



Governance Committee

Subject:	Regional Transportation Off-site Levy Bylaw Update
Date:	June 18, 2024
Presenter:	Jeannette Lee, Manager
Department:	Capital & Engineering Services

REPORT SUMMARY

The Regional Transportation Off-site Levy Bylaw C-8007-2020 provides for the fair and equitable allocation of Off-site levies related to Water and Wastewater Infrastructure in accordance with the *Municipal Government Act*. Since the adoption of the bylaw, updates have been delivered regarding the collection of the levy and expenditures on various upgrades for the long-range transportation network. 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.

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 to the Bylaw include:

- Update schedules based on levies collected and projects completed.
- Updates to infrastructure expansion costs and accommodation for inflation.
- Updates to the Long Range Transportation Network based on updated traffic modeling.

A summary of all the proposed changes to the Schedules within the Bylaw has been provided in Attachment A of this report. This report is intended to provide the Committee with the updated rate calculated based on the updated network and costs. Administration will bring back the amended bylaw to Council on July 9th Council for consideration of first reading. The next phase of this process would be to initiate the engagement process with external stakeholders prior to a report to Council with the amended Bylaw by Q4 of 2024.

ADMINISTRATION'S RECOMMENDATION

THAT the Governance Committee receives the Regional Transportation Off-site Levy Bylaw update report as information.

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 inform 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 charges. In addition, there is a need to ensure the levy collections include annual inflation and

Regional Transportation Off-site Levy Bylaw Update

interest costs as typically provided for in the levy process. The County remains an attractive municipality to do business in and our current bylaw does not collect the actual costs of growth based on Council direction to freeze the rate in 2020.

DISCUSSION

Administration completed updates to the County’s regional transportation model in 2023 to incorporate regional initiatives including the South and East Calgary Regional Transportation Study, the North Calgary Regional Transportation Study and their findings. In addition, the model incorporates the Calgary Metropolitan Region Board Growth Plan as well as local development planning initiatives of the County. The model has been utilized to build-out the County’s adopted Area Structure Plans and forecast 2040 regional traffic volumes to identify network improvements the County will require to its road network to accommodate new and expanded land uses. Using forecasted traffic volumes, Administration has developed an updated Long Range Transportation Network plan that is to be partially funded by the development that is driving the increase in traffic.

The concept of rural and urban rate structure was introduced to provide a distinction between residential lots less than 1.99 acres in size with piped water and sewer servicing that would pay for a different fee structure associated with the intensity of the development in comparison to a rural property within the County. It was determined by Council at that time, that the urban rate should be the same as the rural rate at \$4,595/acre. Administration is recommending that the distinction of the urban rate be changed to a “rurban” rate with an allocation of appropriate levies to support the County’s growth areas that is expected to build out at a higher intensity.

In addition, the County has determined that there are 63 existing Bridge Files that are located on the Long Range Transportation Network and would need replacement to accommodate road expansions supporting future development. Costs have been determined to see the same funding approach as network roadways through the addition of a new schedule to the Off-site Levy Bylaw.

Administration recognizes the importance of maintaining our economic advantage in terms of the cost of development within the County. We believe that even with the proposed rate increase, the County remain 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
<u>Rocky View County</u>		
Rural Base Levy		\$6.199
Rurban Base Levy		\$17.393

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.

Regional Transportation Off-site Levy Bylaw Update

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. The "urban" rate, initially proposed in the 2020 bylaw but not adopted, is now being proposed again at \$17,393 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. The proposed rates are designed to enable the County to aim for full cost recovery of long-term transportation needs. However, to ensure the levy rate remains responsive to economic changes and continues to support growth and development, the County may consider implementing a range of rates. Utilizing the actual levy collected for 2023, the following range illustrates the potential differences across the spectrum—from freezing the rate to achieving partial and full cost recovery.

Description	Rate Freeze	100% - proposed rate	75%- proposed rate	50%- proposed rate
Rural Rate	\$ 4,595	\$ 6,199	\$ 4,649	\$ 3,100
Rurban Rate	\$ 4,595	\$ 17,393	\$ 13,045	\$ 8,697
Levy Collection				
Rural Rate (217 acres)	\$ 997,115	\$ 1,345,183	\$ 1,008,887	\$ 672,592
Rurban Rate (285 acres)	\$ 1,309,575	\$ 4,957,005	\$ 3,717,754	\$ 2,478,503
Total	\$ 2,306,690	\$ 6,302,188	\$ 4,726,641	\$ 3,151,094

Off-site Levy Bylaw Summary

The proposed amendments to the current Bylaw are based on a comprehensive review of traffic generated by future development and updated construction costs expected to be incurred to build the resulting road network. 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.

Off-Site Levy Schedule	Cost Per Acre
Schedule A-1: Rurban Base Levy	\$4,595 or \$14,704 \$17,394
Schedule A-2: Rural Base Levy	\$4,595 \$6,199
Schedule A-3: Bridge Files Levy (NEW)	\$149 (rural) \$418 (rurban)
Schedule B: East Balzac Special Area 1 Levy	\$17,199.17 \$20,014
Schedule C: Conrich Special Area 2 Levy	\$5,207.80 \$7,681
Schedule D: Southeast Industrial Special Area 3 Levy	\$9,026.98 \$12,041
Schedule E: Springbank Special Area 4 Levy	\$9,247.30 \$8,150
Schedule F: HWY 22 & HWY 1 Interchange Special Area 5 Levy	\$1,772.88 \$2,383
Schedule G: HWY 791 & HWY 1 Interchange Special Area 6 Levy	\$2,349.73 \$3,158
Schedule H: HWY 560 & HWY 797 Improvements Special Area 7 Levy	\$386.91 \$621
Schedule I: HWY 22x & HWY 791 Improvements Special Area 8 Levy	\$748.40 \$1,036

Regional Transportation Off-site Levy Bylaw Update

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.

Pending the comments and feedback from the Governance Committee, additional engagement will be completed with external stakeholders on the details of the proposed changes. Administration anticipates a report to Council seeking approval of amendments to this Bylaw, inclusive of all the proposed changes in Q4 of 2024.

ALTERNATE DIRECTION

Administration does not have an alternate direction for the Governance Committee's consideration.

ATTACHMENTS

Attachment A: Proposed Regional Transportation Off-site Levy Bylaw Schedules
Attachment B: Presentation



SCHEDULE "A-1"

LONG RANGE REGIONAL TRANSPORTATION INFRASTRUCTURE NETWORK – URBAN BASE LEVY

Description: The County's existing regional road network requires expansion to accommodate forecasted traffic volumes. With the increase of road users within the County boundaries due to newly created Residential, Agricultural, Business and Institutional development the County requires the development of a Long Range Transportation Network to efficiently transport traffic to the Provincial Highway Systems.

The Long Range Regional Transportation Infrastructure Network is based on the build out traffic volumes resulting from development in growth areas of the County. All roads within the Long Range Regional Transportation Infrastructure Network will be constructed to meet the required cross sections as detailed in the project costs and consist of:

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

Project Costs:

Upgrade Capital Cost Estimates:

- | | | |
|---|----------------------------------------------------|--------------------------------------------|
| • | 154.4 230.4 km of Network A Road: | \$ 231,926,718 511,987,399 |
| • | 535.6 440.8 km of Network B Road: | \$ 663,918,892 841,819,078 |
| • | 190.2 104.7 km of 4 Lane Arterial Road: | \$ 584,363,276 477,134,240 |
| • | 49.5 4.1 km of 6 Lane Arterial Road: | <u>\$ 80,744,152 24,904,844</u> |
| • | Total Cost | <u>\$1,560,953,038</u> 1,855,845,561 |

Non-Levy Cost (Background/Regional Traffic): \$ ~~370,455,172~~ 445,402,934

Rural Levy Cost (~~\$4,595 / gross acre~~ 25%): \$ ~~310,017,454~~ 463,961,390

Total Estimated Cost to Levy: \$ ~~880,480,412~~ 946,481,236

Rurban Levy Cost Calculation: \$880,480,412 ~~946,481,237~~ / ~~24,237~~ 22,021 hectares =
\$~~36,327~~ 42,981/hectare or \$~~14,704~~ 17,394/acre

2020 ~~2024~~ Urban ~~Rurban~~ Levy Proposed for Collection = \$~~11,354~~ 42,981/hectare or \$~~4,595~~ 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.



