over-estimating (or under-estimating) the amount of growth expected within the County.

OCTS recommends that implementation of the Regional Community Recreation Off-Site Levy Bylaw be delayed until <u>after</u> the County (and CMRB) approve the new Municipal Development Plan (MDP) and Regional Context Studies. This will allow the County to update the off-site levy bylaw's underlying growth assumptions and corresponding recreation demand modelling.

CONCERN #3: FUNDING SOURCES

OCTS understands that municipal community recreation infrastructure is often funded by grants from the Provincial government. Based on our review of the proposed Community recreation off-site levy bylaw, it appears that investment required for future community recreation infrastructure is to be funded entirely by new development and existing ratepayers.

OCTS recommends that the Regional Community Recreation Off-Site Levy Bylaw calculations should be revised to assume a proportional investment from the Province for future infrastructure.

In conclusion, OCTS appreciates this opportunity to share our perspectives regarding the proposed updates to the County's regional off-site levy bylaws. We commend administration and Council for taking a leadership position with the objective of directing sustainable growth within the County. OCTS has concerns with the proposed regional transportation and

community recreation off-site levy bylaws, and based on our understanding, we believe the methodology underpinning the two may be contrary to the principles of the Off-Site Levy Regulation, specifically as it relates to directing a burden on new development that is not proportional to the anticipated benefit. For this reason, we recommend Council delay the adoption of the Regional Transportation and Community Recreation Bylaws pending further work by administration relative to their underlying assumptions.

Respectfully,

Joe Tompalski

to Jupal

President, Overland Container Transportation Services (OCTS)





D-4 Attachment C Page 11 of 24

#201 – 9894 42 Avenue NW Edmonton, Alberta T6E 5V5

T 780.430.0529 F 780.433.3449

November 14th, 2024

Capital and Engineering Services 262075 Rocky View Point Rocky View County, AB T4A 0X2 Edmonton, AB T6X 0A9

RE: Offsite Levy Bylaw Feedback – Rocky View County, AB

This letter is provided in accordance with the ongoing consultation process regarding changes to Rocky View County's Offsite Levy Bylaws. Camgill Development Corporation is an active developer in Rocky View County and is impacted by changes to the offsite levy bylaw. We commend the County on the clarity of the documents, maps and presentations that have been made available explaining the changes and impact to each development area under the proposed bylaw.

Overall the proposed levies represent substantial increases to the existing rates. While we understand that costs have increased and the County is expanding servicing capacity, predictability of costs are very important for development. It takes many years to bring projects to fruition and dealing with sudden and substantial cost increases half-way through a project is problematic. In regard to the water, wastewater, and transportation levies, I request that the County considers and implements a phased approach towards the increases over a period of a few years. We are currently developing in East Balzac and a 64% increase in transportation levies is a very large and unanticipated cost increase. Phasing levy increases over a period of years would have minimal impact on the County but will have substantial impact for active developers today and in the coming years.

Stormwater Levy:

No comments or concerns.

Community Recreation Facilities Levy:

We understand the reason for the introduction of this new levy. Providing opportunities to offset payment of the recreation levy through provision of qualifying recreational installations as part of new development would be worth consideration, especially for areas that are far removed from planned recreation centre locations.

Water and Wastewater Levy:

These levies are divided into separate components but some of the same feedback applies to each point, corresponding project numbers from the proposed levies are referenced below. Project D6, the major upgrades to the water treatment plant appears to be the primary driver for revisiting the existing levy rates under this bylaw.

D1 and D2: The projects summarized that there is no measurable benefit to existing development but the project descriptions include doubling the amount of pumps at each lift station and major capital improvements to the waste water treatment plant. The improvements listed for both D1 and D2 would be providing redundancy and resiliency for a large period of time, up until the maximum theoretical capacity is reached. This appears to be a benefit to the County and to existing development.

CAMGILL DEVELOPMENT CORPORATION

D-4 Attachment C Page 12 of 24 1 - 9894 42 Avenue NW

#201 – 9894 42 Avenue NW Edmonton, Alberta T6E 5V5

T 780.430.0529 F 780.433.3449

D7a, D7b, D8, D9a, D9b: There are no upgrades proposed under these Schedules. Each project references the increased system capacity up to 8000 cubic meters and provision of water to existing developed areas but offers no detailed description on why the existing levy rate can't be retained and the recoverable amount reduced instead. It appears that the recoverable amount is being increased to align with an increase in theoretical capacity which for these projects, already exists and is already covered by the existing bylaw levy rates.

D11: This project notes that there is zero capital cost or recoverable cost incurred to date, but that 3808 cubic meters of capacity has been committed and \$2.7M of levies have been collected against this future project, or \$708/m3 to date. This levy is proposing a cost of \$4821/m3 and the actual capital project cost per volume is \$2864/m3. The project summary notes that no benefit to existing development will be provided – but also that development levies have been collected from existing development land and capacity has been assigned to existing development. There seem to be a few items that are incongruent regarding Schedule D11. The levies do not account for any benefit to developed land, though installing a backup loop and additional capacity adds resiliency to the overall system. This benefit is shared by future development lands, existing developed lands, and the County.

Transportation Levy:

The increase in transportation levy is substantial. The methodology used takes all projects which may be built over a very long period and levies a potential cost for those projects over all land. This method doesn't provide a timeline for those improvements and there is no correlation conveyed in the base levy between the funds collected and the projects built. Essentially this means that levies collected in the 2020's could be held for 80 years until some of the last projects are completed on Map A – and those projects may be far away from the land that originally paid those levies. The County's size and geography also don't lend well to a broad base levy as has been proposed.

\$1.856 Billion is an eye-popping number for a rural Alberta municipality to contemplate spending on transportation infrastructure and some further detailed consideration on the projects included and the benefitting areas would be merited. It seems unnecessary to include projects in the transportation levy that are, by any reasonable assessment, far outside of a reasonable development horizon.

Thank you for the opportunity to contribute to the offsite levy bylaw.

Regards,

Camgill Development Corporation

Will Adam, P.Eng., PMP
Development Manager
Camgill Development Corporation

Attachment 'A': Draft Bylaw C-8549-2024 Regional Transportation Off-Site Lexy G-4

ATTACHMENT C: PUBLIC SUBMISSION



Bylaw C-8549-2024

Schedule 'B-1' – Long Range Regional Transportation Infrastructure Network – Rurban Base Levy

Description:

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

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

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

Project Costs:

Upgrade Capital Cost Estimates:

•	230.4km of Network A Road:	\$511,987,399
•	440.8km of Network B Road:	\$841,819,078
•	104.7km of 4 Lane Arterial Road:	\$477,134,240
•	4.1km of 6 Lane Arterial Road:	<u>\$24,904,844</u>
•	Total Cost	\$1,855,845,561

Non-Levy Cost (Background/Regional Traffic): \$445,402,934

Rural Levy Cost (25%): \$463,961,390

Total Estimated Cost to Levy: \$946,481,236

Rurban Levy Cost Calculation:

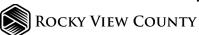
\$946,481,237/22,021 hectares = \$42,981/hectare or \$17,394/acre.

2024 Rurban Levy Proposed for Collection:

\$42,981/hectare or \$17,394/acre.

Attachment 'A': Draft Bylaw C-8549-2024 Regional Transportation Off-Site Lexy G-12

ATTACHMENT C: PUBLIC SUBMISSION



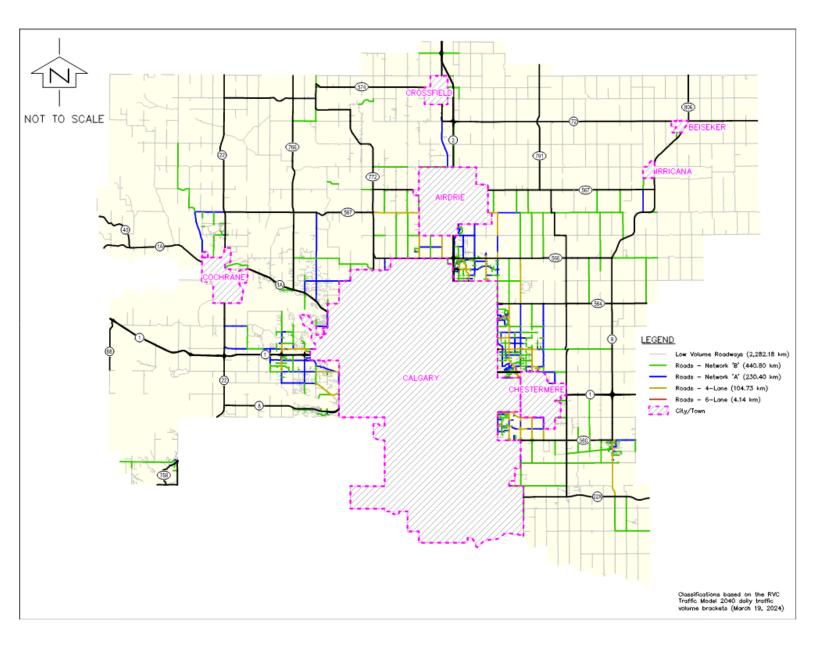
Cost and Benefit Allocation Rationale (New and Existing Development):

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 have been removed from the costs. There are no other measurable benefits to existing development as the upgrade will only increase capacity.



Bylaw C-8549-2024

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



From: <u>Charmaine Tootell</u>

To: <u>Brenda Mulrooney</u>; <u>Jeannette Lee</u>

Subject: FW: Community Recreation Offsite Levy Bylaw Review

Date: Monday, November 4, 2024 1:03:58 PM

Attachments: image001.png

Hi Brenda and Jeannette,

Are one of you able to respond to this inquiry?

Thank you,

CHARMAINE TOOTELL

Engineering Coordinator | Capital and Engineering Services

ROCKY VIEW COUNTY

262075 Rocky View Point | Rocky View County | AB | T4A 0X2

Phone: 403-520-3958

ctootell@rockyview.ca | www.rockyview.ca

This e-mail, including any attachments, may contain information that is privileged and confidential. If you are not the intended recipient, any dissemination, distribution or copying of this information is prohibited and unlawful. If you received this communication in error, please reply immediately to let me know and then delete this e-mail. Thank you.

From: Robyn Erhardt < Robyn@twpplanning.com>

Sent: November 4, 2024 1:01 PM

To: Engineering < Engineering@rockyview.ca>

Subject: Community Recreation Offsite Levy Bylaw Review

Hello,

I attended the offsite levy bylaw information session last week and have a question to submit to the team for consideration regarding the Community Recreation Off-Site Levy Bylaw:

We would request that consideration be given to including a defined "development area" that the levy would apply to rather than the levy applying to an entire parcel. This would be similar to the provision in the current Transportation Offsite Levy Bylaw. We make this request because there may be instances where a development permit for a small, private development is required on a large parcel, and as the Bylaw is currently written, the potential remains for a very large levy when only a small area is being developed that has little impact on County infrastructure and services. For example, an oversized accessory building requiring a DP on a large agricultural parcel could be subject to a substantial levy if the base levy is applied to the entire acreage.

In addition, I realize the session last week was for the public but that there may be an additional session for the development community. Could you confirm if there will be another information session for the development community?

Thank you for the consideration. Robyn

Robyn Erhardt, B.A., M.Plan **Township Planning + Design Inc.** Urban + Regional Planning, Planner

C: <u>587.574.8788</u>

E: Robyn@twpplanning.com



We have moved! Please note our new address: Suite 110, 259 Midpark Way SE, Calgary, AB. T2X 1M2

Linda Hajjar

From: Patrick McFetridge <patrick.mcfetridge@enrightcapital.com>

Sent: Tuesday, October 22, 2024 3:31 PM

To: Jeannette Lee

Cc:Brenda Mulrooney; Linda HajjarSubject:RE: Off-Site Levy presentation

Jeannette,

We are typically pricing lease rates on our warehouse developments + 2 years out, based on proforma land development costs. It would be helpful if we are provided significant lead times on increases to the development levies so that we assume the correct costs. It would also be very helpful if these levy increases were phased in over time. This way the entire development market prices in the cost increases.

Thank you. Patrick

From: Jeannette Lee <JLee@rockyview.ca>

Sent: October 22, 2024 11:06 AM

To: Patrick McFetridge <patrick.mcfetridge@enrightcapital.com>

Cc: Brenda Mulrooney <BMulrooney@rockyview.ca>; Linda Hajjar <LHajjar@rockyview.ca>

Subject: Off-Site Levy presentation

Hi Patrick,

Please find the pdf of the presentation, looking forward to your comments.

Thanks

JEANNETTE LEE, P.Eng., PMP
Manager | Capital & Engineering Services

ROCKY VIEW COUNTY

262075 Rocky View Point | Rocky View County | AB | T4A 0X2

Phone: 403-520-3975 JLee@rockyview.ca

ROCKY VIEW COUNTY – OFF-SITE LEVY BYLAWS Summer 2024 Draft Bylaws Comments – Rocky View Forward September 28, 2024

Transportation Off-Site Levy Bylaw

We support the proposed changes to the Transportation Off-Site Levy (TOL) Bylaw. From the residents' perspective, a more equitable levy structure would base the levy charged for residential development on the number of new dwellings created rather than on the acreage involved. However, we recognize that Administration sees significant difficulties in implementing this alternative.

The proposed two-tiered TOL (rural / rurban rates) acknowledges the greater infrastructure demands from higher density residential development and commercial development while maintaining greater structural and administrative simplicity relative to a per-dwelling rate structure. As a result, we strongly support this change.

In terms of which types of development pay the rural versus the rurban rate, aggregate resource development should pay the higher rate as do all other commercial developments. Gravel pits are not temporary in terms of any meaningful planning horizon, and their end use is uncertain. They involve significant heavy truck traffic whose demands on the road network are comparable to, if not greater than, other commercial operations. They are not comparable to those from lower density residential or agricultural development.

Incorporating the costs for bridges along the road networks that are part of the TOL is also a solid step forward. Bridges are an essential component of the transportation network, and their costs should be covered by the TOLs.

The information indicates that there may be consideration for phasing the TOL rate increases. We believe the revised rates should be fully implemented immediately, not over time. Existing County stakeholders, both residential and business, have subsidized new development's share of transportation infrastructure costs for too long. There is no rationale for extending that subsidization. Impacted developers may complain, but as is obvious from staff's presentation, the levy costs associated with development in Rocky View will remain significantly lower than those of any neighbouring municipality.

Regional Water and Wastewater Off-Site Levy Bylaw

Our previous concerns regarding whether the water/wastewater levies will effectively recover the County's debt incurred to construct the existing and future infrastructure remain unchanged. That said, we have not had the opportunity to determine if the proposed new levy rates improve debt recovery.

The County fronted the costs to extend servicing to East Balzac, so expanding the water/wastewater levies to apply to development there makes sense.

Regional Stormwater Off-Site Levy Bylaw

We are encouraged to see that the proposed revisions to the stormwater off-site levy include levies to pay for necessary infrastructure within the areas that will be serviced by the CSMI system. It never made sense that the existing stormwater off-site levy collected funds to pay for the regional conveyance system without recognizing that stormwater had to get to that regional conveyance system. Langdon, Janet and Conrich area-specific levies are an essential element for viable stormwater management in east RVC.

Continuing to permit development without effectively managing stormwater is not sustainable from either an environmental or a long-term financial perspective. Although the stormwater levies may now be higher in these areas than stormwater levies in neighbouring municipalities, the total off-site levies paid in these areas remain significantly lower than the totals paid in the other municipalities. As a result, the impact on regional competitiveness still favours development in Rocky View.

Community Recreation Off-Site Levy Bylaw

While we are supportive of a recreation off-site levy in theory, we have serious concerns with the proposed bylaw as structured.

General Concerns

Council's original direction regarding a recreation off-site levy was not to move ahead with a levy, but to investigate the feasibility of doing so. Instead, Administration pushed ahead to design a recreation off-site levy.

There are only five other municipalities in Alberta with recreation off-site levies and all of them are urban municipalities. What evidence is there that this is a viable levy for a rural municipality? Furthermore, those municipalities all charge one flat rate, even though some of them have differential rates for other off-site levies. Why is Rocky View proposing to be the only municipality with a tiered recreation levy?

The County has acknowledged that the approved Recreation Master Plan, the basis for this levy, has serious flaws. Councillors raised concerns about the Plan's recommendations at the February Recreation Governance Committee meeting and directed Administration to report back on fast-tracking its replacement. Despite those concerns, the proposed recreation off-site levy is based on the Plan's recommended facility investments.

The September 24th council meeting discussed next steps for replacing the Recreation Master Plan to more accurately reflect recreation needs within the County. From that discussion, the status of the facilities included in the off-site levy is not clear. In response to questions, staff made the following somewhat inconsistent statements: the new plans would re-examine facility recommendations; the off-site levy could always be changed in the future if facility investment plans change; and the new community-based plans would incorporate the facility recommendations from the Master Plan. Those

Page 398 of 612

ATTACHMENT C: PUBLIC SUBMISSION

responses indicate that there is significant uncertainty regarding the status of the recreation facilities included in the levy. To move ahead with a levy when the County's recreation planning structure and the status of the facilities included in the levy are in flux makes no sense.

A comparable reality was the reason council paused the fire services off-site levy. The same should be done for the recreation off-site levy. At a minimum, a recreation off-site levy should only move forward with a single county-wide rate structure.

Specific Concerns

Catchment area for area-specific levy rates

Administration indicated that the catchment areas for the proposed area-specific recreation off-site levies are based on the "established principle" of a 20-minute driving radius to access recreation facilities. We support this principle; however, the Recreation Master Plan did not use this principle in identifying recreation facility investments. If it had, it could not have recommended full-scale recreation facilities in both Springbank and Harmony which are significantly less than a 20-minute drive from each other and from comparable recreation facilities within Calgary and Cochrane.

Responsible decision-making regarding recreation spending should assess the tradeoffs between investing County resources in bricks and mortar facilities within the County versus contributing to recreation facilities in the neighbouring municipalities that are within the 20-minute driving threshold of county residents. To the best of our knowledge, such an assessment has not been done.

Inappropriateness of area-specific levy rates

We acknowledge the logic in having a recreation off-site levy so that new development contributes to the costs of recreation investments in the County. However, when there is so much uncertainty about what needs to be built and where, the use of a two-tiered levy structure with area-specific levies is inappropriate.

Once levies are collected for a specific area, those funds must be used for facilities in that area. Council's September 24th discussion illustrated that there is a lack of sufficient clarity regarding recreational needs to lock levy revenues into specific areas.

Magnitude of anticipated recreation investments

We are also concerned with the magnitude of recreational investments included in the levy structure. Residents were never asked if they were willing to have their property taxes increase to pay for facilities. They were only asked what facilities they'd like in their community. As a result, we believe that the existing Recreation Master Plan is based on a "wants" assessment rather than a "needs" assessment.

The recreation off-site levy is only expected to collect 51% of the capital costs of the proposed facilities from new development anticipated to occur over the next 20 years –

ATTACHMENT C: PUBLIC SUBMISSION

\$69 million of the \$134 million for the facilities included in the levy. What happens if development does not materialize as anticipated?

Ongoing operating and maintenance costs will be borne by ratepayers, not by new development. This is never mentioned. Ratepayers are being asked not only to pay a significant fraction of the capital costs, but also all the ongoing costs, the magnitude of which is not part of this discussion.

The levy structure assumes that development beyond 20 years will pay a share of recreation facility costs through future levies. How has that development has been estimated? Growth rates beyond 20 years are notoriously uncertain. If long-range development is based on full-build out of ASPs, it has unavoidable inaccuracies that have not been acknowledged. Full build out statistics in ASPs assume that every acre will be developed, beyond what is needed for roads, utility corridors, and municipal reserves. This overstates development potential since it does not reflect environmental constraints and fails to recognize that not every landowner wants to subdivide their land.

Even if long-range future development materializes as anticipated in the levy structure, the recreation facilities will have to be paid for by current or near-term future ratepayers through property taxes (to at least cover debt carrying costs). By the time long-range future development occurs, the facilities may be nearing the end of their useful lives.



December 23, 2024

Rocky View County 262075 Rocky View Point Rocky View County, AB, T4A 0X2

Re: Proposed Amendments to Land Use Bylaw C-8007, 8008, 8009-2020 and C-8550-2024

Dear Reeve Kissel and Members of Council,

We are writing to express concerns regarding the proposed amendments to the Land Use Bylaws C-8007, 8008, 8009-2020 and C-8550-2024 for January 7, 2025. Given the substantial impact these amendments will have on Beedie, the broader development community, and the recently approved Janet Area Structure Plan amendment.

While the public information sessions held by Rocky View County ("RVC") administration this past Fall were appreciated, they have not provided sufficient clarity regarding the significant levy increases or the methodology behind their calculation. Proceeding with such an important hearing on short notice leaves inadequate time to assess the implications of these amendments fully. We strongly urge that any decisions regarding the levy increases be postponed by at least six months to allow for a more thorough understanding of these proposed changes and their potential impact on development in RVC.

As you know, Beedie has been working closely with RVC administration for over seven years to advance the development of the Janet Long Term Development Area ("Janet"). We very recently received approval of the Janet ASP amendment by the Calgary Metropolitan Region Board, a major step forward for Janet. Unfortunately, Janet now faces another significant challenge should the proposed bylaw amendments be approved. Specifically, the proposed amendments would result in an increase of \$22,499 per acre in levy fees for Janet - an alarming two-fold increase to current rates. This change would lead to an additional \$4.6 million in costs for our lands alone, significantly undermining the competitive advantage that Rocky View County has historically prioritized. In addition, it now unfairly benefits developments that are able to lock-in their levy rates prior to this material increase. We have been diligently working for over seven years to advance Janet and due primarily to political delays we now enter the competitive landscape at a material disadvantage.

In addition to the material increase of the Transportation levy, the inclusion of the Community Recreation Levy for industrial uses further adds to the confusion and concern. While we appreciate the intent of the Community Recreation levy we do not understand why it is beneficial or applicable for industrial developments in Janet.

While we recognize that adjustments to the bylaw are necessary for RVC's growth, the scale of these increases demands more time and information for proper evaluation. Without adequate time to assess their accuracy, fairness and feasibility, it is unclear whether investment in developments like Janet can proceed under these new terms.

In light of these considerations, we formally request a minimum six-month extension to allow for a more comprehensive review of the levy increases and their impact on our development, as well as on other potential projects within RVC.

Sincerely,

Jorden Dawson

Executive Vice President, Industrial Development

403.724.4627



COUNCIL REPORT

Cochrane Lake Improvement Plan Review

Electoral Division: 3 File: 1011-600 / 5050-595

Date:	January 7, 2025	
Presenter:	Brenda Mulrooney, Supervisor	
Department:	Capital & Engineering Services	

REPORT SUMMARY

The purpose of this report is to provide Council with the result and recommendations of the work completed to date related to the Cochrane Lake Improvement Plan and review of studies to support the Sub-Catchment Master Drainage Plan. In January 2024, the Terms of Reference ("TOR") for completing the Cochrane Lake Improvement Plan was approved by Council along with a \$90,000 budget adjustment to complete the work and shared by contributing landowners ("CLOs") - Macdonald Communities Limited, Canopy Lands and Schickedanz West. The County issued a Request for Proposal and awarded ISL Engineering ("ISL") the work in April 2024. By November 2024, ISL had completed the required field testing and analysis of the findings to formulate the Cochrane Lake Improvement Plan Review.

The purpose of the Cochrane Lake Improvement Plan Review was to provide a comprehensive overview of the Cochrane Lake area and background documents to produce a plan that complies with the Cochrane Lake Sub-Catchment Master Drainage Plan and supports future development. ISL also developed an opinion of probable cost for the options to facilitate funding efforts. The following stormwater management solutions were explored in detail based on feasibility, benefits and impacts:

Option 1: A dedicated pipeline to the Bow River

Option 2: Dredging of Cochrane Lake

Option 3: Construction of a berm with continued discharge to Horse Creek

Administration and the CLOs support Option 3 as the most feasible solution for mitigating stormwater issues and improving the water quality of Cochrane Lake. This option includes constructing a berm along a portion of the lakeshore, to raise the water level and create a deeper, algae-resistant lake with enhanced stormwater storage capacity. Option 3 is presented as an alternative to the long-term outfall solution proposed in the Cochrane Lake Sub-Catchment Master Drainage Plan (Stormwater Solutions Inc., 2016), which recommended directing 500 L/s to the Bow River (Option 1). The preliminary cost for Option 3 is approximately \$5.1M, covering the berm construction, infrastructure upgrades, wetland plantings and a mechanical treatment system to address water quality prior to discharge into Horse Creek. Administration recognizes that these recommendations will benefit both the existing community and future growth in the area. The preliminary berm design is included as Attachment B.

ADMINISTRATION'S RECOMMENDATION

THAT Council directs Administration to proceed with implementing Option 3 for the construction of a berm with continued discharge to Horse Creek as part of the Cochrane Lake Improvement Plan Review.

THAT Council directs Administration to proceed with negotiations with CLOs to formalize a cost-sharing agreement, inclusive of grant opportunity to be brought back to Council for consideration at the end of Q2 2025.

BACKGROUND

Cochrane Lake has no natural outlet and water quality is an issue as minerals and nutrients entering the lake from stormwater runoff are not adequately flushed out and continue to accumulate in the Lake causing undesirable conditions. In 2013, severe rain events resulted in a portion of the south hamlet homes to experience flooding. Albeit flooding has not been an issue since, the lake water quality has been an ongoing public concern with concerns raised annually by local residents regarding significant odor.

In 2016 a pump station and outlet pipeline were constructed by the County to release water from the lake to Horse Creek. This discharge has served two purposes of lowering lake levels and allowing for the removal of nutrients negatively impacting water quality. To further address water quality concerns, Alberta Environment and Protected Areas (AEPA) approved an increased discharge rate in 2022. Currently, Cochrane Lake is under the jurisdiction of the AEPA while the County manages the lake in accordance with the current management strategy.

Macdonald Communities Limited (MCL) engaged the County in 2022 to explore the vision presented in the 1995 Conceptual Scheme to berm the lake and address hydrological and biological results from past studies of the lake. On Feb 21, 2023, MCL presented the Cochrane Lake Revitalization Plan to Council, which proposed water quality improvements, a recreational pathway system and flood mitigation solutions for Cochrane Lake. Council directed Administration to work with Macdonald Communities to investigate all funding models that would financially contribute to the improvement and revitalization of Cochrane Lake. Following, MCL submitted a proposal for partnership to the County and a strategy to construct a berm around Cochrane Lake, associated budget and implementation plan. Administration has considered this option but recognizes there may be alternative strategies to explore. On October 10, 2023, the Governance Committee directed Administration to prepare a Terms of Reference ("TOR") and cost-sharing agreement with the CLOs and present it no later than January 2024. The TOR was presented and accepted by Council in January 2024. ISL were awarded the work in April 2024, completed the field work and detailed analysis and review by November 2024.

As per the Cochrane Lake Sub-Catchment Master Drainage Plan, as prepared by Stormwater Solutions Inc, dated September 2017, the total lands that would divert drainage to Cochrane Lake, either directly or indirectly, equates to 1268 ha (not including the Wetlands or Cochrane Lake). Regardless of the Sub-Catchment Area, there is limited servicing for water and wastewater for the Cochrane Lake area. The existing Capacity Allocation Agreement between the County and developers has reserved capacity for Macdonald lands, Neighborhood C and Cochrane North developments. In addition, Calgary will only allow 48 L/s of sanitary discharge from the area, so servicing is again limited in this capacity. A Staged Servicing and Utility Master Plan is currently being developed but it is fair to say that MCL Lands, Neighborhood C and the Cochrane North lands are the only developments that will be approved for servicing in the near term. The total area for these three developments plus the existing communities of Monterra and the southern hamlet equate to approximately 477.74 ha (1180.01 ac). The existing communities of Monterra and the southern hamlet, occupy roughly half of the lake shore of Cochrane Lake and approximately 102.95 ha (254.27 ac) in area, which equates to 22% of the total benefiting area surrounding Cochrane Lake. Please see Attachment A for a map illustrating the above.

ANALYSIS

ISL has provided the County with a Cochrane Lake Improvement Plan Review that has evaluated stormwater management solutions proposed to improve the quality of Cochrane Lake and to offer a stormwater solution for future and existing development. ISL has evaluated the financial and physical implications of each option and has provided the County and the CLOs with a comprehensive and robust foundation for future decision-making regarding improvements proposed to the Cochrane Lake area. Once approved, the plan will allow for an update to the area's Master Drainage Plan and the completion of detailed designs for the improvements.

Option 1: Dedicated pipeline to the Bow River: This option involves a 7km pipeline requiring right-of-way (ROW) and AEPA approvals, with many stakeholders involved. The advantages include a higher discharge rate and easier water quality targets, but challenges involve land procurement, higher capital costs, and regulatory approvals. The estimated cost for this option is **\$11,110,731**.

Option 2: Dredging: The dredging concept with sediment removal aims to increase lake volume, but sediment tests show heavy metals and hydrocarbons leading potentially to larger capital costs, disposal costs, environmental risks and recurring maintenance. The estimated cost for this option is **\$66,082,751**.

Option 3: Berm and continued discharge to Horse Creek: This option involves revised AEPA approvals and treatment requirements, utilizing existing infrastructure to sustainably increase lake volume and address flooding concerns. However, it faces regulatory scrutiny, additional treatment costs, and seasonal water quality variations. In addition to the berm and the discharge to Horse Creek at 150 L/s, the preferred water quality treatment is the purchase of mechanical treatment system that can be installed at Cochrane Lake to disrupt the growth of Cyanobacteria. Wetland plantings also present a realistic mitigation measure, but due to the time it takes to establish growth, the plantings are considered a supplementary element to the berm and mechanical system. Currently the County has approval from the province to use a portion of the water licensed to the Cochrane Lake area for stabilization of the Lake. An estimate of the electricity cost to raise the lake 0.1m has been included. In total, this solution is estimated to cost \$5,087,051, or approximately \$5.1M.

Administration and the CLOs support **Option 3** as the most feasible solution for mitigating stormwater issues and improving the water quality of Cochrane Lake. The cost as discussed above capture the initial capital investments, there will be additional ongoing operating costs as required to manage the overall system These recommendations will benefit both the existing community and future development in the area by meeting the requirements set out in the Sub-Catchment Master Drainage Plan.

COMMUNICATIONS / ENGAGEMENT

AEPA was favorable to approving the increased discharge to Horse Creek, provided the County can demonstrate the quality of water discharged to Horse Creek will be maintained.

IMPLICATIONS

Financial

The total estimated cost for Option 3 is approximately \$5.09 million. This figure covers all currently identified activities required to implement the proposed improvements. However, it is important to note that these estimates do not include extending the berm onto the Northern Lands (northeast of MCL lands), which are owned by the Colvin Family Trust. While modifications to the lake may affect portions of those lands closest to the shore, their higher elevation makes it unlikely that increased water levels will extend beyond the AEPA-owned bed and shore. Should future development of these Northern Lands require an extension of the berm, an additional \$1.6 million in costs is anticipated. In that scenario, the financial responsibility for the berm extension would lie with the developer.

Overall, the current \$5.09 million estimate provides the financial framework for Option 3 as it stands, while acknowledging the potential for further costs—borne by a future developer—if the need arises to protect or develop the Northern Lands. This approach helps ensure that the immediate project is sufficiently funded and that any extra costs due to landowner-driven developments are assigned appropriately.

Environmental

Improvements to Cochrane Lake will increase the quality of the water and stormwater management to facilitate future development and mitigate against flooding. Completion of the work presented in the Cochrane Lake Improvement Plan will lead to upgrading the Master Drainage plan for the area.

STRATEGIC ALIGNMENT

Key Performance Indicators		Strategic Alignment	
Effective Service Delivery	SD2: Services are resourced and delivered to specific groups as intended, and citizens are satisfied with the outcomes	SD2.1: Percent of citizens satisfied with the range of County services available/delivered	Moving forward with the improvement plan will result in a higher level of service for the people in the community and increased residential development opportunities.
Thoughtful Growth	TG2: Defined land use policies and objectives are being met and communicated	TG2.2: Percent of growth/approvals within the approved growth areas within the Regional Growth Plan	This investment is contrary to the strategic KPI being outside the Preferred Growth Area; however, it is recognized that improvements would provide a safer, more thoughtfully managed development area for future growth, leading to increased County cost recovery on regional servicing systems.

ALTERNATE DIRECTION

Administration does not have an alternate direction for Council's consideration.

ATTACHMENTS

Attachment A: Benefitting Area Map

Attachment B: Preliminary Berm Design

Attachment C: Cochrane Lake Improvement Plan Review Presentation

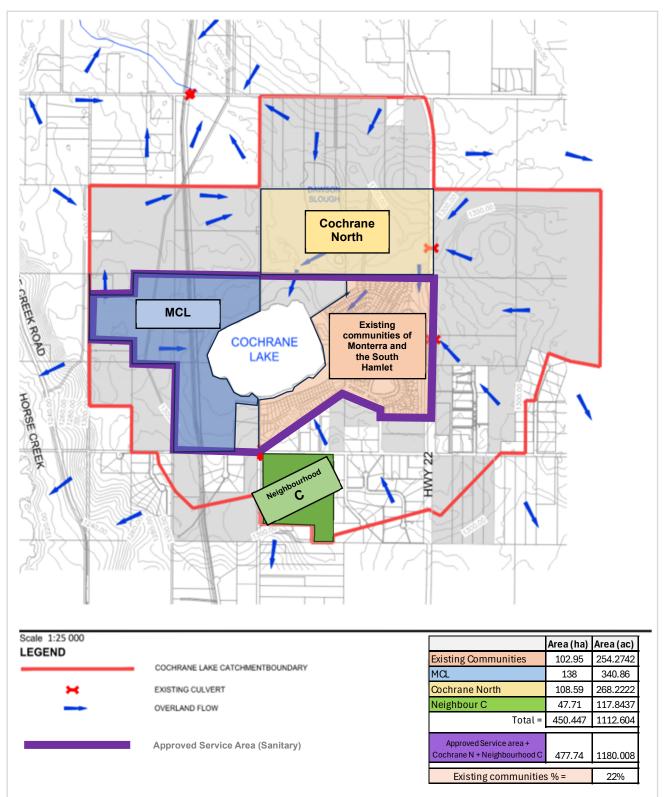
APPROVALS

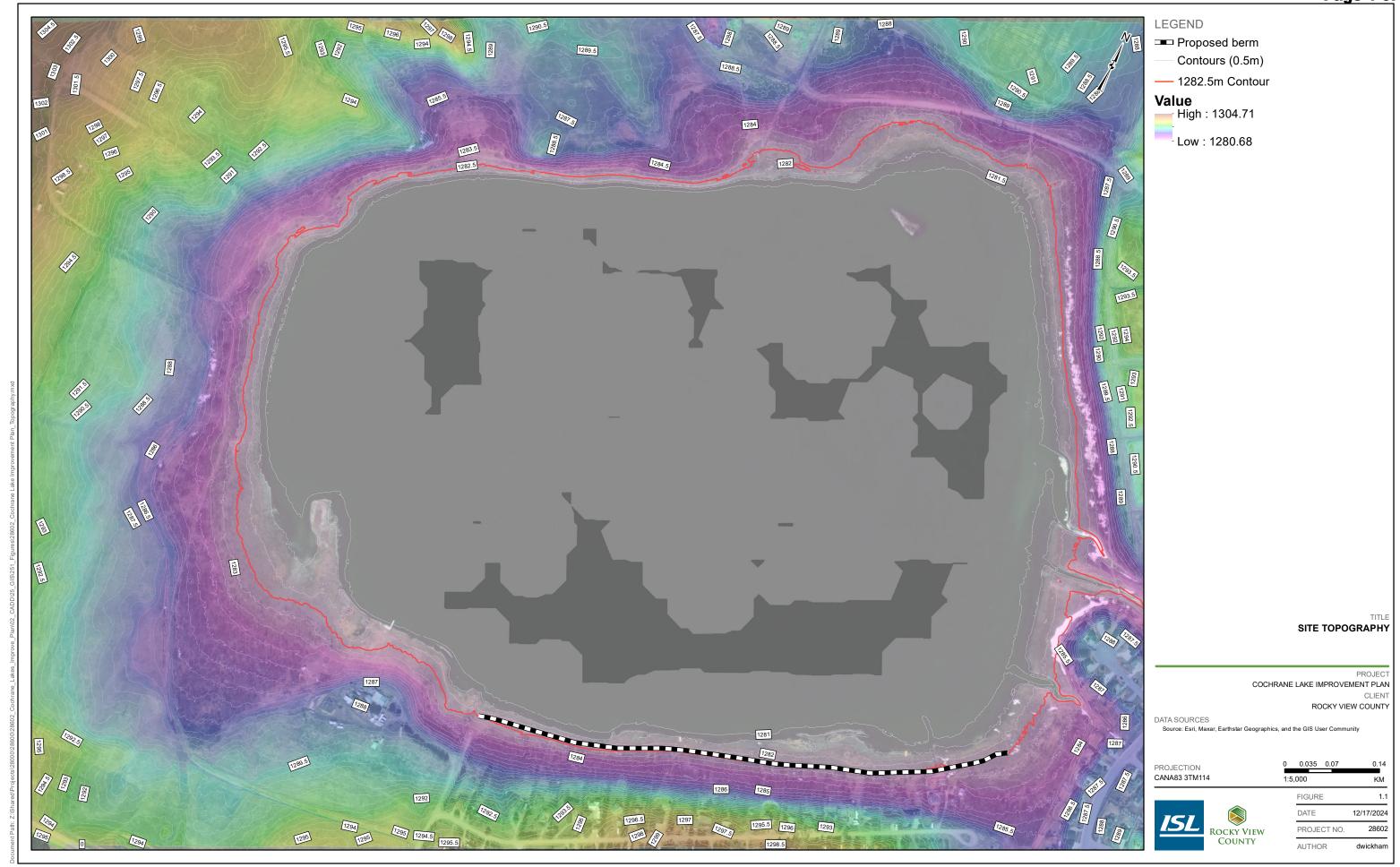
Manager:	Jeannette Lee, Manager
Chief Operating Officer:	Byron Riemann, Chief Operating Officer
Chief Administrative Officer:	Byron Riemann, Acting Chief Administrative Officer



Attachment A: Benefiting Area Map

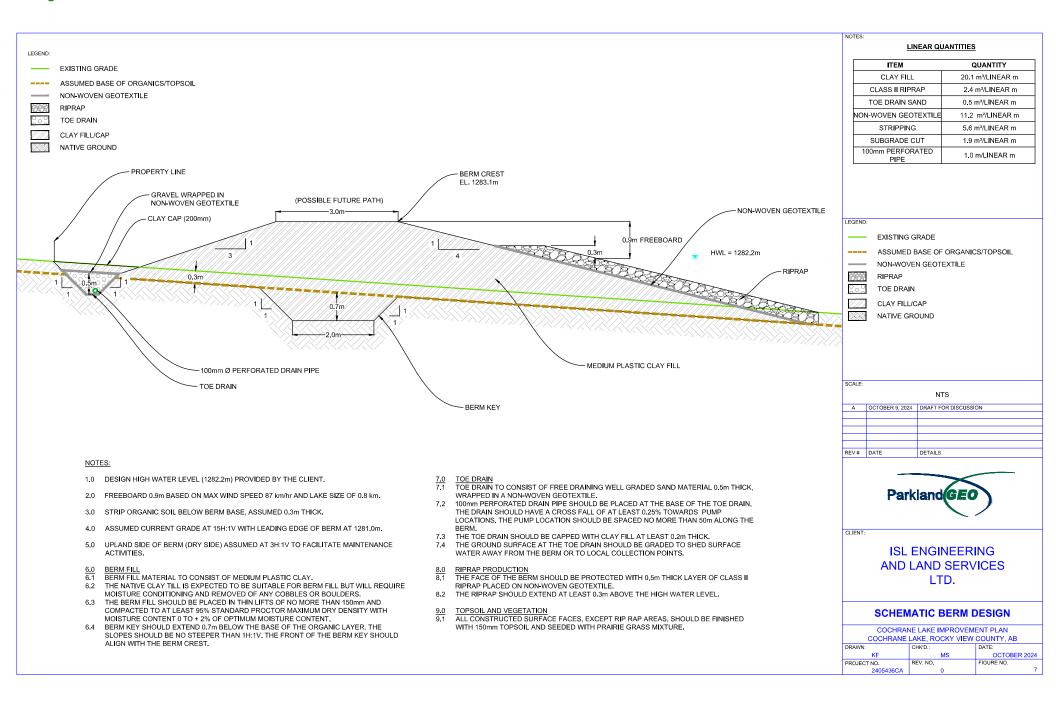
Map - Cochrane Lake Sub-Catchment Master Drainage area, existing communities, proposed development and approved service area (sanitary)





ROCKY VIEW COUNTY

ATTACHMENT B: BERM DESIGN



Cochrane Lake Improvement Plan Review

Item F-1

Jan 7, 2025

Capital and Engineering Services

Cochrane Lake Improvement Plan Review

Objective

To present Council with the preferred stormwater management option that will formulate the bases of the future Cochrane Lake Improvement plan, if approved.