SCHEDULE "A-2"

LONG RANGE REGIONAL TRANSPORTATION INFRASTRUCTURE NETWORK – RURAL BASE LEVY

Description: The County's existing regional road network requires expansion to accommodate forecasted traffic volumes. With the increase of road users within the County Boundaries due to newly created Residential, Agricultural, Business and Institutional development the County requires the development of a Long Range Regional Transportation Infrastructure Network to efficiently transport traffic to the Provincial Highway Systems.

The Long Range Regional Transportation Infrastructure Network is based on the build out traffic volumes resulting from development in all growth areas of the County. All roads within the Long Range Regional Transportation Network will be constructed to meet the required cross sections as detailed in the project costs and consist of:

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

Project Costs:

Upgrade Capital Cost Estimates:

- | | |
|------------------------------------------------------|-------------------------------------------------|
| • 154.4 230.4 km of Network A Road: | \$ 231,926,718 511,987,399 |
| • 535.6 440.8 km of Network B Road: | \$ 663,918,892 841,819,078 |
| • 190.2 104.7 km of 4 Lane Arterial Road: | \$ 584,363,276 477,134,240 |
| • 19.5 4.1 km of 6 Lane Arterial Road: | \$ 80,744,152 24,904,844 |
| • Total Cost | \$1,560,953,038 1,855,845,561 |

Non-Levy Cost (Background/Regional Traffic): \$ ~~370,455,172~~ **445,402,935**

RuUrban Levy Cost (\$14,704 ~~17,394~~/acre): \$ ~~880,480,412~~ **946,841,237**

Total Estimated Cost to Levy: \$ ~~310,017,454~~ **463,961,390**

Levy Cost Calculation: \$~~310,017,454~~ **463,961,390** / ~~27,303~~ **30,286** hectares = \$~~11,354~~ **15,319**/hectare or \$~~4,595~~ **6,199**/acre

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

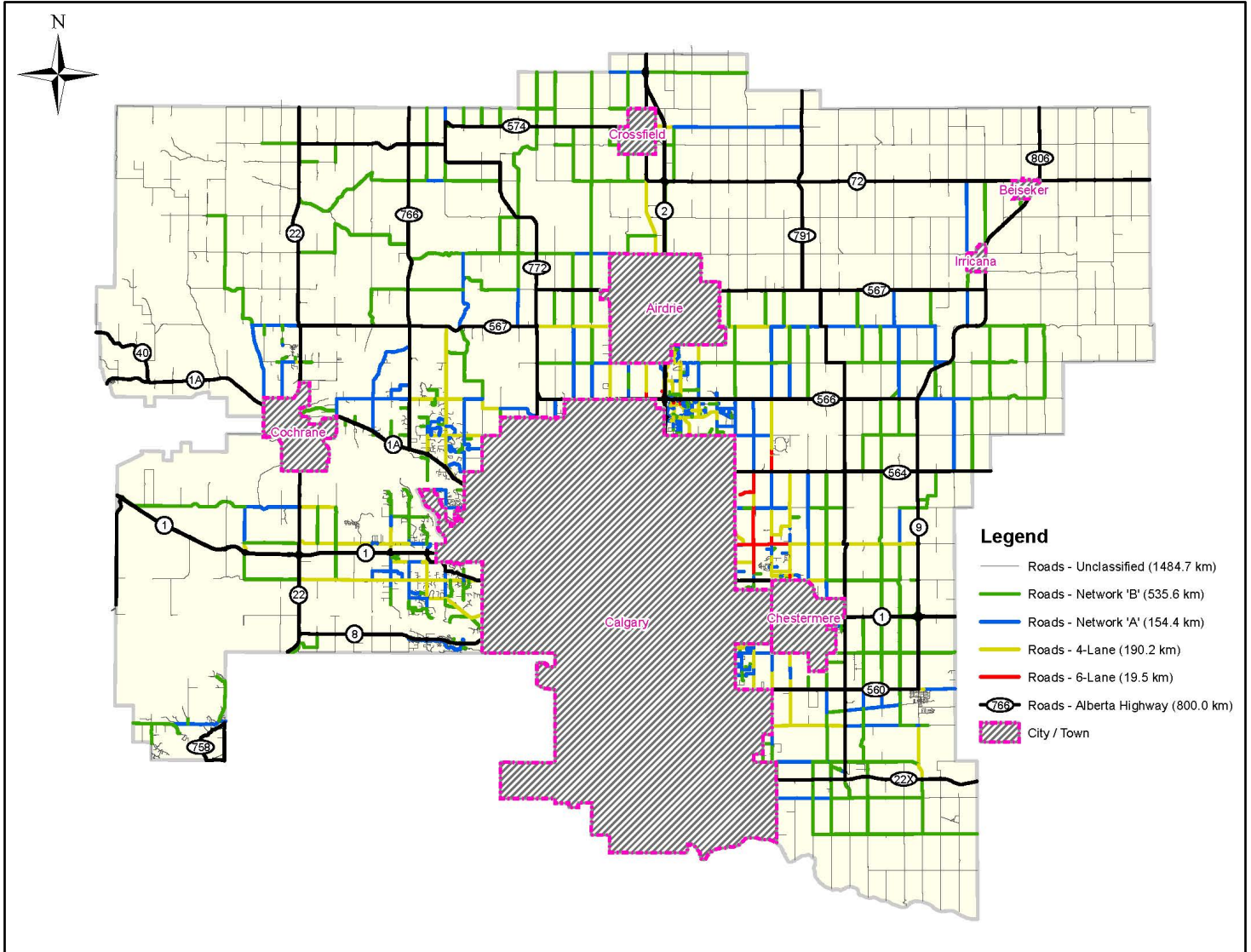
The lands benefitting from the expanded Long Range Regional Transportation Infrastructure Network include all lands having new development that will increase traffic. Background and regional traffic have been removed from the costs. There are no other measurable benefits to existing development as the upgrade will only increase capacity.



MAP "A"

BENEFITTING AREA MAP

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





SCHEDULE "A-3"

LONG RANGE REGIONAL TRANSPORTATION NETWORK BRIDGE STRUCTURES

Description: The County's existing regional road network requires expansion to accommodate forecasted traffic volumes. With the increase of road users within the County Boundaries due to newly created Residential, Agricultural, Business and Institutional development the County requires the development of a Long Range Regional Transportation Infrastructure Network to efficiently transport traffic to the Provincial Highway Systems. The Long Range Regional Transportation 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 the 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 existing bridge files as follows:

Project Costs:

Upgrade Capital Cost Estimates:

• 1 Network A Road – Span Structures:	\$ 1,524,963
• 7 Network A Road – Culvert Structures:	\$ 3,094,739
• 13 Network B Road – Span Structures:	\$ 17,449,328
• 36 Network B Road – Culvert Structures:	\$ 15,156,468
• 2 4 Lane Arterial Road – Span Structures:	\$ 5,559,082
• 3 4 Lane Arterial Road – Culvert Structures:	\$ 1,797,804
• 0 6 Lane Arterial Road Bridges:	<u>\$ 0</u>
• Total Cost	\$ 44,582,384

Non-Levy Cost (24%): \$ 10,699,772

Rural Levy Cost (25%): \$ 11,145,596

Rurban Levy Cost (51%): \$ 22,737,015

Rural Levy Cost Calculation: \$ 11,145,596 / 30,286 hectares = \$368/hectare or \$149/acre

Rurban Levy Cost Calculation: \$ 22,737,015/ 22,021 hectares = \$1,033/hectare or \$418/acre



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

The lands benefitting from the expanded Long Range Regional Transportation Infrastructure Network Bridge Structures 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 bridge upgrade will only increase capacity.

SCHEDULE "B"**EAST BALZAC SPECIAL AREA 1**

Description: The County requires project specific upgrades to Regional Transportation Infrastructure to create road infrastructure connections to the Provincial Highway System to accommodate future development. The collection of the East Balzac Special Area 1 Levy will fund the construction of Balzac specific infrastructure as identified below.

Project Costs:

Special Area 1 Required Road Infrastructure Project Totals (Land & Construction):

• Range Road 293 – Bridge Structure for overpass to Métis Trail (as supported by AMEC pre-design report 2008)	\$16,500,000 25,706,462
• Township Road 261/Highway 2 Interchange (as supported by MMM cost estimates)	\$40,900,000
• Proportionate Non Recovery amount from Developer	(\$10,000,000)
• Highway 566 expansion and intersection improvements (From RR 294 to RR 290 as supported by Urban Systems & HDR-ITrans)	\$39,000,000 33,042,009
• Range Road 292 – Connection to 60 th Street Interchange (East Balzac Transportation Functional Study)	\$16,000,000 24,927,478
• Cost Share Funding from County of 60 th Street Interchange (12.5%)	\$9,375,000 15,495,447
TOTAL:	\$111,775,000 \$130,071,396

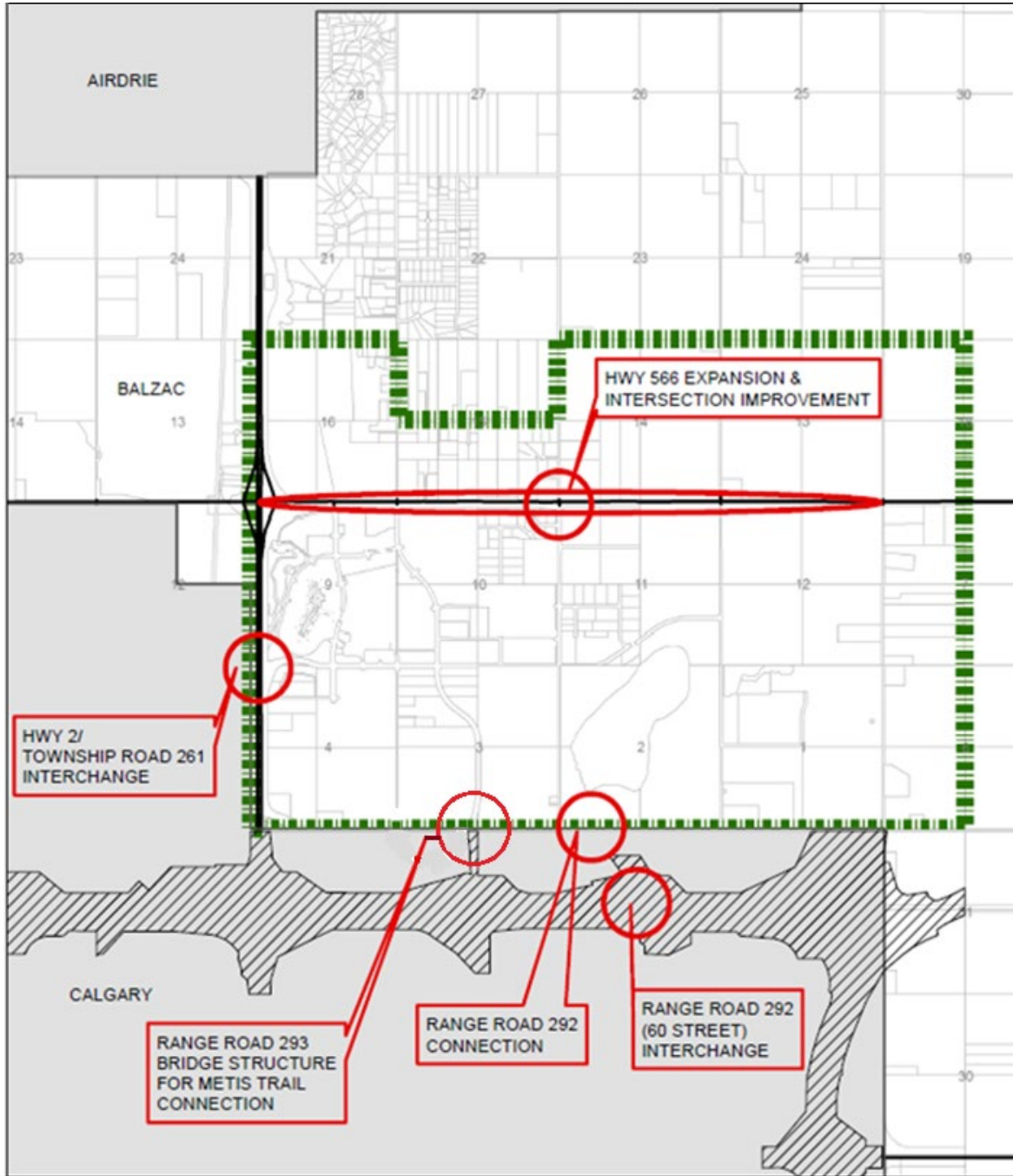
Levy Cost Calculation: ~~\$111,775,000~~ 130,071,396 / 2,630 hectares = ~~\$42,500~~ 49,457/hectare
or ~~\$17,200~~ 18,392/acre

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

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



MAP "B"- EAST BALZAC SPECIAL AREA 1



Map "B"
Special Area #1

Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.

© 2012 Rocky View County

Printed: Apr 29, 2014

SCHEDULE "C"



CONRICH SPECIAL AREA 2

Description: The County requires project specific upgrades to Regional Transportation Infrastructure to create road infrastructure connections to the Provincial Highway System to accommodate future development. The collection of the Conrich Special Area 2 Levy will fund the construction of Conrich specific infrastructure as identified below.

Project Costs:

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

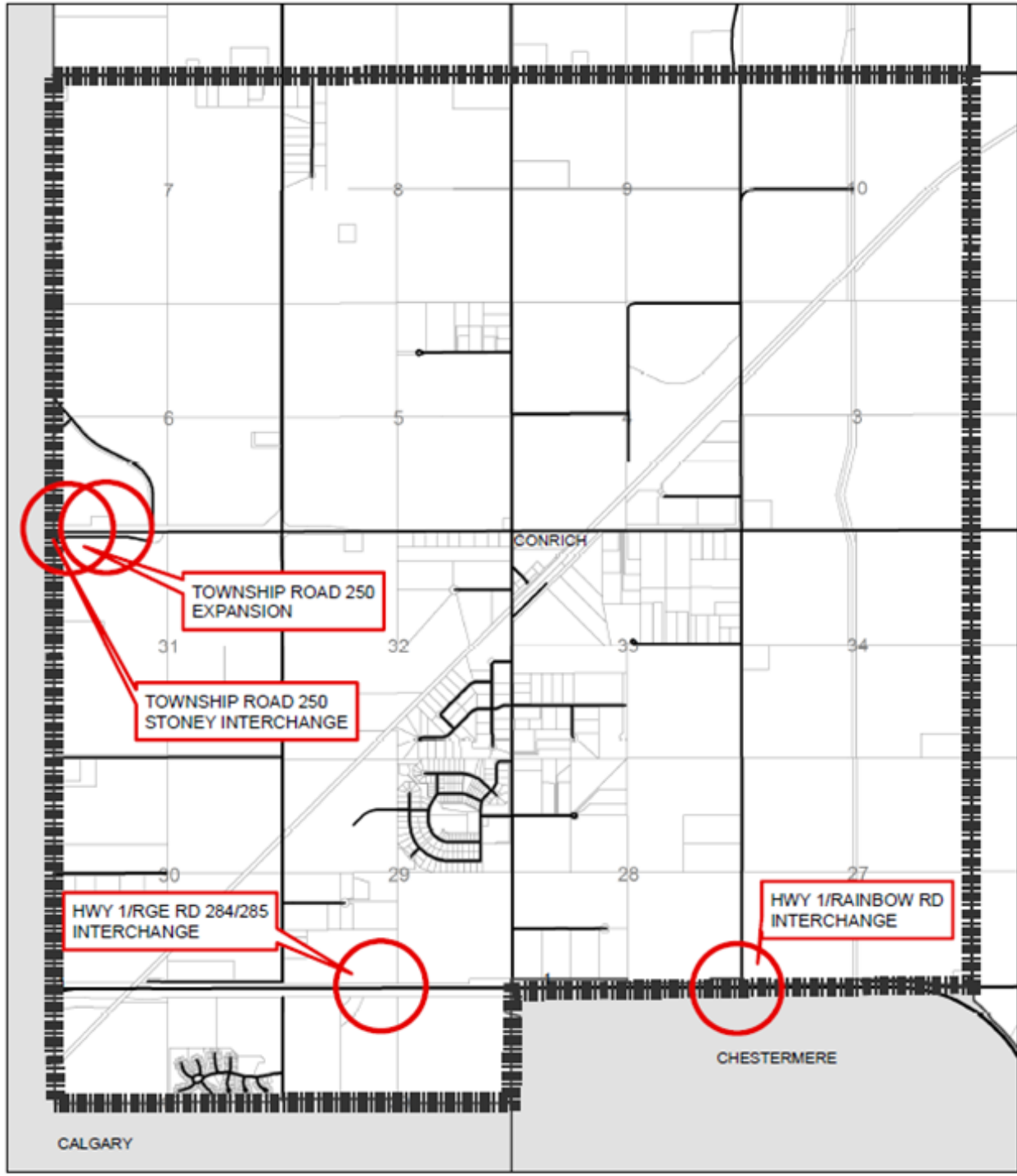
- | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| • Township Road 250 (McKnight Blvd) Expansion
(East Freeway Functional Design Study – Earth Tech) | \$ 5,500,000 9,090,662 |
| • Cost Share Funding from County of Highway 1 & Range
Road 285/284 (12.5%)
(Conrich Road Functional Study – McElhaney) | \$ 13,375,000 19,069,552 |
| • Cost Share Funding from County of Highway 1 & Rainbow
Road (12.5%)(Rainbow Road Functional Study – Earth Tech) | \$ 11,875,000 13,766,380 |
| • Cost Share Funding from County of Township Road 250
(McKnight Blvd) Stoney Interchange
(East Freeway Functional Design Study – Earth Tech) | \$ 19,245,000 31,809,053 |
| TOTAL: | \$ 49,995,000 73,735,647 |

Levy Cost Calculation: \$ ~~49,995,000~~ 73,735,647 / 3,885 hectares = \$ ~~12,869~~ 18,980/hectare or \$ ~~5,208~~ 7,681/acre

Cost and Benefit Allocation Rationale (New and Existing Development): The lands benefitting from the expanded infrastructure include all lands having new development that will increase traffic. There are no other measurable benefits to existing development as the upgrades will only increase capacity.



MAP "C" - CONRICH SPECIAL AREA 2



Map "C"
Special Area 2

Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.

© 2012 Rocky View County

Printed: Jan 12, 2016



SCHEDULE "D"

SOUTHEAST INDUSTRIAL SPECIAL AREA 3

Description: The County requires project specific upgrades to Regional Transportation Infrastructure to create road infrastructure connections to the Provincial Highway System to accommodate future development. The collection of the Southeast Industrial Special Area 3 Levy will fund the construction of area specific infrastructure as identified below.

Project Costs:

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

- Construction and Land Purchases of Peigan Trail connection
(East Freeway Access Management Study – CHM2 Hill) ~~\$17,500,000~~ 26,470,320
- Cost Share Funding from County of 61st flyover (50%)
(Glenmore Trail Functional Study – UMA Engineering Ltd.) ~~\$15,000,000~~ 16,882,632

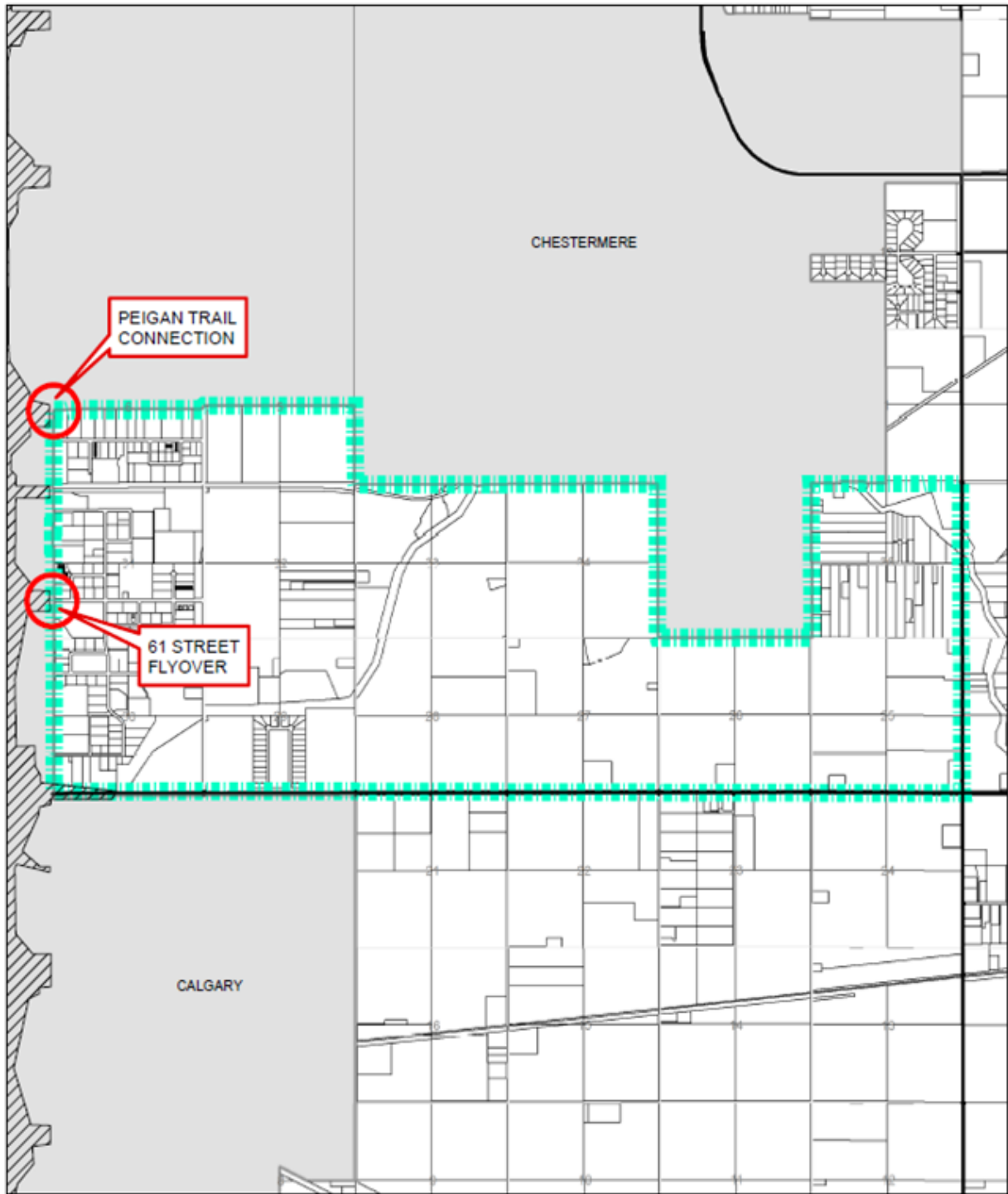
TOTAL: ~~\$32,500,000~~ 43,352,952

Levy Cost Calculation: ~~\$32,500,000~~ 43,352,952 /1,457 hectares = ~~\$22,308~~ 29,755/hectare or
~~\$9,028~~ 12,041/acre

Cost and Benefit Allocation Rationale (New and Existing Development): The lands benefitting from the expanded infrastructure include all lands having new development that will increase traffic. There are no other measurable benefits to existing development as the upgrades will only increase capacity.