Background

- Cochrane Lake Sub-Catchment Master Drainage Plan (SSI-Sept 2016 and updated in 2023)
 outlines lands that will divert drainage to Cochrane Lake and mandates a stormwater solution
 for future development.
- Macdonald Communities Ltd. (MCL) presented the Cochrane Lake Revitalization Plan to Council in 2023 proposing a partnership funding model - focusing on the option to berm the lake to increase freeboard, mitigate against future flooding and continued discharge to Horse Creek.
- January 2024: Council approved the Terms of Reference and budget adjustment to hire an independent consultant to review existing studies and complete subsequent field work to formulate the Cochrane Lake Improvement plan review.
- April 2024: RFP process awarded work to ISL Engineering and Land services ("ISL")
- November 2024: Final report and analysis receive from ISL

Stormwater Solutions Explored

Option 1: A dedicated pipeline to the Bow River

Option 2: Dredging of Cochrane Lake

Option 3: Construction of a berm with continued discharge to Horse Creek



Option 1: A dedicated pipeline to the Bow River

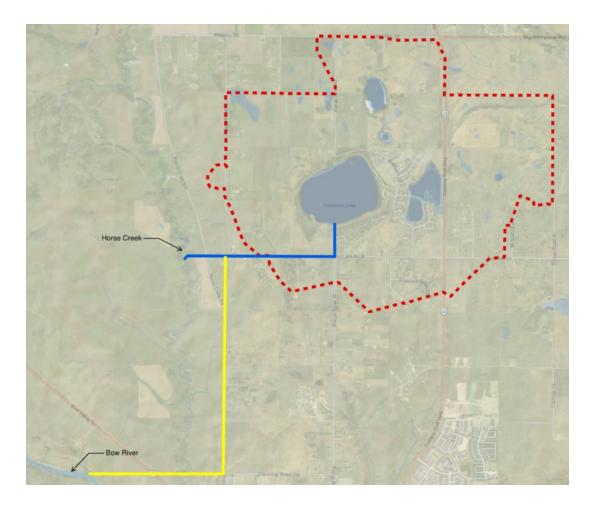
A dedicated pipeline to the Bow River was the original solution presented by SSI in the 2016 version of the Sub-Catchment Master Drainage Plan.

This option involves a 7km pipeline requiring right-of-way (ROW) and AEPA approvals, with many stakeholders involved.

The advantages include a higher discharge rate and easier water quality targets.

Challenges involve land procurement, higher capital costs and regulatory approvals.

The estimated cost for this option is \$11,110,731



Option 2: Dredging

The dredging concept with sediment removal aims to increase lake volume.

Sediment tests show heavy metals and hydrocarbons leading potentially to larger capital costs, disposal costs, environmental risks and recurring maintenance.

The estimated cost for this option is \$66,082,751

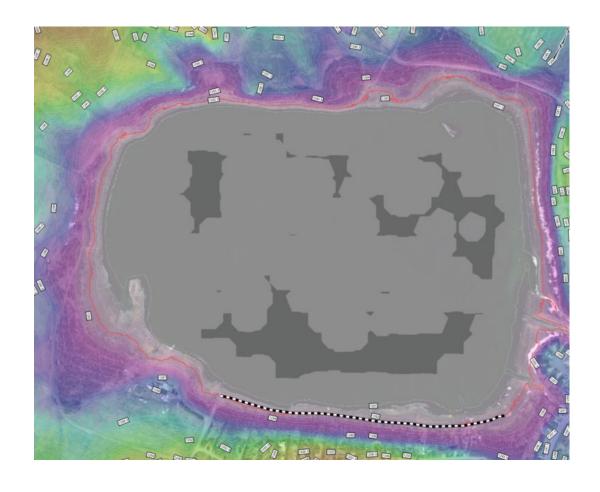




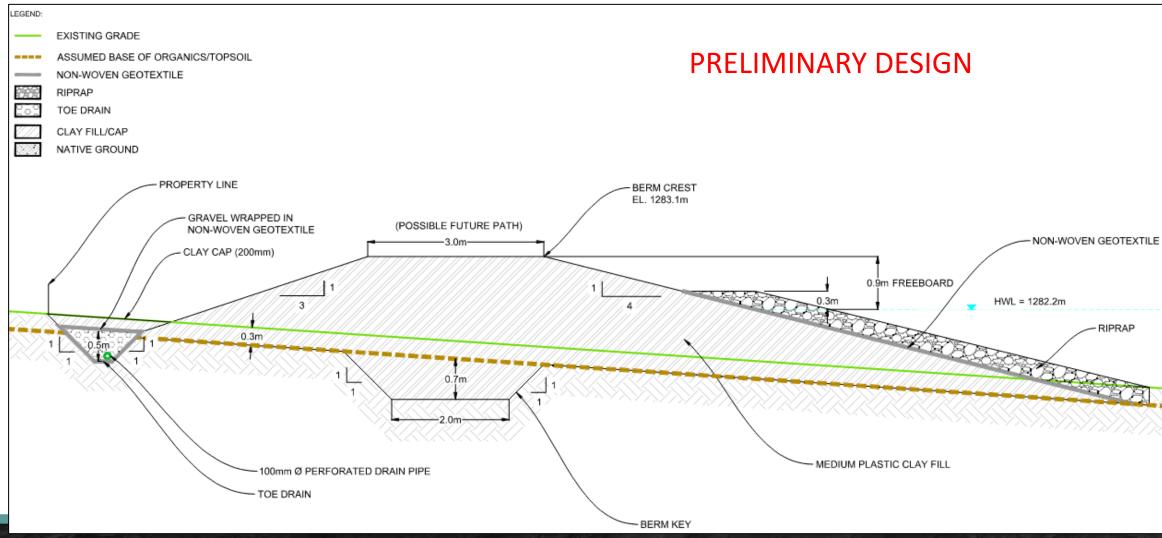
Option 3: Berm the lake with continued discharge to horse creek – Preferred Option

- Construction of a berm around a portion of the lake
- Update existing infrastructure
- Discharge to Horse Creek at 150 L/s (AEPA approval)
- A Mechanical treatment to disrupt the growth of Cyanobacteria.
- Wetland plantings

The estimated cost of this option is \$5,087,051



Preliminary Berm Design





Conclusion

Cochrane Lake Improvements

Increasing the lake capacity (berm) / increased discharge to Horse Creek / Upgrade existing infrastructure / mechanical treatment / wetland plantings

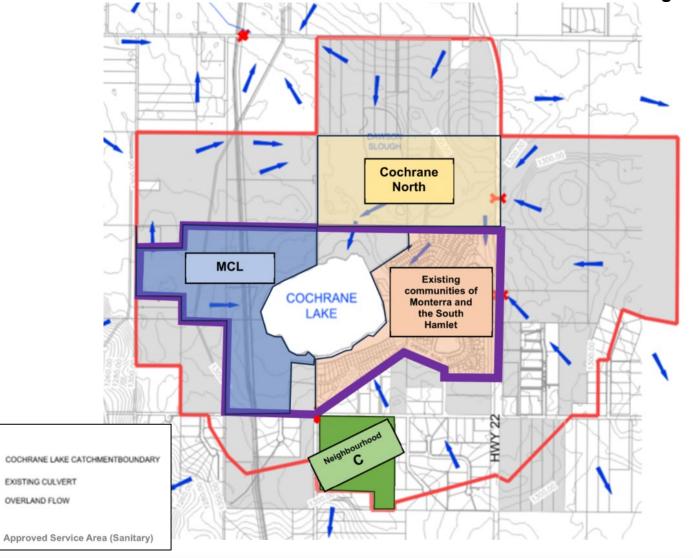
- Satisfy AEPA discharge concerns
- Satisfy Sub-Catchment Master Drainage Plan and provide a solution for future development
- Address residents' ongoing concerns with odor and water quality and contribute to a more thoughtfully managed community
- Provide a higher level of service that leads to County cost recovery on regional servicing systems



Benefitting Area

	Area (ha)	Area (ac)
Existing Communities	102.95	254.27
MCL	138.00	340.86
Cochrane North	108.59	268.22
Neighbour C	47.71	117.84
Total =	450.45	1112.60
Approved Service area + Cochrane N + Neighbourhood C 477.74 1180.01		
Existing communities % =		22%

Scale 1:25 000 LEGEND



Administration's Recommendation

THAT Council approves the recommended Option 3 as the preferred Cochrane Lake Improvement Plan solution

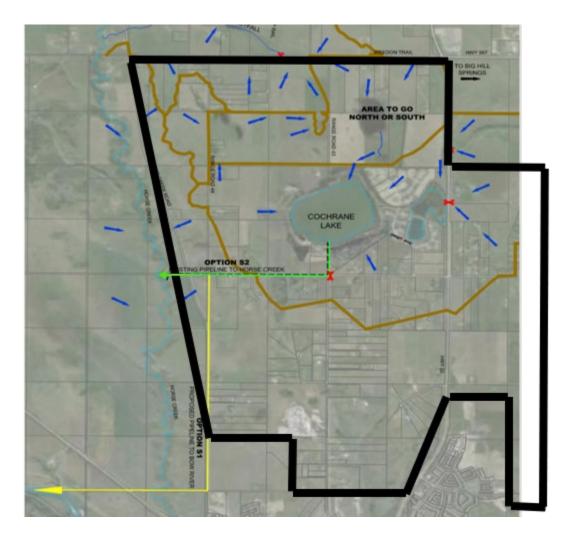
THAT Council direct Administration to proceed to negotiate with Contributing Landowners (CLOs) to formalize a cost-sharing agreement and budget adjustment for Council's consideration in Q1, 2025

THAT Council further direct Administration to proceed with applying for a grant for the Cochrane Lake Improvements



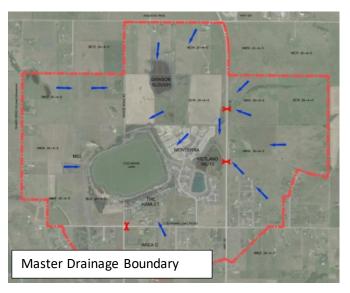
END

Backup



ASP: Black Line

Discharge to Horse Creek Yellow - Proposed pipe to Bow River Orange - Catchment area





COUNCIL REPORT

Preparation and Evaluation of Financial Statements for the County's Water, Wastewater, and Storm Drainage Utilities

Electoral Division: All File: N/A

Date:	January 7, 2024	
Presenters:	Ethan Forrest, Financial Analyst Jennifer Tang, Partner – Accounting and Reporting Advisory, Deloitte Renee Pichard, Partner – Accounting and Reporting Advisory, Deloitte	
Department:	Financial Services	

REPORT SUMMARY

On September 24, 2024, Council awarded RFP 24-011, "Preparation and Evaluation of Financial Statements for the County's Water, Wastewater, and Storm Drainage Utilities," to Deloitte LLP.

This exercise intends to establish the full cost of operating Rocky View County's water, wastewater, and stormwater drainage utilities using the audited financial statements as of December 31, 2023, as the baseline. The result is the compilation of the income statement and partial balance sheet for the six County-owned utility systems with a focus on tangible capital asset and debt.

Although the initial RFP identified stormwater drainage as a utility for evaluation, and although the stormwater costs have been compiled, stormwater has been excluded from the presentation material as this service is required to operate roads in the County and has no rate paying customers attached.

This exercise has identified the 2023 financial performance of the water and wastewater utilities with an operating deficit of \$3.0M. The 2023 County budget for the water and wastewater utility department projected a \$2.1M budgeted deficit, with an actual deficit of \$1.3M at year end. The difference between the year end deficit of \$1.3M and the identified \$3.0M deficit is detailed in the analysis section of this report.

Deloitte LLP is present and available to discuss the water and wastewater utilities' overall performance, the performance of individual utility systems, debt and tangible capital assets related to utility systems, and any other topics of concern. To discuss specific details or methodologies applied by Deloitte in arriving at a full cost recovery for the County's water and wastewater utilities, Council may choose to move to a closed session under the following sections of the *Freedom of Information and Protection of Privacy Act*:

Section 24 – Advice from officials

Section 25 – Disclosure harmful to economic and other interests of a public body

ADMINISTRATION'S RECOMMENDATION

THAT Council receives the compiled income statement and partial balance sheet of Rocky View County's water, wastewater, and stormwater drainage utilities for information.

Preparation and Evaluation of Financial Statements for the County's Water, Wastewater, and Storm Drainage Utilities

BACKGROUND

June 25, 2024, following a presentation on the Utility Financial Model and Rate Strategy, Council directed the Administration to complete the following:

- Pause any further work on the establishment of Rocky View County's utility rates for water, wastewater, and stormwater until an independent financial analysis can be completed as recommended by Jonathan Huggett;
- Retain the services of Jonathan Huggett Company Corp. to complete a Request for Proposal for the hiring of an accounting consultant to prepare financial statements of the County's water, wastewater, and stormwater utility systems; and
- Report back to Council in Q3 2024 with a recommendation for selecting an accounting consultant.

Jonathan Huggett Company Corp., in collaboration with Administration, worked to complete the RFP process.

On September 24, 2024, Council awarded RFP 24-011, "Preparation and Evaluation of Financial Statements for the County's Water, Wastewater, and Storm Drainage Utilities," to Deloitte LLP.

This exercise has identified the 2023 financial performance of the water and wastewater utilities, which have an operating deficit of \$3.0M.

ANALYSIS

Rocky View County's 2023 water and wastewater utilities budget included a projected deficit of \$2.1M. At year end, the County's financials indicated a \$1.3M deficit, resulting in an \$800K positive variance between budget and actuals. This variance is primarily due to unanticipated revenue from the East Rockyview System.

Budget to Report Reconciliation	
2023 Rocky View County Audited Actuals – Water and Wastewater Utilities	(\$1.3M)
ADD Levy Revenues transferred to reserve to fund utility debt	\$573K
LESS Admin Costs deemed unrelated to the in-scope utilities	(\$65K)
Direct Costs Per Deloitte Report	(\$792K)
ADD Enabling Areas costs	(\$2.2M)
Total Utilities Costs per Deloitte report	(\$3.0M)

Deloitte's analysis outlined the net direct costs of the water and wastewater system as \$792K. The \$508K variance between the County's financials and Deloitte's report is due to the full-cost models, including revenues transferred to reserve for utility system debt repayment, and excluding certain administrative costs unrelated to water and wastewater. These adjustments were made to reflect the true costs of operating the water and wastewater systems more accurately and to align the statements with accounting standards. Currently, the County's practice is to prioritize debt repayment using the offsite levy as a funding source, therefore transferring offsite levy revenue from the income statement to the

Preparation and Evaluation of Financial Statements for the County's Water, Wastewater, and Storm Drainage Utilities

reserve accounts on the balance sheet for debt servicing. This evaluation exercise reflects the offsite revenue as an income statement amount.

In addition to the \$792K of direct costs outlined above, the report has allocated \$2.2M in net indirect overhead costs to the water and wastewater utilities. Deloitte made this allocation in consultation with department managers to determine the cost of services provided to the utilities based on what was established as "enabling areas." When possible, costs were linked to the utility systems based on an identified cost driver. If cost drivers were unavailable, estimates were used to allocate the cost to the water and wastewater utilities.

This allocation, combined with the direct costs, results in a \$3.0M deficit for water and wastewater services, which gives a more accurate picture of the yearly costs associated with providing these utilities.

COMMUNICATIONS / ENGAGEMENT

No communication or engagement is required.

IMPLICATIONS

Utilities

Council may use the information available to make informed decisions on a utility financial model and rate strategy for the County by integrating full costs into Utility Services water and wastewater budgets. This could lead to potential changes in the utility rates currently in the Master Rates Bylaw C-8515-2024 to reflect the direct and indirect costs associated with purchasing and operating the utility systems at Rocky View County.

STRATEGIC ALIGNMENT

Key Performance Indicators			Strategic Alignment
Effective Service Delivery	SD2: Services are resourced and delivered to specific groups as intended, and citizens are satisfied with the outcomes	SD2.3: Services achieving defined service level targets	Full cost recovery would ensure consistent funding for utilities maintenance and replacement over time, decreasing the likelihood of catastrophic service interruptions.
Effective Service Delivery	SD4: Services are continually assessed for improvements in cost efficiency, effectiveness, and customer experience	SD4.1: Services that are assessed annually for innovation opportunities and have demonstrable efficiency improvements	Preparation of the County's utility system financial statements will support a future recommended rate strategy to achieve full cost recovery and ensure consistent utility maintenance and replacement over time.
Financial Prosperity	FP2: Ensuring County remains financially sustainable for future generations	Choose an item.	Establishing a full/partial cost recovery utility model in the County ensures the financial sustainability (including utility asset management) of the County's utility systems, and

Preparation and Evaluation of Financial Statements for the County's Water, Wastewater, and Storm Drainage Utilities

Key Performance Indicators		Strategic Alignment
		maintains compliance with User Fee Policy C-224.

ALTERNATE DIRECTION

Administration does not have an alternate direction for Council's consideration.

ATTACHMENTS

Attachment A: Deloitte LLP Utility Financial Statement Presentation

APPROVALS

Manager/Supervisor:	Brenda Bateman, Supervisor of Reporting, Budgeting and Payroll	
Executive Director/Director:	Issy Agbonkhese, Acting Executive Director, Financial Services	
Chief Administrative Officer:	Byron Riemann, Acting Chief Administrative officer	

Note to Reader

The County requested a council-directed full-cost recovery for the provision of water, wastewater and storm drainage services.

In June 2024, Council directed administration to complete an RFP for the hiring of an accounting consultant. The accounting consultant and RVC staff worked collaboratively to prepare statements for the County's water, wastewater and storm drainage* utility systems.

The revised objective of the work was to better understand the financial performance of the County's water and wastewater utility systems. Results may be used to inform rate-making decisions for the County.

The following procedures (or the "Services") were completed from October 2024 to November 2024:

- Obtained GL data for the year ended December 31, 2023, from the Great Plains accounting system. Agreed total balances to the audited December 31, 2023 financial statements.
- Mapped trial balance accounts to the County's financial statement line items for the income statement and balance sheet.
- Interviewed various managers across the County to understand Tangible Capital Assets, Long-term Debt, Direct and Overhead costs supporting the water, wastewater and stormwater utility systems. We also sought to understand appropriate cost drivers in developing a cost allocation model to arrive at full-cost accounting.
- Prepared income statements and partial balance sheets (the "Carve-out Statements") for the six owned utilities within water, wastewater and storm utilities (collectively, the "six owned Utilities") based on the above procedures.

Today, we will present to council on:

• The results of the compilation of the income statement and partial balance sheets for the six owned Utilities.

^{*}During the performance of the Services, Administration requested Storm drainage results to be removed from the scope of the Services as the County's focus is on water and wastewater. As such, Stormwater results will not be featured in this presentation.

Disclaimer

Limitations:

- The County's objective for engaging the accounting consultant, Deloitte, to perform the Services is to supplement the County's own technical accounting resources in performing accounting analysis and assisting with the preparation of the Carve-out Statements. This does not include obtaining an opinion from Deloitte as to the application of accounting principles.
- Performance of the Services does not constitute an engagement to provide audit, compilation, review or attest services in accordance with professional standards issued by the Chartered Professional Accountants of Canada and, therefore, an opinion or any other form of assurance was not expressed with respect to any matters (including, without limitation, compliance with Public Sector Accounting Standards.
- The Carve-out Statements for the County's Water, Wastewater and Storm Drainage Utilities have not been audited. We have agreed the County's baseline data as per the trial balance to the audited financial statements for the period ended and as at December 31, 2023, to ensure accuracy of the starting point. As specified in the RFP 20-011 Q&A 2024-08-12, we took a risk-based approach in preparing the Carve-out Statements. We have relied, without independent verification, on the facts, information, data and assumptions provided by the County.
- The Carve-out Statements assumes the same basis of accounting and accounting policies are applied as stated in the County's annual financial statements for the year ended December 31, 2023. Refer to the audited annual financial statements for the summary of accounting policies applied.
- As the Utilities have not historically reported results at the regional and department level, information has not been historically tracked at such a disaggregated level. As such, percentage of direct costs were applied in allocating overhead costs. Subject to the County's preference on level of granularity and degree of accuracy required, allocation methods can be refined in subsequent periods to increase accuracy while balancing cost of application.
- All County decisions and final conclusions reached in connection with this engagement are the responsibility of the County.
- The County is solely responsible for all decisions regarding the accounting treatment of any item or transaction and acknowledges that the Services do not include the recording of any amounts in the County's books or records. All amounts derived from the performance of the Services have been reviewed and approved by, and are the responsibility of, the County.
- We relied, without independent verification, on the facts, information, data and assumptions provided by the County or others. Deloitte makes no representation nor provides any assurance with respect to the adequacy of the Services for the County's purposes. Furthermore, Deloitte has no responsibility to advise the County of other procedures that might be performed.
- The County is solely responsible for providing accurate and complete data and information requested by Deloitte. Deloitte has no responsibility for the accuracy or completeness of the information provided by or on behalf of the County.
- Any observations, advice or any other oral or written work product prepared under this engagement is solely for the information and use of the Council and Administration and is not intended to be and should not be used by anyone other than these specified parties. This engagement does not create a relationship between Deloitte and any person or party other than the County. This engagement is not intended for the express or implied benefit of any third party.
- Procedures and performance of services cannot be relied on to disclose internal control deficiencies, errors, or fraud should they exist. Deloitte has no responsibility for updating the Services performed or for performing any additional services, except as agreed to in writing with the County.
- Deloitte has no responsibility related to the County's accounting or disclosure conclusions, whether or not such conclusions of the County are related to the Services and Deloitte has no responsibility for any disagreements between the County and its independent auditor related to the County's accounting.

Restrictions on use:

- Administration was responsible for the approval of the cost allocation model and the results of the Carve-out Statements for the County's Water, Wastewater and Storm Drainage Utilities.
- The report was prepared at the request of the County and is not intended for use by any other person or entity.
- No other person or entity should rely, in any manner, or for any purpose, on this report.
- This report cannot be circulated, published, or reproduced, including originating publicity, news releases, public statements or announcements, without Deloitte's written permission. Deloitte is not responsible for any losses from unauthorized use.
- No item in the report shall by changed by anyone other than Deloitte and Deloitte shall have no responsibility for unauthorized changes.

Note to Reader

Current State

Overview of the Utilities

- Rocky View County has various utilities, such as (but limited to):
 - Water
 - Wastewater
 - Storm Drainage ("Storm")
 - Curbside
 - Solid Waste
- However, financial statements have never been prepared to date for these utilities.
- Administration and Council were specifically interested in the results of each of the six owned utilities for Water and Wastewater (the "Utilities").

What information is currently available:

- Consolidated financial statements for Rocky View County as a whole, for the year ending and as at December 31, 2023 (i.e., no financial statements for the Utilities)
- Utility Services Summary for costs of operating and costs of owning, broken down by revenue and expenses.





Rocky View County

2023 Carve-out Statements for the County's Water, Wastewater Utilities

Council Presentation

January 7, 2025 Page 431 of 612

Agenda

- ✓ Objective & Scope
- ✓ Executive Summary
- ✓ Summary of Financial Results
- ✓ Cost Allocation Methodology
- ✓ Next Steps



Engagement Objective & Scope

Objective

Produce Carve-out Statements for the fiscal year ending December 31, 2023 to provide Council and Administration with a better understanding of the financial position and performance of certain County Utilities.

Scope

The following were prepared for the County's six (6) owned utilities, and for Water and Wastewater operations (collectively, referred to as the "Utilities") (see Figure 1) for the 2023 year:

- Income Statements on a full cost basis, and
- Partial balance sheets: specifying Tangible Capital Assets and Debt.
 Collectively referred to as the "Carve-out Statements"

Scope is solely focused on the compilation of results for the County's Water ("W") and Wastewater ("WW") Utilities.

Scope <u>excludes</u> an assessment of current or future utility rates, appropriateness of rate structures (e.g., independent regional rates vs. combined Countywide flat rate) and does not evaluate the appropriateness of the capital structure or the asset management framework.

Figure 1 – Scope of Six Owned Utilities

	Water	Wastewater
Bragg Creek	Х	Х
East Rocky View	Х	Χ
Blazer	Х	Х
Cochrane Lakes	Х	Х
Knee Hill	Х	
Elbow Valley		Х

NOTE: **Storm** results are excluded from results presented in this report.

When Storm costs were readily identifiable, we have allocated them to the Storm Utility for the County's visibility. Refer to Appendix B for further details on total identified costs and impact to the Utilities' Total Deficit.

Executive Summary

Key Findings Overview

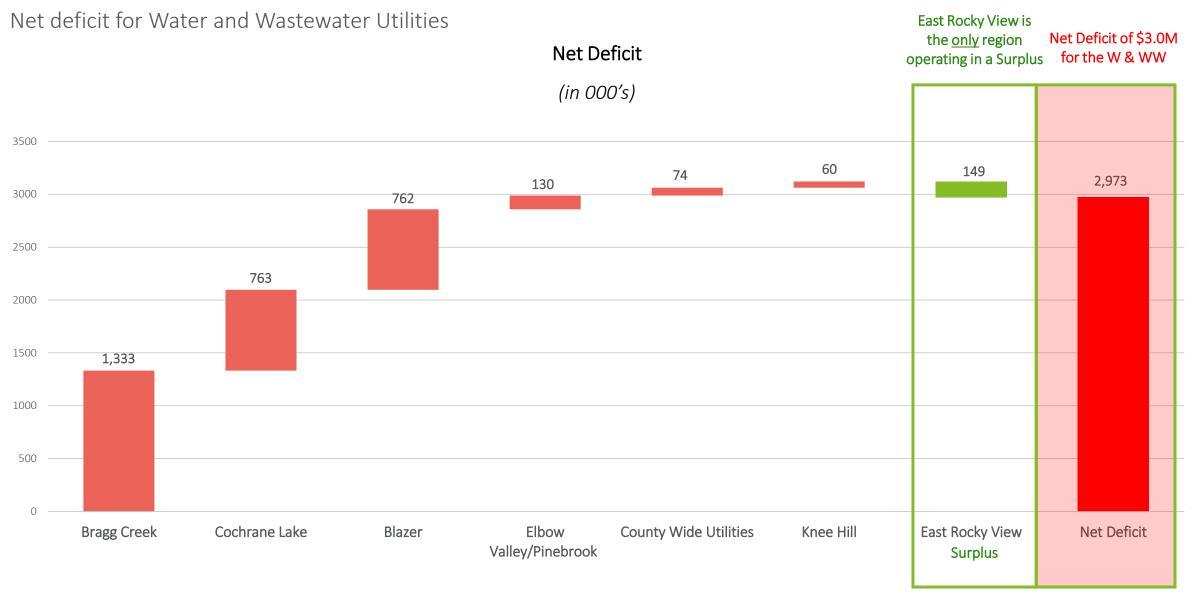
Overall Financial Performance

- 1. Utilities: \$3M deficit = rev \$17M exp \$20M
 - East Rocky View: \$149K profit
 - Bragg Creek: \$1.3M deficit
 - Offset by deficits in other regions
- 2. Water has better results than Wastewater:
 - Water almost at break-even: \$52K deficit
 - East Rocky View: \$1.7M profit
 - Offset by deficits in other regions
 - Wastewater is not profitable (at the County or regional level)
 - \$2.9M deficit
 - Costs are 132% of revenues
- 3. Overhead costs allocation 12% of total costs
 - Capital & Engineering: highest category

Debt & Assets

- 4. Split **50/50** between **Water** and **Wastewater**
- 5. Debt of \$50M, or 93% of RVC's Total Debt
 - East Rocky View holds \$26.3M of total
- 6. Assets of \$233M = \$212 Tangible Capital Assets + \$21M Water licenses

Net Deficit Position



Note to Reader

Basis of presentation - Net Deficit for Water and Wastewater Utilities

The deficit identified for the Utilities in this exercise vs. the previous deficit presented by Administration are not prepared on the same basis and therefore should not be compared.

Comparing apples vs. oranges

Deficit previously presented to Council

\$2M

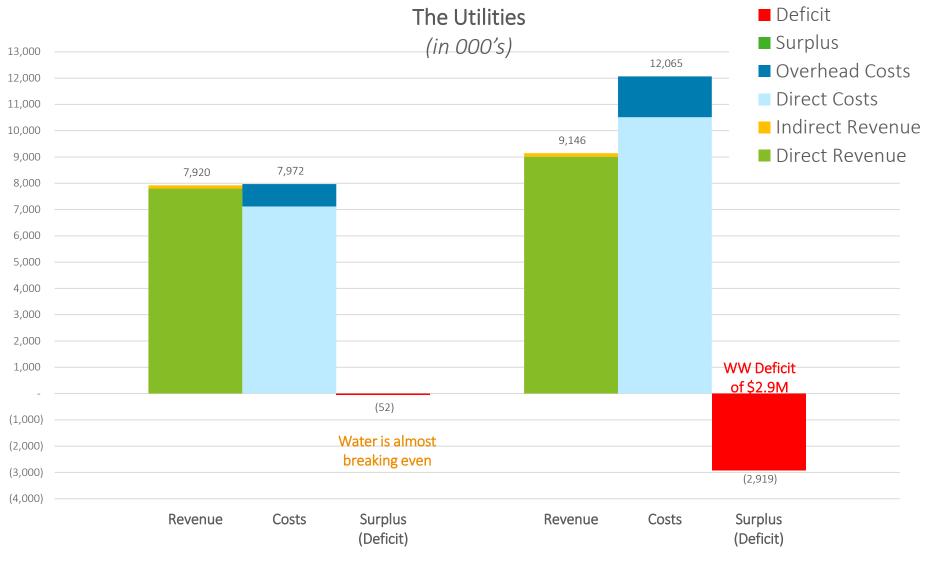
- Excludes Local Improvement Taxes ("LIT")
- Excludes Amortization
- Includes principal repayments made on the Utilities debentures
- Does not include allocation of overhead costs

Deficit per Current Exercise \$3.0M

- Includes LIT
- Includes Amortization
- Excludes principal repayments made on the Utilities debentures
- Includes allocation of overhead costs
- <u>Includes Normalizing Items that reduce the deficit by</u> \$2.4M:
 - \$2.1M increase in Revenue Removing prior periods adjustments from 2009-2022
 - \$0.4M decrease in Expenses for non-recurring items – Transfer to Balzac Recoverable

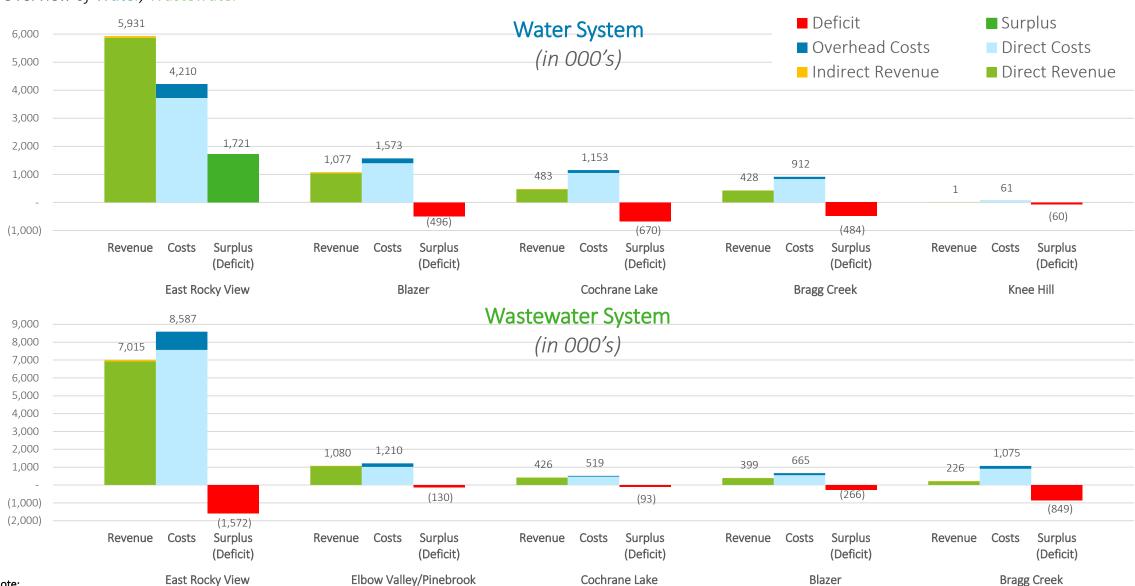
Summary of the Utilities

Overview of the Utilities



Summary of the Utilities

Overview of Water, Wastewater

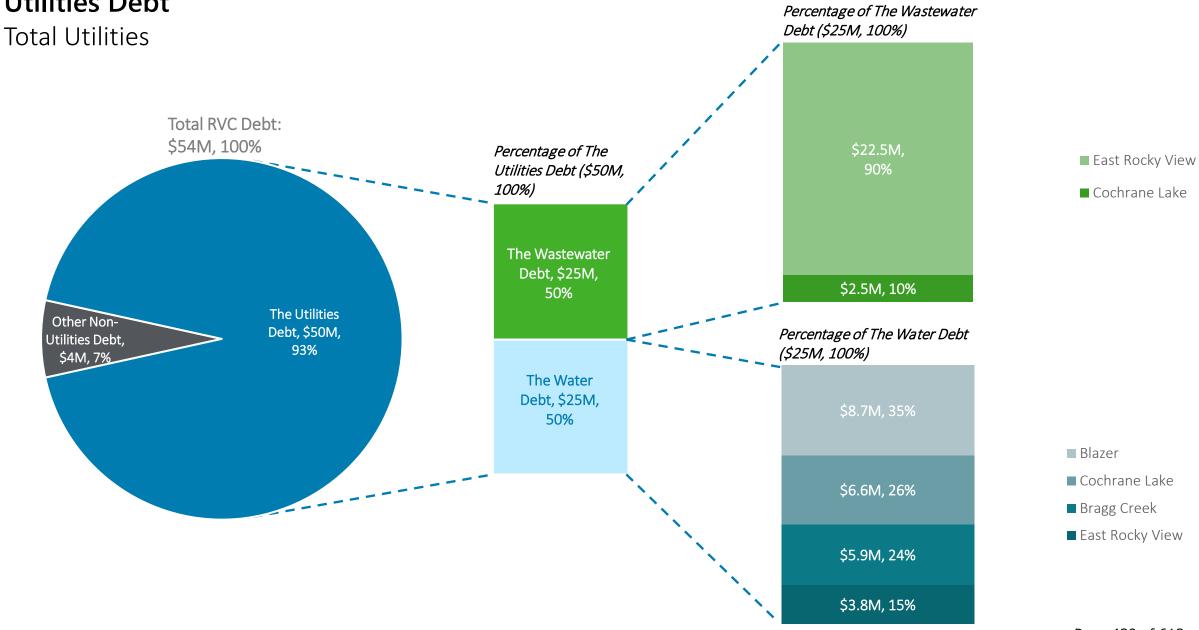


Elbow Valley/Pinebrook does not have water operations; therefore, it has been excluded from the Water System bar chart.

Knee Hill does not have wastewater operations; therefore, it has been excluded from the Wastewater System bar chart.

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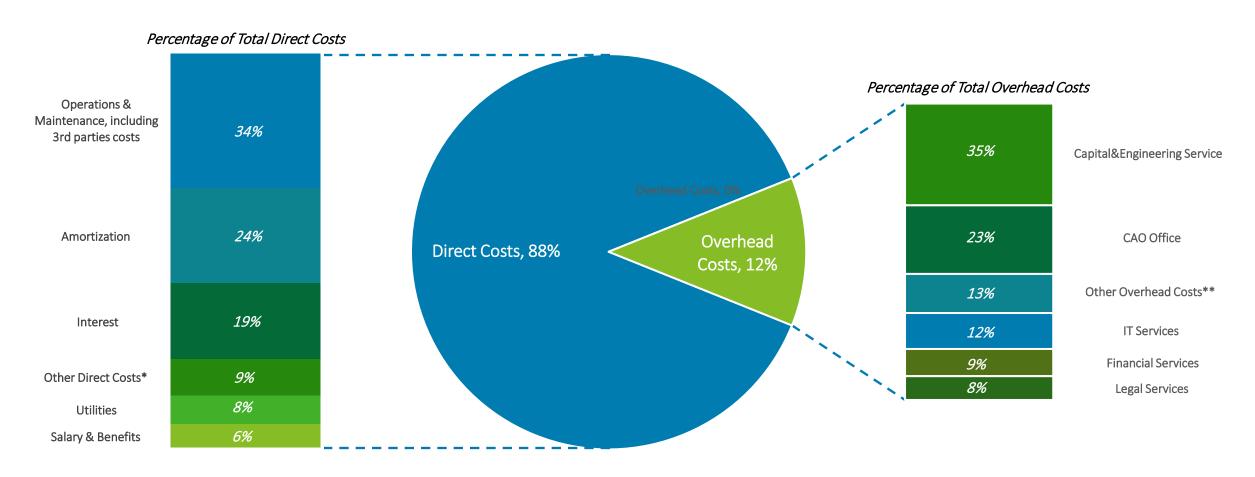




Nature of Costs

Direct Costs vs. Overhead Costs

Full Cost Structure of The Utilities

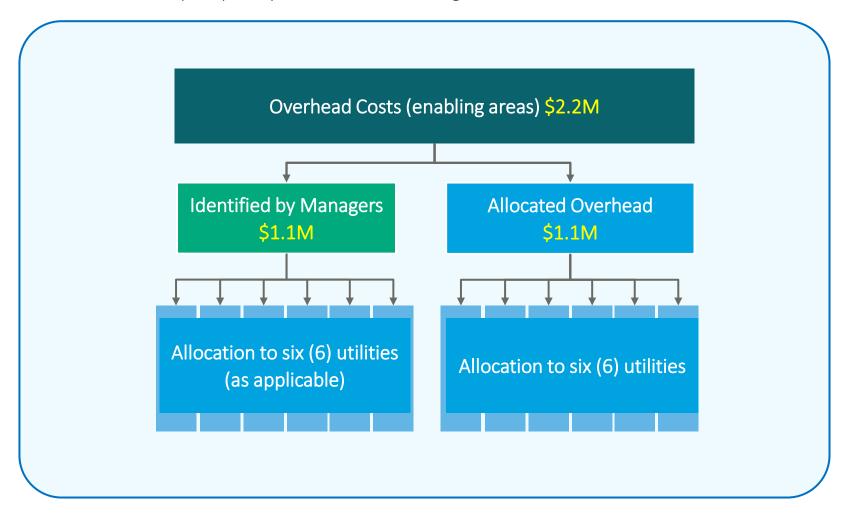


^{*}Other Direct Costs include Contractors and Consultants, Materials, Supplies, Water Conveyance, Hauling, Other Expenses and Interdepartmental Allocation

^{**}Other Overhead Costs include People & Culture, Customer Care & Support, Cemetery Operations, Building Services, Corporate Properties, Transport Services and Road Operations

Cost Allocation Methodology

Overhead costs of (12%) comprised of the following:



Legend (Color Code)

Costs already
allocated as per the
system AND
Allocations based on
enabling areas
manager

Overhead allocated using allocation methodology

Next Steps



Operationalize:

- Application of cost allocation based on 'cost accounting' principles is key to full-cost recovery
- Apply cost allocation model
- Consider if there is a need to refine cost drivers



Consider downstream impacts

- Rate-making and time horizon for recovery
- How are capital and operating costs factored into current rate structure
- Asset Management Framework
- Assessment of infrastructure aging, asset renewal/replacement
- Resource & capital allocation decisions
- Budgeting & Forecasting

Cost Accounting – methodology to capture total cost of service, including overhead costs.

Appendices

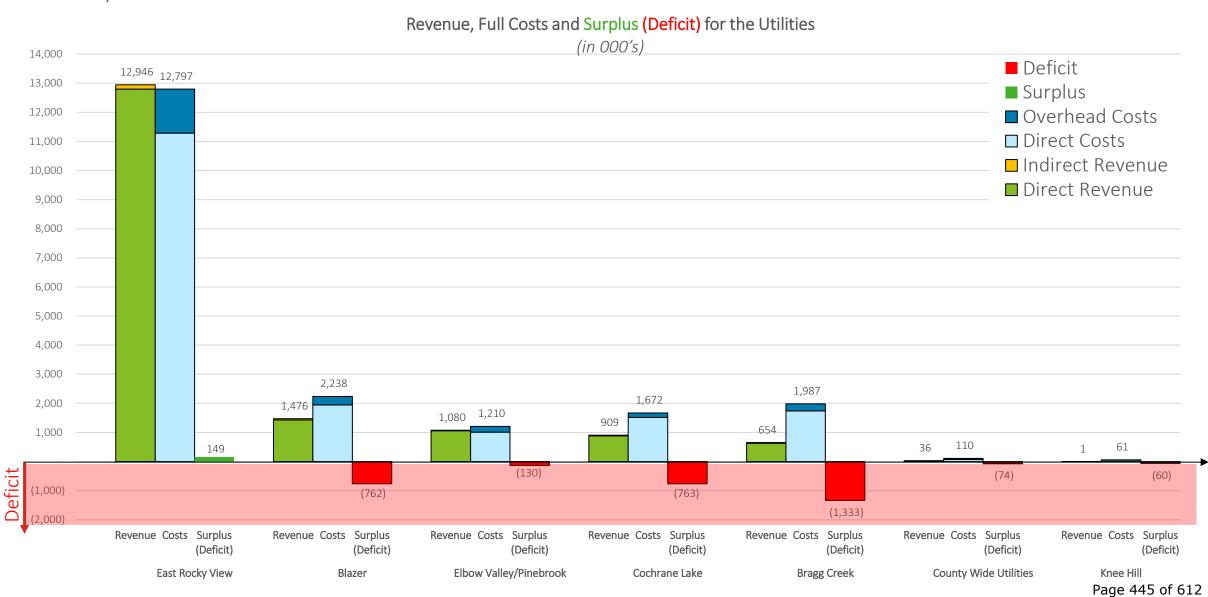
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Appendix A - Summary of Financial Results

Revenues, Costs and Surplus/Deficit

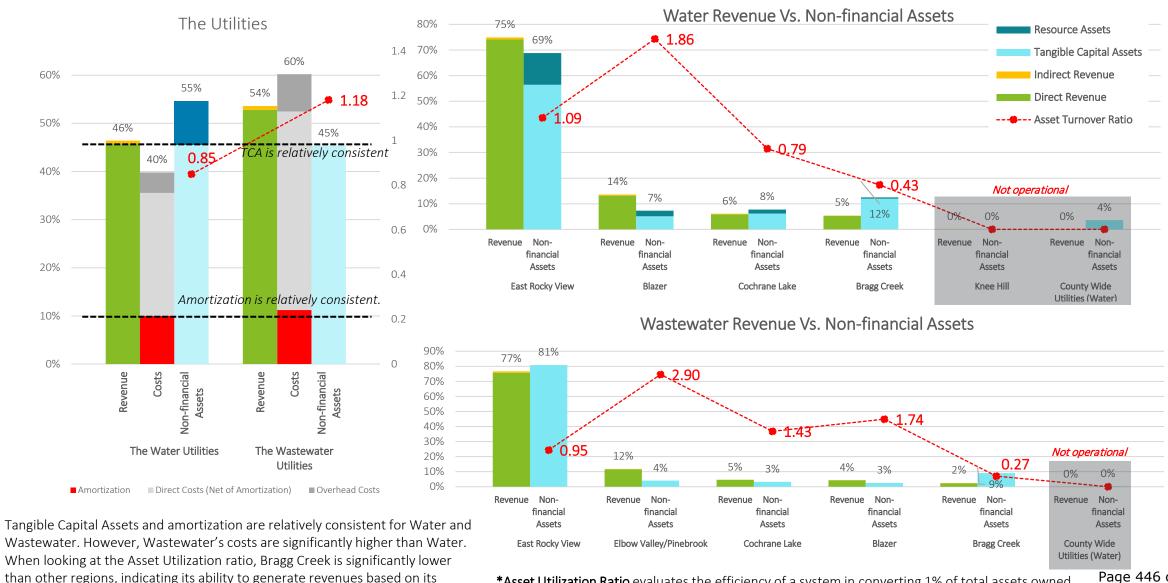
Summary for the Combined Water and Wastewater Utilities



Revenue Vs. Non-financial Assets

Overview of Water, Wastewater and the Total Utilities

capital expenditure for TCA is significantly lower than the other regions.