MAP "D" - SOUTHEAST INDUSTRIAL SPECIAL AREA 3



**Map "D"
Special Area 3**

Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.

© 2012 Rocky View County

Printed: Apr 29, 2014





SCHEDULE "E"

SPRINGBANK SPECIAL AREA 4

Description: The County requires project specific upgrades to Regional Transportation Infrastructure to create road infrastructure connections to the Provincial Highway System to accommodate future development. The collection of the Springbank Special Area 4 Levy will fund the construction of area specific infrastructure as identified below.

Project Costs:

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

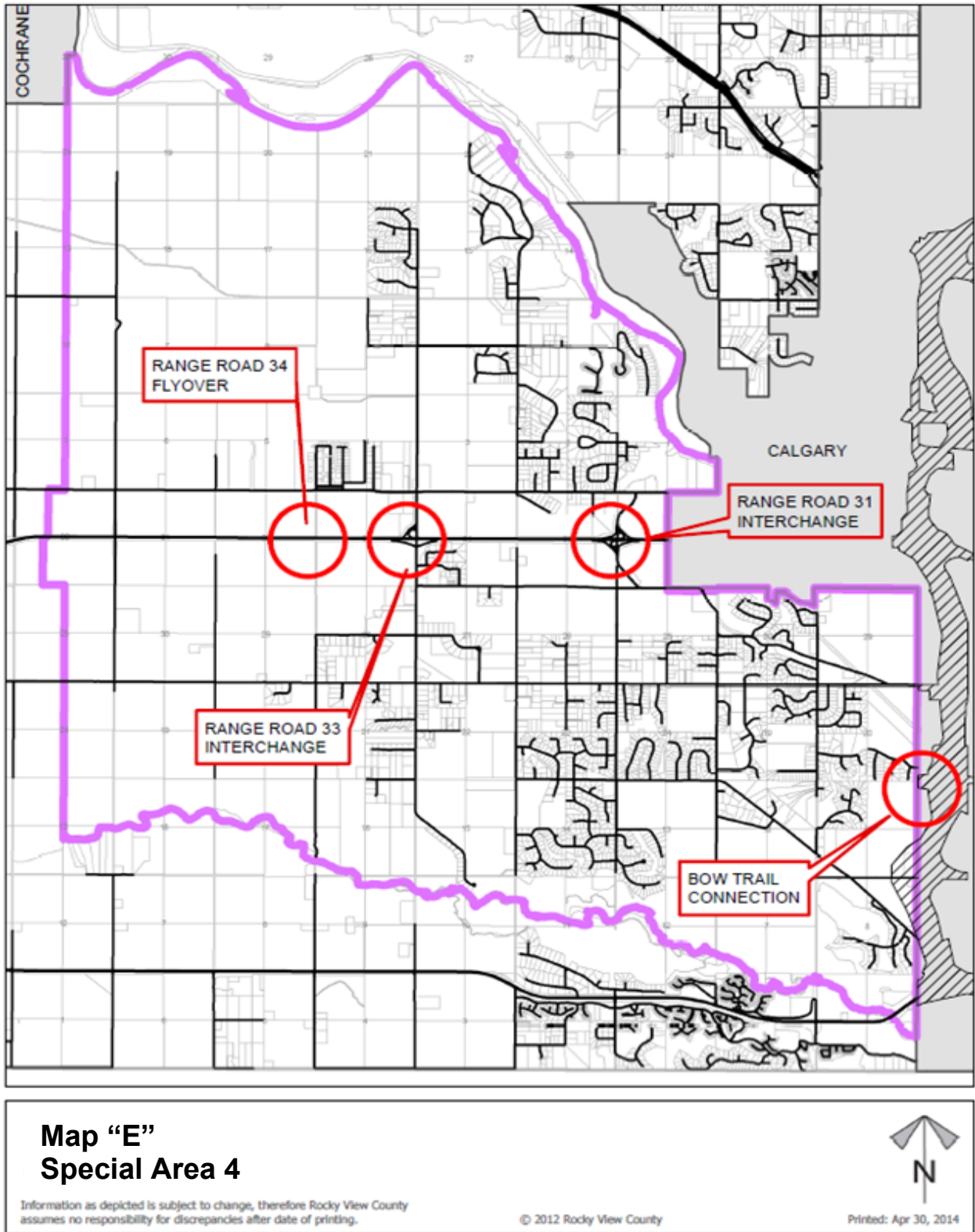
<ul style="list-style-type: none"> • Construction and Land Purchases of Bow Trail connection (West Ring Road Functional Study – Trans Tech) 	\$21,500,000
<ul style="list-style-type: none"> • Construction and Land Purchases of RR 34 flyover (100%) (Greater Springbank Functional Study-Itrans/Urban Systems) 	\$66,000,000
<ul style="list-style-type: none"> • Cost Share Funding from County of Highway 1 & RR 33 Interchange (12.5%) (Hwy 1/RR 33 Functional Study-Castleglen Consultants Inc.) 	\$13,125,000 \$17,125,148
<ul style="list-style-type: none"> • Cost Share Funding from County of Highway 1 & RR 31 Interchange (12.5%) (Highway 1 Freeway Corridor Management – ARA) 	\$13,125,000 \$17,125,148
TOTAL:	\$113,750,000 100,250,296

Levy Cost Calculation: ~~\$113,750,000~~ **100,250,296.08**/4,978 hectares = ~~\$22,851~~ **20,139**/hectare
or ~~\$9,247~~ **8150**/acre

Cost and Benefit Allocation Rationale (New and Existing Development): The lands benefitting from the expanded infrastructure include all lands having new development that will increase traffic. There are no other measurable benefits to existing development as the upgrades will only increase capacity.



MAP "E" - SPRINGBANK SPECIAL AREA 4





SCHEDULE "F"

HIGHWAY 22 AND HIGHWAY 1 INTERCHANGE SPECIAL AREA 5

Description: The County requires project specific upgrades to Regional Transportation Infrastructure to create road infrastructure connections to the Provincial Highway System to accommodate future development. The collection of the HWY 22 and HWY 1 Interchange Special Area 5 Levy will fund the construction of area specific infrastructure as identified below.

Project Costs:

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

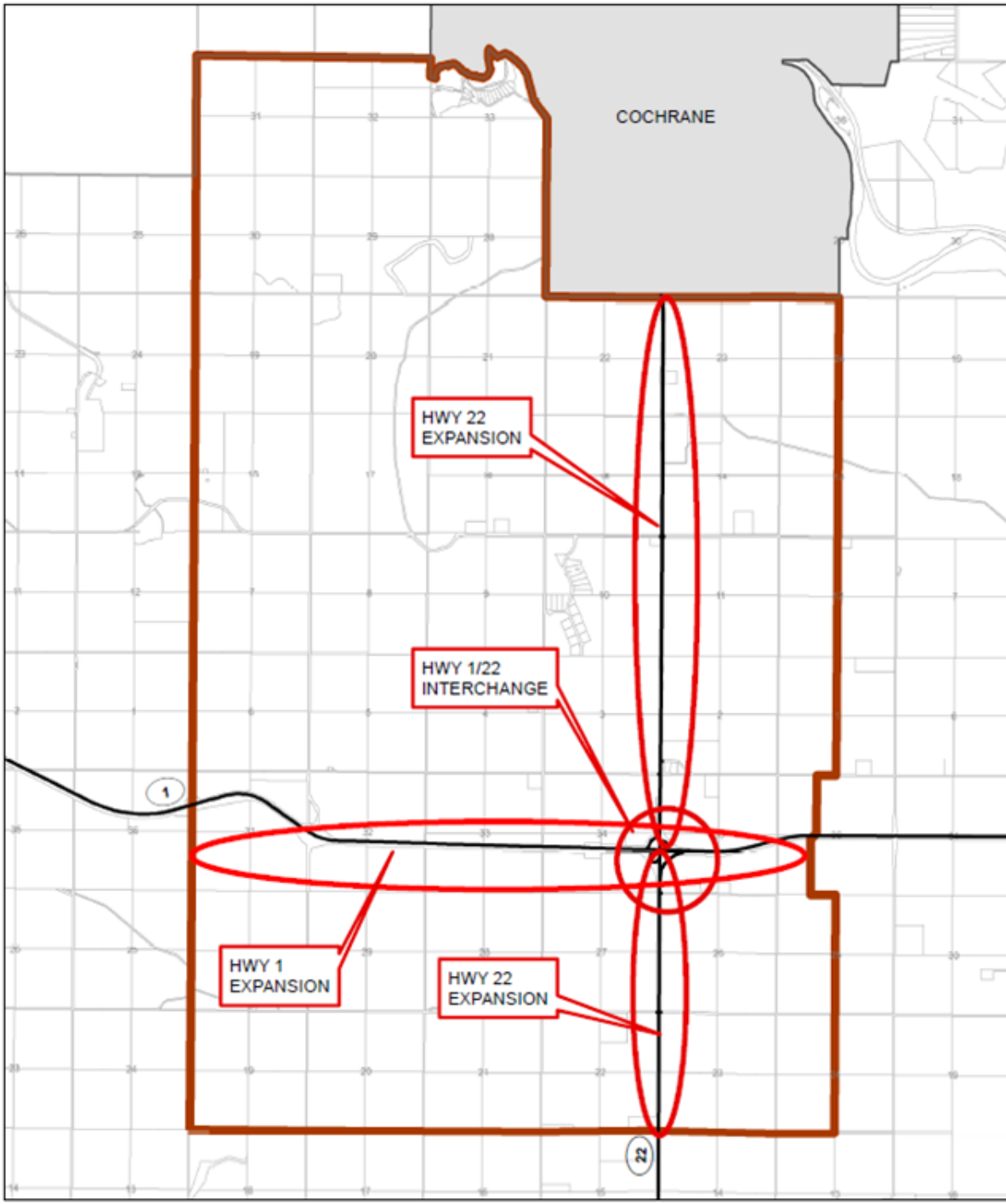
- Cost Share Funding from County of Highway 22 & Highway 1 Interchange (12.5%) (Highway 22 & Highway 1 Functional Planning Study - ISL Consulting) \$~~28,375,000~~ 38,133,627

Levy Cost Calculation: ~~\$28,375,000~~ 38,133,627 / 6,477 hectares = ~~\$4,384~~ 5,888/hectare or ~~\$1,773~~ 2,383/acre

Cost and Benefit Allocation Rationale (New and Existing Development): The lands benefitting from the expanded infrastructure include all lands having new development that will increase traffic. There are no other measurable benefits to existing development as the upgrades will only increase capacity.



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



Map "F"
Special Area 5

Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.

© 2012 Rocky View County

Printed: Apr 30, 2014





SCHEDULE "G"

HIGHWAY 791 AND HIGHWAY 1 INTERCHANGE SPECIAL AREA 6

Description: The County requires project specific upgrades to Regional Transportation Infrastructure to create road infrastructure connections to the Provincial Highway System to accommodate future development. The collection of the HWY 791 and HWY 1 Interchange Special Area 6 Levy will fund the construction of area specific infrastructure as identified below.

Project Costs:

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

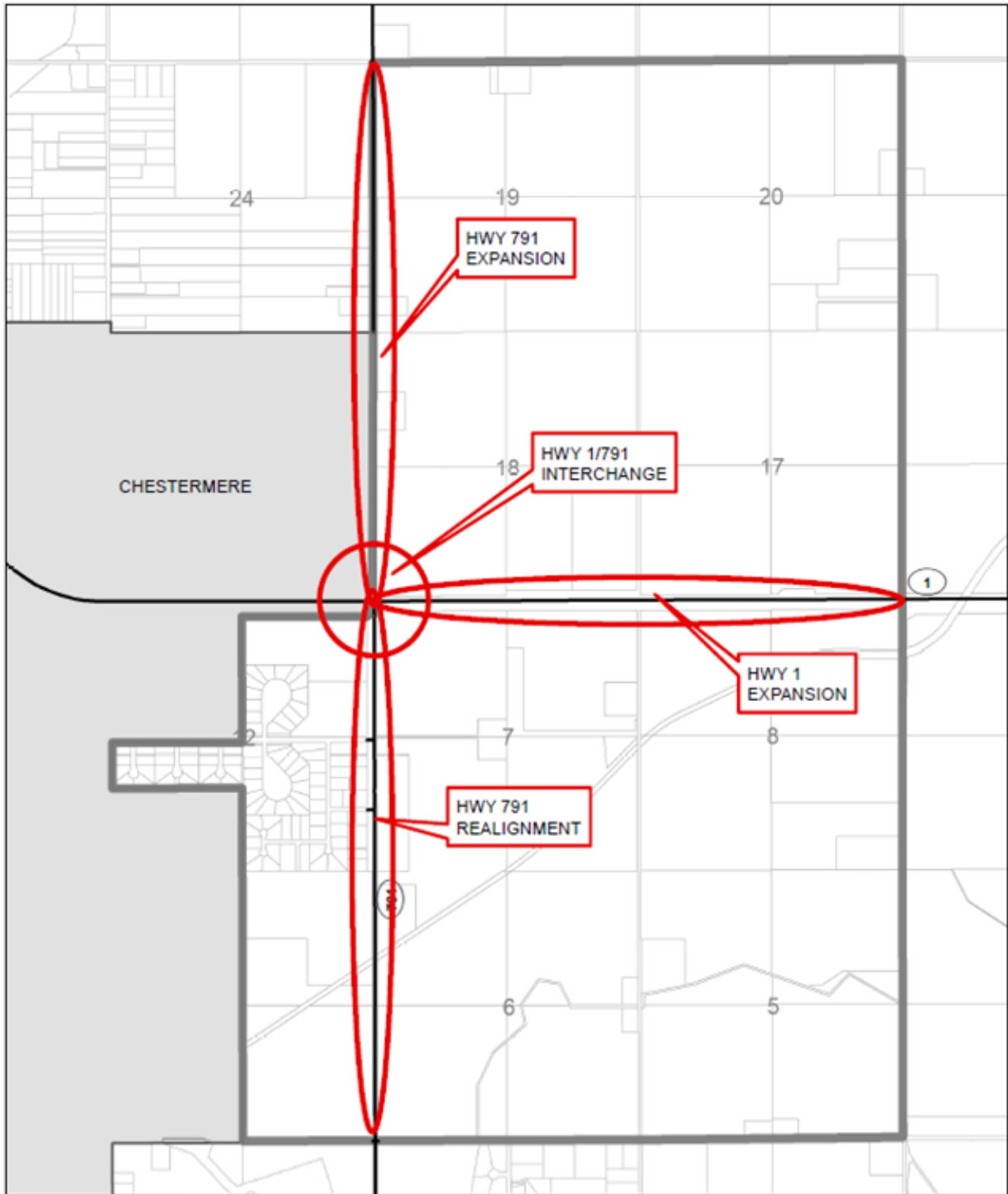
- Cost Share Funding from County of Highway 791 & Highway 1 Interchange (12.5%)
(Highway 791 Functional Planning Study – UMA/AECOM) ~~\$15,148,646~~ **20,358,513**

Levy Cost Calculation: ~~\$15,148,646~~ **20,358,513** / 2,609 hectares = ~~\$5,806~~ **7,803**/hectare or ~~\$2,350~~ **3,158**/acre

Cost and Benefit Allocation Rationale (New and Existing Development): The lands benefitting from the expanded infrastructure include all lands having new development that will increase traffic. There are no other measurable benefits to existing development as the upgrades will only increase capacity.



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



Map "G"
Special Area 6

Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.