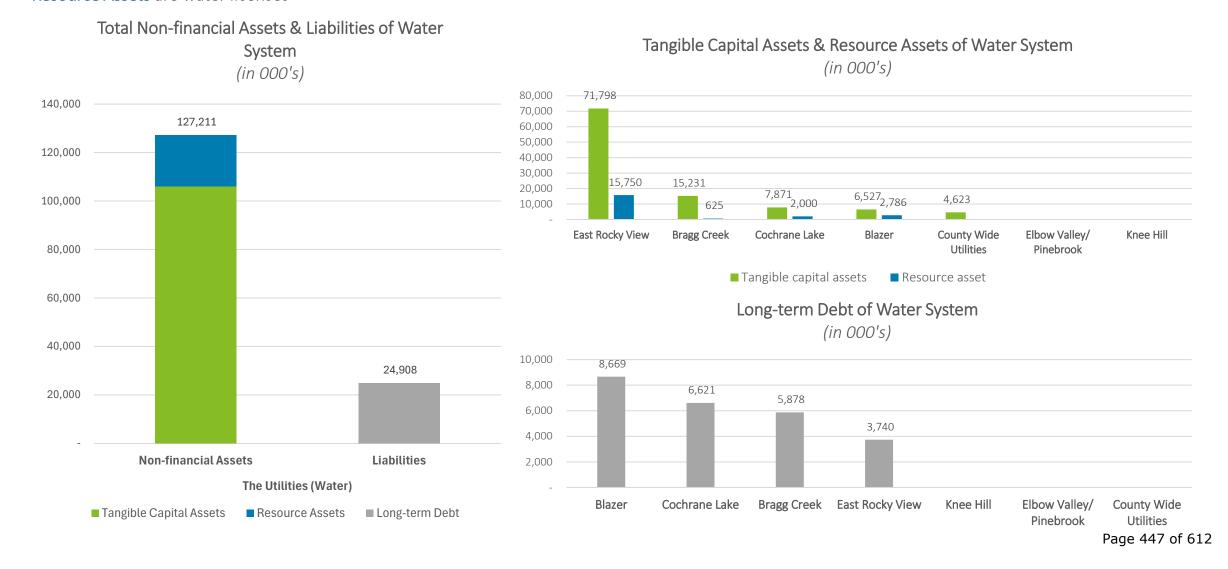
*Asset Utilization Ratio evaluates the efficiency of a system in converting 1% of total assets owned into 1% of total revenue.

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Tangible Capital Assets, Resource Assets & Liabilities

Water System

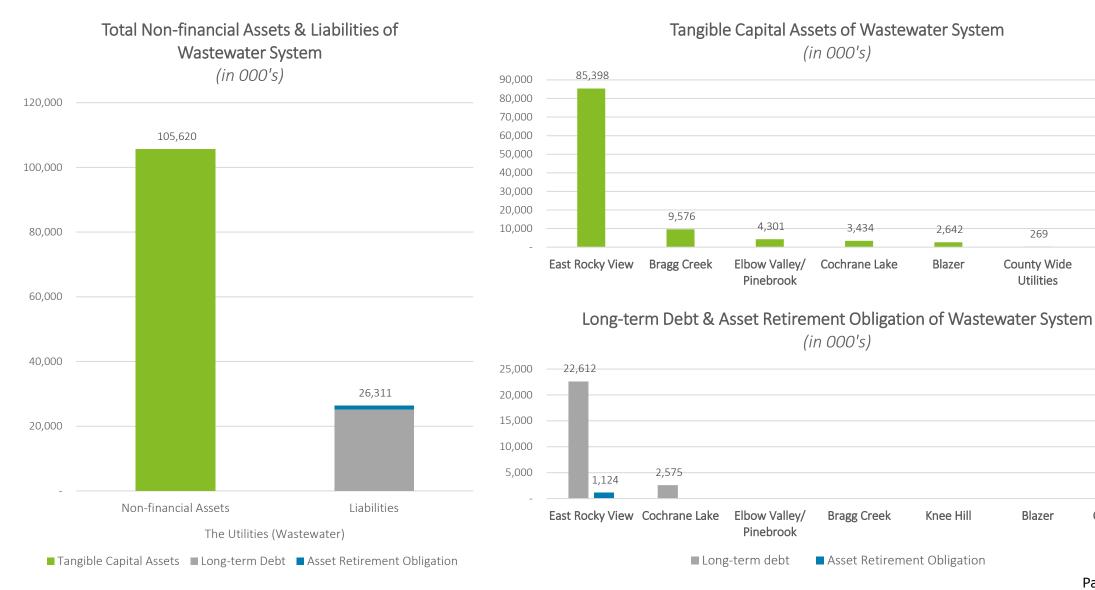
Tangible Capital Assets are Fixed Assets
Resource Assets are water licenses



Knee Hill

Tangible Capital Assets, Resource Assets & Liabilities

Wastewater System



County Wide

Utilities

Appendix B - Cost Allocation Model

Cost Allocation Model

Purpose: To identify and assign enabling areas costs of the Utilities to understand the full cost of operations.

Utilities Full Cost Accounting



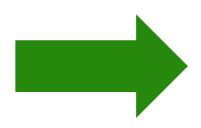
Direct Costs



Overhead Costs

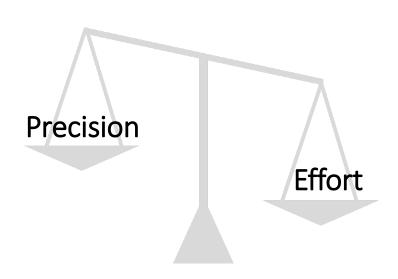
Cost Drivers Evaluated

- FTEs
- % of Revenue
- % of Direct Costs
- Customer Type
- Customer Count
- Residency

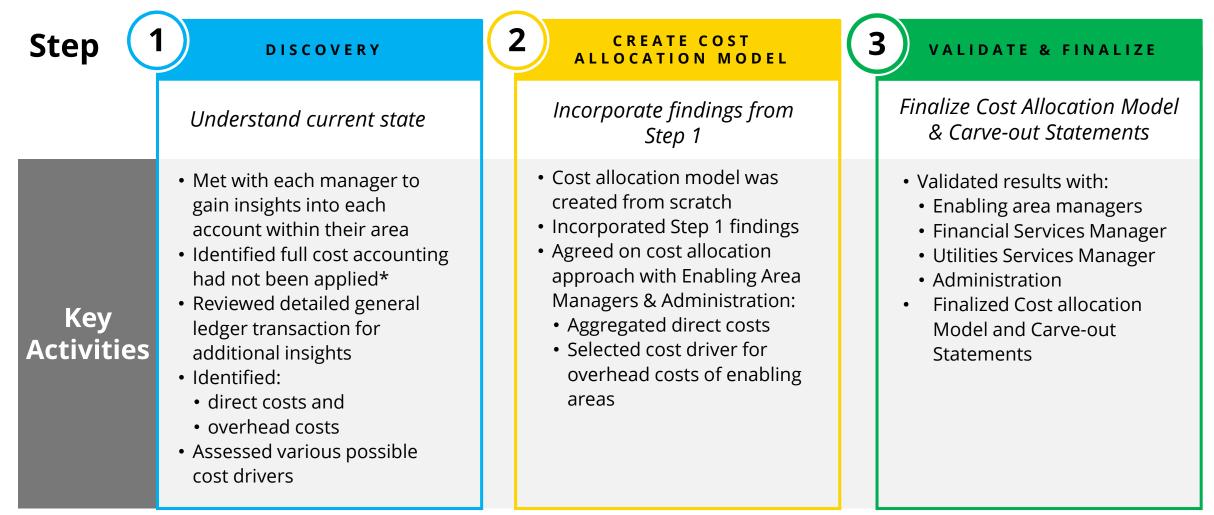


Cost Driver Chosen % of direct costs

Can be refined in future if there is another measure that more closely approximates overhead costs



Cost Allocation Model



Cost Allocation Methodology

Allocation iv		•	g Creek Wastewater	East Water	Rocky View Wastewater	B Water	lazer Wastewater	Cochrar Water	e Lakes Wastewater	Knee Hill Water	Elbow Valley Wastewater
CAO Office	S	√	1	√	✓		✓		1	✓	✓
IT Services	Š	√	✓	√	√	√	√	√	√	✓	√
Capital & Engineering Service	<u>(\$)</u>	√	✓	√	√	√	√	✓	√	✓	√
People & Culture	<u>(\$)</u>	✓	✓	✓	✓	√	✓	✓	√	✓	✓
Customer Care & Support	Š	✓	✓	✓	✓	√	✓	✓	√	✓	✓
Legal Services	<u>(\$)</u>	✓	✓	✓	✓	√	✓	✓	√	✓	✓
Operational Services – Admin	<u>(\$)</u>	√	√	✓	✓	✓	✓	✓	√	✓	✓
Fleet Services	<u>(\$)</u>	✓	√	✓	✓	✓	✓	✓	√	✓	✓
Cemetery Operations	Ś	√	√	✓	✓	✓	✓	√	√	✓	✓
Financial Services	<u>(\$)</u>	✓	√	✓	✓	✓	✓	✓	√	✓	✓
Building Services	Š	√	√	✓	✓	√	✓	√	√	✓	✓
Corporate Properties	\$	√	✓	✓	✓	√	✓	√	√	√	✓
Transport Services	<u>(\$)</u>	√	√	√	√	√	√	√	√	✓	√

Legend

√	Allocated to the Utilities
√	Allocated to Storm



COUNCIL REPORT

Janet Area Structure Plan Amendment Third Reading

Electoral Division: 6 File: 1015-251

Date:	January 7, 2025
Presenter:	Joshua Bateman, Regional Planner
Department:	Intergovernmental Services and Regional Planning

REPORT SUMMARY

This report presents the Janet Area Structure Plan (ASP) Long Term Development Area (LTDA) amendments for third reading.

On February 21, 2023, a public hearing was held for the Janet ASP amendments, which was followed by first and second readings by Council. Administration was then directed to refer the ASP amendments to the Calgary Metropolitan Region Board (CMRB) Regional Evaluation Framework (REF) process for approval.

The Janet ASP amendments were submitted to the REF process three times:

- 1) April 18, 2023 Limited servicing, as per the initial Janet ASP
- 2) September 13, 2023 Limited servicing with the provision for future servicing, as per the CMRB Growth Plan policy requiring piped servicing
- 3) October 29, 2024 Limited servicing, under the CMRB exception policy 3.1.12

On December 13, 2024, the CMRB unanimously approved the Janet ASP amendments. This bylaw now requires third reading for final approval.

ADMINISTRATION'S RECOMMENDATION

THAT Bylaw C-8020-2020 be given third and final reading, as previously amended.

BACKGROUND

The Janet Area Structure Plan (ASP) was adopted in 2014 and includes 2,330 hectares (5,758 acres) of land in central east Rocky View County. The area is bordered by Glenmore Trail (Highway 560) to the south, the City of Calgary to the south and west, the City of Calgary and City of Chestermere to the north, and Range Road 282 on the east.

The Janet Long Term Development Area (LTDA) encompasses 989 hectares (2,443 acres) located southeast of the Western Irrigation Canal. The Janet ASP identified the LTDA as a limited-service regional business centre. The LTDA required lands west of the canal within the Janet ASP to reach 70% buildout before proceeding with the LTDA. The Janet ASP must be amended to begin development in the LTDA.



Below is an abridged timeline on the Janet ASP since the approval of the Terms of Reference on May 28, 2019:

- **February 21, 2023:** Public hearing, first reading, and second reading.
- June 6, 2023: Janet ASP REF submission withdrawn to examine future servicing options.
- **July 18, 2023:** Janet ASP is directed for amendment with limited servicing and a provision for future servicing.
- **September 5, 2023:** Janet ASP with limited servicing and a provision for future servicing is approved by Council and directed to the CMRB REF process.
- **November 21, 2023:** Janet ASP is withdrawn from the CMRB REF process to explore piped servicing options.
- **February 27, 2024:** Three servicing options for Janet ASP with high-level costs are presented. Direction is given to discuss the options with Beedie (developer) and return to Council.
- **June 20, 2024:** Beedie provides a preliminary estimate for internal servicing costs of their landholding in Janet and a market demand study for limited and full servicing.
- **September 24, 2024:** Janet ASP is directed for submission to the CMRB REF process with limited servicing using the exceptions policy.
- October 29, 2024: Janet ASP is submitted to the CMRB REF process.
- **December 13, 2024:** Janet ASP amendment is unanimously approved by the CMRB.

STRATEGIC ALIGNMENT

	Key Performance Ind	Strategic Alignment	
Effective Service Delivery	SD1: Services levels are clearly defined, communicated and transparent to citizens	SD1.1: Services with defined service levels	The Janet ASP amendments provide limited servicing as the optimal servicing solution
Effective Service Delivery	SD2: Services are resourced and delivered to specific groups as intended, and citizens are satisfied with the outcomes	SD2.1: Citizens satisfied with the range of County services available/delivered	Limited servicing aligns with the needs of the developer and industrial market in the Janet ASP
Financial Prosperity	FP1: Successfully planning and managing tax revenues between residential and non-residential landowners	FP1.1: Residential/Non- Residential Assessment Split Ratio as set out in the Assessment Diversification Policy	The Janet ASP would have a positive impact on the County's overall Residential/Non-Residential Assessment Spilt Ratio
Thoughtful Growth	TG1: Clearly defining land use policies and objectives for the County – including types, growth rates, locations, and servicing strategies	TG1.2: Complete Area Structure Plans (ASPs) in alignment with the Regional Growth Plan and Council priorities	The Janet ASP with limited servicing supports the vision, objectives, and overall policies of the Growth Plan

Janet Area Structure Plan Amendment Third Reading

ALTERNATE DIRECTION

No alternative direction is recommended.

ATTACHMENTS

Attachment A: Bylaw C-8020-2020 and Schedule A Attachment B: Bylaw C-8020-2020 Redline Version

APPROVALS

Manager:	Devin LaFleche, Manager, Regional Planning		
Executive Director/Director:	Amy Zaluski, Director, Intergovernmental Services & Regional Planning		
Chief Administrative Officer:	Byron Riemann, Acting Chief Administrative Officer		



BYLAW C-8020-2020

A Bylaw of Rocky View County to amend Bylaw C-7418-2014, known as the Janet Area Structure Plan, pursuant to Section 191 of the *Municipal Government Act*.

The Council of Rocky View County enacts as follows:

Title

1 This bylaw may be cited as *Bylaw C-8020-2020*.

Definitions

- Words in this Bylaw have the same meaning as those set out in the *Land Use Bylaw* and *Municipal Government Act* except for the definitions provided below:
 - (1) "Council" means the duly elected Council of Rocky View County;
 - (2) "Land Use Bylaw" means Rocky View County Bylaw C-8000-2020, being the Land Use Bylaw, as amended or replaced from time to time;
 - (3) "Municipal Government Act" means the Municipal Government Act, RSA 2000, c M-26, as amended or replaced from time to time; and
 - (4) "Rocky View County" means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.

Effect

3 THAT Bylaw C-7418-2014 be amended as detailed in the attached Schedule 'A' forming part of this Bylaw.

Effective Date

Bylaw C-8020-2020 is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*.

Bylaw C-8020-2020 Page 1 of 45

Attachment A: Bylaw C-8020-2020 and Schedule A

READ A FIRST TIME this	day of February_ , 2023	
READ A SECOND TIME this	day ofFebruary_, 2023	
READ A THIRD AND FINAL TIME this	day of, 20	
	Mayor	
	Chief Administrative Officer	
	Date Bylaw Signed	

SCHEDULE 'A'

FORMING PART OF BYLAW C-8020-2020

Schedule of textual amendments to Bylaw C-7418-2014, known as the Janet Area Structure Plan:

Amendment #1:

Within whole document delete reference to:

Town of Chestermere

And replace with:

City of Chestermere

Amendment #2:

Within Executive Summary, paragraph 3, delete sentence, which reads:

An area structure plan amendment will be required prior to development of the long-term growth area with final business uses to be determined at the time of Plan amendment.

And replace with the following:

In 2023 an area structure plan amendment was approved to enable development to proceed in the east of the canal. The applicable amendments have been embedded into the Plan to guide development.

Amendment #3:

Within Executive Summary, paragraph 4, add text, which reads:

subject to policy and technical requirements,

Amendment #4:

Within section 1. PLAN PURPOSE – What Is An Area Structure Plan? delete text which reads:

sequence of development

And add a bullet with the following:

the proposed sequence of development;

Amendment #5:

Within section 2. PLAN ORGANIZATION, paragraph 2, delete text which reads:

19

And replace with the following:

18

Amendment #6:

Within section 2. PLAN ORGANIZATION, paragraph 3, add text, which reads:

and

Amendment #7:

Within section 2. PLAN ORGANIZATION, paragraph 4, add text, which reads:

Appendix D outlines the key intermunicipal engagements that occurred with the city of Calgary and city of Chestermere in preparing the plan amendments for the area east of the canal. Appendix E contains the Interim Growth Plan Corridors mapping.

Amendment #8:

Within section 3. PLAN AREA, delete text, which reads:

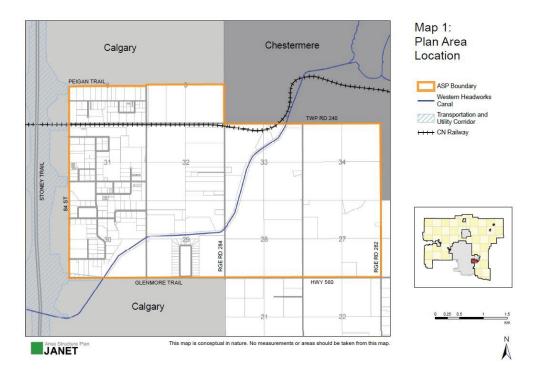
June 2012

And replace with the following:

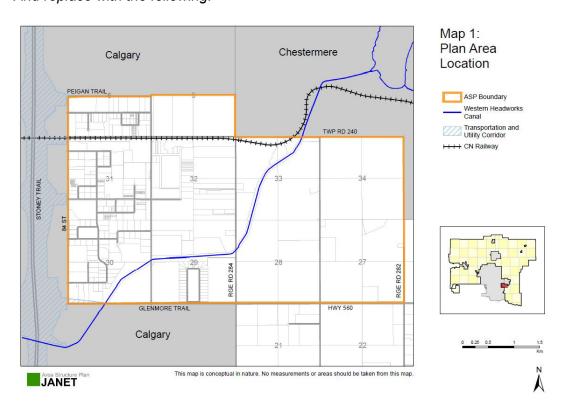
spring 2020

Amendment #9:

Delete Map 1: Plan Area Location:

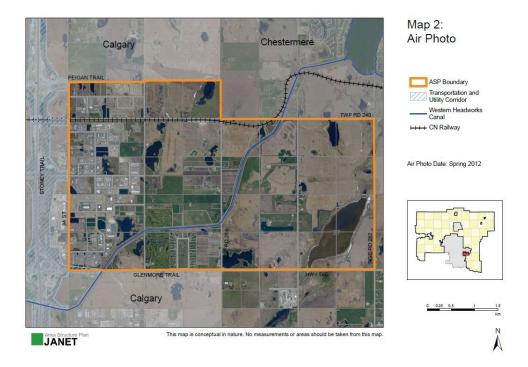


And replace with the following:

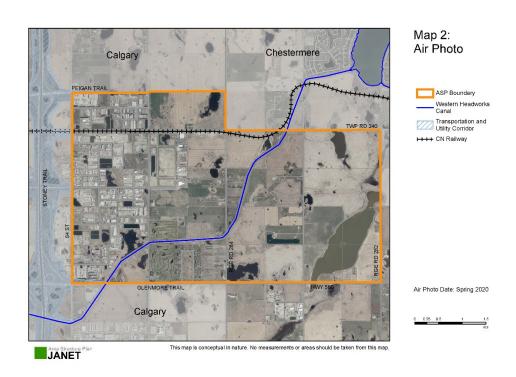


Amendment #10:

Delete Map 2: Air Photo:



And replace with the following:



Amendment #11:

Within section 4. JANET TODAY, History, add the following sentence after the last paragraph:

In 2019, County Council approved the Terms of Reference directing the preparation of an amendment to the Plan to facilitate development within the lands east of the canal.

Amendment #12:

Within section 4. JANET TODAY, Surrounding Context, paragraphs 2, 3, 6, and 7, delete text, which reads:

This

And replace with the following:

That

Amendment #13:

Within section 4. JANET TODAY, Surrounding Context, paragraph 7, delete text, which reads:

town

And replace with the following:

commercial

Amendment #14:

Within section 4. JANET TODAY, Surrounding Context, paragraph 5, delete text, which reads:

The Town City of Chestermere identifies lands north of the Janet area as General Urban (predominantly residential) in its Municipal Development Plan (2009).

And replace with the following:

The City of Chestermere updated its Municipal Development Plan in 2016 and identified the lands north of Janet generally as Residential Neighbourhood with pockets of Mixed-Use Neighbourhood Commercial; this is intended to create complete communities with distinct characteristics, boundaries, and elements that form livable, vibrant neighbourhoods with local identities.

Amendment #15:

Within section 4. JANET TODAY, Surrounding Context, add the following text as paragraphs 8 and 9, respectively:

The Waterford Area Structure Plan, approved by the City of Chestermere in 2016, provides a planning framework to guide future development for the "South Community" as identified in the Waterbridge Master Area Structure Plan. The community will mainly consist of a mix of residential densities, with minor pockets of commercial located at key entrances to the community.

In addition to the Waterford Area Structure Plan, the existing large lot rural residential community of Paradise Meadows lies directly west of the Western Headworks Canal.

Amendment #16:

Within section 4. JANET TODAY, Surrounding Context, paragraph 10, delete text, which reads:

Business Park / Employment in the Chestermere Municipal Development Plan

And replace with the following:

Employment Lands in the Chestermere Municipal Development Plan. Employment lands emphasize single uses, such as corporate or multi-use office, industrial, and power centres.

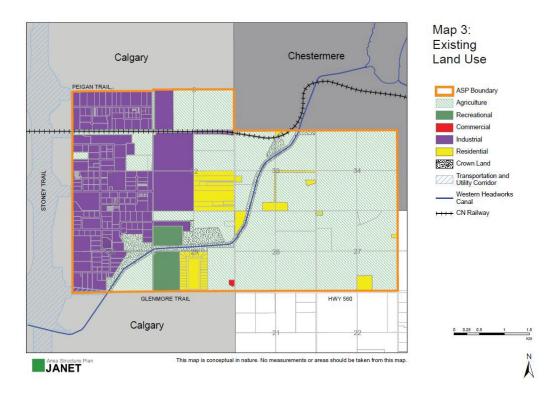
Amendment #17:

Within section 4. JANET TODAY, Surrounding Context, add paragraph 11, which reads:

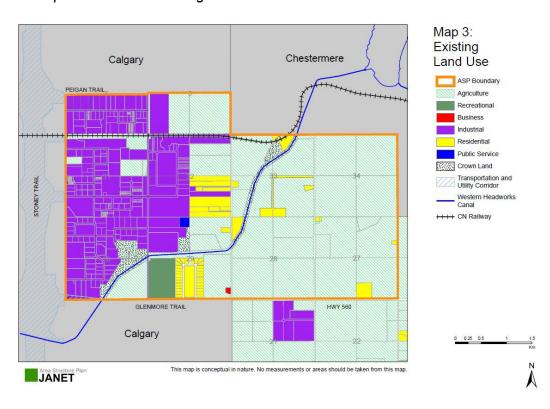
The City of Calgary and City of Chestermere adopted an Interface Intermunicipal Development Plan in 2020 for the lands adjacent to Range Road 284, north of the Janet area. The Interface Intermunicipal Plan provides for a residential corridor with mixed-use nodes.

Amendment #18:

Delete Map 3: Existing Land Use:

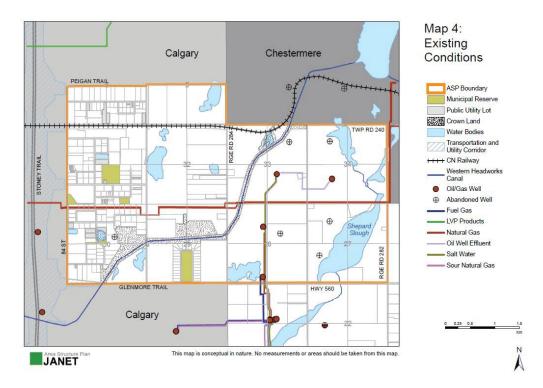


And replace with the following:

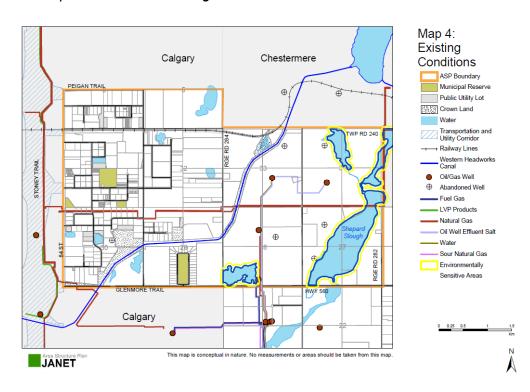


Amendment #19:

Delete Map 4: Existing Conditions:



And replace with the following:



Amendment #20:

Within section 4. JANET TODAY, Existing Conditions, paragraph 3, add text, which reads:

Policies in this Plan ensure that the required network improvements will be confirmed at subsequent planning stages (local plan and subdivision) in consultation with the adjacent municipalities.

Amendment #21:

Within section 5. PLANNING FOR TOMORROW, Overview, delete text, which reads:

has been

And replace with the following:

was

Amendment #22:

Within section 5. PLANNING FOR TOMORROW, Overview, delete text, which reads:

recently adopted

Amendment #23:

Add the following header within section 5. PLANNING FOR TOMORROW, Policy Direction from Other Plans:

CALGARY METROPOLITAN REGION GROWTH PLAN

Amendment #24:

Within section 5. PLANNING FOR TOMORROW, Policy Direction from Other Plans, add text, which reads:

The Regional Growth Plan, Servicing Plan and Regional Evaluation Framework (REF) came into effect on August 15, 2022.

The Regional Growth Plan provides a policy framework for managing growth and implementing a long-term vision for the Calgary Metropolitan Region. The Servicing Plan is intended to support the Growth Plan and outlines how the planning and coordination of regional servicing will facilitate the implementation of the Growth Plan. The Regional Evaluation Framework provides member municipalities with criteria to determine when new municipal Statutory Plans and amendments to existing Statutory Plans shall be submitted to the Calgary Metropolitan Region Board for approval, and procedures for submission.

The Janet Area Structure Plan is identified as an existing statutory plan and as a Preferred Growth Area within Joint Planning Area 2. While the County is required to prepare a Context Study for JPA2 jointly with The City of Calgary and the City of Chestermere, ASP amendments in Joint Planning Areas may continue to be approved.

The Janet Area Structure Plan amendments for the area east of the canal, implement the vision and land uses defined by the existing Plan (adopted in 2014) and were developed in accordance with the Growth Plan, Servicing Plan and REF.

Amendment #25:

Add the following header within section 5. PLANNING FOR TOMORROW, Policy Direction from Other Plans:

MUNICIPAL DEVELOPMENT PLAN (COUNTY PLAN)

Amendment #26:

Add the following header within section 5. PLANNING FOR TOMORROW, Policy Direction from Other Plans:

ROCKY VIEW/CALGARY INTERMUNICIPAL DEVELOPMENT PLAN

Amendment #27:

Add the following header within section 5. PLANNING FOR TOMORROW, Policy Direction from Other Plans:

CITY OF CHESTERMERE

Amendment #28:

Within section 5. PLANNING FOR TOMORROW, Physical Constraints and Attributes, f), delete text, which reads:

Alternative methods of stormwater management need to be explored given that the natural drainage flow is severed.

And replace with the following:

The Cooperative Stormwater Management Initiative (CSMI) is the County's post-development stormwater solution for the Plan area and the region.

Amendment #29:

Within section 5. PLANNING FOR TOMORROW, Public Engagement Process, add the following text, which reads:

Lands east of the canal: To facilitate development within the area east of the canal, further public engagement occurred between September 2019 and October 2022. Engagement included open houses, online surveys and virtual engagement. The intent of the engagement was to develop the land use strategy for this area.

Amendment #30:

Within section 6. JANET VISION AND GOALS, Janet Vision, paragraph 2, delete text, which reads:

which

And replace with the following:

that

Amendment #31:

Within section 7. JANET LAND USE STRATEGY, Purpose, delete text, which reads:

6

And replace with the following:

7

Amendment #32:

Within section 7. JANET LAND USE STRATEGY, Strategy, paragraph 2, delete paragraph, which reads:

Immediate industrial growth will focus on the area west and north of the Western Headworks Canal, where there is an existing transportation system and a potential regional stormwater conveyance solution. Development of the approximately 240 gross hectares (600 acres) of land, combined with existing designated but undeveloped industrial land, will satisfy the County's short-to-medium term industrial development needs in the Janet area. The area east and south of the Western Headworks canal is designated as a Long Term Development area and will retain its agricultural character until a transition to other business uses is deemed appropriate.

Amendment #33:

Within section 7. JANET LAND USE STRATEGY, Strategy, paragraph 3, bullet 1, delete text, which reads:

The majority of the Janet area lying west of the Western Headworks Canal will develop as a limited-service industrial business area. Development is dependent upon the approval of comprehensive *local plans* and land use.

And replace with the following:

The Janet area will develop as a limited-service industrial and commercial business area. Development is dependent upon the approval of comprehensive *local plans* and land use.

Amendment #34:

Within section 7. JANET LAND USE STRATEGY, Strategy, paragraph 3, delete bullet 2, which reads:

The area lying east of the Western Headworks Canal is part of the Long Term Development area and will develop as a limited-service Regional Business Centre. Development of land within the Long Term Development area requires an operational regional stormwater conveyance system.

Amendment #35:

Within section 7. JANET LAND USE STRATEGY, Strategy, paragraph 3, delete bullet 4, which reads:

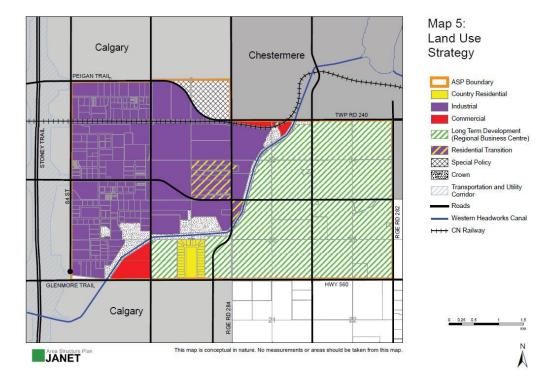
Commercial and industrial development will be permitted along the Glenmore Trail and Peigan Trail corridors. Ensuring high quality design of commercial development will contribute to creating attractive complementary development along these routes, which are adjacent to the City of Calgary and Town of Chestermere.

And replace with the following:

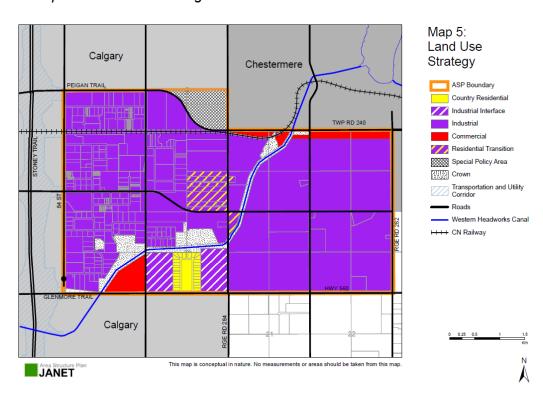
Commercial development will be permitted along the Glenmore Trail and Township Road 240 corridors. Ensuring high quality design of commercial development will contribute to creating attractive complementary development along these routes, which are adjacent to the cities of Calgary and Chestermere.

Amendment #36:

Delete Map 5: Land Use Strategy:



And replace with the following:



Amendment #37:

Within section 8. COUNTRY RESIDENTIAL, policy 8.4, delete text, which reads:

13

And replace with the following:

12

Amendment #38:

Within section 9. COMMERCIAL, paragraph 2, sentence 1, delete text, which reads:

has the potential to

And replace with the following:

will

Amendment #39:

Within section 9. COMMERCIAL, paragraph 2, delete the last sentence, which reads:

The final form of development (commercial or industrial) along Glenmore Trail area will be determined at the time of amending the Long Term Growth area and by market demand.

Amendment #40:

Within section 9. COMMERCIAL, policy 9.5, delete text, which reads:

or future

Amendment #41:

Within section 9. COMMERCIAL, policy 9.5, delete text, which reads:

(Section 13)

And replace with the following:

(Section 12)

Amendment #42:

Within section 9. COMMERCIAL, policy 9.9, delete text, which reads:

26.1

And replace with the following:

25.1

Amendment #43:

Within section 9. COMMERCIAL, policy 9.9, d), delete text, which reads:

and

And replace after policy 9.9, e), which reads:

and

Amendment #44:

Within section 9. COMMERCIAL, policy 9.9, add f), which reads:

f) evaluate options for regional transit services to the Plan area, and where feasible, incorporate design elements to accommodate future transit service.

Amendment #45:

Within section 10. INDUSTRIAL, delete policy 10.3, which reads:

Industrial uses such as distribution logistics, warehousing, transportation, services, construction, and manufacturing that do not have a significant offsite nuisance impact are appropriate within the industrial area.

And replace with the following:

Industrial uses such as distribution logistics, warehousing, transportation, services, construction, and manufacturing that do not have a significant offsite nuisance impact shall be deemed appropriate within the industrial area.

Amendment #46:

Within section 10. INDUSTRIAL, delete policy 10.4, which reads:

Commercial, institutional, and other business uses that are compatible with industrial uses and have minimal impact on the local infrastructure, and do not generate large retail traffic volumes may be appropriate within the industrial area.

And replace with the following:

Commercial, institutional, recreational, and other business uses that are compatible with industrial uses and have minimal impact on the local infrastructure, and do not generate large traffic volumes may be appropriate within the industrial area.

Amendment #47:

Within section 10. INDUSTRIAL, policy 10.5, delete text, which reads:

26.1

And replace with the following:

25.1

Amendment #48:

Within section 10. INDUSTRIAL, policy 10.5, d), delete text, which reads:

and

And replace after policy 10.5, e), which reads:

and

Amendment #49:

Within section 10. INDUSTRIAL, policy 10.5, add f), which reads:

f) evaluate options for regional transit services to the Plan area, and where feasible, incorporate design elements to accommodate future transit service.

Amendment #50:

Within section 10. INDUSTRIAL, add policy 10.11, which reads:

- 10.11. An application for industrial or commercial uses on the lands shall:
 - a) demonstrate how proposed land uses are compatible with the Country Residential area through preparation of a local plan; and,
 - b) demonstrate thoughtful subdivision design to orient more intensive uses, roadways, and areas of activity away from the existing Country Residential area.

Amendment #51:

Within section 10. INDUSTRIAL, add the following section after policy 10.11, d):

Foothills Nursery

The Foothills Nursery was established in the early 1970s and expanded to the Janet area in 2011. The 114 acre parcel is located adjacent to Glenmore Trail, west of Range Road 284. This Plan recognizes and supports continued agricultural use of the property but allows for conversion to commercial and industrial use if market demand warrants it and the policies of this Plan are addressed.

- 10.12. Agricultural use of lands occupied by the Nursery will be allowed to continue until such time as a transition to industrial or commercial use is desired and the proposal for the new land use addresses the policies of this Plan.
- 10.13. A change from agricultural use to industrial or commercial use on the lands currently occupied by the Foothills Nursery will be supported subject to the policies of this Plan.
- 10.14. An application for industrial or commercial uses on the lands shall:
 - a) demonstrate how proposed land uses are compatible with the Country Residential area through preparation of a local plan; and
 - b) demonstrate thoughtful subdivision design to orient more intensive areas of activity and roadways away from the existing Country Residential area.

Amendment #52:

Delete section 12. LONG TERM DEVELOPMENT, which reads:

The Long Term Development area is identified for the future expansion of the Regional Business Centre. The area includes all of the land within the Plan area to the east and south of the Western Headworks Canal, with the exception of the Prairie Schooner Estates subdivision. Development of this area should be allowed once the area north of the irrigation canal approaches build out, suitable transportation infrastructure is in place, and a regional stormwater conveyance system is functional. In the interim, existing uses will be allowed to remain and limited development for agricultural purposes including farmsteads and first parcels out will be permitted in the Long Term Development area.

The Long Term Development area is envisioned to be developed with both commercial and industrial uses. Areas on the north side of Glenmore Trail and south side of Peigan Trail (Township Road 240) may be more suitable for commercial uses. The development of commercial uses along Glenmore Trail is consistent with the land use strategy identified by the City of Calgary which calls for commercial development on adjacent lands on the south side of Glenmore Trail. Also, commercial development on the south side of Peigan Trail (Township Road 240) would provide a more desirable interface with the residential communities proposed to the north in the Town of Chestermere. All other land in the Long Term Development area is envisioned for future industrial expansion; however, the final distribution of commercial and industrial uses will be determined at the time of Plan amendment.

OBJECTIVES

Protect lands for future business expansion by limiting development to agriculture and other existing uses until alternative forms of development are determined to be appropriate.

Provide for the appropriate agriculture development that is consistent with the direction of the County Plan.

POLICIES

12.1 Redesignation or subdivision of land within the Long Term Development area (Map 5) to any new use, other than a Farmstead, first parcel out or an agricultural use requires an amendment to this Plan.

Development of new business land uses in the Long Term Development area shall not be supported until approximately 70 per cent of the developable land within the Plan area that is not designated as a Long Term Development area has an adopted *local plan* and land use.

Prior to amending this Plan to allow for the development of new business land uses in the Long Term Development area:

 a) a public engagement process involving area stakeholders shall be undertaken and an overall Land Use Strategy and supporting policies for the Long Term Development area shall be developed;

- b) mechanisms to implement the construction of the transportation network shall be identified;
- c) a regional stormwater conveyance system and mechanisms to finance and implement the construction shall be identified, to the County's satisfaction; and
- d) it shall be demonstrated that the development is a logical and efficient extension of existing infrastructure.

Amendment #53:

Within section 13. BUSINESS-RESIDENTIAL INTERFACE, paragraph 1, add text, which reads:

parcels supported for

Amendment #54:

Within section 13. BUSINESS-RESIDENTIAL INTERFACE, add policy 13.2, which reads:

13.2. The interface strategy should mitigate impacts to adjacent Country Residential areas with particular emphasis on protecting residents from noise, light, visual, and privacy intrusions, alongside other forms of nuisance.

Amendment #55:

Within section 13. BUSINESS-RESIDENTIAL INTERFACE, policy 13.4, add c), which reads:

c) Overnight trucking or automotive-related activities, in accordance with the defined nighttime hours in the County's Noise Bylaw, as amended, including parking, loading, storage, or delivery are not desirable uses in the Business-Residential Interface Area and should be located within the areas where off-site impacts can be appropriately mitigated.

Amendment #56:

Within section 13. BUSINESS-RESIDENTIAL INTERFACE, policy 13.7, delete text, which reads:

b) surface parking where the parking is hidden from view by berms and / or landscaping.

Amendment #57:

Within section 13. BUSINESS-RESIDENTIAL INTERFACE, policy 13.8, add a), which reads:

a) demonstrate berm plantings including mature coniferous trees (minimum 4.60 m (15.00 ft.) with a maximum spacing of 2.50 m (8.00 ft.), with preference for plantings adjacent to the residential interface; and,

Amendment #58:

Within section 13. BUSINESS-RESIDENTIAL INTERFACE, policy 13.9, delete text, which reads:

- 13.9 Mass plantings and / or berms are required to minimize the visual impact of the commercial / industrial buildings within an interface area. These plantings and / or berms:
- a) should incorporate natural contours and variations in height, in order to achieve a natural landscaped appearance;

And replace with the following:

Mass plantings and landscaped berms are required to minimize the visual impact of the commercial / industrial uses within an interface area. These plantings and berms:

a) shall incorporate natural contours and variations in heights, in order to achieve a natural landscaped appearance;

Amendment #59:

Within section 13. BUSINESS-RESIDENTIAL INTERFACE, policy 13.9, add b), which reads:

b) should incorporate berms constructed to a height of not less than 2.00 m (6.56 ft.) in height, should not be overbearing on the residential properties and should be appropriately positioned to maximize privacy and screening for residents; and.

Amendment #60:

Within section 14. AGRICULTURAL INTERFACE, delete paragraph 2, which reads:

In accordance with the policies and actions of the County Plan, a set of Agricultural Boundary Design Guidelines are being developed. When completed, the Guidelines will provide recommendations for a variety of buffering, siting, and design techniques to minimize impacts of non-agricultural development on agricultural operations and to reduce potential land use conflicts.

And replace with the following:

In accordance with the policies and actions of the Municipal Development Plan, a set of Agricultural Boundary Design Guidelines have been adopted by council. The Guidelines provide recommendations for a variety of buffering, siting, and design techniques to minimize impacts of non-agricultural development on agricultural operations and to reduce potential land use conflicts.

Amendment #61:

Within section 14. AGRICULTURAL INTERFACE, delete policy 14.1, which reads:

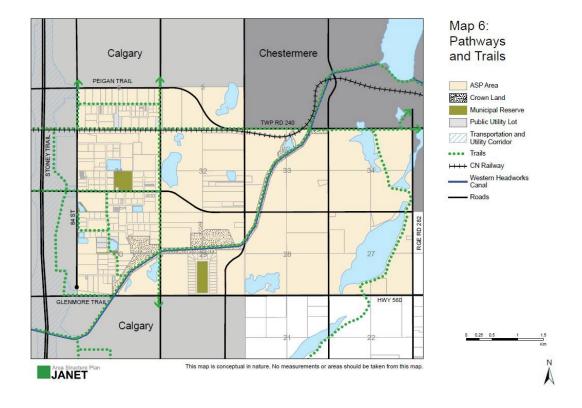
Until such time as the Agricultural Boundary Design Guidelines are adopted, the policies of this Plan shall guide the design of developments bordering agricultural lands.

And replace with the following:

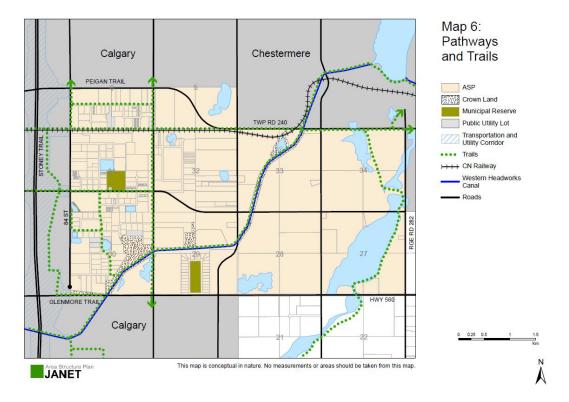
Applications for non-agricultural development adjacent to agricultural lands should adhere to the County's Agricultural Boundary Design Guidelines.

Amendment #62:

Delete Map 6: Pathways and Trails:







Amendment #63:

Within section 15. GATEWAYS, policy 15.3, delete text, which reads:

are discouraged to

And replace with the following:

shall not

Amendment #64:

Within section 15. GATEWAYS, policy 15.4, add text, which reads:

to promote a consistence architectural theme with planned and existing development within the gateway area.

Amendment #65:

Within section 15. GATEWAYS, policy 15.6, delete text, which reads:

will

And replace with the following:

shall

Amendment #66:

Within section 16. SPECIAL POLICY, add policy 16.5, which reads:

16.5. Once the Peigan Trail functional alignment has been established, the policies in Section 13 (Business-Residential Interface) shall apply to lands adjacent to the Special Policy Area.

Amendment #67:

Within section 17. OPEN SPACE, PARKS, AND PATHWAYS, at the end of sentence 1, add text, which reads:

and environmental protection.

Amendment #68:

Within section 17. OPEN SPACE, PARKS, AND PATHWAYS, add policy 17.5, which reads:

17.5. Local plans prepared for the Plan area should provide for a pathway, trail, and sidewalk network that generally aligns with the network shown on Map 6. Pathways and Trails, and appropriately incorporate the goals and policies of the Parks and Open Space Master Plan, the Active Transportation Plan: South County, and the Calgary – Chestermere Interface Intermunicipal Development Plan. Local Plans should:

Amendment #69:

Within section 17. OPEN SPACE, PARKS, AND PATHWAYS, policy 17.5, c), delete text, which reads:

required

And replace with the following:

possible,

Amendment #70:

Within section 18. NATURAL ENVIRONMENT, policy 18.9., delete text, which reads:

which

And replace with the following:

that

Amendment #71:

Within section 19. RESERVES, policy 19.2., add text, which reads:

As development proceeds, consultation shall occur with the school board(s) and other relevant partners to confirm if a high school site is required, and if required, to determine an appropriate location.

Amendment #72:

Within section 19. RESERVES, policy 19.9, add text, which reads:

the Recreation and Parks Master Plan

Amendment #73:

Within section 21. TRANSPORTATION, Objectives, add a bullet, which reads:

Provide opportunities for alternative modes of transportation, such as transit.

Amendment #74:

Within section 21. TRANSPORTATION, policy 21.2, add text, which reads:

and the City of Calgary

Amendment #75:

Within section 21. TRANSPORTATION, policy 21.3., delete text, which reads:

The County should collaborate with adjacent municipalities to ensure connections of streets, pedestrian, and bicycle networks align and transition smoothly across municipal boundaries.

And replace with the following:

The County shall collaborate with adjacent municipalities to ensure connections of streets, access points, pedestrian, and bicycle networks align and transition smoothly across municipal boundaries.

Amendment #76:

Within section 21. TRANSPORTATION, policy 21.4, delete text, which reads:

must

And replace with the following:

shall

Amendment #77:

Within section 21. TRANSPORTATION, delete policy 21.6, which reads:

The County encourages and supports opportunities to connect to a regional public/private transportation system. Development of such a system shall consider design standards, costs associated with upgrading the road network, and long term operation and maintenance requirements.

Amendment #78:

Within section 21. TRANSPORTATION, Regional Transportation Network, add policy 21.9, which reads:

Opportunities to connect to a regional transit system should be supported in consultation with the City of Calgary and City of Chestermere. Development of such a system shall consider design standards, costs associated with upgrading the road network, and long-term operation and maintenance requirements.

Amendment #79:

Within section 21. TRANSPORTATION, Regional Transportation Network, add policy 21.10, which reads:

If a regional transit system is provided, services should connect via Peigan Trail, 61st Avenue SE, and/or Glenmore Trail.

Amendment #80:

Within section 21. TRANSPORTATION, General, policy 21.16, delete text, which reads:

are

And replace with the following:

shall be

Amendment #81:

Within section 21. TRANSPORTATION, General, policy 21.18, delete text, which reads:

must

And replace with the following:

shall

Amendment #82:

Within section 21. TRANSPORTATION, Peigan Trail Alignment, policy 21.20, delete text, which reads:

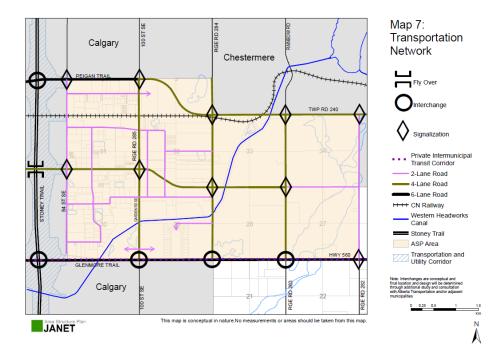
should

And replace with the following:

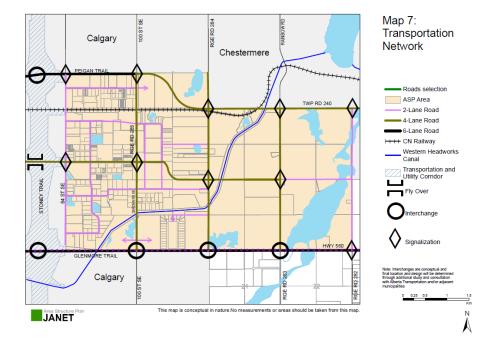
shall

Amendment #83:

Delete Map 7: Transportation Network:



And replace with:



Amendment #84:

Within section 22. UTILITY SERVICES, Utility Service Development, add policy 22.3, which reads:

Underground utilities locations and line assignments should be coordinated with the City of Calgary and/or the City of Chestermere where the utilities tie into, or impact infrastructure.

Amendment #85:

Within section 22. UTILITY SERVICES, Utility Service Development, policy 22.5, delete the following text, which reads:

are

And replace with the following:

shall be

Amendment #86:

Within section 22. UTILITY SERVICES, add policy 22.6, which reads:

22.6. The County should explore and implement measures to require landowners to connect to regional servicing at a future time, when not feasible at the time of development.

Amendment #87:

Within section 22. UTILITY SERVICES, Water, delete policy 22.9, which reads:

The County encourages the reduction and reuse of water in accordance with Provincial laws and regulations.

And replace with the following:

The County should encourage the reduction and reuse of water in accordance with Provincial laws and regulations.

Amendment #88:

Within section 22. UTILITY SERVICES, Wastewater, policy 22.11., delete the following text, which reads:

22.8

And replace with the following:

22.9

Amendment #89:

Within section 22. UTILITY SERVICES, Shallow Utilities, add policy 22.15, which reads:

22.15. The location of regional and local transmission corridors, utility rights-of-way and easements, and related line assignments shall be identified and protected at the local plan stage to the mutual satisfaction of the County, the developer, and the utility companies.

Amendment #90:

Within section 23. STORMWATER, delete text, which reads:

The Janet Area Structure Plan is located in the Shepard Regional Drainage Basin. Historically, stormwater movement in the drainage basin was from north to the south, eventually discharging into the Bow River. Over time, the movement of stormwater has been impeded by different forms of development, buildings, new roadways, and irrigation canals. Significant, further development requires the identification and implementation of a regional conveyance and treatment system involving multi-jurisdictional partners.

Two alternative regional stormwater conveyance and treatment systems were investigated at the time this Area Structure Plan was being prepared. These are the:

 Shepard Regional Drainage Plan, which proposes to take water south to the Bow River; and • the Cooperative Stormwater Management Initiative, which proposes to take water east and north to the Red Deer River drainage basin.

The Shepard Regional Drainage Plan proposes to treat and move water south of the Western Irrigation Headworks Canal southward through a series of naturalized and constructed conveyance systems. This solution is long term and costly, particularly for upstream development areas such as Janet. At the time of writing this Plan, stormwater south of the Irrigation Canal is intended to be conveyed to the Shepard Drainage System.

The Cooperative Stormwater Management Initiative (CSMI) proposes the uses of the Western Irrigation District (WID) canal system and right-of-way as a medium term conveyance solution. The ultimate CSMI option is for an out-of-canal solution whereby all stormwater runoff is diverted away from the WID irrigation system by utilizing existing and proposed conveyance systems that discharge to Weed Lake. This initiative may result in a stormwater management system that complements the Shepard Regional Drainage Plan system or, alternatively, replaces the Shepard Regional Drainage Plan. At the time of writing this Plan, stormwater north of the Western Headworks Canal is intended to be conveyed to the CSMI System.

The majority of stormwater treatment is expected to happen at or near the source, with limited reliance on the conveyance system as a treatment option.

And replace with the following:

The Janet Area Structure Plan is located in the Bow River Drainage Basin. Historically, stormwater movement in the drainage basin was from north to the south, eventually discharging into the Bow River through a series of wetlands and naturally occurring conveyance routes. Over time, the movement of stormwater has been impeded by different forms of development, buildings, new roadways, and irrigation canals. Significant, further development requires the identification and implementation of a regional conveyance and treatment system involving multi-jurisdictional partners.

The Cooperative Stormwater Management Initiative (CSMI) is the County's post-development stormwater solution for the Plan area and the region. CSMI uses the Western Irrigation District (WID) canal system and right-of-way as a medium term conveyance solution. Ultimately, CSMI uses an out-of-canal solution whereby all stormwater runoff is diverted away from the WID irrigation system by utilizing existing and proposed conveyance systems that discharge to Weed Lake.

Portions of the Plan area south of the Western Headworks Canal may continue to drain into the existing Shepard Slough complex at pre-development rates and volumes, to ensure natural flows are maintained with water quality controls as required to sustain the existing wetlands.

The majority of stormwater treatment is expected to happen at or near the source, with limited reliance on the conveyance system as a treatment option.

Amendment #91:

Within section 23. STORMWATER, Master Drainage, delete policy 23.1, which reads:

Prior to *local plan* and / or subdivision approval, a Master Drainage Plan for the Plan area is required to be completed.

And replace with the following:

Local plan and / or subdivision approvals shall be in accordance with the Janet Master Drainage Plan.

Amendment #92:

Within section 23. STORMWATER, Regional Stormwater Management, delete policy 23.2, which reads:

The County shall work collaboratively with adjoining municipalities, the Western Irrigation District, Alberta Environment and Sustainable Resource Development, and Ducks Unlimited to develop a comprehensive and regional approach to stormwater management for the Janet Plan area and the larger region.

And replace with the following:

The County shall continue to work collaboratively with adjoining municipalities, the Western Irrigation District, Alberta Environment and Protected Areas, and Ducks Unlimited to develop a comprehensive and regional approach to stormwater management for the Janet Plan area and the larger region.

Amendment #93:

Within section 23. STORMWATER, policy 23.3, delete text, which reads:

applicable and (Shepard Regional Drainage Plan).

Amendment #94:

Within section 23. STORMWATER, delete the following section, which reads:

Shepard Regional Drainage Plan

- 23.5. Stormwater shall be discharged to the south into the Shepard ditch once it becomes operational in accordance with the Shepard Regional Drainage Plan, or other plans that amend, replace, or add to that plan.
- 23.6. The County shall protect and acquire conveyance routes that are necessary to discharge into the Shepard regional drainage system.

23.7. The volume and rate of stormwater discharge to the City of Calgary shall be in accordance with the Shepard Regional Drainage Plan and the Janet Master Drainage Plan or other plans that amend, replace or add to those plans.

Amendment #95:

Within section 23. STORMWATER, policy 23.8, delete text, which reads:

to the east

Amendment #96:

Within section 23. STORMWATER, policy 23.8, delete text, which reads:

Weed Lake

And replace it with the following:

Rosebud River

Amendment #97:

Within whole document delete reference to:

Alberta Environment and Resource Development

And replace with:

Alberta Environment and Parks

Amendment #98:

Within section 23. STORMWATER, Interim Drainage Solutions, policy 23.11, b), delete text, which reads:

system

And replace with the following:

outfall

Amendment #99:

Within section 23. STORMWATER, Utility costs, policy 23.25, add text, which reads:

based on proximity to the CSMI connection or to address gaps I the local conveyance system.

Amendment #100:

Within section 23. STORMWATER, policy 23.27, delete text, which reads:

are

And replace with the following:

shall be

Amendment #101:

Within section 24. SOLID WASTE, policy 24.2, delete text, which reads:

are

And replace with the following:

should be

Amendment #102:

Within section 25. OIL AND GAS, policy 25.16, delete text, which reads:

which

And replace with the following:

that

Amendment #103:

Within section 25. OIL AND GAS, policy 25.16, delete text, which reads:

is

And replace with the following:

shall be

Amendment #104:

Within section 26. IMPLEMENTATION AND MONITORING, policy 26.1, add text, which reads:

shall

Amendment #105:

Within section 26. IMPLEMENTATION AND MONITORING, policy 26.2, delete text, which reads:

26.1

And replace with the following:

25.1

Amendment #106:

Within section 26. IMPLEMENTATION AND MONITORING, policy 26.2, delete text, which reads:

do

And replace with the following:

shall

Amendment #107:

Within section 26. IMPLEMENTATION AND MONITORING, policy 26.5, delete text, which reads:

will

And replace with the following:

shall

Amendment #108:

Within section 26. IMPLEMENTATION AND MONITORING, Local Plan Boundaries, add text, which reads:

as well as public infrastructure considerations.

Amendment #109:

With section 26. IMPLEMENTATION AND MONITORING, policy 26.10, delete text, which reads:

and the identification of a regional stormwater conveyance system, and mechanisms to implement its construction.

Amendment #110:

Within section 26. IMPLEMENTATION AND MONITORING, Phasing, delete text, which reads:

Long Term Development

The Long Term Development area is for future expansion of the Regional Business Centre and will likely not be needed for commercial and industrial growth over the next ten to 15 years. Nevertheless, the protection of this area from interim uses and land fragmentation is deemed important in order to facilitate a future efficient land use and development pattern.

- 26.11 Development in the Long Term Development area shall be in accordance with Section 12 of this Plan.
- 26.12 An amendment to this Plan will be required to facilitate expansion of the Regional Business Centre into the Long Term Development area in accordance with Section 12.

And replace with the following:

Phase 3

Phase 3 lands were previously identified as a long term Development area and may now proceed with development, subject to the policies of this Plan.

26.13 Phase 3 lands may proceed with development subject to the policies of this Plan.

Amendment #111:

Within section 26. IMPLEMENTATION AND MONITORING, Technical Requirements and Submissions, add policy 26.16, which reads:

Local Plans should utilize, and align with, the outcomes of joint studies that arise from the Calgary Metropolitan Region Growth Plan.

Amendment #112:

Within section 26. IMPLEMENTATION AND MONITORING, Monitoring, policy 26.17, delete text, which reads:

the a

Amendment #113:

Within section 26. IMPLEMENTATION AND MONITORING, Plan Review and Amendment, paragraph 1, add sentence at the end, which reads:

The Janet Area Structure Plan is located within a Joint Planning Area under the Calgary Metropolitan Region Growth Plan, and outcomes from joint planning endeavors may provide further guidance on development within the Janet area.

Amendment #114:

Within section 26. IMPLEMENTATION AND MONITORING, Plan Review and Amendment, paragraph 2, add the following text, which reads:

or if relevant regional planning considerations change,

Amendment #115:

Within section 26. IMPLEMENTATION AND MONITORING, Plan Review and Amendment, policy 26.18, add the following text, which reads:

and the Calgary Regional Growth Plan.

Amendment #116:

Within section 26. IMPLEMENTATION AND MONITORING, Plan Review and Amendment, policy 26.19, add the following text, which reads:

subject to Administration recommendations and Council direction.

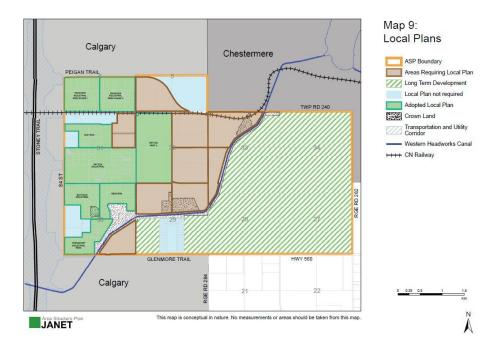
Amendment #117:

Within section 26. IMPLEMENTATION AND MONITORING, Plan Review and Amendment, add policy 26.20, which reads:

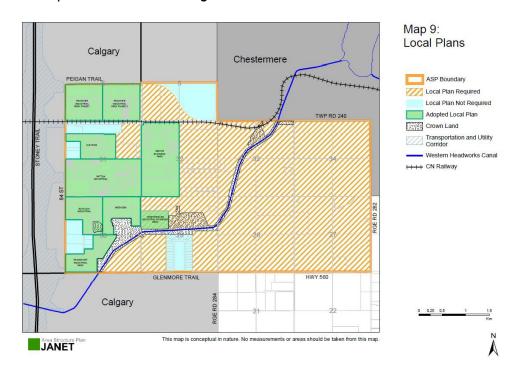
Context Study outcomes may inform strategies for more efficient and cost-effective servicing of the Plan area with regard to potable water and sanitary, in which case the County shall consider appropriate review of the ASP to incorporate regional servicing opportunities.

Amendment #118:

Delete Map 9: Local Plans:

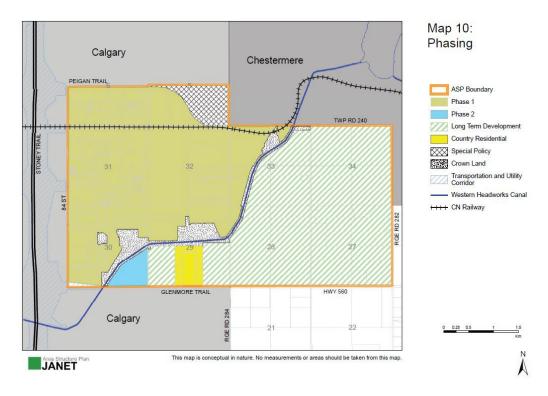


And replace with the following:

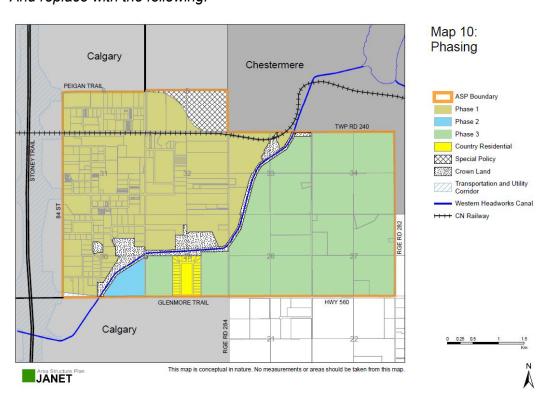


Amendment #119:

Delete Map 10: Phasing



And replace with the following:



Amendment #120:

Within section 27. INTERMUNICIPAL COORDINATION AND COOPERATION, paragraph 2, delete sentence, which reads:

The County is currently engaged with the Town of Chestermere to develop a separate Intermunicipal Development Plan that will also provide direction on areas of interest, cooperation, and consultation.

Amendment #121:

Within section 27. INTERMUNICIPAL COORDINATION AND COOPERATION, add the following text as paragraph 3, which reads:

In preparing amendments to the Janet Area Structure Plan for the area east of the canal, the County worked collaboratively with the City of Calgary and City of Chestermere to identify shared issues and opportunities. An outline of the key intermunicipal engagements is identified in Appendix D.

Amendment #122:

Within section 27. INTERMUNICIPAL COORDINATION AND COOPERATION, policy 27.3, delete text, which reads:

Calgary

And replace with the following:

County

Amendment #123:

Within section 27. INTERMUNICIPAL COORDINATION AND COOPERATION, policy 27.3., delete text, which reads:

any other agreement(s)

And replace with the following:

the interim circulation protocol identified in the Rocky View County and City of Chestermere Intermunicipal Development Plan Terms of Reference,

Amendment #124:

Within section 27. INTERMUNICIPAL COORDINATION AND COOPERATION, add policy 27.4, which reads:

Prior to local plan and land use applications adjacent to another municipality, the County should consider the use of appropriate mechanisms, such as joint studies and infrastructure cost sharing agreements, to address cross boundary impacts identified by the County.

Amendment #125:

Within section 27. INTERMUNICIPAL COORDINATION AND COOPERATION, policy 27.5, delete text, which reads:

or as otherwise required by any future Intermunicipal Development Plan.

Amendment #126:

Within section 27. INTERMUNICIPAL COORDINATION AND COOPERATION, Rocky View County – City of Calgary, policy 27.6 delete:

will

And replace with:

shall

Amendment #127:

Within section 27. INTERMUNICIPAL COORDINATION AND COOPERATION, Rocky View County – City of Calgary, add policy 27.8, which reads:

Applications within the Plan area, together with all relevant supporting technical documents, shall be circulated in accordance with the Rocky View/City of Calgary Intermunicipal Development Plan; collaboration on such applications shall begin at an early stage to allow sufficient time to identify and address potential impacts on The City.

Amendment #128:

Within section 27. INTERMUNICIPAL COORDINATION AND COOPERATION, Local Plans, Redesignation and Subdivision, policy 27.9, add c), which reads:

c) gateway and interface policies;

Amendment #129:

Within Appendix A: Definitions, add text as paragraph 1, which reads:

Co-operative Stormwater Management Initiative (CSMI) is a group of five partner municipalities working together with the Western Irrigation District (WID) to develop a regional stormwater solution for lands east of the City of Calgary.

Amendment #130:

Within Appendix B: Landscaping and Design Guidelines, delete text, which reads:

2. Where buildings are located adjacent to a residential area, the emphasis should be on those building elevations that are facing the residential area.

And replace with the following:

2. Where buildings are located adjacent to a residential area, building design shall be carefully considered to ensure combability.

Amendment #131:

Within Appendix B: Landscaping and Design Guidelines, number 5, delete text, which reads:

which

And replace with the following:

that

Amendment #132:

Within Appendix B: Landscaping and Design Guidelines, number 11, add g), which reads:

g) demonstrate mitigation of impacts in Residential-Business Interface areas in accordance with Section 13.0.

Amendment #133:

Add Appendix D: Key Intermunicipal Engagement Events

Appendix D: Key Intermunicipal Engagement Events

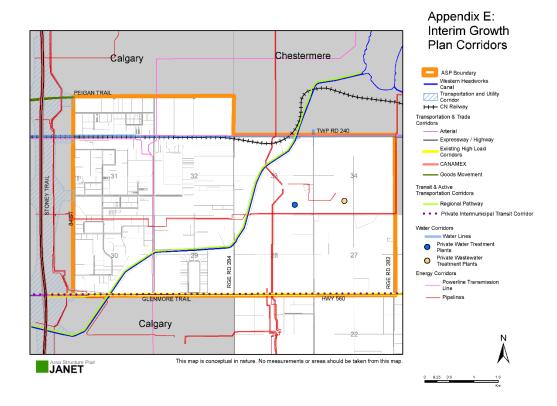
The County worked with the City of Calgary and City of Chestermere at key milestones for the area east of the canal amendment. The following table includes information from the engagement undertaken for both the City of Calgary and City of Chestermere. Engagement was adapted according to the differing issues presented by each municipality on the amendments.

Phase	Date	Engagement
Phase 1 – Project Launch	July - September, 2019	The County prepared a bespoke intermunicipal engagement plan for each neighbouring municipality. The plans identified how the County would engage with the neighbouring municipalities at key milestones of the projects. The plans were revised at the request of neighbouring municipalities to reflect the level of engagement each sought for the project.
	September, 2019	The City of Calgary and City of Chestermere were notified of the County's public engagement event that was held to gather feedback from affected stakeholders. Representatives from the City of Chestermere attended the event.
Phase 2 – Engagement and Plan Writing	September, 2019	The County met with the City of Chestermere for a technical workshop to examine issues and opportunities with respect to the proposed plan amendments. Discussions were held on the following topics:
		Planning;
		Transportation; and
		Servicing and Stormwater.
	October, 2019	The County met with the City of Calgary for a technical workshop to examine issues and opportunities with respect to the proposed plan amendments. Discussions were held on the following topics:
		Planning;
		Transportation;
		Servicing and Stormwater; and
		Fire Service provision.
	January, 2020	The County shared the draft land use scenario with the City of Calgary and the City of Chestermere for review and comment.
Phase 3 – Draft Plan Release	February, 2020	The pre-circulation draft plan was circulated to the City of Calgary and the City of Chestermere for a preliminary review and comment.
	May, 2020	The County met with the City of Calgary and the City of Chestermere to discuss the comments provided on the precirculation draft plan and to discuss the outcomes of the transportation network analysis.
Phase 4 – Draft Plan Release	June, 2020	The first reading draft plan and draft transportation network analysis was circulated to the City of Calgary and City of Chestermere for review and comment.
	September, 2020	Meetings were held with the City of Calgary to discuss the comments and potential revisions to address concerns.
		The City of Calgary and the City of Chestermere were circulated

December, 2020	the revised draft plan and network analysis that incorporated feedback from the previous circulations and meetings. This draft is intended to be the public hearing draft for Rocky View County's consideration.
July, 2022	Revisions to draft plan proposed to address City of Calgary comments. Draft plan circulated for final review and preparation of next steps.
September – October, 2022	Meetings were held with the City of Calgary to discuss the comments and potential revisions to address concerns. Further policy revisions made.
	Meetings were held with the City of Chestermere to discuss the project and provide updates with respect to process.
	Chestermere confirmed no outstanding concerns.

Amendment #134:

Add Appendix E: Intergovernmental Growth Plan Mapping:



Amendment #135:

Minor administrative amendments for formatting and editing throughout.

Amendment #136: (previously Amendment #51)

THAT new policy 10.14 be added to read:

- 10.14. An application for industrial or commercial uses adjacent to the existing nursery shall:
 - a) demonstrate how the proposal is compatible with the adjacent nursery; and
 - b) include screening, buffering, and landscaping measures to mitigate the visual impact on the nursery.

Amendment #137: (previously Amendment #56)

That new policy 13.7 be added to read:

13.7 Within the setback area adjacent to Prairie Schooner Estates, pathway connections shall be provided connecting business development with the residential community to provide recreational opportunities for residents within the area. Public access to pathways shall be secured and maintained through public access easements, restrictive covenants and/or other instruments.

Amendment #138: (previously Amendments #54 and #55)

THAT policy 13.9 be amended to read:

Mass plantings and landscaped berms are required to minimize the visual impact of the commercial / industrial uses buildings within an interface area. These plantings and berms:

- a) shall incorporate natural contours and variations in height, in order to achieve a natural landscaped appearance;
- b) should incorporate berms constructed to a height of not less than 4.00 m (13.13 ft.) in height, should not be overbearing on the residential properties and should be appropriately positioned to maximize privacy and screening for residents; and,
- c) may be located in either the Business-Residential Interface area or municipal reserve, if provided.



APPROVED November 11, 2014 BYLAW C-7418-2014

AMENDED (DATE)
BYLAW C-8020-2020

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EXECUTIVE SUMMARY

The Janet Area Structure Plan (ASP or Plan) is a long-term planning document that provides a land use and servicing strategy to guide redesignation, subdivision, and development of approximately 2,330 hectares (5,758 acres) of land. The Plan area is situated in a portion of central east Rock View County adjacent to the city of Calgary and Town-city of Chestermere. This is a statutory policy document that has been adopted pursuant to the Alberta Municipal Government Act for the purpose of implementing the Municipal Development Plan-County Plan's vision for the development of a Regional Business Centre in this location. It also replaces the out-dated Shepard Area Structure Plan and a portion of the Calgary-Chestermere Corridor Area Structure Plan.

The Janet Area Structure Plan provides the framework and policies for more detailed planning stages through the preparation of *local plans* and through subsequent applications for redesignation, subdivision, and development. The requirements for *local plan* preparation are found in the policies of this area structure plan and the Municipal Development Plan—County Plan. Local plans will further address the detailed requirements of submitting redesignation, subdivision, and development applications.

This area structure plan addresses land planning and development in a staged manner. The area west of the Western Irrigation Canal and Range Road 285 is targeted was intended for immediate business growth, while the area east of the canal is was for long-term growth to allow for development of stormwater infrastructure and Plan build-out to the west. An area structure plan amendment will be required prior to development of the long-term growth area with final business uses to be determined at the time of Plan amendment. In 2020-2023, an area structure plan amendment was prepared approved to enable development to proceed in the Long Term Development area east of the canal. The applicable amendments have been embedded into the Plan to guide development.

The Plan also provides for the protection of non-business uses within the Plan area such as the existing agriculture operations, Prairie Schooner Estates subdivision, existing country residential areas, and the Heather Glen Golf Course. With the exception of the Prairie Schooner Estates subdivision, the eventual transition to business uses will be permitted, subject to policy and technical requirements, for the agriculture, country residential, and golf course areas.

The Plan also provides a framework for providing an appropriate interface that minimizes impacts with adjacent non-business land uses and adjacent municipalities, and an attractive gateway along key transportation corridors shared with the city of Calgary and Town city of Chestermere.

PART I: INTRODUCTION

1. PLAN PURPOSE

What Is An Area Structure Plan?

An area structure plan is a statutory document approved by Council and adopted by Bylaw. The Plan outlines a vision for the future physical development of an area with regard to such things as land use, transportation, protection of the natural environment, emergency services, general design, and utility service requirements.

An area structure plan provides Council with a 10 to 15 year roadmap when considering land use changes, subdivision, and development. When making decisions regarding development in the Plan area, Council must consider the Plan and a wide range of other factors such as the economic goals of the County, County-wide growth, and the ability to provide servicing.

An area structure plan does not predict the rate of development within the Plan area; ultimately growth is determined by market demand, which reflects the overall economic climate of the region.

Through the process of preparing an area structure plan, citizens are provided with opportunities, at various stages in the process, to have input into the development of policy. It is important that the vision, goals, and policies contained in the Plan address the interests of residents and stakeholders in the Plan area, as well as the interests of those in other parts of the County.

The Alberta Municipal Government Act states an area structure plan must describe:

- the proposed sequence of development;
- proposed land uses;
- density of population and sequence of development;
- general location of major transportation routes and public utilities; and
- any other matters Council considers necessary.

The policies in an area structure plan form a bridge between the general planning policies contained in the Municipal Development Plan County Plan and the more detailed planning and design direction contained in a conceptual scheme or a master site development plan. Area structure plan policies must align with the Municipal Development Plan County Plan and applicable County policies. The area structure plan must be based on sound planning principles and respond to the particular natural and built form of the Plan area.

Local Plans

For brevity, this document uses the term *local plan* to refer to a conceptual scheme or master site development plan. The County anticipates the majority of *local plans* within the Janet Area Structure Plan boundary will be submitted as conceptual schemes.

Local plans are developed within the framework provided by an area structure plan. Based on this framework, the *local plan* must demonstrate how development in the local area will retain the integrity of the Plan and how development will be connected and integrated with adjacent areas. Policy sections in the area structure plan identify the unique requirements that must be addressed in the *local plan* due to the location and specific development conditions of the area. The standard technical requirements of a conceptual scheme or master site development plan are identified in the Rocky View Municipal Development Plan County Plan (Section 29 and Appendix C).

Local plan is a term that refers to a conceptual scheme or master site development plan. A *local plan* will have unique planning requirements, based on the planning direction provided in the Area Structure Plan. *Local plans* must also address the general requirements for preparing a conceptual scheme or master site development plan identified in the Municipal Development Plan County Plan (Section 29 and Appendix C).

Conceptual Scheme is a non-statutory plan, subordinate to an area structure plan. It may be adopted either by bylaw or by a resolution of Council. A conceptual scheme is prepared for a smaller area within an area structure plan boundary and must conform to the policies of the area structure plan. Conceptual schemes provide detailed land use direction, subdivision design, and development guidance to Council, administration, and the public.

If a conceptual scheme area is of sufficient size that further detail is required for specific areas and phases, the conceptual scheme may identify smaller sub-areas and provide detailed guidance at that level. These smaller sub-areas are referred to as 'development cells'.

Master Site Development Plan is a non-statutory plan that is adopted by Council resolution. A master site development plan accompanies a land use redesignation application and provides design guidance for the development of a large area of land with little or no anticipated subdivision. A master site development plan addresses building placement, landscaping, lighting, parking, and architectural treatment. The plan emphasis is on site design with the intent to provide Council and the public with a clear idea of the final appearance of the development.

Plan Interpretation

Where "shall" is used in a policy, the policy is considered mandatory. Where "should" is used in a policy, it is intended to be complied with. However, the acceptable response to a policy may vary in a specific situation where the variance is necessary to address unique circumstances. Such a variance may be appropriate given special circumstances that would otherwise render compliance impractical or impossible. Where "may" is used in a policy it is a discretionary term, meaning the policy in question can be enforced by the County if it chooses to do so, dependent on the particular circumstances of the site and / or application.

2. PLAN ORGANIZATION

The Janet Area Structure Plan is organized in three parts followed by three appendices.

Part I: Introduction: This part outlines the Plan purpose, boundaries, policy terminology, relationship to other plans, public engagement process, key issues, and opportunities that informed the plan preparation process. It also contains a description of the development of the Janet area, presents a vision of what Janet could be like 20 - 25 years, and provides 11 broad goals that will guide the development of the area over this period.

Part II: Plan Policies: This part is the core of the Plan, containing the policy direction to guide development in the Janet area. Part II contains 198 sections, with each section addressing specific land use, servicing, or infrastructure policies. Each of these sections contains an overall purpose statement, a list of objectives, introductory paragraphs, and a series of policies addressing the subject area. Where a purpose statement or introductory paragraph introduces a series of policies, it is provided for information to enhance the understanding of the policies.

Part III: Implementation and Monitoring: This part presents the Plan implementation process, provides information on *local plan* areas and phasing, specifies requirements to ensure the area structure plan policies and strategies are adhered to, and provides direction regarding the process for the review and amendment of the Plan. This Part also addresses the need and method for intermunicipal coordination and cooperation.

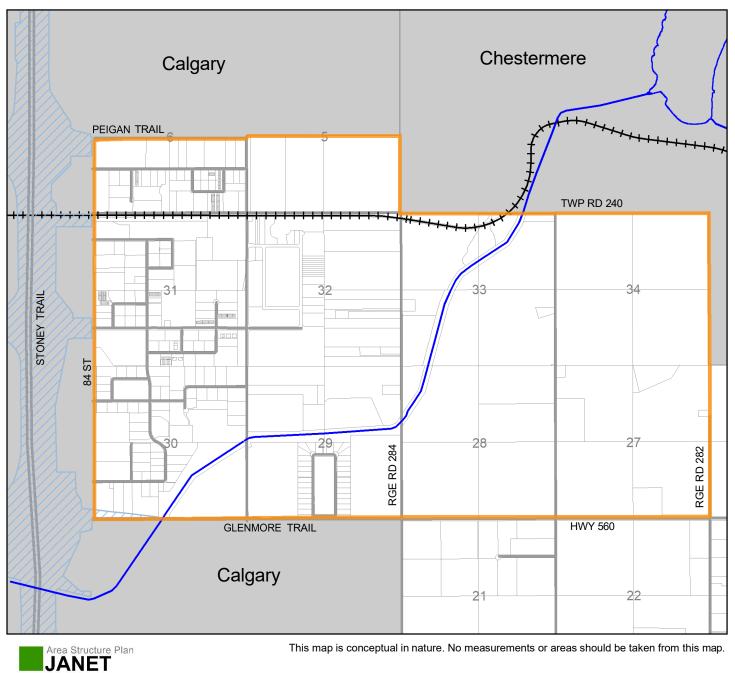
Appendix A contains definitions of technical terms used in the Plan. Appendix B provides a list of design guidelines for commercial and industrial development. Appendix C provides a list of key Alberta Energy Regulator documents that applicants should refer to when developing near oil and gas infrastructure. Appendix D outlines the key intermunicipal collaboration that occurred with the city of Calgary and city of Chestermere in preparing the plan amendments for the area east of the canal. Appendix E contains mapping relating to regionally significant corridors and areas identified within the Calgary Metropolitan Region Growth Plan.

3. PLAN AREA

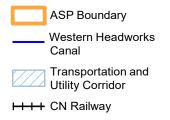
The Janet Area Structure Plan encompasses approximately 2,330 hectares (5,758 acres) or nine (9) sections of land. The Plan area is bounded by Glenmore Trail (Highway 560) and the city of Calgary to the south, the city of Calgary to the west, the city of Calgary and Town city of Chestermere to the north, and Range Road 282 on the east. Map 1: Plan Area Location identifies the Plan area, while Map 2: Aerial Photo provides a photo as of June-spring 20128-2020.

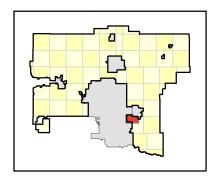
Plan Area Maps

The Janet Area Structure Plan applies to the area within the defined boundary as shown on Map 1. The boundaries and locations of areas shown on the maps within the Area Structure Plan are not intended to define exact areas except where they coincide with clearly recognizable features or fixed boundaries such as municipal boundaries, property lines or road or utility rights-of-way. Furthermore, the locations of symbols depicting specific features on the maps are approximate only, not absolute, and should be interpreted as such. The precise location of these boundaries and areas will be determined by the County at the time of *local plan* consideration and approval.



Map 1: Plan Area Location

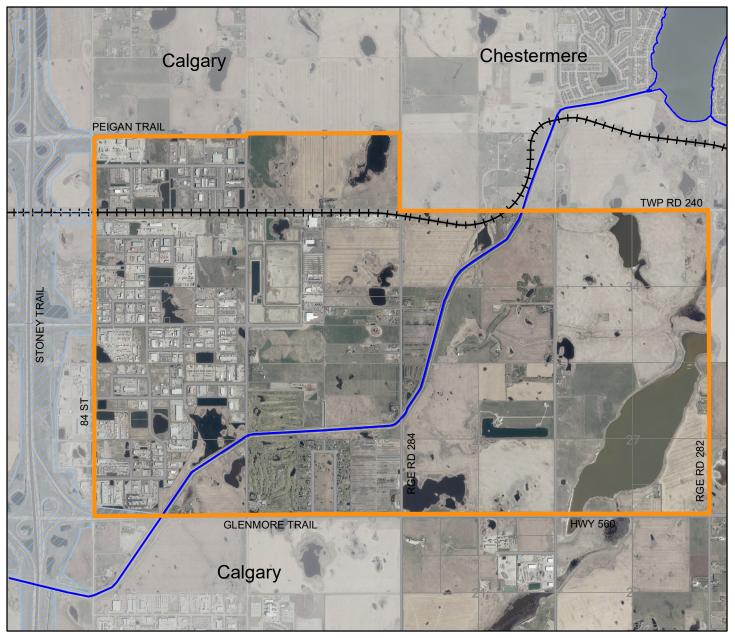




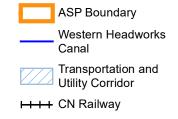




This map is conceptual in nature. No measurements or areas should be taken from this map.



Map 2: Air Photo



Air Photo Date: Spring 2020



This map is conceptual in nature. No measurements or areas should be taken from this map.

4. JANET TODAY

History

Janet began as a small hamlet and railway flag station in 1912. Located on the Canadian National railway line, passengers waited to board the train by flagging it down. With the exception of nearby Prairie Schooner Estates subdivision (1973), no significant residential development has emerged in the area despite the existence of the Hamlet of Janet.