© 2012 Rocky View County

Printed: Apr 29, 2014





SCHEDULE "H"

HIGHWAY 560 AND HIGHWAY 797 IMPROVEMENTS SPECIAL AREA 7

Description: The County requires project specific upgrades to Regional Transportation Infrastructure to create road infrastructure connections to the Provincial Highway System to accommodate future development. The collection of the HWY 560 and HWY 797 Improvements Special Area 7 Levy will fund the construction of area specific infrastructure as identified below.

Project Costs:

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

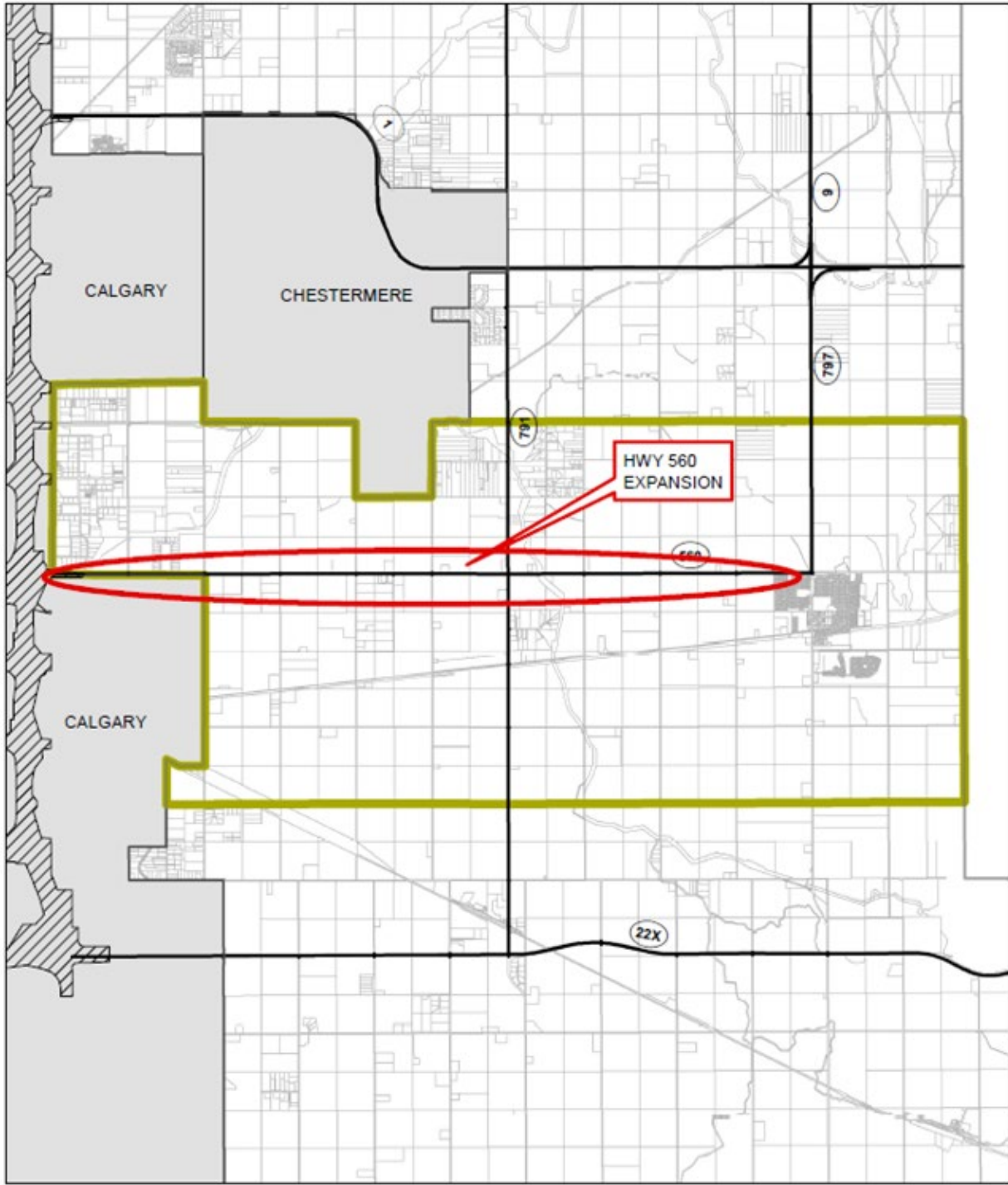
- Cost Share Funding from County of Highway 791 & Highway 1 Interchange (12.5%)
(Highway 560:02 Calgary to Highway 797 Functional Planning Study – UMA/AECOM) \$~~10,950,000~~ 17,571,536

Levy Cost Calculation: \$~~10,950,000~~ 17,571,536 / 11,453 hectares = \$~~956~~ 1,534/hectare or \$387 621/acre

Cost and Benefit Allocation Rationale (New and Existing Development): The lands benefitting from the expanded infrastructure include all lands having new development that will increase traffic. There are no other measurable benefits to existing development as the upgrades will only increase capacity.



MAP "H" - HIGHWAY 560 AND HIGHWAY 797 IMPROVEMENTS SPECIAL AREA 7

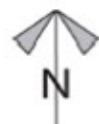


Map "H"
Special Area 7

Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.

© 2012 Rocky View County

Printed: Apr 29, 2014





SCHEDULE "I"

HIGHWAY 22x AND HIGHWAY 791 IMPROVEMENTS SPECIAL AREA 8

Description: The County requires project specific upgrades to Regional Transportation Infrastructure to create road infrastructure connections to the Provincial Highway System to accommodate future development. The collection of the HWY 22x and HWY 791 Improvements Special Area 8 Levy will fund the construction of area specific infrastructure as identified below.

Project Costs:

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

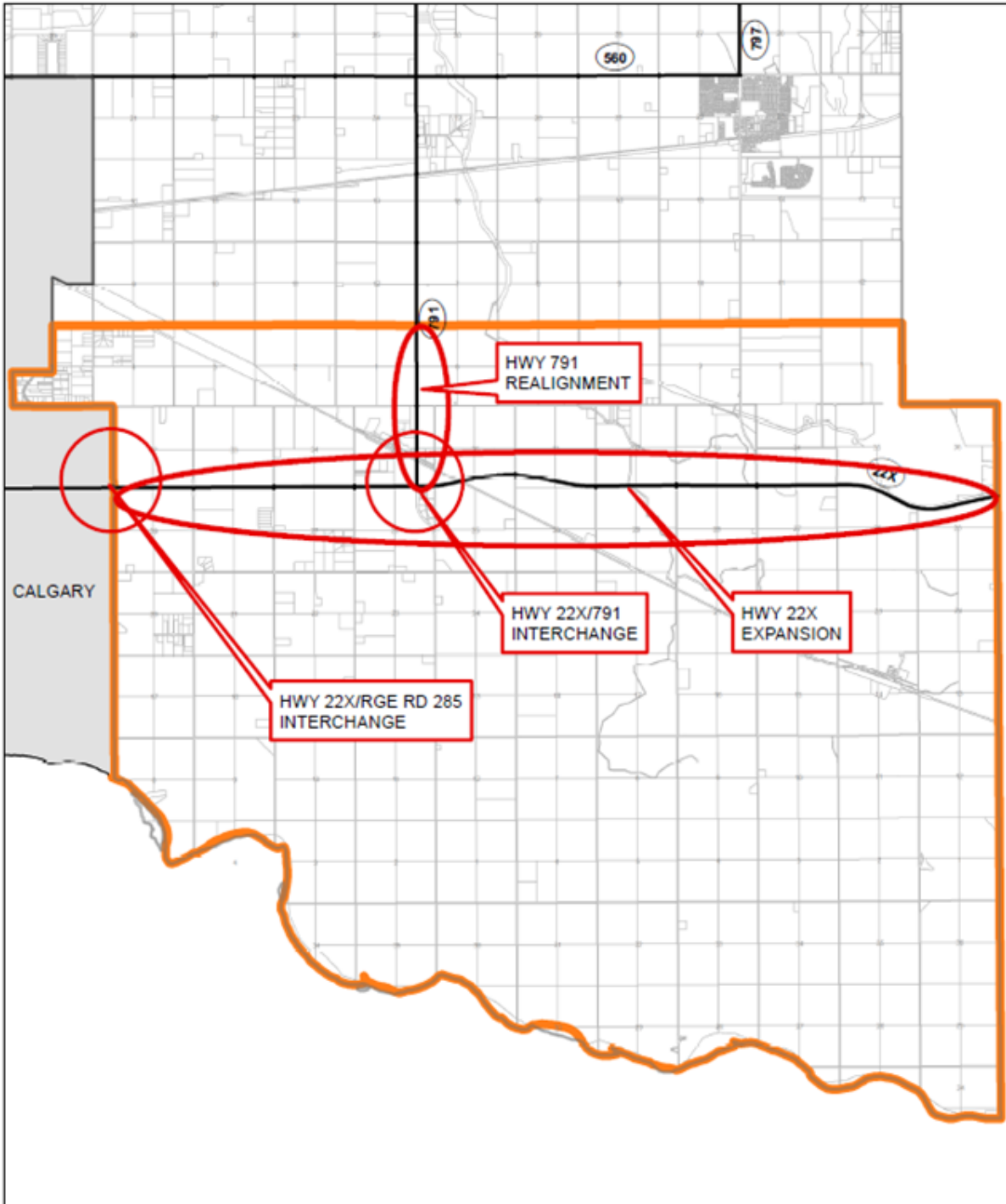
- Cost Share Funding from County of Highway 22x Corridor Improvements, including Highway Expansion, Interchanges at RR 285 and SH 791 and service roads (12.5%)
(Hwy 22x & Hwy 791 Functional Planning Study
Castleglen Consultants Inc.) \$~~30,475,000~~ 42,184,527