Today the area is considered to be primarily suitable for industrial development. This notion of Janet developing as an industrial area emerged during the preparation of the Shepard Area Structure Plan. This Plan was a joint Area Structure Plan adopted by Rocky View County and the City of Calgary in 2001. In 2007, the City of Calgary annexed the Rocky View County lands south of Glenmore Trail that were contained in the Shepard Area Structure Plan. The remaining County lands in the Shepard Area Structure Plan area have largely been developed with industrial uses.

In 2013, County Council approved the Terms of Reference directing the preparation of a new area structure plan to replace the Shepard Area Structure Plan and a portion of the Calgary-Chestermere Corridor Area Structure Plan to provide for the development of a Regional Business Centre.

In 2019, County Council approved the Terms of Reference directing the preparation of an amendment to the Plan to facilitate development of lands east of the canal.

Surrounding Context

The Janet area shares borders with the city of Calgary on the west, north, and south sides. It also shares borders with the Town-city of Chestermere on the north and east sides (Map 1).

In 2009, the City of Calgary approved the Shepard Industrial Area Structure Plan for lands west and south of the Janet area. This That area structure plan provides for the development of industrial land uses in the city of Calgary. It also provides for a linear strip of commercial lands on the south side of Glenmore Trail.

The City of Calgary approved the East Regional Context Study in 2009 for the lands north of the Janet area. This That study provides a framework for the staging and preparation of area structure plans and identifies these lands as a future residential growth corridor.

The Rocky View County / City of Calgary Intermunicipal Development Plan (2012) identifies joint planning interests between the City of Calgary and Rocky View County, specifically with respect to key geographical areas and interface planning.

The Town City of Chestermere identifies lands north of the Janet area as General Urban (predominantly residential) in its Municipal Development Plan (2009). The City of Chestermere updated its Municipal Development Plan in 2016 and identified the lands north of Janet generally as Residential Neighbourhood with pockets of Mixed-Use Neighbourhood Commercial; this is intended to create complete communities with distinct characteristics, boundaries, and elements that form livable, vibrant neighbourhoods with local identities.

The Edgewater Crossing Area Structure Plan, approved in 2013 by the Town-City of Chestermere, provides a planning framework for the development of a residential community, north of the Janet area and east of the Western Headworks Canal. This-That community will provide a mix of residential uses together with a commercial / mixed-use node on the north side of Township Road 240.

The Waterbridge Master Area Structure Plan, approved by the Town-City of Chestermere in 2014, establishes a land use framework for lands north of Janet and west of the Western Headworks Canal.

This That Plan provides for the development of a series of residential communities including a town commercial core.

The Waterford Area Structure Plan, approved by the City of Chestermere in 2016, provides a planning framework to guide future development for the "South Community" as identified in the Waterbridge Master Area Structure Plan. The community will mainly consist of a mix of residential densities, with minor pockets of commercial located at key entrances to the community.

In addition to the Waterford Area Structure Plan, the existing large lot rural residential community of Paradise Meadows lies directly west of the Western Headworks Canal.

Lands adjacent to the east boundary of Janet in the Town city of Chestermere are identified as Business Park / Employment in the Chestermere Municipal Development Plan Employment Lands in the Chestermere Municipal Development Plan. Employment lands emphasize single uses, such as corporate or multi-use office, industrial, and power centres.

The City of Calgary and City of Chestermere adopted an Interface Intermunicipal Development Plan in 2020 for the lands adjacent to Range Road 284, north of the Janet area. The Interface Intermunicipal Plan provides for a residential corridor with mixed-use nodes.

The lands east and south of the Janet area in Rocky View County are agricultural and are governed by the agricultural policies of the Municipal Development Plan County Plan. They comprise mainly of unfragmented quarter sections and farmstead parcels. The area to the south is also identified as a City of Calgary Industrial Growth Area in the Intermunicipal Development Plan.

Existing Land Use

A variety of activities occur within the Janet area with land use designations allowing for industrial, agricultural, country residential, commercial, and recreational uses (Map 3: Existing Land Use). The majority of industrial development is located in the western portion of the Plan area. The Hamlet of Janet, located southwest of the intersection of Township Road 240 and Range Road 284 encompasses only a small portion of the Janet Plan area. Located along Glenmore Trail, is the Heather Glen Golf Course, a 27 hole public course built in 1987.

There are a few existing country residential areas with large lots (ranging in size from 2 to 40 acres) in the Plan area. As well there is the 30 lot residential subdivision of Prairie Schooner Estates which has smaller parcel sizes (two acres). The majority of the eastern portion of the Janet Plan area includes large agricultural parcels and the Shepard Slough.

Existing Conditions

The Janet area is part of the Central East Rocky View region as described in the Municipal Development Plan County Plan (Section 25.0). It is predominantly characterized by prairie grasslands, a flat to slightly rolling topography, and major wetlands (Shepard Slough) that support bird migration, a high water table, and groundwater discharge. The existing conditions are shown on Map 4: Existing Conditions and are discussed below.

Drainage and Wetlands: The Janet area is part of the Shepard sub-basin which contains water courses that flow south to the Bow River. The topography is fairly flat with few defined drainage courses. As in most parts of the County, much of the existing development has adopted rural stormwater management practices, incorporating culverts, ditches, and natural conveyance systems. Lack of comprehensive regional stormwater management has contributed to stormwater flooding and conveyance problems. Successful future development in the Plan area requires a comprehensive and regional solution to stormwater development.

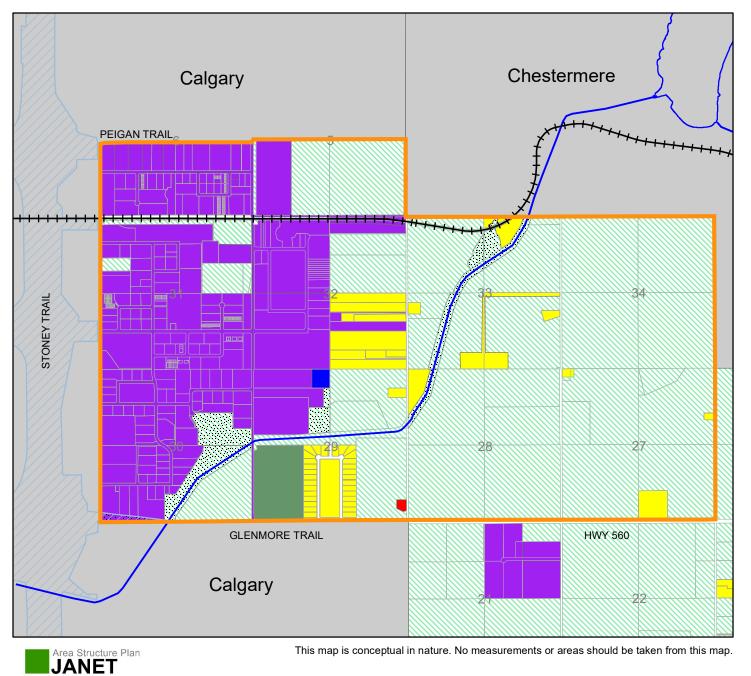
Transportation: The transportation system comprises a grid network of arterial roads consisting of township and range roads. This network connects into the provincial highway system at Glenmore Trail (Highway 560) at the southerly boundary of the Plan area and Stoney Trail to the west. The westerly portion of the Plan area has been developed with an internal system of collector and local roads to facilitate existing development previously approved under the Shepard Area Structure Plan. Network improvements will be required to facilitate new industrial and commercial growth together with interchange / intersection upgrades and development of internal collector and local roads. Policies in this Plan ensure that the required network improvements will be confirmed at subsequent planning stages (local plan and subdivision) in consultation with the adjacent municipalities.

Industrial Development: The westerly portion of the Plan area was for the most part developed under the Shepard Area Structure Plan. The Shepard Area Structure Plan provided a policy framework for limited service industrial development through the preparation of *local plans*. A total of eight existing *local plans* make up this area (Map 9).

Country Residential Development: Two key areas of country residential development exist in the Plan area. One is situated in the central Plan area occupying approximately a quarter section of land, with parcels ranging from 2 to 40 acres in size. The other is the Prairie Schooner Estates community on the north side of Glenmore Trail, flanked by Heather Glen Golf Course on the west, and Crown Land (Western Headworks Canal) on the north.

Canadian National Railway: The Canadian National Railway has a line running through the northerly portion of the Plan area in an east-west direction. This line provides rail service to the existing industrial area with the potential to serve additional industrial lands.

Crown Land and Western Headworks Canal: The Western Headworks Canal, located on a linear strip of Crown Land, bisects the Plan area. This canal system is used to facilitate the irrigation requirements of local agricultural operations. The land also contains a regional pathway and trail system that provides recreational opportunities for the regional population.



Map 3: **Existing** Land Use

ASP Boundary Agriculture

Recreational

Business

Industrial

Residential

Public Service

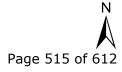
Crown Land

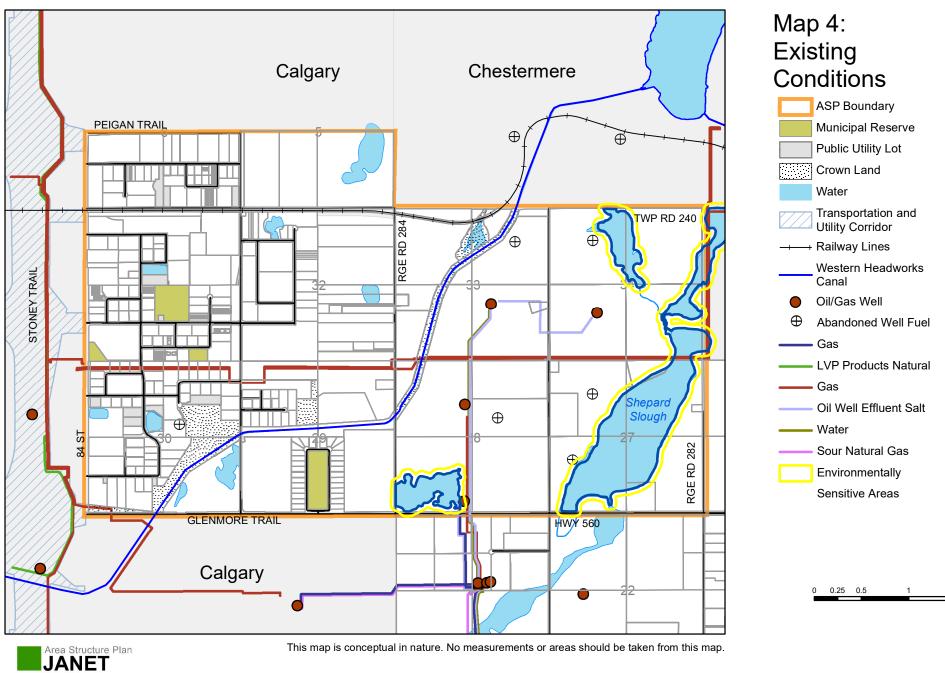
Transportation and Utility Corridor

Western Headworks Canal

HHH CN Railway







5. PLANNING FOR TOMORROW

Overview

The need for a new Janet Area Structure Plan has been was determined based on a number of factors including development pressure, public concern, changing landscape conditions, and the need for land use policy in the Janet area to align with the recently adopted Municipal Development Plan County Plan and other County policies.

The preparation of the Janet Area Structure Plan has been a multi-faceted process that considered a number of elements, including the:

- strategic directions and policies of the Municipal Development Plan County Plan and other relevant County policy;
- key issues and opportunities identified by administration, residents, landowners, stakeholders, and municipal neighbours;
- physical constraints and attributes of the area; and
- ideas and input gathered throughout the public and stakeholder engagement process.

An overview of the above mentioned key factors informing the preparation of the Janet Area Structure Plan is outlined below.

Policy Direction from Other Plans

CALGARY METROPOLITAN REGION GROWTH PLAN

The Regional Growth Plan, Servicing Plan and Regional Evaluation Framework (REF) came into effect on August 15, 2022.

The Regional Growth Plan provides a policy framework for managing growth and implementing a long-term vision for the Calgary Metropolitan Region. The Servicing Plan is intended to support the Growth Plan and outlines how the planning and coordination of regional servicing will facilitate the implementation of the Growth Plan. The Regional Evaluation Framework provides member municipalities with criteria to determine when new municipal Statutory Plans and amendments to existing Statutory Plans shall be submitted to the Calgary Metropolitan Region Board for approval, and procedures for submission.

The Janet Area Structure Plan is identified as an existing statutory plan and as a Preferred Growth Area within Joint Planning Area 2. While the County is required to prepare a Context Study for JPA2 jointly with The City of Calgary and the City of Chestermere, Growth Plan policies state that ASP amendments in Joint Planning Areas may continue to be approved.

The Janet Area Structure Plan amendments for the area east of the canal, implement the vision and land uses defined by the existing Plan (adopted in 2014) and were developed in accordance with the Growth Plan, Servicing Plan and REF.

MUNICIPAL DEVELOPMENT PLAN (COUNTY PLAN)

The Janet area is identified in the Municipal Development Plan County Plan as a Regional Business Centre in order to increase the County's non-residential assessment base and in recognition of the changing development scenario on adjacent lands. The County Plan directed that the future plan for Janet be reviewed to ensure consistency with the County Plan and other municipal documents. Historically, detailed planning in the Janet area was directed by the Shepard Area Structure Plan. Replacement of the Shepard Area Structure Plan was required due to annexation and the successful build-out of the Shepard area.

The Shepard Area Structure Plan identified the Janet area as a 'limited service' area, meaning County water and wastewater services were not provided. As there has been no County direction to connect this area to County utility services, and since servicing is unavailable from the City of Calgary, the Janet area will continue to be a limited service industrial area, accommodating industrial, commercial, recreational, and country residential uses.

ROCKY VIEW/CALGARY INTERMUNICIPAL DEVELOPMENT PLAN

Portions of the Janet Area Structure Plan are affected by the Rocky View County / City of Calgary Intermunicipal Development Plan. Specifically, this Intermunicipal Plan identifies Key Focus Areas including the Peigan Trail extension, the Glenmore Trail (Highway 560) industrial growth corridor, entranceways and interface planning, and the Shepard Drainage Plan, all of which require intermunicipal coordination.

CITY OF CHESTERMERE

Also, a portion of the Plan area borders the Town city of Chestermere. Intermunicipal coordination with the Town-City of Chestermere, in the absence of an Intermunicipal Development Plan will address issues related to interface planning, land use compatibility, and joint infrastructure requirements affecting both municipalities.

Key Issues and Opportunities

A number of key issues and opportunities were identified during the preparation of this Plan, through research and analysis by County staff, public input, and communication with a variety of stakeholders. The key issues and opportunities are summarized below:

- a) Land Use: There was strong support for the Janet area being developed primarily for industrial uses, with a limited focus on commercial development. Key land use issues were identified related to interface treatment of lands adjacent to existing country residential and non-industrial areas, and the eventual transition of some of these areas to industrial and commercial uses. The development of attractive business corridors and entranceways in the Janet area was identified as a key opportunity.
- b) Phasing: There was support for industrial growth to logically continue from west to east. A key issue identified was that a market study should be prepared to determine the short term and longer term phasing strategy for industrial growth.
- c) Environmental Protection and Stormwater Management: The area is generally flat and contains substantial wetlands (e.g. Shepard Slough) and the Western Headworks Canal which bisects the area. Developing a strategy to protect these and other important environmental features, while addressing an appropriate stormwater management solution was identified as a key issue.
- d) Transportation: Major provincial highways and arterial roads provide access to and from the area. One of the key issues was the required road upgrades and new road construction to accommodate growth.
- e) Infrastructure Servicing: The development of effective stormwater management and wastewater systems was regarded as important for the area. Key issues included ensuring that developers / businesses would be responsible to pay for the cost of servicing infrastructure and that better ways to recycle and reuse water would be explored to reduce the volume of on-site stormwater management.

Physical Constraints and Attributes

An evaluation of the Plan area's physical constraints and attributes was undertaken to help understand the opportunities for growth. These are discussed below:

- a) Transportation Utility Corridor and Stoney Trail: The Transportation Utility Corridor is a provincially owned utility corridor located along the western boundary of the Plan area that contains Stoney Trail (also known as the Ring Road). It functions as a freeway bypass for Deerfoot Trail (Highway 2) and provides access to the Plan area by way of Glenmore Trail and the future Peigan Trail extension.
- b) Grid Arterial Road Network: The Plan area is divided by a grid network of arterial roads running north-south and east-west. This grid network is spaced at intervals of approximately one mile apart and provides an excellent arterial network for connection into the provincial highway system (Glenmore Trail and Stoney Trail).
- c) Canadian National Railway: The Canadian National Railway runs through the Janet area in an eastwest direction. An opportunity to service industrial lands may be possible through the development of spur lines.
- d) Crown Land and Western Headworks Canal: A linear corridor of Crown Land containing the Western Headworks Canal bisects the Plan area, providing an *open space* link connecting the city of Calgary and Town city of Chestermere. These lands contain a regional pedestrian pathway / trail system that could connect with other *open spaces* and local pathways / trails in the Plan area.
- e) Waterbodies: Several wetlands exist in the Plan area, with the largest being the Shepard Slough. The Slough is part of a larger system (the Shepard Wetland Complex) that extends southward into the city of Calgary. These natural systems provide a source for water storage, groundwater recharge, particle retention, and water quality protection. Lands adjacent to these wetlands can also be integrated into a regional *open space* system providing regional and local connectivity to the surrounding area.
- f) Stormwater Drainage: The Plan area generally drains from north to south to the Bow River. The Western Headworks Canal bisects the area in two and, while it has many positive attributes as mentioned above, it is a barrier for natural drainage through the Plan area. Alternative methods of stormwater management need to be explored given that the natural drainage flow is severed. The Cooperative Stormwater Management Initiative (CSMI) is the County's post-development stormwater solution for the Plan area and the region.
- g) Servicing: County piped services (water and sewer) will not be provided in this area. The Plan area has been planned and developed around through the provision of limited services (pump-out tanks, private communal water and sewage systems, and water cisterns). Although comprehensive water and wastewater servicing is not planned for the area in the near-term, this Plan commits to the future provision of such servicing through several policies.
- h) Intermunicipal Interface: The Plan area abuts the city of Calgary along the Peigan Trail and Glenmore Trail (Highway 560) corridors. It also abuts the Town-city of Chestermere along Peigan Trail and Range Road 282. Intermunicipal planning co-ordination will be required adjacent to these corridors.

Public Engagement Process

Rocky View County's commitment to an open, transparent, and inclusive process included the implementation of a communications and engagement strategy to actively engage stakeholders in meaningful discussion throughout the Plan preparation process. This strategy provided opportunities for landowners, stakeholders, adjacent municipalities, and the general public to provide input and to inform the outcome of the Plan. A summary of this process is found below:

Phase 1 – Awareness, Issues, and Goals: This was the initial start-up phase of stakeholder engagement that extended from July to November, 2013. In this phase, the County led an engagement process with a workshop to help define the vision and goals for the Janet area. Engagement focused on raising awareness about the planning process, identifying issues, and setting priorities for the Plan area.

Phase 2 – Evaluating Options, and Setting Direction: This phase extended from December, 2013 to February, 2014. In this phase, public engagement activities through a workshop and on-line survey helped confirm the vision for the Plan and explore areas where policy direction was still unclear.

Phase 3 – Draft Policies and Actions: In this phase, extending from March to June, 2014, the vision and directions for the Plan were confirmed through the development of draft policies and actions, and preparation of a first draft of the Plan. This first draft was introduced to stakeholders at an open house at the end of June.

Phase 4 – Plan Completion and Adoption: In this phase, extending from July to October, 2014, the draft Plan was refined based on public comment, agency circulation, and technical review. An open house for the proposed Plan was held in early October and a Public Hearing held later in October.

Long-Term Development Area Lands east of the canal: To facilitate development within the Long-Term Development area east of the canal, further public engagement occurred between September 2019 and XXXXX August 2020-October 2022. Engagement included two an open houses, and online surveys and virtual engagement. The intent of the engagement was to develop the land use strategy for this the Long Term Development area.

6. JANET VISION AND GOALS

Janet Vision

The following vision statement provides an idea of what the Janet area could look like 20 to 25 years into the future:

The Janet area has developed into an attractive location for small-to-medium sized industrial businesses within the transportation, construction, and manufacturing sectors. The area benefits from its geographic location, a strong urban market, a nearby labour force, and its proximity to Glenmore and Stoney Trails. The development blends in well with adjacent industrial and commercial areas, complementing development in the city of Calgary and Town—city of Chestermere. The area is served by an efficient transportation network, effective water and wastewater systems, and well-managed stormwater infrastructure.

Within the Plan area, the Prairie Schooner Estates remains an attractive country residential community with sensitively designed commercial development on adjacent lands. Regional recreational opportunities are provided through a network of open spaces, and pathways. A continuous greenway runs parallel to the major wetlands to the east and the irrigation canal which that bisects the Plan area. While developing as a successful business centre, special attention was paid to conserving the natural environment, ensuring that wetlands, riparian areas, and water courses were protected, and an effective stormwater management system was put in place.

The success of the Janet Regional Business Centre was anticipated based on the area's proximity to regional demand, a growing urban market and labour force, competitive land values, and good transportation access. From the County's perspective, the Regional Business Centre supports the County's financial goals of increasing the business assessment base and providing employment for the local community and region.

Goals

There are 11 goals that have guided the formation of the Janet Area Structure Plan. These goals are based on policy direction from the Municipal Development Plan County Plan; the existing physical characteristics of the area; and the key issues, constraints, and opportunities identified during the planning process. The goals are as follows:

- 1. Facilitate the development of the Janet area as a Regional Business Centre.
- 2. Support the continuation of existing agricultural operations until development of those lands to another use is deemed desirable.
- 3. Establish an attractive industrial area for small to medium industries in sectors such as manufacturing, transportation, and construction; and provide for limited-service industrial development with some supporting commercial uses.

Limited-service industrial development refers to development that can be achieved without the availability of full municipal services through the provision of private or communal sewage and water treatment systems, on-site water and on-site stormwater management or a combination thereof that is consistent with relevant County policy.

- 4. Ensure that the majority of the area adjacent to Peigan Trail and Glenmore Trail is comprised of business and commercial uses that are compatible to adjacent uses in the City of Calgary and Town City of Chestermere.
- 5. Provide for attractive and high quality development along Peigan Trail and Glenmore Trail that meets high standards of building design, siting, landscape design, and architectural treatment.
- 6. Protect existing non-industrial uses with appropriate land use and interface treatment measures.
- Successfully manage stormwater through the development of a regional stormwater conveyance system and innovative stormwater management solutions including source control methods, bioswales, re-use of rain water for irrigation, and other Low Impact Development measures.
- 8. Protect wetlands through the integration of wetlands as part of a sustainable stormwater solution.
- 9. Create a well-designed, safe, and interconnected transportation network that addresses the needs of motorists, pedestrians, and cyclists.
- 10. Preserve major wetland systems as sustainable natural areas to provide passive recreational opportunities for employees, residents, and the public.
- 11. Prioritize future development along existing road, infrastructure, and servicing routes, with development being phased in from west to east.

PART II: PLAN POLICIES

A. LAND USE

7. JANET LAND USE STRATEGY

Purpose

The Janet Land Use Strategy provides the framework for implementing the vision for the Janet Area Structure Plan by detailing the physical organization of land uses in the Plan area. The Strategy identifies general land uses, the approximate boundaries of the land use areas, and the policies that inform the development in each area. The Strategy for the Janet Area Structure Plan is shown on Map 5: Land Use Strategy. The policies related to the Strategy are found in Sections 67 to 24.

Preparation

The Janet Land Use Strategy was developed through a multi-faceted process that considered:

- Municipal Development Plan County Plan direction
- Public input through the Janet Area Structure Plan engagement process
- Existing physical characteristics and development
- Market demand
- Technical review and analysis of the infrastructure capacity (transportation, utilities, and stormwater management)
- Intermunicipal and interagency discussion
- Council approved policies and the terms of reference for the preparation of the Janet Area Structure Plan

These components were woven together to formulate the Plan's Land Use Strategy, maps, and policies.

Strategy

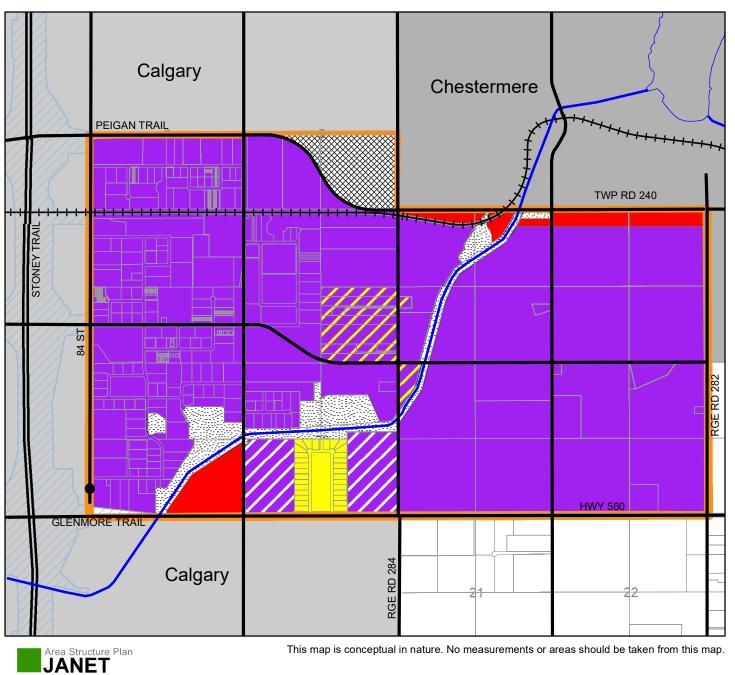
The Janet Land Use Strategy provides for the development of a Regional Business Centre through an expansion of the existing industrial area developed under the Shepard Area Structure Plan. Development will proceed in an easterly direction, building on the existing industrial development.

Immediate industrial growth will focus on the area west and north of the Western Headworks Canal, where there is an existing transportation system and a potential regional stormwater conveyance solution. Development of the approximately 240 gross hectares (600 acres) of land, combined with existing designated but undeveloped industrial land, will satisfy the County's short-to-medium term industrial development needs in the Janet area. The area east and south of the Western Headworks canal is designated as a Long Term Development area and will retain its agricultural character until a transition to other business uses is deemed appropriate.

The sub-components of the Land Use Strategy are listed below.

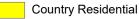
 The majority of the Janet area lying west of the Western Headworks Canal will develop as a limited-service industrial and commercial business area. Development is dependent upon the approval of comprehensive local plans and land use.

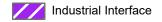
- The area lying east of the Western Headworks Canal is part of the Long Term Development area and will develop as a limited-service Regional Business Centre. Development of land within the Long Term Development area requires an operational regional stormwater conveyance system.
- The existing agricultural lands, which take up more than 50 per cent of the area within the Janet Area Structure Plan, will remain in agricultural use until such time as a change is deemed desirable.
- Commercial and industrial development will be permitted along the Glenmore Trail and Peigan
 Trail-Township Road 240 corridors. Ensuring high quality design of commercial development will
 contribute to creating attractive complementary development along these routes, which are
 adjacent to the City cities of Calgary and Town City of Chestermere.
- The Prairie Schooner Estates community is expected to remain as a permanent country residential area. The Business-Residential Interface area policies will be applied to business development on adjacent lands to ensure adequate buffering is provided for this residential area.
- The Residential Transition Area (Map 5) will continue as a residential area until such time as transition to business uses is deemed appropriate. The Business-Residential Interface area polices must be addressed for industrial development adjacent to these lands.
- The Heather Glen Golf Course is expected to be converted to business uses over the long term, but it is considered to be an asset to the area and will be encouraged to remain in its present use for the short to medium term.
- The future Peigan Trail alignment east of Range Road 285 will separate a small portion of the Plan area on the north side of Peigan Trail from the industrial area to the south. This area has special policies that recognize its eventual transition to future urban residential uses, in accordance with the policy direction contained in the Rocky View County / City of Calgary Intermunicipal Development Plan.
- A limited servicing strategy, which includes the use of cisterns, pump-out tanks or, communal systems will provide the water and wastewater solutions for business development.

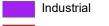


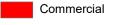
Map 5: Land Use Strategy

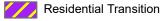






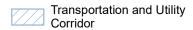
















HH CN Railway





This map is conceptual in nature. No measurements or areas should be taken from this map.

8. COUNTRY RESIDENTIAL

Country residential land uses have existed within the Plan area since 1978 and are identified on Map 3. The Land Use Strategy identifies a Residential Transition area and Country Residential area that provides a different land use strategy for each area.

OBJECTIVES

- Support the retention of existing country residential development identified as Residential Transition area until change to industrial development is deemed desirable.
- Support Prairie Schooner Estates to remain as a viable country residential community.
- Ensure that the impact of commercial and industrial development on existing country residential development is minimized through the implementation of appropriate interface design elements.

POLICIES

Residential Transition

The Residential Transition areas are near or adjacent to future industrial development areas. This Plan recognizes these existing residential areas, and will allow for their continuation until such time as transition to business uses is deemed appropriate.

- 8.1. Residential uses on lands identified as Residential Transition area (Map 5) will be allowed to continue until such time as a transition to industrial use is deemed appropriate, a *local plan* has been prepared, and the proposals for new land uses address the policies of this Plan.
- 8.2. Applications for industrial and commercial uses adjacent to a Residential Transition area shall:
 - a) demonstrate how the proposed land use is compatible with the adjacent residential use by considering the Business-Residential Interface area policies and the requirements of Section 10 of this Plan; and
 - b) include screening, buffering, and landscaping measures to mitigate the impact on the Residential Transition area.

Prairie Schooner Estates

The existing Prairie Schooner Estates, approved for subdivision in 1978, is located between Glenmore Trail and the Western Headworks Canal. The Plan recognizes the presence and desire of this community to remain as a viable country residential development and therefore, the need to sensitively integrate commercial and industrial development on adjacent lands.

- 8.3. Country residential development shall be supported in the Country Residential areas shown on Map 5.
- 8.4. Commercial and industrial development on land adjacent to the Country Residential areas shall be subject to the Business-Residential Interface area policies of this Plan (Section 132).

9. COMMERCIAL

Commercial development across the County provides a wide range of services to residents and the region, while contributing to the fiscal sustainability of the County. Over the next ten to 20 years, the Janet Plan area is expected to continue its development as a Regional Business Centre primarily catering to small-to-medium sized industrial businesses within the transportation, construction and manufacturing sectors.

In addition to the expected development in the industrial sector, the Plan area has the potential to will develop as a high quality commercial area along Glenmore Trail. Commercial development in this area is envisioned as being moderate to large in size, primarily serving the needs of the regional population. Uses may include a combination of large format retail stores, services, offices, office parks, and personal service businesses. The final form of development (commercial or industrial) along Glenmore Trail area will be determined at the time of amending the Long Term Growth area and by market demand.

OBJECTIVES

- Provide for attractive and high quality commercial development.
- Allow for the development of high quality commercial land uses on Glenmore Trail (Highway 560) and Peigan Trail (Township Road 240), which provide safe access and egress from adjacent highways and roads.
- Provide guidance on the types and design of commercial development appropriate for the Janet area
- Ensure that commercial uses will be compatible with existing and future land uses.

POLICIES

General

- 9.1. Commercial development shall be located in the Commercial areas identified on Map 5.
- 9.2. Development within commercial areas should proceed in an orderly manner, supported by cost effective improvements and upgrades to the County's infrastructure and transportation networks.

Land Use

- 9.3. The primary commercial land uses should be large-format retail centres, shopping centres, outlet malls, office buildings, personal services, office parks, institutional uses, and tourist facilities that benefit from access to Glenmore Trail (Highway 560) or Peigan Trail (Township Road 240).
- 9.4. Commercial areas shall be designed in such a way and situated in a location that ensures safe and efficient access and egress from adjacent roadways.

Large-format retail uses are large floor area, single use buildings that locate on individual sites or are grouped together on larger sites. These large sites with many businesses grouped together are sometimes referred to as "regional shopping centres" or "power centres".

9.5. Commercial uses located adjacent to existing or future residential or agriculture areas shall address the Business-Residential Interface (Section 132) or Agriculture Interface (Section 14) policies of this Plan.

- 9.6. Acceptable commercial uses are those activities primarily carried on within an enclosed building, where the operation does not generate any significant nuisance or environmental impact such as noise, appearance, or odour outside of the enclosed building.
- 9.7. Outdoor storage as a primary use should not be permitted in the commercial areas of the plan. Outside storage incidental to the primary use of the site shall be screened and located to the side or rear of the primary building.
- 9.8. Outside display areas are permitted, provided they are limited to examples of equipment, products or items related to the site's commercial use.

Local Plans

- 9.9. A *local plan* shall be required to support applications for commercial development (see Policy 265.1). The *local plan* shall:
 - a) provide detailed planning and design policies and guidelines for commercial development;
 - b) address the County's Commercial, Office and Industrial Design Guidelines and document how the *local plan* meets those guidelines;
 - c) provide architectural and site guidelines in order to provide a consistent thematic design to the commercial area;
 - d) where necessary, provide for current and future access requirements to Glenmore Trail (Highway 560) and Peigan Trail (Township Road 240); and
 - e) ensure vehicle and pedestrian connections between local plan areas; and
 - f) evaluate options for regional transit services to the Plan area, and where feasible, incorporate design elements to accommodate future transit service.

Design

- 9.10. Commercial development shall be attractively designed, fit with existing development, and address the County's Commercial, Office and Industrial Design Guidelines and the design requirements of Appendix B.
- 9.11. Commercial development shall provide for convenient, attractive and efficient pedestrian and bicycle linkages between building entrances, sites and, where applicable, adjacent areas.
- 9.12. All private lighting including security and parking area lighting shall be designed to respect the County's 'dark sky' policies, conserve energy, reduce glare and minimize light trespass onto surrounding properties.
- 9.13. The use of fencing should not be permitted, other than for screening of outside storage, garbage bins, or for security purposes, provided the security area is adjacent to the side or rear of the primary building.

10.INDUSTRIAL

Over the next several decades, Rocky View County is expected to capture a greater share of the region's industrial development due to regional demand, its proximity to a growing market and labour force, competitive land values, and good transportation access.

The Janet area is identified in the Municipal Development Plan County Plan (Map 1: Managing Growth), as a Regional Business Centre. The area will develop over time into an attractive location for more general industrial development catering to uses that do not require municipal-owned utility servicing. The development will benefit from its geographic location; in particular, its proximity to Stoney and Glenmore Trails. This area is expected to be especially attractive for small-to-medium sized industries within the transportation, construction, and manufacturing sectors.

The industrial policies support the development of a Regional Business Centre that provides local and regional employment opportunities, increases the County's business assessment base, and contributes to the long-term financial sustainability of the County.

OBJECTIVES

- Support the development of industries associated with the provincial and regional economic base such as construction, manufacturing, transportation, warehousing, distribution logistics, and oil and gas services.
- Support the development of a well-designed, industrial based, Regional Business Centre.
- Provide for the growth of local and regional employment opportunities.
- Provide for an efficient pattern of development and phasing.
- Support an orderly transition from existing agricultural, residential, and recreational uses to industrial uses.
- Promote financial sustainability by increasing the County's business assessment base.

The Municipal Development Plan County Plan states the purpose of a **Regional Business Centre** is to provide regional and national business services, and local and regional employment opportunities. Regional Business Centres make a significant contribution towards achieving the County's fiscal goals. Regional Business Centres have the following characteristics:

- a concentration of commercial and / or industrial businesses;
- an efficient road connection to the provincial highway network;
- significant scale and scope of operations; and
- infrastructure with the potential to service the proposed development.

POLICIES

General

- 10.1. Industrial development shall be located in the areas identified as Industrial on Map 5.
- 10.2. Development of industrial uses should proceed in an orderly manner and be supported by cost effective and efficient changes to the County's existing infrastructure and transportation networks.

Land Use

10.3. Industrial uses such as distribution logistics, warehousing, transportation, services, construction, and manufacturing that do not have a significant offsite nuisance impact are shall be deemed appropriate within the industrial area.

Distribution logistics refers to the business and activities associated with the management, handling and movement of goods and finished products from their point of origin and manufacture to their point of consumption.

10.4. Commercial, institutional, recreational, and other business uses that are compatible with industrial uses and have minimal impact on the local infrastructure, and do not generate large retail-traffic volumes may be appropriate within the industrial area.

The following broad land use sectors have been identified as emerging areas of growth potential for the Janet area:

- transportation, warehousing and distribution / wholesale trade, particularly rail and trucking transportation and support industries, as well as logistics services such as freight or packaging / value-added services and distribution;
- professional, scientific and technical services, particularly engineering, consulting, and business services; and
- oil and gas servicing industries.

Local Plans

- 10.5. A *local plan* shall be required to support applications for industrial development (see Policy 265.1). The *local plan* shall:
 - a) ensure that the type of uses for the industrial area are consistent with those identified in policies 10.3 and 10.4;
 - b) where necessary, provide a strategy to mitigate offsite impacts;
 - c) address the policies of this Plan regarding the Business-Residential Interface and Agricultural Interface, where required;
 - d) address the County's Commercial, Office and Industrial Design Guidelines and document how the *local plan* meets those guidelines; and
 - e) provide for high quality development through landscaping, lot, and building design; and
 - f) evaluate options for regional transit services to the Plan area, and where feasible, incorporate design elements to accommodate future transit service.

- 10.6. All private lighting including security and parking area lighting shall be designed to respect the County's 'dark sky' Land Use Bylaw requirements, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- 10.7. Where appropriate and feasible, a *local plan* should incorporate policies that provide for green building techniques and energy efficient building design.

Heather Glen Golf Course

The Heather Glen Golf Course was approved for recreational use in the mid-1980s. The 27 hole golf course is located on a 160 acre parcel adjacent to Glenmore Trail, east of Range Road 285. This Plan recognizes and supports continued recreational use of the property, but allows for conversion to commercial and industrial use if market demand warrants it and the policies of this Plan are addressed.

- 10.8. Recreational use of lands occupied by the Heather Glen Golf Course will be allowed to continue until such time as a transition to industrial or commercial use is desired and the proposal for the new land use addresses the policies of this Plan.
- 10.9. A change from recreational use to industrial or commercial use on the lands currently occupied by the Heather Glen Golf Course will be supported subject to the policies of this Plan.
- 10.10. An application for industrial or commercial uses adjacent to the existing golf course shall:
 - a) demonstrate how the proposal is compatible with the adjacent golf course; and
 - b) include screening, buffering, and landscaping measures to mitigate the visual impact on the golf course.
- 10.11. An application for industrial or commercial uses on the lands shall:
 - a) demonstrate how proposed land uses are compatible with the Country Residential area through preparation of a local plan; and,
 - b) demonstrate thoughtful subdivision design to orient more intensive uses, roadways, and areas of activity away from the existing County Residential area.

Foothills Nursery

The Foothills Nursery was established in the early 1970s and expanded to the Janet area in 2011. The 114 acre parcel is located adjacent to Glenmore Trail, west of Range Road 284. This Plan recognizes and supports continued agricultural use of the property but allows for conversion to commercial and industrial use if the policies of this Plan are addressed.

- 10.12. Agricultural use of lands occupied by the Nursery will be allowed to continue until such time as a transition to industrial or commercial use is desired and the proposal for the new land use addresses the policies of this Plan.
- 10.13. A change from agricultural use to industrial or commercial use on the lands currently occupied by the Foothills Nursery will be supported subject to the policies of this Plan.
- 10.14. An application for industrial or commercial uses adjacent to the existing nursery shall:
 - a) demonstrate how the proposal is compatible with the adjacent nursery; and
 - b) include screening, buffering, and landscaping measures to mitigate the visual impact on the nursery.

11.AGRICULTURE

The continued use of land for agriculture purposes in the Plan area is appropriate and desirable until such time as the land is developed for other uses. The Policies support the retention and development of agriculture uses as per the direction of the Municipal Development Plan County Plan, while Section 14 provides direction on developing adjacent to agriculture operations in a manner that minimizes land use conflict.

OBJECTIVES

- Support agricultural uses until alternative forms of development are determined to be appropriate.
- Provide for appropriate development of agriculture, farmsteads and first parcels out in accordance with the Municipal Development Plan County Plan.
- Minimize the impacts of subdivision on existing and future development.

POLICIES

General

- 11.1. Agricultural lands within the Plan boundary shall develop in accordance with the policies of the Municipal Development Plan County Plan.
- 11.2. Existing agricultural operations within the Plan boundary are encouraged to continue until development of those lands to another use is deemed desirable and that use is determined to be in accordance with the policies and land use strategy of this Plan.
- 11.3. The creation of a single lot from an un-subdivided quarter section for the purposes of a farmstead or first parcel out subdivision, or other agriculture development should be supported without the requirement of a *local plan* when it is in accordance with the relevant policies of this Plan and the Municipal Development Plan County Plan.
- 11.4. Farmstead lot size shall meet the minimum and maximum size requirements of the Municipal Development Plan-County Plan-and shall be no larger than is necessary to encompass the existing residence, associated buildings, landscape improvements, and access.
- 11.5. Residential first parcels out shall be situated in a manner that minimizes the impact on future development of the site. Residential first parcels out:
 - a) shall meet the site requirements of the Municipal Development Plan County Plan;
 - b) shall meet the County's access management standards; and
 - c) should be located on the corners of the quarter section.
- 11.6. Applications for Confined Feeding Operations shall not be supported in the Plan area.

12. LONG TERM DEVELOPMENT

The Long Term Development area is identified for the future expansion of the Regional Business Centre. The area includes all of the land within the Plan area to the east and south of the Western Headworks Canal, with the exception of the Prairie Schooner Estates subdivision. Development of this area should be allowed once the area north of the irrigation canal approaches build out, suitable transportation infrastructure is in place, and a regional stormwater conveyance system is functional. In the interim, existing uses will be allowed to remain and limited development for agricultural purposes including farmsteads and first parcels out will be permitted in the Long Term Development area.

The Long Term Development area is envisioned to be developed with both commercial and industrial uses. Areas on the north side of Glenmore Trail and south side of Peigan Trail (Township Road 240) may be more suitable for commercial uses. The development of commercial uses along Glenmore Trail is consistent with the land use strategy identified by the City of Calgary which calls for commercial development on adjacent lands on the south side of Glenmore Trail. Also, commercial development on the south side of Peigan Trail (Township Road 240) would provide a more desirable interface with the residential communities proposed to the north in the Town of Chestermere. All other land in the Long Term Development area is envisioned for future industrial expansion; however, the final distribution of commercial and industrial uses will be determined at the time of Plan amendment.

OBJECTIVES

- Protect lands for future business expansion by limiting development to agriculture and other existing uses until alternative forms of development are determined to be appropriate.
- Provide for the appropriate agriculture development that is consistent with the direction of the County Plan.

- 12.1. Redesignation or subdivision of land within the Long Term Development area (Map 5) to any new use, other than a Farmstead, first parcel out or an agricultural use requires an amendment to this Plan.
- 12.2. Development of new business land uses in the Long Term Development area shall not be supported until approximately 70 per cent of the developable land within the Plan area that is not designated as a Long Term Development area has an adopted *local plan* and land use.
- 12.3. Prior to amending this Plan to allow for the development of new business land uses in the Long Term Development area:
 - a public engagement process involving area stakeholders shall be undertaken and an overall Land Use Strategy and supporting policies for the Long Term Development area shall be developed;
 - b) mechanisms to implement the construction of the transportation network shall be identified;
 - c) a regional stormwater conveyance system and mechanisms to finance and implement the construction shall be identified, to the County's satisfaction; and
 - d) it shall be demonstrated that the development is a logical and efficient extension of existing infrastructure.

13. BUSINESS-RESIDENTIAL INTERFACE

Business-Residential Interface areas are those parcels supported for industrial or commercial land use areas that are adjacent to existing or proposed residential land use areas. Minimizing the direct impact of commercial and industrial development on existing and future residential areas is accomplished by giving careful consideration to land use, spatial separation, roadway design, landscaping and the design and layout of buildings. The policies to achieve a compatible interface are located in this section. These policies will be applied to those areas adjacent to the Country Residential area identified on Map 5 and should be considered for those areas adjacent to the Residential Transition areas.

OBJECTIVES

- Minimize the impact of commercial and industrial development on residential development.
- Provide edge conditions in Business-Residential Interface areas that are complementary to adjacent residential areas.

The term business is used in its broadest meaning to encompass commercial and industrial activities.

POLICIES

General

- 13.1. Local plans for business uses adjacent to the Country Residential area and the Residential Transition areas on Map 5 shall include an interface strategy that addresses the policies of this section.
- 13.2. The interface strategy should mitigate impacts to adjacent Country Residential areas with particular emphasis on protecting residents from noise, light, visual, and privacy intrusions, alongside other forms of nuisance.
- 13.3. The local road network within the Business-Residential Interface area should be separated and / or buffered from adjacent residential areas.

Business Uses

- 13.4. Business uses located adjacent to the Country Residential area on Map 5 shall comply with the following requirements.
 - a) Acceptable uses are those business activities primarily carried on within an enclosed building that generate no significant nuisance impact outside of the enclosed building. Business uses that interfere with the use and enjoyment of adjacent residential development because of the nature of the business use should not be permitted, even where the business activities may be fully enclosed within a building.
 - b) Outside storage is not an acceptable use in the Business-Residential Interface area.
 - c) Overnight trucking or automotive-related activities, in accordance with the defined nighttime hours in the County's Noise Bylaw, as amended, including parking, loading, storage, or delivery are not desirable uses in the Business-Residential Interface Area and should be located within the areas where off-site impacts can be appropriately mitigated.

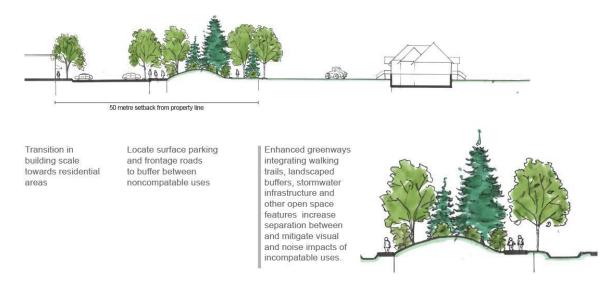
Setback Area

Spatial separation between business and residential uses is achieved by providing setbacks for the industrial or commercial buildings within the interface areas.

- 13.5. Where commercial or industrial buildings are on lands adjacent to the Country Residential area, the commercial or industrial building shall be set back a minimum of 50 metres from the commercial or industrial property line.
- 13.6. Where a trail or pathway is located within or adjacent to a Business-Residential Interface area, the pathway and associated *open space* may be counted as part of the 50 metre building setback.

Figure 1

Business Residential Interface area includes building design, setbacks, landscaping, and use considerations.



Setback Area Use and Landscaping

- 13.7. Within the setback area adjacent to Prairie Schooner Estates, pathway connections shall be provided connecting business development with the residential community to provide recreational opportunities for residents within the area. Public access to pathways shall be secured and maintained through public access easements, restrictive covenants and/or other instruments.
- 13.8. Uses within the setback area in a Business-Residential Interface area may include:
 - a) landscaping, berms, landscaped stormwater ponds, natural wetlands, trails, and linear parks; and
 - b) surface parking where the parking is hidden from view by berms and / or landscaping.
- 13.9. High quality landscaping should be emphasized in the setback area. A landscape plan shall be prepared for the setback area as part of a *local plan that* addresses the County's Land Use Bylaw, and Appendix B guidelines. The landscape plan should:
 - a) demonstrate berm plantings including mature coniferous trees (minimum 4.60 m (15.00 ft.) with a maximum spacing of 2.50 m (8.00 ft.), with preference for plantings adjacent to the residential interface; and,

- 13.10. Mass plantings and landscaped berms are required to minimize the visual impact of the commercial / industrial uses buildings within an interface area. These plantings and berms:
 - a) shall incorporate natural contours and variations in height, in order to achieve a natural landscaped appearance;
 - b) should incorporate berms constructed to a height of not less than 4.00 m (13.13 ft.) in height, should not be overbearing on the residential properties and should be appropriately positioned to maximize privacy and screening for residents; and,
 - c) may be located in either the Business-Residential Interface area or municipal reserve, if provided.

Building Quality and Appearance

- 13.11. High quality building appearance should be emphasized where industrial / commercial buildings face residential areas. Building design shall address the requirements of Appendix B of this Plan.
- 13.12. The maximum height of buildings on lots adjacent to a residential area shall be 12.5 metres or lower where required by the County's Land Use Bylaw.
- 13.13. The lot coverage of buildings on lots adjacent to a residential area shall be a maximum of 25 per cent.
- 13.14. Garbage storage, loading bays, loading doors, or other activities creating heavy truck movements on lots adjacent to a residential area should not face the residential area.

14. AGRICULTURAL INTERFACE

Agriculture is a significant land use within the Janet Plan area and will continue in many parts of the Plan area until the envisioned development occurs. It is important that agricultural uses are allowed to continue unimpeded until the land transitions to an alternate land use.

In accordance with the policies and actions of the Municipal Development Plan County Plan, a set of Agricultural Boundary Design Guidelines are being developed have been adopted by Council. When completed, tThe Guidelines will-provide recommendations for a variety of buffering, siting, and design techniques to minimize impacts of non-agricultural development on agricultural operations and to reduce potential land use conflicts.

OBJECTIVE

• Ensure an appropriate interface between non-agricultural uses and agricultural land or operations, in order to avoid negative impacts on agriculture operations.

- 14.1. Until such time as the Applications for non-agricultural development adjacent to agricultural lands should adhere to the County's Agricultural Boundary Design Guidelines are adopted, the policies of this Plan shall guide the design of developments bordering agricultural lands.
- 14.2. Proposals for non-agricultural development adjacent to agricultural lands located either within or outside of the Plan boundary shall incorporate buffering, siting, and design techniques to minimize negative impacts on agricultural lands.
- 14.3. Agricultural buffering techniques may include a combination of the following:
 - a) barrier fencing to prevent access;
 - b) vegetated berms;
 - c) community agriculture plots;
 - d) stormwater management facilities;
 - e) ecological / vegetative buffers;
 - f) use of topographic barriers such as slopes, roads, watercourses or wetlands; and
 - g) increased setbacks for housing and other buildings.
- 14.4. Public access such as trails, pathways, and parks should be discouraged adjacent to agricultural lands unless supported by the open space and pathway plan (Map 6).

15. GATEWAYS

The northern edge of the Plan area along the Peigan Trail (Township Road 240) forms a gateway between Rocky View County, the city of Calgary and the Town city of Chestermere. The southern edge of the Plan area along Glenmore Trail (Highway 560) forms a gateway between Rocky View County and the city of Calgary. As these gateways provide first and last impressions for area residents and the traveling public, it is important for them to be visually attractive and well maintained.

OBJECTIVES

- Create attractive, orderly and well maintained gateways through high quality development and landscaping.
- Ensure gateway development is coordinated with adjacent municipalities.

- 15.1. Lands adjacent to Glenmore Trail (Highway 560) and Peigan Trail (Township Road 240) are gateway areas and shall be subject to the Gateways policies of this Plan.
- 15.2. Consideration shall be given to travelers' and adjacent landowners' impressions when determining appropriate land use, siting, building design, and landscaping.
- 15.3. Heavy industrial uses and outdoor storage uses are discouraged to shall not be located immediately adjacent to the entranceway roads and the existing residential areas.
- 15.4. Local plan design should consider such factors as sight lines, noise attenuation, setbacks, berms, constructed barriers, natural land features, and innovative building design to promote a consistent architectural theme with planned and existing development within the gateway area. Landscaping and signage should be of high quality.
- 15.5. Gateways should be developed in accordance with the County's Commercial, Office and Industrial Guidelines.
- 15.6. Where a gateway along Glenmore Trail (Highway 560) and Peigan Trail (Township Road 240) is shared by Rocky View County, the City of Calgary or the Town City of Chestermere, Rocky View County will-shall collaborate with the respective municipalities and / or Alberta Transportation to create an attractive gateway.

16. SPECIAL POLICY

The alignment and construction of Peigan Trail within the S ½ 5-24-28-W4M will result in the lands within the Plan area on the north side of this alignment being isolated from the industrial lands to the south. The Rocky View County / City of Calgary Intermunicipal Development Plan (Policy 4.6.3) states that once the Peigan Trail functional alignment has been established, the City of Calgary should initiate the annexation of the lands on the north side of this alignment for future urban residential purposes. The Janet Plan recognizes this area as a Special Policy area where existing agricultural uses are encouraged to remain until development of those lands for residential use is deemed appropriate.

OBJECTIVES

- Support the long term protection of land on the north side of the Peigan Trail alignment for future urban residential development by the City of Calgary.
- Prohibit development on these lands that would compromise the future transition of this area into an urban residential form.

- 16.1. The County recognizes the policy direction established through the Rocky View County / City of Calgary Intermunicipal Development Plan for the County's lands within S ½ 5-24-28- W4M, north of the Peigan Trail alignment. The County supports the policy to have the City of Calgary annex those lands for future residential use once the alignment of Peigan Trail has been established in the area. Those lands are designated as a Special Policy area in this Plan (see Map 5).
- 16.2. Existing agricultural operations within the Special Policy area are encouraged to continue until development of those lands to another use is deemed desirable.
- 16.3. Any changes to agricultural uses within the Special Policy area shall be subject to the regulations of the Rocky View County Land Use Bylaw, and the policies of this Plan respecting agricultural lands (Section 11).
- 16.4. Annexation of the Special Policy area (identified on Map 5) by the City of Calgary shall require an amendment to this Plan.
- 16.5. Once the Peigan Trail functional alignment has been established, the policies in Section 13 (Business-Residential Interface) shall apply to lands adjacent to the Special Policy Area.

B. SERVICES

17. OPEN SPACE, PARKS, AND PATHWAYS

Open space, parks, pathways, and trails contribute to community building by preserving rural landscapes and providing a variety of opportunities for passive and active recreation and environmental protection. Communities need to have a wide range of accessible, connected, inviting, open spaces. Since the Janet area will be a predominantly industrial and commercial area, a creative approach will be required to provide for the unique needs of the area. Pathways that connect neighbouring municipalities are also important to provide regional connections to other adjoining areas and amenities.

Open space means all land and water areas, either publicly owned or offering public access that are not covered by structures. *Open space* may include parks, environmentally significant areas and other natural areas, pathways and trails, greenways, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

OBJECTIVES

- Promote, conserve and enhance an interconnected *open space* system, one which is geared to the needs of a predominant business area.
- Ensure that *open space* and parks have an ecological, social, cultural, recreational, and / or aesthetic function and that each space operates in a sustainable manner.
- Provide for an interconnected regional and local network of pathway and trail connections.
- Provide opportunities for passive recreation and alternative transportation modes within industrial and commercial areas.

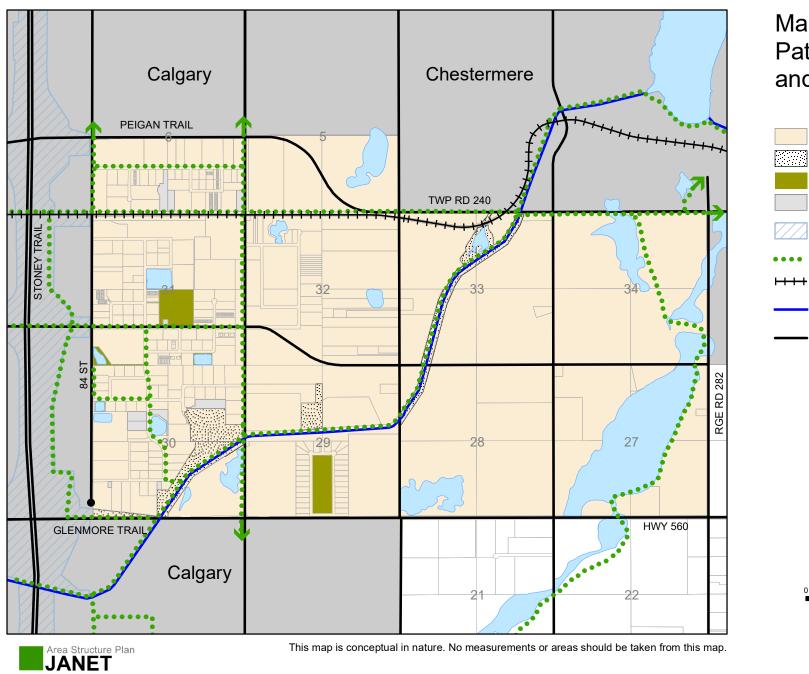
POLICIES

Open Space

- 17.1. An interconnected system of *open space* shall be provided in the Plan area that is in general accordance with Map 6: Pathways and Trails.
- 17.2. Open space shall be provided in the Plan area through such means as:
 - a) the dedication of reserve lands, environmental reserves, and public utility lots;
 - b) the provision of environmental reserve easements, conservation easements, or other easements and rights-of-way;
 - c) government lands for public use;
 - d) privately owned land that is accessible to the public;
 - e) publicly owned stormwater conveyance systems;
 - f) land purchases, endowment funds, land swaps, and donations; and / or
 - g) such other mechanism as may be approved by the County.
- 17.3. *Open space* shall be planned and integrated into the Plan area so that each space will provide a positive and safe social, cultural, ecological, aesthetic, and / or recreational function.

Pathways, Trails and Sidewalks

- 17.4. The network of pathways, trails, and sidewalks should promote walking and cycling, and provide connections between commercial and industrial areas.
- 17.5. Local plans prepared for the Plan area should provide for a pathway, trail, and sidewalk network that generally aligns with the network shown on Map 6: Pathways and Trails, and appropriately incorporate the goals and policies of the Parks and Open Space Master Plan, the Active Transportation Plan: South County, and the Calgary Chestermere Interface Intermunicipal Development Plan. Local Plans should:
 - a) provides connections within and external to the *local plan* area;
 - b) wherever possible be located within, or align with, a park, wetland, natural water course and riparian area, other natural area, and / or the stormwater management conveyance system;
 - c) contributes to the regional trail and pathway system and where required possible, connect with other municipalities' pedestrian network; and
 - d) incorporate Crime Prevention Through Environmental Design (CPTED) features.
- 17.6. Where the regional pathway, trail, and sidewalk network cannot be located within a park, stormwater management conveyance system or natural area, it may be located within a road right-of-way in accordance with applicable County standards or in municipal reserve land adjacent to roads with a rural cross section.
- 17.7. The design and construction of parks, pathways, trails, and associated amenities shall be of high quality and shall adhere to County's Servicing Standards and the Parks and Open Space Master Plan design criteria.



Map 6: Pathways and Trails





18. NATURAL ENVIRONMENT

The central eastern region of Rocky View County is characterized by cultivated agricultural land and small areas of native grasslands. Scattered throughout the Janet Plan area are a number of wetland complexes with a series of permanent wetlands located in the easterly portion of the Plan area. Natural drainage from the Janet area occurs with surface water flowing southward to the Shepard Wetland complex. The purpose of these policies is to provide for the long term conservation of valued wetlands and adjacent riparian areas.

A **wetland** is a land saturated with water long enough to promote wetland aquatic processes as indicated by poorly drained soils, hydrophytic vegetation, and various kinds of biological activity that are adapted to a wet environment.

A **wetland complex** is comprised of two or more permanent or intermittent wetlands, connected by natural vegetation and drainage courses.

Riparian land is the vegetated (green zone) area adjacent to rivers, creeks, lakes, and wetlands. These areas have a distinct vegetative community that is a result of increased soil moisture and different soil types.

Wetlands and riparian areas connect ground water to surface water, provide important wildlife and waterfowl habitat, clean and purify water, and provide recreational opportunities.

OBJECTIVES

- Provide for the protection and enhancement of wetlands and wetland values.
- Provide for the protection and enhancement of riparian areas adjacent to wetlands and watercourses.
- Ensure wetlands are assessed in detail through the *local plan* preparation process.
- Provide guidance regarding building and development in and through riparian areas.

POLICIES

Wetlands

- 18.1. Wetland protection shall be guided by County and Provincial policy.
- 18.2. The County shall require the use of the Provincial system to determine wetland classification and relative wetland value.
- 18.3. Local plans shall identify the classification of wetlands within the Plan area boundary. This shall be done as part of a wetland assessment, to be provided at the *local plan* preparation stage.
- 18.4. *Local plans* shall determine, through consultation with the Province, whether wetlands are Crown owned land.

The Province has published a "Guide for Assessing Permanence of Wetland Basins" as a tool to assist in the identification of Crown owned land.

- 18.5. Wetlands, not claimed by the Crown, that have a high relative value should be dedicated as environmental reserve or environmental reserve easement.
- 18.6. Wetlands that form part of a stormwater drainage conveyance system shall be retained.
- 18.7. Where wetlands are not retained, developers shall provide for appropriate replacement, in accordance with Provincial policy.

Riparian Areas

- 18.8. Riparian area protection shall be guided by County and Provincial policy.
- 18.9. The riparian setback area from a protected watercourse shall be determined using the province's "Stepping Back from the Water: A Beneficial Management Practices Guide for New Development Near Water Bodies in Alberta's Settled Region", or a similar provincial document which that may replace this document.
- 18.10. The riparian setback area shall be protected by designation as environmental reserve, environmental reserve easement, municipal reserve, or by other means satisfactory to the County.
- 18.11. Building and development in the riparian setback area shall be in accordance with the County's Land Use Bylaw and Riparian Setback policy.
- 18.12. The riparian setback area uses may include parks, pathways, and trails.
- 18.13. Public roads and private access roads may be allowed in the riparian setback area but should be located, designed, and constructed so as to minimize disturbance to the riparian area.
- 18.14. The riparian protection area shall remain vegetated and development proponents are strongly encouraged to maintain the natural riparian function through the use of native plant species.

19. RESERVES

Reserves and environmental reserves are lands dedicated to the community as public land during the subdivision process. Reserves enhance the community by providing land for *open space*, parks, schools, and recreational amenities. Environmental reserves protect the community and the natural environment by preventing development in hazardous areas such as ravines and floodways.

Reserves are lands dedicated to the community by the developer through the subdivision process as defined in the Municipal Government Act. Reserves may include:

- Municipal reserve
- Community services reserve
- Municipal and school reserve
- School reserve

Instead of a land dedication, the County may accept the equivalent value of the land as money. Money in place of reserves is shared between the school boards and the recreation districts.

OBJECTIVES

- Provide for the dedication of reserves in order to meet the educational, recreational, cultural, and social needs of the community.
- Provide for the taking of money in place of land for municipal reserve, school reserve, or municipal school reserve.
- Provide direction on the timing of reserve dedication.
- Provide for the identification and protection of environmentally significant land or hazard land through the dedication of environmental reserve or environmental reserve easements.

POLICIES

- 19.1. Reserves owing on a parcel of land shall be provided as:
 - a) municipal reserve, school reserve, or municipal and school reserve;
 - b) money in place of reserve land; or
 - c) a combination of land and money.
- 19.2. As development proceeds, consultation shall occur with the school board(s) and other relevant partners to confirm if a high school site is required, and if required, to determine an appropriate location.
- 19.3. Municipal reserve, school reserve or municipal and school reserve shall be provided through the subdivision process to the maximum amount allowed by the Municipal Government Act.
- 19.4. Prior to the disposition of municipal or school reserve land declared surplus by the school board, the County will determine if the land is required for community services reserve land as provided for in the Municipal Government Act.

Community services reserves are reserve lands declared surplus by the school boards. Community services reserve land may be used for:

- a public library;
- a police station, a fire station, or an ambulance services facility;
- a non-profit day care facility, senior citizens facility, or special needs facility;
- a municipal facility providing service directly to the public; or
- affordable housing.
- 19.5. Voluntary dedication of reserve land beyond the maximum amount allowed by the Municipal Government Act may be considered if it is demonstrated that the additional reserve will benefit the community and result in no additional acquisition costs to the County.
- 19.6. All or a portion of reserve land may be deferred by registering a deferred reserve caveat if it is determined that the reserve could be provided through future subdivision.
- 19.7. The acquisition, deferral, and disposal of reserve land and use of money in place of reserve land shall adhere to County policy, agreements with local school boards, and the requirements of the Municipal Government Act.
- 19.8. Provision and allocation of reserves shall be determined at the time of subdivision by the Subdivision Approving Authority.
- 19.9. The dedication of reserves should meet the present or future needs of the Plan area by considering the recommendations of this Area Structure Plan, the County's Parks and Open Space Master Plan, the Recreation and Parks Master Plan, a *local plan*, school boards, and / or recreation boards.
- 19.10. The amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public.
- 19.11. Where development of private land does not allow for a component of the parks, trail, and pathway system (Map 6), consideration should be given to providing park space, trails, pathways or amenities through the use of:
 - a) money in place of reserve land,
 - b) money from the sale of surplus reserve land; or
 - c) other sources of identified funding.

Environmental Reserves

- 19.12. Lands that qualify as environmental reserve should be dedicated as environmental reserve or environmental reserve easement through the subdivision process, as per the Municipal Government Act.
- 19.13. Lands that are determined to be of environmental significance but do not qualify as environmental reserve should be protected in their natural state through alternative means as determined by the County.
- 19.14. Environmental reserves should be determined by conducting:
 - a) a Biophysical Impact Analysis report;

- b) a Geotechnical Analysis; and / or
- c) other assessments acceptable to the County.

Reserve Analysis

- 19.15. A reserve analysis shall be required with the preparation of a *local plan* to determine the amount, type, and use of reserves owing within the *local plan* area.
- 19.16. The reserve analysis shall include a determination of:
 - a) the total gross area of the local plan;
 - b) the type and use of reserves to be provided within the *local plan* area;
 - c) other reserves owing on an ownership basis;
 - d) the location of the reserve types and amounts in relation to the *local plan* area's overall *open space* system, with this information to be shown on a map; and
 - e) the amount of residual reserves to be taken as money in place of land.

20. EMERGENCY SERVICES

Emergency services within the Plan area are focused on fire and protective service needs.

OBJECTIVES

- Ensure an appropriate and efficient level of fire and protective services is made available in order to provide for a safe and liveable community.
- Ensure communities are designed and constructed to optimize the delivery of fire and protective services.
- Ensure infrastructure provides the appropriate level of emergency services.

POLICIES

- 20.1. In association with County Fire Services, the RCMP and other emergency service providers, an adequate level of service shall be provided to meet current and future needs with respect to the Plan area.
- 20.2. Fire services in the Plan area will be provided from existing County emergency service facilities and where appropriate, by contract from adjacent municipalities.
- 20.3. Policing in the Plan area will be provided by the RCMP as per the Provincial Police Service Agreement until such time as another policing solution is required or sought out.
- 20.4. In preparing *local plans*, development proponents shall work with the County to identify any potential land requirements for fire and protective services.
- 20.5. Local plans shall address fire and protection response measures as well as on-site firefighting requirements through consideration of such factors as efficient road design, safe and efficient access for emergency service vehicles, and fire control measures.
- 20.6. Crime Prevention Through Environmental Design (CPTED) features should be considered and incorporated into the design and construction of all new development wherever possible.

Emergency Service Infrastructure

- 20.7. All industrial and commercial buildings should provide fire suppression systems and they shall be in compliance with the County's Fire Suppression Bylaw.
- 20.8. Local plans shall address fire suppression requirements and ensure water and necessary infrastructure is available to all development. The fire suppression plan should consider opportunities and locations that allow for shared infrastructure between *local plan* areas.

C. INFRASTRUCTURE

21. TRANSPORTATION

The transportation network for the Plan area must be planned and constructed in order to be a safe, functional, and efficient system. The network should integrate development within the Janet area, minimize impacts on major wetlands and natural features, and provide regional opportunities for walking, cycling, and public transportation.

OBJECTIVES

- Support a regional road network, based on the township and grid system that efficiently accesses and aligns with the provincial and regional highway networks.
- Provide for an internal road network that contributes to a high quality built environment and efficiently and safely aligns to the regional road network.
- Provide opportunities for a regional transportation route and connections.
- Provide opportunities for alternative modes of transportation, such as transit.
- Provide for connections to a regional pathway and trail system.

POLICIES

Regional Transportation Network

- 21.1. The Janet transportation network should be developed in accordance with Map 7: Transportation Network. The classifications of the grid road network may be refined through further transportation analysis and / or at the *local plan* stage.
- 21.2. The County shall collaborate with the Province and the City of Calgary regarding regional road connections and the design of interchanges with respect to Glenmore Trail (Highway 560) and Stoney Trail.
- 21.3. The County should shall collaborate with adjacent municipalities to ensure connections of streets, access points, pedestrian, and bicycle networks align and transition smoothly across municipal boundaries.
- 21.4. Local plans must_shall be designed to accommodate approved and / or potential changes in access to the provincial transportation network, as identified on Map 7.
- 21.5. Land required for future interchanges shall be identified as part of *local plan* preparation and subdivision application processes.
- 21.6. The County encourages and supports opportunities to connect to a regional public/private transportation system. Development of such a system shall consider design standards, costs associated with upgrading the road network, and long term operation and maintenance requirements.
- 21.7. The County encourages and supports the inclusion of a pedestrian and bicycle network as part of the provincial highway interchange design and construction subject to Alberta Transportation approval.
- 21.8. Regional network roads should be designed in accordance with the cross section requirements established by the County.

- 21.9. Opportunities to connect to a regional transit system should be supported in consultation with the City of Calgary and City of Chestermere. Development of such a system shall consider design standards, costs associated with upgrading the road network, and long-term operation and maintenance requirements.
- 21.10. If a regional transit system is provided, services should connect via Peigan Trail, 61st Avenue SE, and/or Glenmore Trail.

Local Transportation Network

- 21.11. Access to the regional transportation network shall utilize sound access management principles and be in accordance with County servicing standards and policy.
- 21.12. The designation and design of local roads within the transportation network, including classification, street sizing, and intersection / access spacing shall be determined at the time of *local plan* preparation.
- 21.13. The type of industrial road cross section (urban or rural) located within a *local plan* area shall be determined at the time of *local plan* preparation.
- 21.14. Industrial areas should provide internal pathways and pathway connections to the regional trail network.

General

- 21.15. A Transportation Impact Assessment shall be required as part of the *local plan* preparation and / or subdivision application process to determine if potential off-site road improvements are required to support the proposed development.
- 21.16. Any costs associated with transportation improvements identified through a Transportation Impact Assessment are shall be the developer's responsibility.
- 21.17. Development proponents shall be required to pay the County Transportation Offsite Levy as per the levy requirements or oversize infrastructure capacity contributions in accordance with County policy, as the County deems appropriate.
- 21.18. All subordinate transportation analysis must-shall respect and conform to the County's master transportation plan.

Peigan Trail Alignment

Peigan Trail will be adjacent to the city of Calgary and the Town-city of Chestermere. Collaborative transportation planning is required for the Peigan Trail alignment, design, and construction.

- 21.19. Further transportation planning analysis and design shall be required for the development of Peigan Trail.
- 21.20. Rocky View County should shall work collaboratively with the City of Calgary, and the Town City of Chestermere to resolve transportation requirements for Peigan Trail.
- 21.21. Amendments to the proposed alignment of Peigan Trail may require an amendment to this plan.

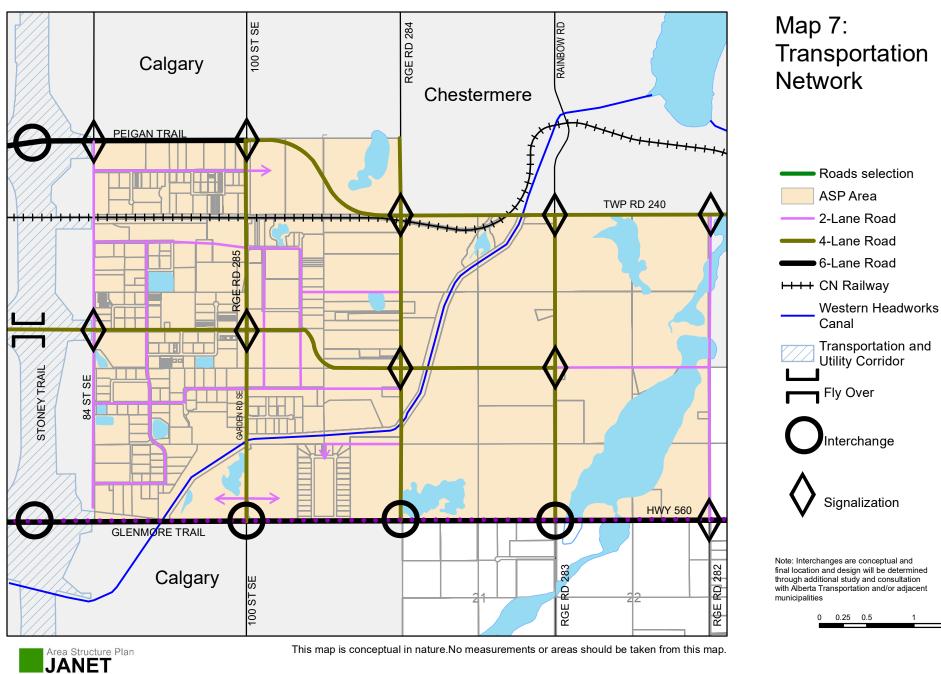
84th Street

84th Street forms the western boundary of the Janet Area Structure Plan. The roadway is under the jurisdiction of the City of Calgary.

- 21.22. Access management and road design requirements for 84th Street shall be in accordance with the City of Calgary's transportation requirements.
- 21.23. Rocky View County shall work collaboratively with the City of Calgary and Alberta Transportation on the transportation requirements and connections to Stoney Trail within the Plan area.

Development Adjacent to the Railway Line

- 21.24. Land uses which may be adversely affected by the safety and nuisance impacts of passing trains should not locate immediately adjacent to the railway.
- 21.25. Appropriate safety measures and methods to provide noise and vibration attenuation for development adjacent to the railway should include setbacks, berming, and landscaped screening.
- 21.26. Where a development site is located adjacent to the railway, the distance from the railway rightof-way to the closest part of any building should be in accordance with Canadian National Railway guidelines.



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22. UTILITY SERVICES

Well-designed and effective utility services are the foundation of a competitive business area. Utility systems must be designed and constructed in a manner that is safe and reliable. Development in the Janet area has relied on stand-alone utility systems, such as cisterns, pump out tanks, groundwater wells, septic fields, and passive stormwater evaporation. It is expected that the majority of the Janet area will rely on these methods in the absence of municipal-owned services.

OBJECTIVES

- Ensure potable water and wastewater systems provide services in a safe and cost effective manner.
- Identify and protect utility service routes.
- Support water conservation.
- Ensure that shallow private utility systems are provided to new development.

POLICIES

Utility Service Development

- 22.1. Utility service development should support an orderly, logical, and sequential pattern of development.
- 22.2. The location and size of utility rights-of-way and easements, and related line assignments, should be determined at the *local plan* stage to the mutual satisfaction of the County, the developer, and the utility companies.
- 22.3. Underground utilities locations and line assignments should be coordinated with the City of Calgary and/or the City of Chestermere where the utilities tie into, or impact infrastructure.
- 22.4. Utility rights-of-way and easements shall be provided to accommodate shallow utilities at the subdivision or development permit stage, as deemed necessary by the utility provider.
- 22.5. Costs associated with utility service improvements are shall be the developer's responsibility.
- 22.6. The County should shall explore and implement measures to require landowners to connect to regional water and wastewater servicing when warranted by the intensity of new development proposed within the Janet ASP area or a local plan area at a future time. Such measures shall be supported by a County-led servicing study which considers the feasibility providing available municipal or other piped water and wastewater servicing to the ASP area. when not feasible at the time of development. Where appropriate, the cost of the servicing study shall be paid for by the applicant proposing the higher intensity use.
 - a) In considering whether to support a use that requires municipal or piped servicing, the County shall consider the impacts of this on the vision and goals of the Janet ASP, and land availability for limited-service development in the ASP area and wider County.
- 22.7. Local plans and subdivision approvals shall ensure the integrity of any existing or potential water or wastewater utility corridors, as identified by available servicing studies or other utility plans, through the provision of policy commitments and registration of instruments on applicable titles.
- 22.8. Local plans shall provide an assessment of the proposed development's intensity relating to water and wastewater servicing requirements and the ability of the proposed servicing solution to accommodate the servicing needs of the development.

Water

- 22.9. Development in the Plan area should be serviced by water cisterns or alternative systems consistent with County policy. Water wells located on individual subdivision lots should not be supported.
- 22.10. Notwithstanding Policy 22.56, country residential development, recreational development, and agriculture development may provide potable water by water wells in accordance with County and Provincial requirements.
- 22.11. The County should encourages the reduction and reuse of water in accordance with Provincial laws and regulations.

Wastewater

The Janet area generally has a high water table and constrained stormwater management systems that affect the potential of land to absorb treated wastewater.

- 22.12. New business development should provide wastewater treatment by the use of pump out tanks or other acceptable methods, in accordance with County policy and Provincial regulation.
- 22.13. Notwithstanding Policy 22.89, country residential development, recreational development, and agriculture development may provide wastewater treatment by a private sewage treatment system in accordance with County policy and Provincial regulation.

Shallow Utilities

Shallow utilities include gas, electricity, and telecommunications.

- 22.14. All new residential and non-residential development shall be serviced with shallow utilities.
- 22.15. Costs associated with the provision of shallow utilities shall be the developer's responsibility.
- 22.16. Commercial Communications Facilities should locate on land identified for industrial, commercial, or agriculture use and in accordance with County policy.
- 22.17. The location of regional and local transmission corridors, utility rights-of-way and easements, and related line assignments shall be identified and protected at the local plan stage to the mutual satisfaction of the County, the developer, and the utility companies.

23.STORMWATER

The Janet Area Structure Plan is located in the Shepard Regional Bow River Drainage Basin. Historically, stormwater movement in the drainage basin was from north to the south, eventually discharging into the Bow River through a series of wetlands and naturally occurring conveyance routes. Over time, the movement of stormwater has been impeded by different forms of development, buildings, new roadways, and irrigation canals. Significant, further development requires the identification and implementation of a regional conveyance and treatment system involving multi-jurisdictional partners.

Two alternative regional stormwater conveyance and treatment systems were investigated at the time this Area Structure Plan was being prepared. These are the:

- Shepard Regional Drainage Plan, which proposes to take water south to the Bow River; and
- the Cooperative Stormwater Management Initiative, which proposes to take water east and north to the Red Deer River drainage basin.

The Shepard Regional Drainage Plan proposes to treat and move water south of the Western Irrigation Headworks Canal southward through a series of naturalized and constructed conveyance systems. This solution is long term and costly, particularly for upstream development areas such as Janet. At the time of writing this Plan, stormwater south of the Irrigation Canal is intended to be conveyed to the Shepard Drainage System.

The Cooperative Stormwater Management Initiative (CSMI) proposes the is the County's post-development stormwater solution for the Plan area and the region. CSMI uses of the Western Irrigation District (WID) canal system and right-of-way as a medium term conveyance solution. The uUltimately, CSMI option is for uses an out-of-canal solution whereby all stormwater runoff is diverted away from the WID irrigation system by utilizing existing and proposed conveyance systems that discharge to Weed Lake. This initiative may result in a stormwater management system that complements the Shepard Regional Drainage Plan system or, alternatively, replaces the Shepard Regional Drainage Plan. At the time of writing this Plan, stormwater north of the Western Headworks Canal is intended to be conveyed to the CSMI System.

Portions of the Plan area south of the Western Headworks Canal may continue to drain into the existing Shepard Slough complex at pre-development rates and volumes, to ensure natural flows are maintained with water quality controls as required to sustain the existing wetlands.

The majority of stormwater treatment is expected to happen at or near the source, with limited reliance on the conveyance system as a treatment option.

OBJECTIVES

- Ensure effective, sustainable, and responsible stormwater management service to the Plan area.
- Provide and protect stormwater storage areas and conveyance routes.
- Maximize the use of natural stormwater drainage conveyance systems.
- Investigate and provide for stormwater reuse and recycling opportunities.
- Support innovative conservation methods and Best Management Practices.
- Preserve high value wetlands within and beyond the Plan area.

POLICIES

Master Drainage Plan

23.1. Prior to IL ocal plan and / or subdivision approvals, a shall be in accordance with the Janet Master Drainage Plan for the Plan-area is required to be completed.

A **Master Drainage Plan** is a plan that determines the rate and volume of stormwater flow and addresses the methods and infrastructure requirements for stormwater treatment and conveyance.

Regional Stormwater Management

23.2. The County shall continue to work collaboratively with adjoining municipalities, the Western Irrigation District, Alberta Environment and Sustainable Resource Development Alberta Environment and Protected Areas, and Ducks Unlimited to develop a comprehensive and regional approach to stormwater management for the Janet Plan area and the larger region.

Design

- 23.3. The stormwater drainage system (conveyance and storage areas) for the Janet Plan area shall be designed to comply with the applicable regional conveyance system (Shepard Regional Drainage Plan or CSMI) in accordance with the Janet Master Drainage Plan.
- 23.4. Stormwater management systems should be designed at a scale that services the *local plan* area. The County discourages stormwater ponds designed for individual lots.

Shepard Regional Drainage Plan

- 23.5. Stormwater shall be discharged to the south into the Shepard ditch once it becomes operational in accordance with the Shepard Regional Drainage Plan, or other plans that amend, replace, or add to that plan.
- 23.6. The County shall protect and acquire conveyance routes that are necessary to discharge into the Shepard regional drainage system.
- 23.7. The volume and rate of stormwater discharge to the City of Calgary shall be in accordance with the Shepard Regional Drainage Plan and the Janet Master Drainage Plan or other plans that amend, replace or add to those plans.

Cooperative Stormwater Management Initiative (CSMI)

- 23.8. Stormwater shall be discharged to the east into the CSMI system, which will take water to Weed Lake-Rosebud River once it becomes operational in accordance with the CSMI Plan, or other plans that amend, replace or add to that plan.
- 23.9. The County shall:
 - a) protect and acquire conveyance routes that are necessary to discharge into the CSMI system; and
 - b) investigate and, if necessary, implement stormwater treatment standards necessary for discharge into the CSMI system.

23.10. The volume and rate of stormwater discharge to the CSMI system shall be in accordance with the CSMI plan and the Janet Master Drainage Plan or other plans that amend, replace or add to those plans.

Interim Drainage Solutions

On-site zero discharge is a potential interim method of stormwater management; however, it is the least preferred method. On-site treatment and retention of stormwater requires extensive dedication of land for stormwater ponds, active management of stormwater systems, and designated emergency downstream discharge routes.

- 23.11. Until such time as a regional stormwater management system is constructed to service the Janet Plan area, interim solutions may be allowed, including the following:
 - a) an interim stormwater facility designed to contain the accumulation of stormwater onsite on a continuing basis during the Western Irrigation District's irrigation season. Discharge to the Western Headwork's Canal may be allowed at the end of the irrigation season, in accordance with Alberta Environment and Resource Development Parks requirements, Western Irrigation District's requirements and the CSMI Plan; and/or
 - b) an irrigation or evaporation system that operates under zero discharge conditions may be allowed, if the Western Irrigation District system-outfall is not available for use.

Rocky View County **Servicing Standards** require zero discharge systems to provide a ratio of 1 m² of land dedicated to evaporation surface area for every 1 m² of impervious land area.

- 23.12. Where an interim stormwater solution is permitted in the Janet Plan area, those portions of stormwater ponds identified for interim storage may remain as privately owned land if the land is designated as a district that is limited to utility and other complimentary uses.
- 23.13. Where a private interim storage pond is approved:
 - a) Access to the stormwater pond shall be provided to the County;
 - b) A management and operation plan for the interim stormwater pond and local stormwater system shall be provided;
 - c) Management and operation of the interim stormwater pond and local stormwater system is the responsibility of the private land owner; and
 - d) A transition plan that addresses the transfer of the stormwater infrastructure to the County, when an interim solution is no longer required is provided.
- 23.14. All costs, including public utility costs associated with the repurposing of a privately owned interim storage pond that is no longer needed shall be the developer's responsibility.
- 23.15. Stormwater flows generated from an interim drainage system as described above:
 - a) shall not be allowed to discharge into the Western Headwork's canal unless the Western Irrigation District and Alberta Environment and Sustainable Resource Development Parks approve the discharge; and
 - b) shall be treated to the Western Irrigation District stormwater quality standards.

Local Stormwater Management

- 23.16. The location of the stormwater conveyance systems shall be protected and acquired as part of the subdivision and development process, in in accordance with the Janet Master Drainage Plan.
- 23.17. Stormwater conveyance systems in the Janet Plan area should develop in an orderly, logical, and sequential pattern in support of development.
- 23.18. Where required, proponents of new development shall identify and secure the downstream stormwater conveyance system.
- 23.19. Stormwater shall be conveyed downstream in a manner that protects downstream properties.
- 23.20. Stormwater conveyance systems must provide rights-of-ways of sufficient width to accommodate existing and future upstream stormwater flow.

Stormwater Ponds, Constructed Wetlands and Wetlands

A **stormwater pond** is an artificial pond that is designed to collect and treat stormwater to an acceptable provincial standard. The stormwater pond disposes of stormwater through controlled release, absorption into the ground, and / or evaporation.

A **constructed wetland** is an artificial wetland created as a new or restored habitat for native vegetation and wildlife; and provides the same function as a stormwater pond.

A **wetland** is land saturated with water long enough to promote wetland aquatic processes as indicated by poorly drained soils, hydrophytic vegetation, and various kinds of biological activity that are adapted to a wet environment.

- 23.21. Stormwater ponds or constructed wetlands, subject to appropriate licenses, approvals, and best practices, should be located:
 - in general accordance with the locations identified in the Janet Master Drainage Plan;
 - b) on an accessible public utility lot; and
 - c) outside of the riparian setback area.
- 23.22. Natural wetlands should receive treated stormwater through direct or indirect flow in order to maintain the function of the wetland.

Reduce, Recycle and Reuse

23.23. The County shall explore and support the collection of stormwater at the sub-regional catchment level in order to repurpose stormwater to a purple pipe or potable water standard.

Purple pipe refers to the colour of pipe used to transport water that has been treated and reclaimed from a stormwater retention area or municipal waste system. Reclaimed water is filtered and processed to a required provincial standard.

- 23.24. As part of the preparation of a *local plan* and supporting Sub-Catchment Master Drainage Plan, Best Management Practices and alternative solutions for the improvement of stormwater quality and reduction of stormwater quantity are required. Solutions may include:
 - a) design of stormwater facilities to incorporate source controls in order to reduce end-of-pipe solutions;
 - b) use of Low Impact Development methods, such as constructed wetlands and bio-swales;
 - c) reduction of impermeable surface runoff;
 - d) reuse of stormwater for irrigation; and
 - e) the consideration of stormwater ponds at the sub-regional level that support the reuse of stormwater.

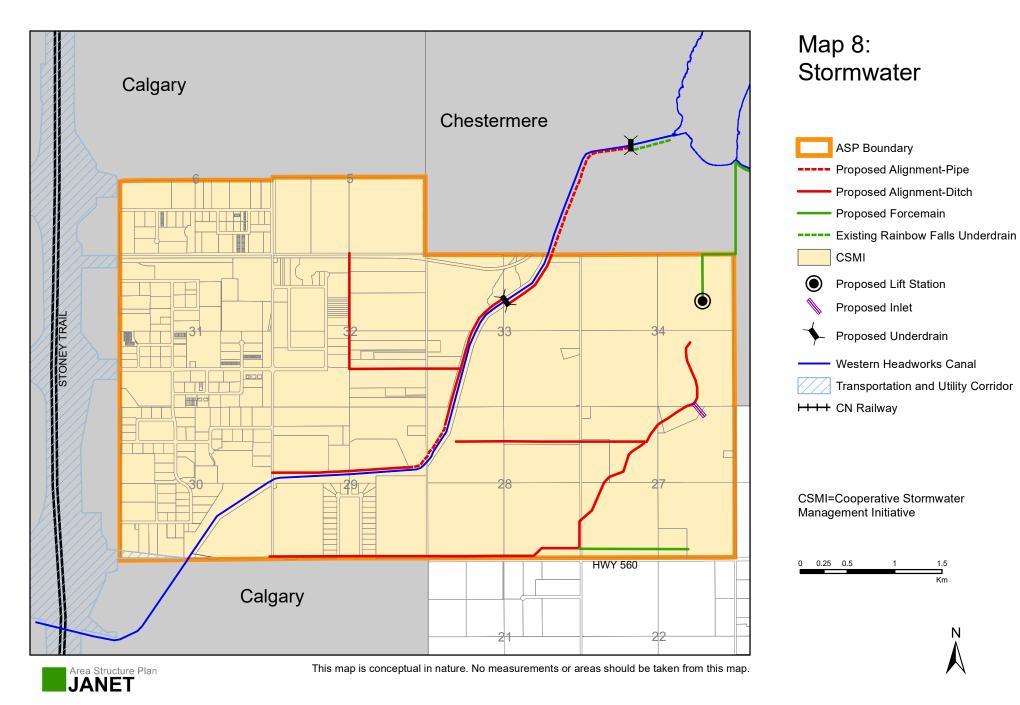
Utility Costs

- 23.25. Developers relying on regional County stormwater services shall be required to front-end the costs of service upgrades where deemed necessary by the County.
- 23.26. Developers relying on stormwater infrastructure improvements provided by other developments shall be required to pay cost recovery as per the requirements of the applicable cost contribution agreement.
- 23.27. Costs associated with local stormwater service improvements are shall be the developer's responsibility.
- 23.28. Developers relying on County stormwater services shall be required to pay the Rocky View County Stormwater Offsite Levy.

Standards and Design

- 23.29. Stormwater infrastructure shall be constructed and maintained in accordance with the County Servicing Standards, County policy, and Provincial regulations. The stormwater management system should be designed to:
 - a) operate on a gravity basis;
 - b) accommodate stormwater flows from the adjacent public transportation network;
 - c) preserve the function of existing wetlands; and
 - d) conform to an urban standard where a curb and gutter transportation system is provided.
- 23.30. As part of a *local plan* preparation process, the applicant shall submit a Sub-Catchment Master Drainage Plan that is consistent with the approved Master Drainage Plan and the policies of this Plan.

23.31. The Sub-Catchment Master Drainage Plan shall comply with any new stormwater plans, management policies and interim servicing policies that may be in place after the adoption of this Area Structure Plan.



24. SOLID WASTE

Solid waste policies address the management of solid waste through all stages of development, from construction and demolition to full build out. The policies emphasize the reduction and diversion of waste through the recycling and reuse of materials. Each development stage has different solid waste requirements and the policies below provide guidance to developers and residents on managing solid waste effectively. These policies are in alignment with Rocky View County's Solid Waste Master Plan.

OBJECTIVES

- Ensure the *local plan* addresses solid waste management during all stages of development.
- Promote proper disposal and recycling of solid waste material from construction sites.
- Encourage solid waste management plans to have a diversion target of 50%.
- Provide direction on the expected level of post-construction waste management service to be provided by Rocky View County.

POLICIES

General

- 24.1. The developer shall be responsible for the management and disposal of solid waste generated through all stages of construction.
- 24.2. Waste minimization and waste diversion practices are should be encouraged in the Plan area. A diversion target of 50 per cent is recommended.
- 24.3. A local plan shall:
 - a) address solid waste management through all stages of development including occupancy;
 - b) identify the appropriate waste collection stations that will serve the *local plan* area;
 - c) conform to the policies of the County's Solid Waste Master Plan; and
 - d) set a solid waste diversion target to inform the subdivision construction management plan.

The Province of Alberta has developed a provincial waste strategy document titled "Too Good to Waste: Making Conservation a Priority" in order to promote the diversion of waste from landfills through reusing and recycling materials.

Commercial and Industrial

24.4. Industrial and commercial business owners shall be responsible for providing their own solid waste services.

Country Residential and Agriculture

- 24.5. Solid waste management shall be the responsibility of property owners in country residential and agriculture areas.
- 24.6. Waste collection stations should be used for the disposal of solid waste and recyclable materials.

25. OIL AND GAS

Oil and gas facilities, infrastructure and operations are industrial land uses that have the potential to affect public safety, quality of life, and the natural environment. The co-existence of these oil and gas activities with other forms of development in the Janet area is an important consideration in the area's development.

OBJECTIVES

- Ensure appropriate and safe land development in relationship to petroleum facilities and wells.
- Allow for the continued safe operation of petroleum facilities and wells.

Petroleum facilities are plants, pipelines and batteries used to process and transport oil and gas. Petroleum wells are producing, suspended, and abandoned oil and gas wells.

POLICIES

25.1. Applicants proposing to develop land in the vicinity of petroleum facilities and wells shall adhere to the setback requirements and policies of this Plan and the Directives and Bulletins of the Alberta Energy Regulator (Appendix C).

Directives are documents that set out Alberta Energy Regulator requirements or processes for implementation. Licensees, permittees, and other approval holders under the jurisdiction of the Alberta Energy Regulator are required to obey all directives.

Bulletins inform the energy industry and the public of an Alberta Energy Regulator activity, such as a consultation, new regulatory requirement, new program, or electronic submission of data.

- 25.2. At the time of subdivision or development, the developer shall register a restrictive covenant that prevents the construction of any building within a setback area from an active, suspended, or abandoned well.
- 25.3. As part of a *local plan* preparation, applicants shall obtain a Land Development Information package from the Alberta Energy Regulator and identify the locations of all petroleum wells and pipelines (abandoned and operating) in the *local plan* area. In addition, the applicant must determine if an Emergency Planning Zone has been established around a sour gas facility or well.
- 25.4. Prior to the preparation of a *local plan* to develop lands within 1.5 km of a petroleum facility with an Emergency Planning Zone, the development proponent shall consult with the County and the operator of the facility to determine how an Emergency Response Plan will be prepared, updated, or replaced.
- 25.5. The location, development setbacks, emergency planning zones, and emergency response planning regarding all petroleum facilities shall be identified in the *local plan* and included in any marketing information and other public communication materials for petroleum facilities.

Abandoned Oil & Gas Wells

Within the Plan area there are six (6) known abandoned well sites (Map 4). The following policies apply for land located in proximity to abandoned well sites.

- 25.6. All buildings located in proximity to an abandoned well site shall comply with the Alberta Energy Regulator setback requirements or provide a minimum building setback of 40 metres for residential development and 20 metres for all other development, whichever is the greater.
- 25.7. Vehicular access to an abandoned well site shall:
 - a) be determined through discussion with the abandoned well licensee;
 - b) be identified in the local plan; and
 - c) be protected by easements in favour of the County at the time of subdivision or development approval.
- 25.8. In conjunction with a *local plan*, subdivision or development permit application for any parcel containing an abandoned well, the Applicant shall provide:
 - a) surveyed locations of abandoned wells and pipelines and confirmation of the setback requirements;
 - b) a Phase I Environmental Site Assessment specific to the abandoned well or pipeline; and
 - c) a Phase II Environmental Site Assessment specific to the abandoned well or pipeline as deemed necessary by the County.
- 25.9. Public roads should not be located over an abandoned well.
- 25.10. During land development, all abandoned well sites shall be marked with temporary signage identifying the location of the abandoned well and contact information for the Alberta Energy Regulator. Such signage, as well as adequate fencing, and any other necessary protective measures, shall be in place during the development process to prevent damage to the abandoned well bore.

Pipelines

- 25.11. All setbacks from a pipeline shall be in accordance with Provincial regulations.
- 25.12. All land uses on pipeline rights-of-way shall have regard for the safe, ongoing operation of the pipeline.
- 25.13. Crossing and access agreements shall be in place prior to conditional subdivision plan approval for lands encumbered by a pipeline right-of-way.
- 25.14. Pathways and other recreational uses may be allowed on pipeline rights-of-way with the consent of the easement holder and at the discretion of the Approving Authority.

Discontinued / Abandoned Pipeline Policies

- 25.15. A discontinued pipeline is a temporarily deactivated pipeline that may go back into service in the future, and therefore, the setback requirements shall remain as if the pipeline was operating and be in accordance with provincial regulations.
- 25.16. An abandoned pipeline is one which that will not be reactivated for service; therefore, the minimum setback for an abandoned pipeline is shall be the edge of the pipeline right-of-way unless the pipeline has been removed and no setback exists.
- 25.17. The applicant of a development proposal within the vicinity of a pipeline right-of-way shall notify the pipeline operator as to the status of the development proposal at the *local plan*, redesignation and subdivision stage.

PART III: IMPLEMENTATION AND MONITORING

26. IMPLEMENTATION AND MONITORING

The Janet Area Structure Plan outlines the vision for the future physical development of the Janet area and provides guidance with regard to infrastructure, land use, subdivision, and development. The purpose of this section is to describe the processes involved in implementing the Plan, to explain the proposed phasing of development, and to specify requirements to ensure the Area Structure Plan policies and strategies are adhered to.

OBJECTIVES

- Implement the Land Use Strategy and policies of the Janet Area Structure Plan.
- Provide for the logical phasing of development.
- Ensure local plans adhere to the vision and policies of the Plan.
- Provide for the review and amendment of the Plan as required.

POLICIES

Local Plans, Redesignation, Subdivision, and Development Applications

Local plans are to be developed within the framework provided by this Area Structure Plan. Policy sections in the Area Structure Plan identify the unique requirements that must be addressed in the *local plan* due to the location and specific conditions of the proposed development area. The standard technical requirements of a conceptual scheme or master site development plan are identified in the Municipal Development Plan County Plan (Section 29 and Appendix C).

- 26.1. Applications for redesignation, subdivision, and / or development shall require the concurrent or prior adoption of a *local plan*, unless otherwise directed by the policies of this Plan or determined by the County not to be required.
- 26.2. Notwithstanding 265.1, applications for a Development Permit with a land use approved prior to the adoption of this Plan do-shall not require a *local plan*.
- 26.3. Local plans shall address and adhere to the requirements of the Janet Area Structure Plan. In support of local plans and redesignation applications, the developer will be required to submit a rationale detailing how their proposal is consistent with the vision and policies of the Area Structure Plan.
- 26.4. Subdivision and development applications shall address and adhere to the requirements of the *local plan* and the policies of the Janet Area Structure Plan.
- 26.5. The identification and implementation timing of any required off-site improvements and / or community services will-shall be determined to the satisfaction of the County in conjunction with the *local plan* approval process.
- 26.6. Where a *local plan* does not exist or is silent on a subject, the policies of the Janet Area Structure Plan shall apply.

Local Plan Boundaries

The boundaries of the *local plan* area should consider the natural and physical conditions in the Janet area as well as public infrastructure considerations.

26.7. Map 9: Local Plans, identifies ten (10) specific *local plan* boundaries. All *local plan* boundaries shall be determined in consultation with the County at the time of application. The preferred minimum planning area is one quarter section (160 acres) in size.

Phasing

Map 10: Phasing identifies the phasing strategy for the Plan area. The purpose of the phasing strategy is to provide for the logical and cost effective progression of development. Phasing of development will be driven by the availability of stormwater servicing, transportation infrastructure, market demand, and landowner timing. The phasing strategy is based on:

- Existing planning approvals;
- Proximity to existing and / or future transportation and / or utility infrastructure;
- · Industrial and commercial land demand; and
- Facilitating development of the Regional Business area in a logical and cost effective manner.
- 26.8. Phasing of development in the Janet Area Structure Plan area shall be done in a logical and cost effective manner and shall be guided by the phasing strategy of this Plan, as shown on Map 10.

Phase 1

Phase 1 lands are lands that may proceed with development, subject to the policies of this Plan.

26.9. Phase 1 lands may proceed with development subject to the policies of this Plan.

Phase 2

Phase 2 lands are lands that may proceed with development, subject to the policies of this Plan and provision of a final regional stormwater conveyance system solution for the area.

26.10. Phase 2 lands may proceed with development subject to the policies of this Plan and the identification of a regional stormwater conveyance system, and mechanisms to implement its construction.

Long Term Development

The Long Term Development area is for future expansion of the Regional Business Centre and will likely not be needed for commercial and industrial growth over the next ten to 15 years. Nevertheless, the protection of this area from interim uses and land fragmentation is deemed important in order to facilitate a future efficient land use and development pattern.

- 26.11. Development in the Long Term Development area shall be in accordance with Section 12 of this Plan.
- 26.12. An amendment to this Plan will be required to facilitate expansion of the Regional Business Centre into the Long Term Development area in accordance with Section 12.

Phase 3

Phase 3 lands were previously identified as a long term development area and may now proceed with development, subject to the policies of this Plan.

26.13. Phase 3 lands may proceed with development subject to the policies of this Plan.

Technical Requirements and Submissions

The various policy sections in the Janet Area Structure Plan identify specific requirements of a *local plan* (concept scheme or master site development plan) for the Janet area. All other standard technical requirements of a *local plan* are identified in the Municipal Development Plan County Plan.

- 26.14. Local plans (concept schemes or master site development plans) shall address the requirements as set out in the policies of this Plan and section 29 and Appendix C of the Municipal Development Plan County Plan.
- 26.15. All planning or development applications, and any associated infrastructure construction should meet the technical requirements of the Municipal Development Plan County Plan, Land Use Bylaw, Janet Area Structure Plan, *local plans*, County Servicing Standards, County policy, and Provincial and Federal requirements.
- 26.16. Local Plans should utilize, and align with, the outcomes of joint studies that arise from the Calgary Metropolitan Region Growth Plan.

Monitoring

The progress in implementing the Janet Area Structure Plan will be monitored from time to time, based on a number of performance measures, including development activity and infrastructure expansion. Where necessary, County administration will make recommendations as to how to manage growth in Janet or how the Plan may be updated to meet changing circumstances.

26.17. County administration will report to Council on implementation of the Janet Area Structure Plan as part of the aAdministration's yearly reporting on overall implementation of the Municipal Development Plan County Plan.

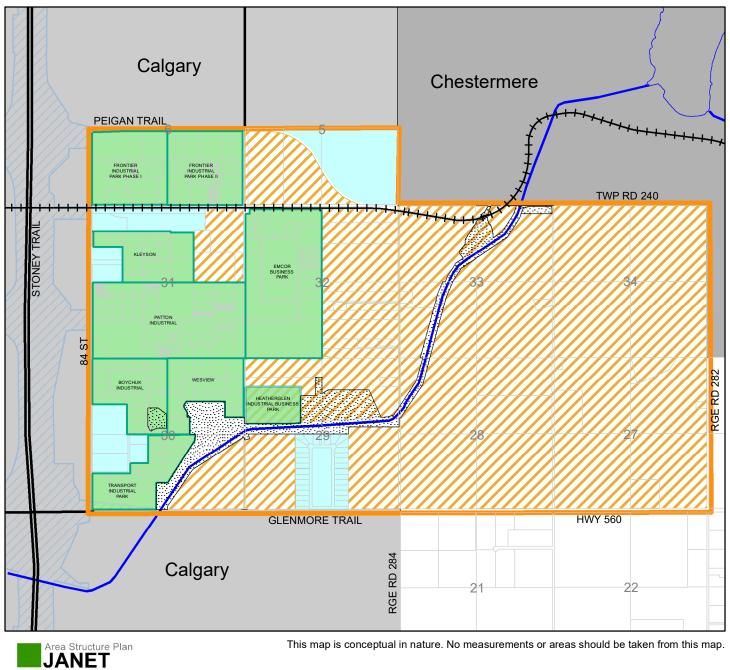
Plan Review and Amendment

The future land use and development outlined in the Janet Area Structure Plan is intended to address a twenty year plus build out. While the Area Structure Plan is sufficiently flexible to account for change, periodic review and occasional amendment of the Area Structure Plan may be required. The Janet Area Structure Plan is located within a Joint Planning Area under the Calgary Metropolitan Region Growth Plan, and outcomes from joint planning endeavors may provide further guidance on development within the Janet area.

Under normal circumstances, the County will undertake a Plan assessment every ten years to determine if a full review is required, as per the Municipal Development Plan County Plan. However, if the rate and extent of development were to change dramatically, or if relevant regional planning considerations change, the County may initiate a review earlier than ten years.

- 26.18. The County may consider periodic review and occasional amendment of the Janet Area Structure Plan in accordance with the Municipal Development Plan County Plan, County policy, and the Municipal Government Act, and the Calgary Regional Growth Plan.
- 26.19. The Janet Area Structure Plan shall be subject to assessment and possible review every ten years subject to Administration recommendations and Council direction.
- 26.20. Context study outcomes may inform strategies for more efficient and cost effective servicing of the Plan area with regard to potable water and sanitary, in which case the County shall consider appropriate review of the ASP to incorporate regional servicing opportunities.
- 26.20. The County shall collaborate with The City of Calgary and City of Chestermere during preparation of the Joint Planning Area 2 Context Study to explore strategies for more efficient and cost-effective water and wastewater servicing of the Janet ASP area. Subject to the outcomes of the Context Study, the County shall consider further review of the ASP to incorporate regional servicing opportunities.

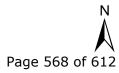
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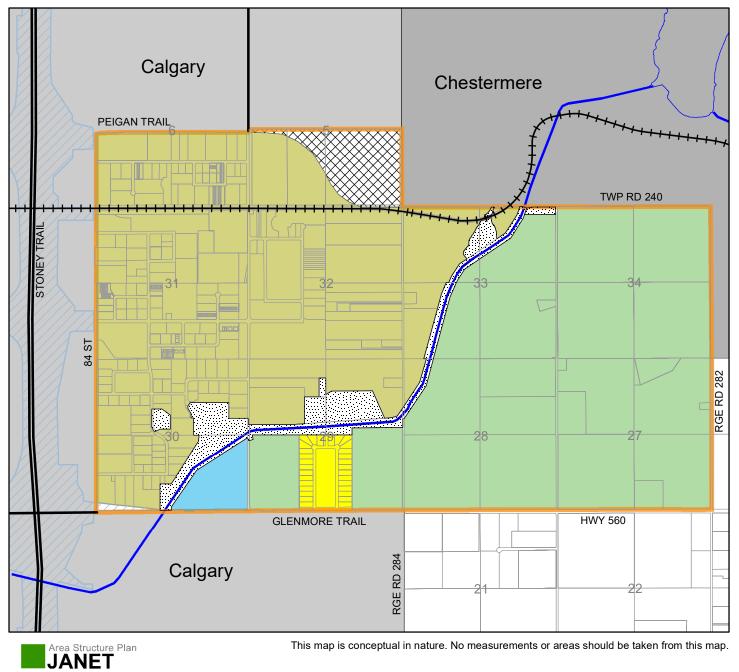


Map 9: **Local Plans**









Map 10: Phasing







27. INTERMUNICIPAL COORDINATION AND COOPERATION

The Janet Plan area is bordered by the city of Calgary to the north, west, and south, and the Town city of Chestermere to the north and east. The Plan acknowledges the land use policies of these adjacent municipalities and provides for appropriate, compatible land use transitions at the interface areas. In addition to the policies listed below, the Plan contains other policies that promote a coordinated and cooperative approach to planning in the Janet area, in areas such as stormwater management, transportation planning, and the provision of emergency services.

Specific planning objectives were identified in the 2007 annexation agreement between Rocky View County and the City of Calgary in terms of the need for coordinated planning; follow up consultation led to the identification of Key Focus Areas (geographic) and planning principles for future planning endeavours. The coordinated approach to intermunicipal planning was later refined and formalized through the 2011 Rocky View County / City of Calgary Intermunicipal Development Plan. The County is currently engaged with the Town of Chestermere to develop a separate Intermunicipal Development Plan that will also provide direction on areas of interest, cooperation, and consultation.

In preparing amendments to the Janet Area Structure Plan for the Long Term Development area east of the canal, the County worked collaboratively with the City of Calgary and City of Chestermere to identify shared issues and opportunities. An outline of the key intermunicipal engagements is identified in Appendix D.

OBJECTIVES

- Ensure ongoing, meaningful consultation occurs between Rocky View County, the City of Calgary, and the Town-City of Chestermere on matters related to the implementation of the Janet Area Structure Plan.
- Ensure a coordinated and cooperative approach to planning with adjacent municipalities.

POLICIES

- 27.1. The County shall consult with the City of Calgary and Town-City of Chestermere on planning processes within the Janet Plan area affecting land that borders the adjacent municipality and / or on other matters identified through an Intermunicipal Development Plan as areas requiring planning coordination.
- 27.2. The County shall work with the City of Calgary and Town City of Chestermere to deliver a coordinated planning process and ensure continued meaningful communication between the three municipalities as subsequent *local plans* within the Janet Plan area are prepared.
- 27.3. Intermunicipal circulation of planning proposals within the Janet Plan area shall comply with the Rocky View Calgary County / City of Calgary Intermunicipal Development Plan and any other agreement(s)-the interim circulation protocol identified in the Rocky View County and City of Chestermere Intermunicipal Development Plan Terms of Reference, or new intermunicipal development plan(s) jointly approved by adjacent municipal councils.
- 27.4. Prior to local plan and land use applications adjacent to another municipality, the County should consider the use of appropriate mechanisms, such as joint studies and infrastructure cost sharing agreements, to address cross boundary impacts identified by the County.

Rocky View County - Town City of Chestermere

27.5. Development within the Janet Plan area adjacent to the Town-city of Chestermere shall be coordinated between Rocky View County and the Town-City of Chestermere—or as otherwise required by any future Intermunicipal Development Plan.

Rocky View County - City of Calgary

- 27.6. The County will shall implement the policies of this Plan that apply to the interface areas adjacent to the city of Calgary as identified in the Rocky View County / City of Calgary Intermunicipal Development Plan.
- 27.7. Development within the Key Focus Areas within the Plan area identified in the Rocky View County
 / City of Calgary Intermunicipal Development Plan shall be subject to the policies of the
 Intermunicipal Development Plan as well as the policies of this Plan.
- 27.8. Applications within the Plan area together with all relevant supporting technical documents, shall be circulated in accordance with the Rocky View/City of Calgary Intermunicipal Development Plan; collaboration on such applications shall begin at an early stage to allow sufficient time to identify and address potential impacts on The City.

Local Plans, Redesignation and Subdivision

- 27.9. Rocky View County shall ensure that *local plans* and applications for redesignation and subdivision for lands in areas adjacent to the city of Calgary and Town_city of Chestermere address:
 - a) regional drainage to ensure the protection of required drainage corridors;
 - b) alignment and connectivity of pathways, roadways, and utilities with the adjacent municipality;
 - c) gateway and interface policies;
 - d) land use compatibility with adjacent municipal land uses; and
 - e) other appropriate policies of this Plan.

APPENDICIES

Appendix A: Definitions

Co-operative Stormwater Management Initiative (CSMI) is a group of five partner municipalities working together with the Western Irrigation District (WID) to develop a regional stormwater solution for lands east of the City of Calgary.

Local plan is a term that refers to a conceptual scheme or master site development plan. A *local plan* will have unique planning requirements, based on the planning direction provided in the Area Structure Plan. *Local plans* must also address the general requirements for preparing a conceptual scheme or master site development plan identified in the Municipal Development Plan-County Plan (Section 29 and Appendix C).

Open space means all land and water areas, either publicly owned or offering public access that are not covered by structures. *Open space* may include current and future parks, environmentally significant areas and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

Appendix B: Landscaping and Design Guidelines

The following Design Guidelines are intended to promote and ensure a coordinated and pleasant visual presence of commercial or industrial development in the Janet Plan area.

- 1. Local plans shall address the County's Land Use Bylaw landscaping and screening requirements and the County's Commercial, Office and Industrial Design Guidelines and document how the *local plan* meets those requirements and guidelines.
- 2. Where buildings are located adjacent to a residential area, the building design shall be carefully considered to ensure combability. emphasis should be on those building elevations that are facing the residential area.
- 3. Within any single parcel, the colours, materials and finishes of all buildings shall be coordinated to achieve a reasonable continuity of appearance.
- 4. All buildings shall be permanent structures with good quality exterior finishing materials which may include quality metal panel products, pre-cast concrete, architectural site-cast concrete, architectural tile, and commercial grade stucco, brick or stone masonry. Wood, unfinished concrete and concrete block may be used as a secondary material only.
- 5. Facades of buildings which that exceed 30 metres measured horizontally, and facing residential areas or roadways, shall incorporate wall plane projections or recesses having a depth of at least 3 per cent of the length of the façade and extending at least 20 per cent of the length of the façade.
- 6. Facades of buildings facing adjacent residential areas shall include at least three of the following architectural elements:
 - a) colour change;
 - b) texture change;
 - c) material module change; and
 - d) expression of an architectural or structural bay through a change in plane such as an offset, reveal, or projecting rib.
- 7. Rooftop apparatus should be located and concealed to reduce or eliminate public view from adjacent roads or homes.
- 8. Roofs should have at least two of the following features:
 - a) Parapets concealing flat roofs and / or rooftop mechanical and electrical equipment;
 - b) Overhanging eaves extending past the supporting wall;
 - c) Sloping or pitched roofs with two or more roof slope planes; and
 - d) Roof-top gardens that support ecological functions such as stormwater retention, building insulation, bird habitat, outdoor green space, etc.
- 9. Each primary building shall have a clearly defined main entrance featuring at least two of the following:
 - a) Canopy or portico;
 - b) Overhang or arcade;
 - c) Raised corniced parapet over the door;

- d) Outdoor amenity area;
- e) Upgraded window glazing areas; or
- f) Integrated planters or landscaped sitting areas.
- 10. A minimum 3.0 metre landscaped area shall be provided between the front of any primary building and any adjoining parking or lot area.
- 11. Landscape plans shall:
 - a) promote the use of native plant material and plant proven for the climate of the region;
 - b) not rely on potable water for irrigation once the landscaped areas are established;
 - c) avoid species monoculture over large areas;
 - d) provide for massing of plantings;
 - e) ensure retaining walls and front yard fencing is decorative as well as functional;
 - f) provide attractive landscape designs at key public intersections and entryways; and,
 - g) demonstrate mitigation of impacts in Residential-Business Interface areas in accordance with Section 13.0.

Appendix C: Key Alberta Energy Regulator Information

- AER Bulletin 2013-03 Mandated Subdivision and Development Application Referrals, Setback Relaxations, Land Development Information Package, and Abandoned Well Information
- Interim Directive ID 81-3: Minimum Distance Requirements Separating New Sour Gas Facilities from Residential and Other Developments
- Directive 026: Setback Requirements for Oil Effluent Pipelines
- Directive 079: Surface Development in Proximity to Abandoned Wells
- Directive 056: Energy Development Applications and Schedules
- EnerFAQs: Explaining AER Setbacks This EnerFAQs explains setbacks in the energy industry, how they are determined, and how they may affect Alberta citizens and their communities

Appendix D: Key Intermunicipal Engagements

The County worked with the City of Calgary and City of Chestermere at key milestones for the Long Term Development area east of the canal project amendment. The following table includes information from the engagement undertaken for both the City of Calgary and City of Chestermere. Engagement was adapted according to the differing issues presented by each municipality on the amendments.

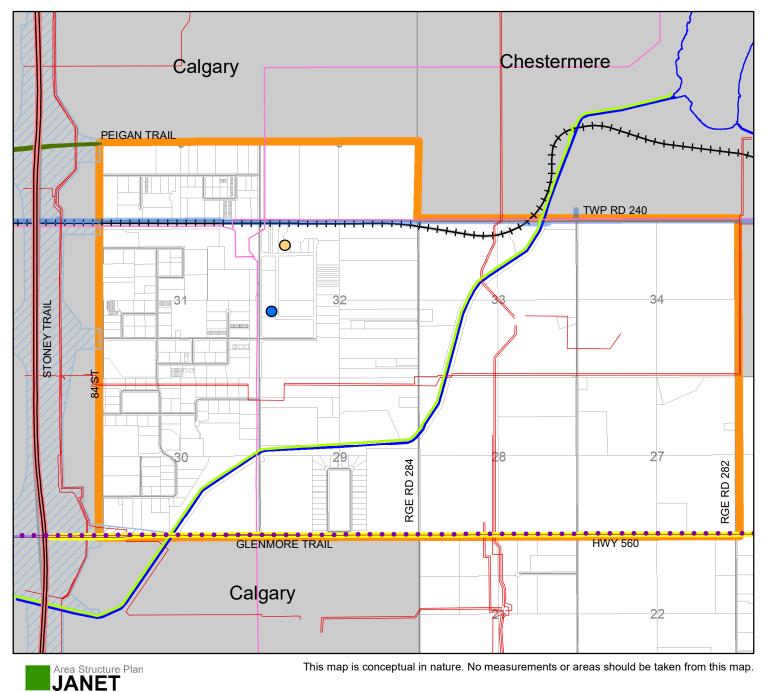
Phase	Date	Engagement
Phase 1 – Project Launch	July - September, 2019	The County prepared a bespoke intermunicipal engagement plan for each neighbouring municipality. The plans identified how the County would engage with the neighbouring municipalities at key milestones of the projects. The plans were revised at the request of neighbouring municipalities to reflect the level of engagement each sought for the project.
	September, 2019	The City of Calgary and City of Chestermere were notified of the County's public engagement event that was held to gather feedback from affected stakeholders. Representatives from the City of Chestermere attended the event.
Phase 2 – Engagement and Plan Writing	September, 2019	The County met with the City of Chestermere for a technical workshop to examine issues and opportunities with respect to the proposed plan amendments. Discussions were held on the following topics:
		Planning;
		Transportation; and
		Servicing and Stormwater.
	October, 2019	The County met with the City of Calgary for a technical workshop to examine issues and opportunities with respect to the proposed plan amendments. Discussions were held on the following topics:
		Planning;
		Transportation;
		Servicing and Stormwater; and
		Fire Service provision.
	January, 2020	The County shared the draft land use scenario with the City of Calgary and the City of Chestermere for review and comment.
Phase 3 – Pre- Draft Plan Release	February, 2020	The pre-circulation draft plan was circulated to the City of Calgary and the City of Chestermere for a preliminary review and comment.
	May, 2020	The County met with the City of Calgary and the City of Chestermere to discuss the comments provided on the precirculation draft plan and to discuss the outcomes of the transportation network analysis.

Attachment B: Bylaw-C-8020-2020 Redline Version

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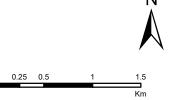
		Page 77 of 7
Phase 4 – Draft Plan Release	June, 2020	The first reading draft plan and draft transportation network analysis was circulated to the City of Calgary and City of Chestermere for review and comment.
	September, 2020	Meetings were held with the City of Calgary to discuss the comments and potential revisions to address concerns.
	December, 2020	The City of Calgary and the City of Chestermere were circulated the revised draft plan and network analysis that incorporated feedback from the previous circulations and meetings. This draft is intended to be the public hearing draft for Rocky View County's consideration.
	July, 2022	Revisions to draft plan proposed to address City of Calgary comments. Draft plan circulated for final review and preparation of next steps.
	September – October, 2022	Meetings were held with the City of Calgary to discuss the comments and potential revisions to address concerns. Further policy revisions made.
		Meetings were held with the City of Chestermere to discuss the project and provide updates with respect to process.
		Chestermere confirmed no outstanding concerns.

Attachment B: Bylaw-C-8020-2020 Redline Version



G-1 - Attachment B Append Age: 78 of 78 Growth Plan Corridors







COUNCIL REPORT

Subdivision Item: Residential

Electoral Division: 1 File: 03908001 / PL20240039

Date:	January 7, 2025
Presenter:	Christine Berger, Planner 2
Department:	Planning

REPORT SUMMARY

The purpose of this report is for the Subdivision Authority to assess a proposed subdivision of the subject lands (Attachment A) to create a \pm 1.86 hectare (\pm 4.60 acre) parcel, a \pm 1.87 hectare (\pm 4.62 acre) parcel, a \pm 1.95 hectare (\pm 4.81 acre) parcel with a \pm 2.20 hectare (\pm 5.44 acre) remainder.

The subject parcel is located within the Greater Bragg Creek Area Structure Plan (ASP); as such, the application was evaluated in accordance with the Municipal Development Plan (County Plan), the Greater Bragg Creek ASP, and the *Land Use Bylaw*.

The application aligns with Section 5.0 (Managing Residential Growth Areas) and Section 10.0 (Country Residential) of the County Plan, as well as Section 7.0 (Future Physical Form) of the Greater Bragg Creek ASP. It also meets the regulations of the *Land Use Bylaw*.

Council is the Subdivision Authority for the subject application in accordance with Section 5(2) of the *Subdivision Authority Bylaw* (C-8275-2022) due to landowner opposition within application circulation area.

ADMINISTRATION'S RECOMMENDATION

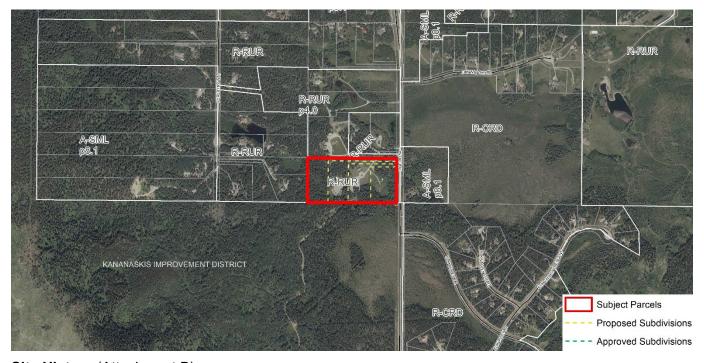
THAT the Subdivision Authority approves application PL20240039 with the conditions noted in Attachment F.



BACKGROUND

Location (Attachment A)

The subject parcel is located approximately 1.21 kilometres south of Township Road 232 and on the west side of Range Road 54, and approximately 9.66 kilometres (6.00 miles) southwest of the hamlet of Bragg Creek.



Site History (Attachment B)

The subject land is approximately \pm 7.88 hectares (\pm 19.47 acres) and presently contains a single detached dwelling and accessory building. Access to Range Road 54 is provided through an approach on the northeastern portion of the parcel.

On October 3, 2023, Council approved Bylaw C-8426-2023 to redesignate the subject lands from Agricultural, Small Parcel District (A-SML p8.1) to Residential, Rural District (R-RUR) to facilitate future subdivision.

Intermunicipal and Agency Circulation (Attachment C)

The application was circulated to all necessary intermunicipal neighbours, internal and external agencies, including the Kananaskis Improvement District directly south, and Alberta Environment. No responses were received.

Landowner Circulation (Attachment D)

The application was circulated to 272 adjacent landowners in accordance with the *Municipal Government Act* and County Policy C-327 (Circulation and Notification Standards); seven letters in support (one of which offered support under certain conditions), and two letters in opposition were received.

ANALYSIS

Policy Review (Attachment E)

The application was evaluated in accordance with the policies within Sections 5.0 (Managing Residential Growth Areas) and Section 10.0 (Country Residential Development) of the County Plan, as well as Section 7.0 (Future Physical Form) of the Greater Bragg Creek ASP; the application was found to align with these statutory plans. The subject land is designated for infill residential development as per Figure

13 (Future Residential Development) of the Greater Bragg Creek ASP. As per Policies 7.1 (c) and (d), a conceptual scheme should be prepared if more than one lot is being subdivided; however, after an extensive review, Administration is of the opinion a conceptual scheme would be of little to no benefit, and all items can be captured as conditions of subdivision. The reasons for this are as follows:

- Conceptual schemes are generally applied at the quarter section level; however, the majority of
 the quarter section has previously been subdivided to full build-out; there is no opportunity to
 include surrounding parcels in the conceptual scheme as the majority cannot subdivide further.
 - Furthermore, the Kananaskis Improvement District is located directly south, and a large portion of the lands east of Range Road 54 is dedicated as Environmental Reserve, and therefore will not develop further.
- Policy 7.4.3 (f) states "construction of new municipal roads within infill residential areas should be discouraged", and Policy 7.4.1 (b) states "in some cases, panhandles should be considered to access new building sites without frontage" given certain conditions are met.
 - Panhandles have been provided to give each lot physical access to Range Road 54 if needed, however, the Applicant is proposing a shared driveway with one point of access to limit the number of approaches off Range Road 54, as well as limit environmental impacts (such as clearing trees).
- All items that would be included in a conceptual scheme (such as 'Fire Smart' building materials and limiting removal of natural vegetation) can be completed through conditions of subdivision, and have been included in Attachment 'F'.

Lastly, the size and shape of the proposed parcels are consistent with the relevant policies of the County Plan and the Greater Bragg Creek Area Structure Plan, as well as surrounding development.

As per the table below, the Application is aligned with density targets for the area.

Document	Minimum Density (Units per Acre)	Maximum Density (Units per Acre)
Greater Bragg Creek Area Structure Plan	N/A	0.25 UPA
Proposed Application	0.21 UPA	0.21 UPA

COMMUNICATIONS / ENGAGEMENT

Consultation was conducted in accordance with statutory requirements and County Policy C-327.

IMPLICATIONS

Financial

No financial implications identified at this time.

STRATEGIC ALIGNMENT

As per Section 5(2) of the *Subdivision Authority Bylaw* (C-8275-2022), Council is the decision-making authority due to the letters of opposition received by adjacent landowners.

Additionally, the proposal has been updated since Council reviewed it at redesignation stage. The previous application anticipated one new parcel, however, the current proposal is for three new parcels. Administration would like to ensure Council, as the Subdivision Authority, is aware of aware of the updated plan so a decision could be made accordingly.

Subdivision Item: Residential

ALTERNATE DIRECTION

No alternative options have been identified for the Subdivision Authority's consideration.

ATTACHMENTS

Attachment A: Map Set

Attachment B: Application Information

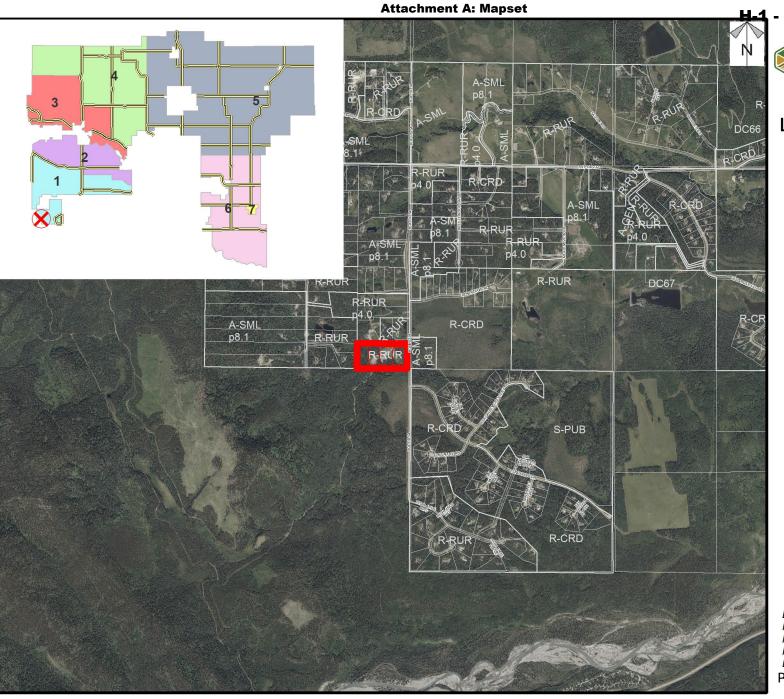
Attachment C: Application Referral Responses

Attachment D: Public Submissions Attachment E: Policy Review

Attachment F: Recommended Conditions of Approval

APPROVALS

Manager:	Dominic Kazmierczak
Acting Executive Director:	Dominic Kazmierczak
Chief Administrative Officer:	Byron Riemann



H-1 - Attachment A Page 1 of 5



Location & Context

Subdivision Proposal

To create a \pm 1.863 hectare (\pm 4.60 acre) parcel, a \pm 1.871 hectare (\pm 4.62 acre) parcel, a \pm 1.948 hectare (\pm 4.81 acre) parcel with a \pm 2.203 hectare (\pm 5.44 acre) remainder.

Division: 1 Roll: 03908001 File: PL20240039 Printed: 3/4/2024 Legal: A portion of Page 5305 110612

Attachment A: Mapset RGE RD 54 Lot 1 Lot 4 Lot 2 ± 2.203 ha ± 1.948 ha .871 ha ± 1.863 ha ± 4.62 ac ± 4.81 ac ± 5.44 ac ± 4.60 ac ELK VALLEY DR

H-1 - Attachment A Page 2 of 5



Development Proposal

Subdivision Proposal

To create a \pm 1.863 hectare (\pm 4.60 acre) parcel, a \pm 1.871 hectare (\pm 4.62 acre) parcel, a \pm 1.948 hectare (\pm 4.81 acre) parcel with a \pm 2.203 hectare (\pm 5.44 acre) remainder.

Division: 1
Roll: 03908001
File: PL20240039
Printed: 3/4/2024
Legal: A portion of
PSG&-5805-6/12

Attachment A: Mapset - Attachment A Page 3 of 5 **ROCKY VIEW COUNTY** ELK WILLOW RD **Environmental Subdivision Proposal** To create a ± 1.863 hectare (± 4.60 acre) parcel, a ± 1.871 hectare (± 4.62 acre) parcel, a ± 1.948 hectare (± 4.81 acre) parcel with a ± 2.203 hectare (± 5.44 acre) remainder. Legend Subject Lands Contour - 2 meters Riparian Setbacks Alberta Wetland Inventory Surface Water Division: 1 Roll: 03908001 File: PL20240039 Printed: 3/4/2024 Legal: A portion of P&Fg@-5855-61106112

Attachment A: Mapset 5H,T,V ELK WILLOW RD 5H,T,V FORESTRY WAY 5H,D,E70 6W30 7T,H **7X,W,H** 5H,D,E RGE RD 54 **7X,W,H**

- Attachment A Page 4 of 5

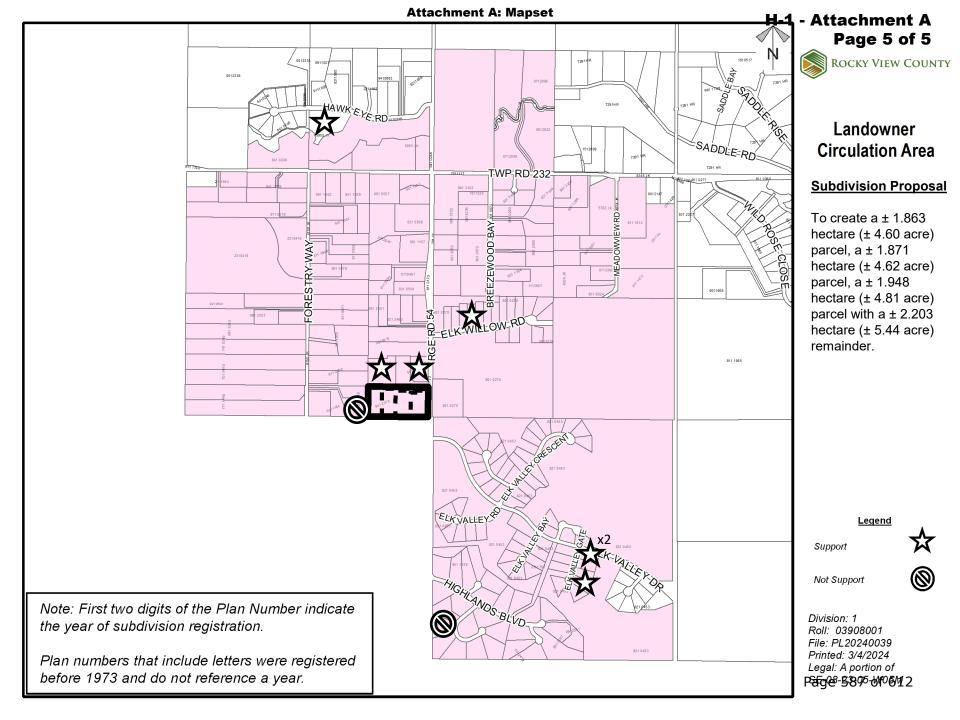


Soil Classifications

Subdivision Proposal

To create a \pm 1.863 hectare (\pm 4.60 acre) parcel, a \pm 1.871 hectare (\pm 4.62 acre) parcel, a \pm 1.948 hectare (\pm 4.81 acre) parcel with a \pm 2.203 hectare (\pm 5.44 acre) remainder.

Division: 1 Roll: 03908001 File: PL20240039 Printed: 3/4/2024 Legal: A portion of Page 586 640612



ATTACHMENT B: APPLICATION INFORMATION

APPLICANT/OWNERS: Susan Norrie / John R Lajeunesse	DATE APPLICATION RECEIVED: January 28, 2024
GROSS AREA: ± 7.88 hectares (± 19.47 acres)	LEGAL DESCRIPTION: Block 4, Plan 9412078 within SE-08-23-05-W05M
Pre-Application Meeting Held: ⊠	Meeting Date: July 7, 2022

SOILS (C.L.I. from A.R.C.):

Very severe limitations; temperature, low permeability, erosion damage.

HISTORY:

October 3, 2023: Council approved redesignation from A-SML p8.1 to R-RUR.

October 11, 1994: Subdivision creating subject parcel registered with Alberta Land Titles.

TECHNICAL REPORTS SUBMITTED:

- Level I Variation Private Sewage Treatment System Assessment, JUA Environmental Ltd., September 2024.
- Level II Private Sewage Treatment System Assessment, JUA Environmental Ltd., November 2022.
- Level III Private Sewage Treatment System Assessment, JUA Environmental Ltd., August 2024.
- Phase 1 Groundwater Supply Assessment completed by JUA Environmental Ltd. on February 9, 2024.
- Geotechnical Developable Area Assessment completed by QuaSam Engineering Ltd. on March 18, 2024.

APPEAL BOARD:

Subdivision and Development Appeal Board

ATTACHMENT C: APPLICATION REFERRAL RESPONSES

AGENCY	COMMENTS
School Authority	
Rocky View Schools	No response received.
Calgary Catholic School District	No concerns.
Public Francophone Education	No response received.
Catholic Francophone Education	No response received.
Province of Alberta	
Alberta Ministry of Environment and Protected Areas	No response received.
Alberta Culture and Community Spirit (Historical Resources)	No response received.
Alberta Health Services	No response received.
Public Utility	
ATCO Gas	No concerns.
ATCO Pipelines	No concerns.
FortisAlberta	No concerns, easements required.
TELUS Communications	No concerns.
Adjacent Parties	
Kananaskis Improvement District	No response received.
Internal Departments	
Recreation, Parks, and Community Support	Regarding Municipal Reserves, additional land allocation is not required for this subdivision. There is already a small trail connection on the west side of RGE RD 54 that connects to the larger trail on the east side of the road. From our perspective cash in lieu would be the desired outcome.

AGENCY Fire Services & Emergency Management Capital and Engineering Services

COMMENTS

No concerns.

General:

- As per the application, the applicant is proposing to create a ± 1.863 hectare (± 4.60 acre) parcel, a ± 1.871 hectare (± 4.62 acre) parcel, a ± 1.948 hectare (± 4.81 acre) parcel with a ± 2.203 hectare (± 5.44 acre) remainder.
 - As part of the application, the applicant provided a Site Plan, which shows the location of the existing dwelling, PSTS, and approaches.
- Engineering has no requirements at this time.

Development Agreement

- No development agreement required as part of the proposed subdivision. No road or serviced connection upgrades are being proposed.
- Engineering has no requirements at this time.

Geotechnical:

- There are slopes of 30% or greater onsite.
- As part of the application, the applicant submitted a Geotechnical Developable Area Assessment completed by QuaSam Engineering Ltd. on March 18, 2024. The report includes a slope stability analysis and concludes that there are steep slopes requiring setbacks affecting Lots 3 and 4, but that there is sufficient geotechnical developable area in all four lots. The report was reviewed and approved by Engineering Services.
- As a condition of subdivision, the Owner is to enter into a Restrictive Covenant, to be registered by Caveat prepared by the County, on the title of Lots 3 and 4, that restricts the erection of any structure on or within the slope setback area, as shown on the approved Tentative Plan.

Transportation:

- Range Road 54 is classified as a Network B road as part of the Long Range Transportation Network, which requires a 30 m right-of-way. The road right-of-way is approximately 30 m wide adjacent to the subject parcel and does not require further widening.
- The existing lot gains access off Range Road 54 from a single approach.
- As per the application, the applicant is proposing the use of panhandles to provide frontage for Lots 2, 3, and 4. The applicant is proposing to use the existing approach to provide access for the current lot and the three proposed lots.
- As a condition of subdivision, the Owner shall upgrade the existing approach to a mutual paved standard in accordance with the County Servicing Standards. In addition, the Owner shall also:
 - Contact County Road Operations for a pre-construction inspection and a post-construction inspection for final acceptance;
 - o Provide an access right of way plan; and
 - Prepare and register respective easements on each title, where required.

AGENCY COMMENTS

Site Servicing:

- The applicant submitted a Phase 1 Groundwater Supply Assessment completed by JUA Environmental Ltd. on February 9, 2024. The report concludes that there appears to be sufficient aquifer supply to support the three additional lots proposed at that time. The report was reviewed and approved by Engineering Services.
- As a condition of subdivision, water is to be supplied by an individual well on Lots 1, 3, and 4.
 - An Aquifer Testing (Phase II) Report is provided, which is to include aquifer testing and the locations of the new well on the new lots, in accordance with the County's Servicing Standards and requirements of the Water Act;
 - A Well Driller's Report confirming a minimum pump rate of 1.0 IGPM for the new well is provided.
- The applicant has submitted a Level I Variation PSTS Assessment completed by JUA Environmental Ltd. on September 10, 2024. The report concludes that the existing PSTS field is 1.72 m away from the proposed Lot 3 panhandle. This meets the minimum required setback of 1.5 m from a property line as per the Alberta Private Sewage Systems Standard of Practice (2021).
- The applicant has submitted a Level III PSTS Assessment completed by JUA Environmental Ltd. on August 30, 2024. The report concludes PSTS is suitable for all three proposed lots for treating secondary treated effluent with mound treatment systems.
- As a condition of subdivision, The Owner shall enter into a Development Agreement (Site Improvements/Services Agreement) with the County for the proposed new lot and shall include the following:
 - Accordance with the Level III PSTS Assessment, prepared by JUA Environmental Ltd. (August 30, 2024).

Storm Water Management:

- The applicant has submitted a Site-Specific Stormwater Implementation Plan (SSIP) completed by Jubilee Engineering Consultants Ltd. on June 4, 2024. The report concluded that the additional runoff resulting from the additional lots will be mitigated through absorbent landscaping.
- As a condition of subdivision, The Owner shall enter into a Development Agreement (Site Improvements/Services Agreement) with the County for the proposed new lot and shall include the following:
 - Accordance with the Site-Specific Stormwater Implementation Plan, prepared by Jubilee Engineering Consultants Ltd. (June 4, 2024).

Site Developability:

- As part of the application, the applicant submitted a Geotechnical Developable Area Assessment completed by QuaSam Engineering Ltd. on March 18, 2024. The report includes a slope stability analysis and concludes that there are steep slopes requiring setbacks affecting Lots 3 and 4, but that there is sufficient geotechnical developable area in all four lots. The report was reviewed and approved by Engineering Services.
- Based on a desktop review, there does not appear to be any environmentally sensitive features near the development. Should the

AGENCY	COMMENTS
	 applicant propose development that has a direct impact on any wetlands, the applicant will be responsible for obtaining all required AEP approvals. Engineering has no requirements at this time.
	Developability:
	 As a condition of subdivision, the Owner shall pay the Transportation Off- Site Levy in accordance with Bylaw C-8007-2020. The County shall calculate the total owing for the gross development area, as shown in the staff report and the Plan of Survey.

Circulation Period: April 12, 2024, to May 13, 2024.

From: <u>Mike Griffiths</u>
To: <u>Christine Berger</u>

Subject: Re: Subdivision Feedback: File Number 03908001, Application Number PL20240039

Date: Monday, November 25, 2024 5:44:34 PM

Hi Christine,

As suggested, we have continued to work with the landowner, Mr Lajeunesse, and are pleased to report we seem to have found a proposal that is acceptable to Mr Lajeunesse and ourselves.

The landowner has proposed a driveway plan shown in blue on the attached aerial photograph. Provided this is accurate, and the proposed driveway turns Southwest behind the trees before the Northwest corner of Lot 2, this should minimize the sightlines, headlights shining into our property, and proximity to the open area running alongside our property, which was our main concern for privacy.

This proposal, while not as preferable as a Southern lot access road, is acceptable, as shown. Providing the driveways follow the blue lines indicated; we are happy to withdraw our issues and concerns about the subdivision plan. We would also like to acknowledge that Mr Lajeunesse has been very reasonable throughout our discussions, and we wish him every success in his subdivision plan.

Best regards Miike and Samantha

Mike Griffiths

On Mon, Aug 12, 2024 at 9:19 AM Christine Berger < CBerger@rockyview.ca > wrote:

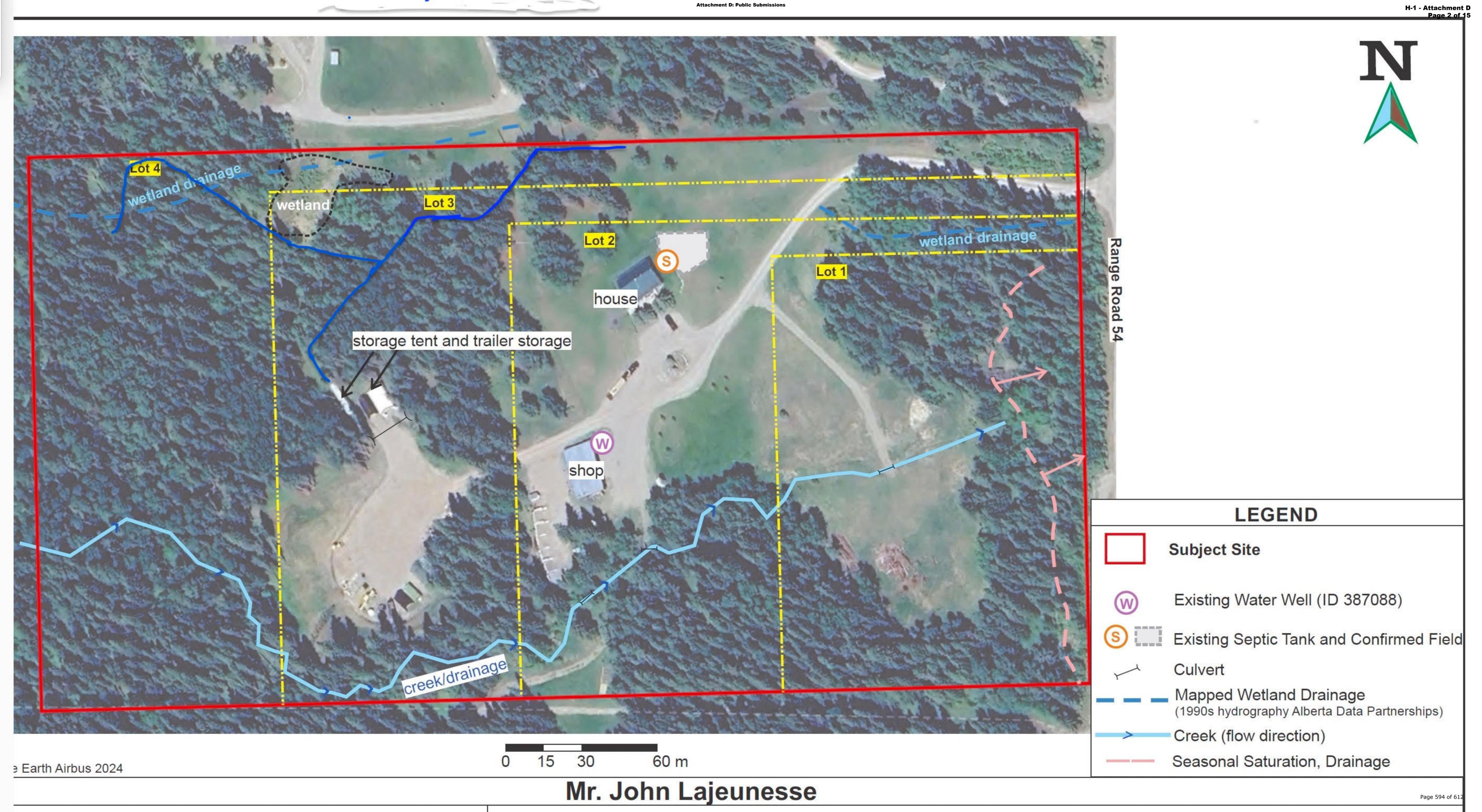
Good morning Mike and Samantha,

I will add these comments to the agenda package for Council to review if/when the file moves forward, but please note the County does not have any policy or regulations to dictate where a driveway is located on private land. Administration will ensure any approaches off the County road are in an appropriate location for safety purposes. If you have comments on the placement of the driveway, it would be best to continue to work with the landowner.

Sincerely,

CHRISTINE BERGER, MPLAN

Planner 2 | Planning



ROCKY VIEW COUNTY

262075 Rocky View Point | Rocky View County | AB | T4A 0X2

Office Phone: 403-520-3904

cberger@rockyview.ca | www.rockyview.ca

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From: Mike Griffiths

Sent: Monday, August 12, 2024 7:12 AM **To:** Christine Berger < <u>CBerger@rockyview.ca</u>>

Subject: Re: Subdivision Feedback: File Number 03908001, Application Number PL20240039

Hi Christine,

Thanks for sharing details about the Greater Bragg Creek Structure Plan.

We recently met with Mr Lajeunesse and he shared a new, updated plan to route the driveway for lot 4 alongside the open portion of our property boundary. This is different from his original plan to route the driveway for lot 4 along his current drive and then cut across the NE corner of proposed Lot 3 on his side of the trees.

His new plan to route the driveway along the panhandle for lot 4 and not behind the screen of trees would place all vehicles on this driveway in our line of site from our home, including headlights at night, etc. This could be avoided by routing the driveway behind the screen of trees at the North end of lot 3.

Referencing the Greater Bragg Creek Structure Plan, we would like to work with Mr Lajeunesse and the Rocky View County on a mutually acceptable solution, allowing Mr Lajeunesse to develop

his property and us retain our privacy.

Maintain Rural Character and Minimize Visual Impact

Reference: Section 7.1 Conceptual Schemes

Point: The Greater Bragg Creek ASP asks that new development plans should include a strategy for integrating the proposed development with existing and adjacent developments. This includes the preservation or improvement of existing sight lines. Additionally, within undisturbed natural areas, a visual impact assessment should be undertaken to identify and mitigate the potential impact of the proposed development on existing residential subdivisions. Relocating the new proposed driveway position to a less visible location would help preserve the sight lines from our home and minimize the visual impact on our property, aligning with the ASP's guidelines.

Reflect Existing Subdivision Patterns

- **Reference:** Section 7.4.3
- **Point:** The SP states that further subdivision should reflect densities and configurations consistent with existing adjacent subdivisions. By relocating the driveway, the subdivision will better match the established secluded patterns and respect sightline considerations, reducing visual intrusion to our neighboring home.

Foster Community Collaboration

- **Reference:** Section 7.1 Conceptual Schemes
- **Point:** Encouraging collaboration amongst directly affected landowners is a key policy in the ASP. Relocating the driveway can be seen as a compromise that takes into account the concerns of the community, fostering better relationships and community support.

We hope to continue these discussions and arrive at a plan to allow Mr Lajeunesse to develop his property while we retain the privacy of our home that was a major factor in why we purchased it.

We know that these new subdivisions need driveways, just please don't run them right against our open boundary where we will see every vehicle going back and forth. There are plenty of mature trees in place on the property that could act as a visual barrier. Putting the road behind them, would retain our sight lines and privacy, this is all we are asking for.

Best regards	
Mike and Samantha Griffiths	
On Tue, Apr 30, 2024 at 2:53 PM Christine Berger < <u>CBerger@rockyview.ca</u> > w	rote:
Hi Mike and Samantha,	
Thank you for sending comments. They will be included in the report package to consider when making a decision, and sent to the applicant to consider as we try to give a little more information below:	
 The Greater Bragg Creek Area Structure Plan governs density in the area parcel is located in an infill residential area in the West Bragg Creek zon minimum parcel size is 4 acres. The Greater Bragg Creek Area Structure Plan allows panhandles with a driveway rather than building County-standard roads in this area in order preserve vegetation and limit impacts on the environment. The current are implements the shared driveway approach; the proposal does not involve road at this time. 	shared r to better pplication
Please let me know if you have updated comments or any questions based on to information.	his
Thank you,	
CHRISTINE BERGER, MPLAN	
Planner 2 Planning	
Rocky View County	

262075 Rocky View Point | Rocky View County | AB | T4A 0X2

Office Phone: 403-520-3904

cberger@rockyview.ca | www.rockyview.ca

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From: Mike Griffiths

Sent: Tuesday, April 30, 2024 10:13 AM

To: Christine Berger < <u>CBerger@rockyview.ca</u>>

Subject: Subdivision Feedback: File Number 03908001, Application Number

PL20240039

<Copy of letter sent to Planning Services Department>

We support Mr Lajeunesse in his plan to subdivide his parcel of land. However, we have some comments and concerns about the proposed density, access road, disturbance, and possible visibility changes.

Early last year, we received a letter from Mr Lajeunesse informing us about his proposal to apply to subdivide a single parcel from his existing land. We exchanged emails about the plan and explained that we would prefer a development that leave the stand of trees adjacent to our property preserved.

So, it was a surprise on April 16 to receive a proposal outlining three additional lots, not the one previously discussed. Our comments and concerns are related to:

- Density three extra lots, not one, and associated access road and home construction will be noisy. This higher density will change the nature of the area, which is currently quiet and backing onto Kananaskis.
- The property panhandles run adjacent to our property line. If any access roads use these panhandles, they will be visible from our property and headlights from any vehicles using them will shine into our property. Mr Lajeunesse explained

while the panhandles are necessary for planning, the access road would utilize his current drive and then cut across the NE corner of proposed Lot 3 on his side of the trees; this would be preferable.

• Our preference for an access road would be from Range Road 54 at the Southern boundary, or starting on the current access road, then running south along the boundary of proposed lot 1 and 2, and then west to lots 3 and 4.

Best regards

Mike and Samantha Griffiths

From: Rick

To: <u>Christine Berger</u>

Subject:Application for SubdivisionDate:Friday, May 3, 2024 6:35:14 PM

Re: File Number 03908001, Application Number PL20240039, Division 1

Our 5 acre property overlooks part of the parcel proposed for subdivision in the above application. We are only separated from that property by a ROW used by our neighbors. We support the application for subdivision. The approximately 5 acre lots that are proposed will not negatively impact us in any way and present no concerns for us. We look forward to having some new neighbors.

Rick and Nancy Courtney

231047 Range Rd 54, Bragg Creek

From: Greg Potter
To: Christine Berger

Subject: Comments - File # 03908001 - Application # PL20240039

Date: Friday, May 3, 2024 5:52:16 PM

I am a resident of the Elk Valley Park Estates subdivision adjacent to the property identified above. I am writing to express my support of the proposed development plan submitted for this property. In my opinion the development plan is consistent with the character of the area and supports the residents desire to retire on a portion of the subdivided property.

Best Regards, Greg Potter From: Greg

To: <u>Christine Berger</u> **Subject:** file 03908001

Date: Thursday, May 2, 2024 6:34:02 PM

cberger@rockyview.ca

Christine,

Responding to the letter I received.

File 03908001

Application: PL20240039 Applicant: Susan Norrie **Owner:** Lajeunesse, John

I 100% opposite this. The subdivision is not compatible with the infrastructure.

Greg Cumberford

From:

To:

Christine Berger

Subject: File Number 03908001. Application Number PL20240039

Date: Wednesday, May 1, 2024 4:23:46 PM

In response to your letter dated April 12, 2024 I oppose the proposed subdivision as the addition of more housing will cause further stress on the water supply which may cause other properties in the area to have problems with their existing wells. The disposal of their sewage may cause problems with contamination of the water supply as well.

The addition of more housing will cause additional traffic on Range Road 54 and the west Bragg Creek Road.

Additional subdivisions and housing cause additional carbon to the atmosphere.

There would also be a significant impact on the wildlife in the area as this is part of a wildlife corridor that consists of mule deer, white tail deer, moose, elk, black bear, grizzly bear, cougar, bobcat, lynx, wolverine, wolves, coyotes, red fox, grouse, Pileated woodpeckers, chickadees, nuthatches and several other songbirds. Cutting out essential habitat for them.

In this proposed subdivision there is no allotment for green space or set aside space for habitat.

It also appears that access is a problem with the possible addition of 4 driveways onto Range Road 54 is excessive. There are currently 3 driveways in that section of road already. Adding additional driveways in such a short space hardly makes any reasonable sense.

With my regards,

Gail Gerber

George C. Brindle, P.Eng., M.B.A.

B116, 43 Elk Valley Gate Bragg Creek AB TOL OKO Canada

May 2, 2024

Christine Berger
Planning Services Department
Rocky View County
Via Email: CBerger@rockyview.ca

Dear Ms. Berger,

Re: File Number 03908001; Application Number: PL20240039

I am writing in support of this subdivision application by owner John Lajeunesse. I own property in the vicinity of the proposed subdivision land, and walk or drive by this property every day.

I wholeheartedly support adding more dwelling units to the local area, so that there are more rate-payers added to the county tax roll. The four proposed parcels are still quite large for a country-residential property, and would enhance the desirability of the entire community.

The large parcel sizes also give plenty of room for individual septic treatment systems for each parcel, as well as giving space for each future home-owner to FireSmart their property without having to remove every single tree.

This is a good subdivision design that will benefit the community at large, and I support it.

Sincerely yours,

George C. Brindle, P.Eng., M.B.A.

Jenny Hoops

B116, 43 Elk Valley Gate Bragg Creek AB TOL OKO Canada

May 2, 2024

Christine Berger
Planning Services Department
Rocky View County
Via Email: CBerger@rockyview.ca

Dear Ms. Berger,

Re: File Number 03908001; Application Number: PL20240039

I am writing in support of this subdivision proposal, which is in the vicinity of my own property in Elk Valley Park Estates.

I am specifically in support of the reasonable sizes of the four proposed parcels, which would be similar to other country-residential parcels in the area. This will lead to more consistent appearance and use of the land as country-residential homes, and would be an excellent fit with existing parcels in the area.

I also support the proposed subdivision design, with individual access points from Range Road 54 for each parcel. I believe this will minimize potential disputes between future landowners, since they won't have to share a single access driveway.

This is a reasonable and attractive subdivision proposal that fits the surrounding community, and I am in full support of this application. If you have any questions, please contact me at the above address.

Sincerely yours,

Jenny Hoops

From: <u>Bill Hoyne</u>
To: <u>Christine Berger</u>

Subject:John Lajueness PL20240039Date:Monday, May 6, 2024 1:04:51 PM

Hi Christine,

I am a landowner at 48 Elk Willow Road and a personal friend of John. I have known John for the last 25 years. I am in support of his land application to subdivide his parcel of land.

File number 03908001 Application: PL20240039

Regards, Bill Hoyne Council Members Rocky View County CBerger@rockyview.ca

May 3, 2024

Dear Ms. Berger,

RE: File 03908001

Application Number: PL20240039

Please note that I reside in West Bragg Creek and am in support of the proposed subdivision of the above addresses.

Keith Stephenson

135 Hawkeye Road

1925 44th Ave SW Calgary AbT2T 2N7

ATTACHMENT E: POLICY REVIEW

Definitions		
Consistent	Generally Consistent	Inconsistent
Clearly meets the relevant requirements and intent of the policy.	Meets the overall intent of the policy and any areas of inconsistency are not critical to the delivery of appropriate development.	Clear misalignment with the relevant requirements of the policy that may create planning, technical or other challenges.

Municipal I	Municipal Development Plan (County Plan)		
Managing I	Residential Growth – Country Residential		
5.8	Support the development of existing country residential communities (identified on Map 1) in accordance with their area structure plan.		
Consistent	Section 5.0 (Managing Residential Growth) relates to managing residential growth and country residential development throughout the County. Policy 5.8 supports the development of existing country residential areas in accordance with their area structure plans. As such, the application was evaluated against the country residential policies of the Central Springbank Area Structure Plan (ASP), which is the guiding statutory document for the subject parcel.		
Country Re	esidential Development – Country Residential Communities		
10.1	Development within Greater Bragg Creek, Bearspaw, North and Central Springbank, Elbow Valley, Balzac East (Sharp Hills/Butte Hills), Cochrane North, and Glenbow Ranch shall conform to their relevant area structure plan.		
Consistent	Section 10.0 (County Residential Development) relates to managing residential growth and country residential development throughout the County. Policy 10.1 supports the development of existing country residential areas in accordance with their area structure plans. As such, the application was evaluated against the country residential policies of the Cochrane North Area Structure Plan (ASP), which is the guiding statutory document for the subject parcel.		

Greater Bragg Creek Area Structure Plan		
Conceptual	Schemes	
7.1 (a)	Conceptual schemes, prepared to the satisfaction of the County, should be required to guide future redesignation and subdivision decisions. Where appropriate and required to address the integration of the proposed development with adjacent lands, the conceptual scheme may be required to encompass lands that are outside of the area to be redesignated and/or subdivided	
Consistent	The above policy encourages a conceptual scheme, but does not mandate one be completed in order to redesignate/subdivide. Since the remainder of the quarter section is mostly built-out, the other surrounding lands are not developable (environmental reserve to the east, Kananaskis Improvement District to the south), and the ASP discourage roads from being built in this area, a conceptual scheme would not provide any benefit that could not be accomplished through conditions of subdivision.	
7.1 (c)	Within residential infill areas, outside of the hamlet, conceptual schemes should be required within predetermined conceptual scheme boundaries, as defined in Figure 13. Notwithstanding these defined conceptual scheme boundaries, future	

Consistent	conceptual schemes boundaries may be altered without amendment to this Plan, at the discretion of Council, provided that • the alternate conceptual scheme area is comprehensive in nature, • the implications of development proceeding within an alternate conceptual scheme boundary (including implications to those areas excluded from the original conceptual scheme boundaries) have been examined, and • the County determines that any on-site or off-site planning issues have been resolved pursuant to the provisions of this Plan. It appears the subject lands fall within an area where conceptual schemes are encouraged, however, this policy allows predetermined conceptual scheme boundaries to be varied at the discretion of Councill. As examined in the report and policy review, implication of excluding these lands from requiring a conceptual scheme have been reviewed, and there do not appear to be any negative impacts to adjacent lands, County infrastructure, or the environment. Furthermore, all onsite or off-site planning issues have been resolved, and have been included as conditions of subdivision in 'Attachment F'.
	sidential Policies
7.4.1 (a)	 Future subdivision should: be evaluated based on the land's ability to accommodate additional development and not negatively impact the natural environment (e.g. riparian areas, wildlife movement corridors, upland forested areas, and existing plant communities). Riparian buffers should be respected adjacent to all surface water bodies; only permit single detached dwellings; comprehensively evaluate its cumulative impact on the local and regional transportation network (i.e. capacity of Township Road 232, Centre Avenue, and the single bridge crossing at Balsam Avenue; Highways 22, 66 and 758). Upgrades to municipal collector roads and improvements to
	 intersections of municipal roads with provincial highways may be required to facilitate future development; limit the removal of existing vegetation to accommodate additional building
	 sites while encouraging implementation of Fire Smart design principles; and dedicate municipal reserves to provide alignments for the defined community pathway system, where appropriate.
	 Areas that represent constraints to development, either because they are unstable or because they are environmentally sensitive should be protected from development. These areas include slopes in excess of 15%, water bodies and wetlands, and riparian buffer. Where these areas qualify as environmental reserve under the MGA, the land should be dedicated to the County (See Section 5.2.2 a for Policies to Protect the Natural Environment).
Consistent	The proposed site layout allows for adequate space for future buildings without impacting the natural environment. Appropriate studies have been completed to ensure adjacent properties would not be negatively impacted, and the
	recommended conditions of subdivision would ensure single-detached dwellings built with Fire Smart principles.
7.4.1 (b)	In some cases, panhandles should be considered to access new building sites without frontage onto a developed municipal road provided that its alignment:

	 can accommodate a privately maintained all-weather surface capable of providing year-round access to the building site for emergency service vehicles;
	 encourages single points of access for multiple building sites to limit the location and frequency of approaches onto municipal roads;
	 does not impact environmentally sensitive areas; and
	 can be developed with an approach that meets all applicable municipal standards.
Consistent	Panhandles been proposed to access the western proposed lots. In order to reduce the number of access points off Range Road 54 and limit tree removal, a single mutual approach has been proposed to give access to all four parcels.
Infill Reside	ntial Areas
7.4.3 (c)	In west and north Bragg Creek parcel sizes within infill residential areas should not be less than 4 acres with an overall density of not greater than one lot per 4 acres of Gross Development Area (GDA).
Consistent	The proposed parcels are all greater than 4 acres in size.
7.4.3 (f)	Future subdivision within infill residential areas should
,	 reflect densities that have been calculated on the basis of a ratio of lots per acre of GDA, as illustrated in the following explanation and example;
	 address areas that represent constraints to development, yet do not qualify as environmental reserve, by including them within individual lots, provided that they are protected from development. The exact mechanism(s) to ensure protection shall be negotiated between the developer and the County and could include restrictive covenants, use of an environmental land trust and/or conservation easements;
	 respect the size, configuration, and orientation of the immediately adjacent subdivision pattern;
	 mitigate potential issues related to access, surface drainage, vegetation removal and sight line conflicts by encouraging collaboration amongst all directly affected landowners; and
	 have frontage onto a developed municipal road. Construction of new municipal roads within infill residential areas should be discouraged.
Consistent	The proposed subdivision has considered surrounding parcel layouts, onsite development constraints, as well as technical considerations. No new roads are being proposed. Outstanding items have been addressed through recommended conditions of subdivision.

Land Use Bylaw C-8000-2020	
Residential, Rural District (R-RUR)	
326 (a)	Minimum Parcel Size: 0.8 ha (3.95 ac)
Consistent	All proposed parcels meet the minimum parcel size for the R-RUR District.

ATTACHMENT F: RECOMMENDED CONDITIONS OF APPROVAL

- A. THAT the application to subdivide a ± 1.86 hectare (± 4.60 acre) parcel, a ± 1.87 hectare (± 4.62 acre) parcel, a ± 1.95 hectare (± 4.81 acre) parcel with a ± 2.20 hectare (± 5.44 acre) remainder from Block 4, Plan 9412078 within SE-08-23-05-W05M, having been evaluated in terms of Section 654 of the *Municipal Government Act* and Sections 9 of the *Matters Related to Subdivision and Development Regulation*, and the *Municipal Development Plan (County Plan)*, and having considered adjacent landowner submissions, is approved as per the Tentative Plan for the reasons listed below:
 - 1. The application is consistent with the Statutory Policy;
 - 2. The subject lands hold the appropriate land use designation;
 - 3. The technical aspects of the subdivision proposal have been considered and are further addressed through the conditional approval requirements.
- B. The Applicant/Owner is required, at their expense, to complete all conditions attached to and forming part of this conditional subdivision approval prior to Rocky View County (the County) authorizing final subdivision endorsement. This requires submitting all documentation required to demonstrate each specific condition has been met, or agreements (and necessary securities) have been provided to ensure the conditions will be met, in accordance with all County Policies, Standards, and Procedures, to the satisfaction of the County, and any other additional party named within a specific condition. Technical reports required to be submitted as part of the conditions must be prepared by a qualified professional, licensed to practice in the province of Alberta within the appropriate field of practice. The conditions of this subdivision approval do not absolve an Applicant/Owner from ensuring all permits, licenses, or approvals required by Federal, Provincial, or other jurisdictions are obtained.
- C. Further, in accordance with Section 654 and 655 of the *Municipal Government Act*, the application shall be approved subject to the following conditions of approval:

Survey Plans

- 1) Subdivision is to be effected by a Plan of Survey, pursuant to Section 657 of the *Municipal Government Act*, or such other means satisfactory to the Registrar of the South Alberta Land Titles District.
 - a) A Plan of Survey, including the Application number (PL20240039) and Roll number (03908001) of the parcel; and
 - b) Landowner's Consent to Register Plan of Survey

Site Servicing

- 2) Water is to be supplied by an individual well on Lots 1, 3, and 4. The subdivision shall not be endorsed until:
 - a. An Aquifer Testing (Phase II) Report is provided, which is to include aquifer testing and the locations of the new well on the new lots, in accordance with the County's Servicing Standards and requirements of the Water Act;
 - b. A Well Driller's Report confirming a minimum pump rate of 1.0 IGPM for the new well is provided.

- 3) The Owner shall enter into a Development Agreement (Site Improvements/Services Agreement) with the County for the proposed new lot and shall include the following:
 - a. Accordance with the Level III PSTS Assessment, prepared by JUA Environmental Ltd. (August 30, 2024).
 - b. Accordance with the Site-Specific Stormwater Implementation Plan, prepared by Jubilee Engineering Consultants Ltd. (June 4, 2024).
- 4) Utility Easements, Agreements, and Plans are to be provided and registered to the satisfaction of FortisAlberta.

Transportation

- 5) The Owner shall upgrade the existing approach on Range Road 54 to a mutual paved standard in accordance with the County Servicing Standards, in order to provide access to Lots 1-4, to the satisfaction of the County.
 - a) Contact County Road Operations for a pre-construction and a post-construction inspection for final acceptance;
 - b) Provide an access right of way plan;
 - c) Prepare and register respective easements on each title, where required.

Developability

- 6) The Owner is to enter into a Restrictive Covenant, to be registered by Caveat prepared by the County, on the titles of Lots 3 and 4, that restricts the erection of any structure on or within the slope setback area, as shown on the approved Tentative Plan.
- 7) The Owner shall prepare and register a Restrictive Covenant on the title of Lots 1, 3, and 4, requiring that each Lot Owner be subject to the development's Architectural Guidelines in accordance with Policy 8.2.2 (b) of the Greater Bragg Creek Area Structure Plan, and to provide a Landscaping Plan for each lot in accordance with Policy 5.1.1 (c) of the Greater Bragg Creek Area Structure Plan, to the County's satisfaction.

Payments and Levies

- 8) The Owner shall pay the County Subdivision Endorsement fee, in accordance with the Master Rates Bylaw, for the creation of three (3) new lots.
- 9) The Owner shall pay the Transportation Off-Site Levy in accordance with Bylaw C-8007-2020. The County shall calculate the total owing for the gross development area, as shown in the staff report and the Plan of Survey.
- 10) The provision of Municipal Reserve, in the amount of 10% of the area of the subject land, is to be provided by payment of cash-in-lieu, in accordance with the appraisal report provided by Benchmark Real Estate Appraisals, dated February 12, 2024, pursuant to Section 667(1) of the Municipal Government Act.

Taxes

11) All taxes owing up to and including the year in which subdivision is to be registered, are to be paid to Rocky View County prior to signing the final documents pursuant to Section 654(1) of the *Municipal Government Act*.

D. SUBDIVISION AUTHORITY DIRECTION:

 Prior to final endorsement of the subdivision, the Planning Department is directed to present the Applicant/Owners with a Voluntary Recreation Contribution Form and ask them if they will contribute to the Fund in accordance with the contributions prescribed in the Master Rates Bylaw.

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