Levy Cost Calculation: ~~\$30,475,000~~ 42,184,527 / 16,479 hectares = ~~\$1,849~~ 2,600 /hectare or
\$~~1036~~ 1,035.95/acre

Cost and Benefit Allocation Rationale (New and Existing Development): The lands benefitting from the expanded infrastructure include all lands having new development that will increase traffic. There are no other measurable benefits to existing development as the upgrades will only increase capacity.



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



Map "I"
Special Area 8

Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.

© 2012 Rocky View County

Printed: Apr 30, 2014



**SCHEDULE "J"****OFF-SITE LEVY SUMMARY**

Off-Site Levy Schedule	Cost	Service Area Map
Schedule A-1: Urban Base Levy	\$11,354 42,981 /ha (\$4,595 17,394/acre)	Map A
Schedule A-2: Rural Base Levy	\$11,354 15,319 /ha (\$4,595 6,199/acre)	Map A
Schedule A-3: Bridge File Levy	\$368/ha (rural) \$1033/ha (rurban) \$149/acre(rural) 418/acre(rurban)	
Schedule B: East Balzac Special Area 1 Levy	\$42,500 45,448/ha (\$17,200 18,392/acre)	Map B
Schedule C: Conrich Special Area 2 Levy	\$12,869 18,980/ha (\$5,208 8814/acre)	Map C
Schedule D: Southeast Industrial Special Area 3 Levy	\$22,308 29,755/ha (\$9,028 12,041/acre)	Map D
Schedule E: Springbank Special Area 4 Levy	\$22,851 20,139./ha (\$9,247 8,150/acre)	Map E
Schedule F: HWY 22 & HWY 1 Interchange Special Area 5 Levy	\$4,381 5,888/ha (\$1,773 2,383/acre)	Map F
Schedule G: HWY 791 & HWY 1 Interchange Special Area 6 Levy	\$5,806 7,803/ha (\$2,350 3,158/acre)	Map G
Schedule H: HWY 560 & HWY 797 Improvements Special Area 7 Levy	\$956 1,534/ha (\$387 621/acre)	Map H
Schedule I: HWY 22x & HWY 791 Improvements Special Area 8 Levy	\$1,849 2,600/ha \$748 1,036/acre)	Map I



SCHEDULE "K"

DEFINITIONS

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



ROCKY VIEW COUNTY

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

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

- (i) with respect to Development Permits issued for a golf course within the use "Outdoor Participant Recreation Services", any portion of the Lands which is outside the scope of "Development Area" outlined above (i.e. the fairways, hazards, rough and greens); or
 - (ii) with respect to Subdivisions involving an existing Dwelling, the subdivided parcel that contains the existing Dwelling.
 - (iii) all areas designated environmental reserve or subject to an environmental reserve easement, each as defined within the Act, as a condition of Subdivision approval.
- (q) **"Development Authority"** has the same meaning as in the Land Use Bylaw;
 - (r) **"Development Permit"** has the same meaning as in the Land Use Bylaw;
 - (s) **"Dwelling"** has the same meaning as in the Land Use Bylaw;
 - (t) **"Farm Building"** has the same meaning as in the Land Use Bylaw;
 - (u) **"Farmstead"** means a single parcel of Land on which a habitable residence has been situated for a minimum of 10 years, which residence utilized in connection with the ranching or farming operation carried out on the Land, and which is located on a previously un-subdivided quarter section. The Farmstead may include associated Buildings and landscape improvements;
 - (v) **"First Parcel Out"** has the same meaning as within the Land Use Bylaw;
 - (w) **"Industrial"** means any Development or Subdivision for an industrial use as contemplated in the Land Use Bylaw, but does not include Natural Resource Extraction;



ROCKY VIEW COUNTY

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



ROCKY VIEW COUNTY

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

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

Governance Committee

2024 Regional Transportation Offsite Levy Bylaw Update

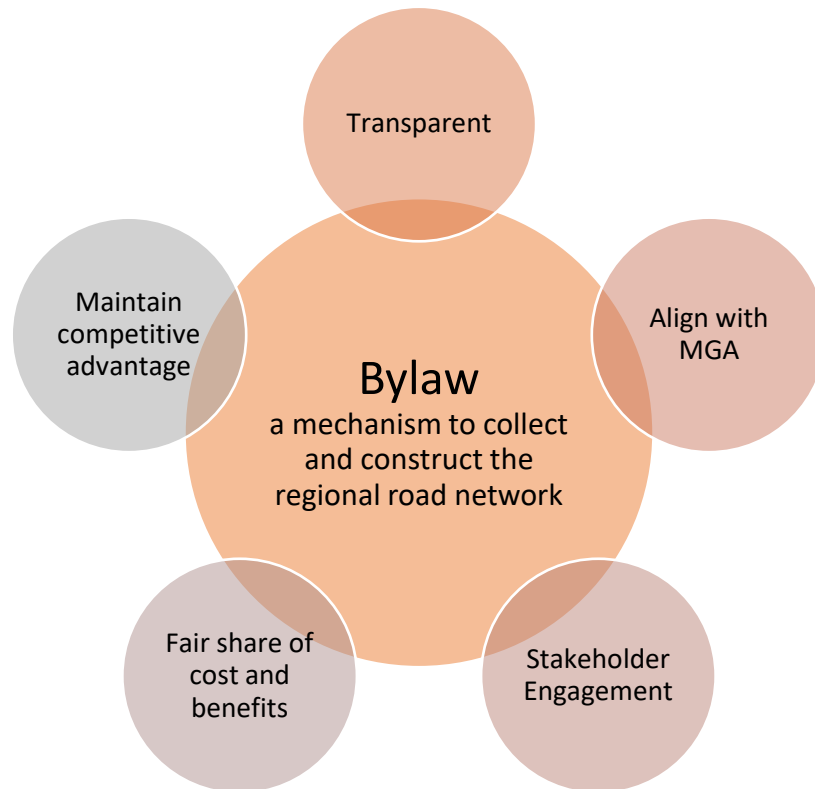
June 18th, 2024

Jeannette Lee, Manager Capital & Engineering Services



ROCKY VIEW COUNTY

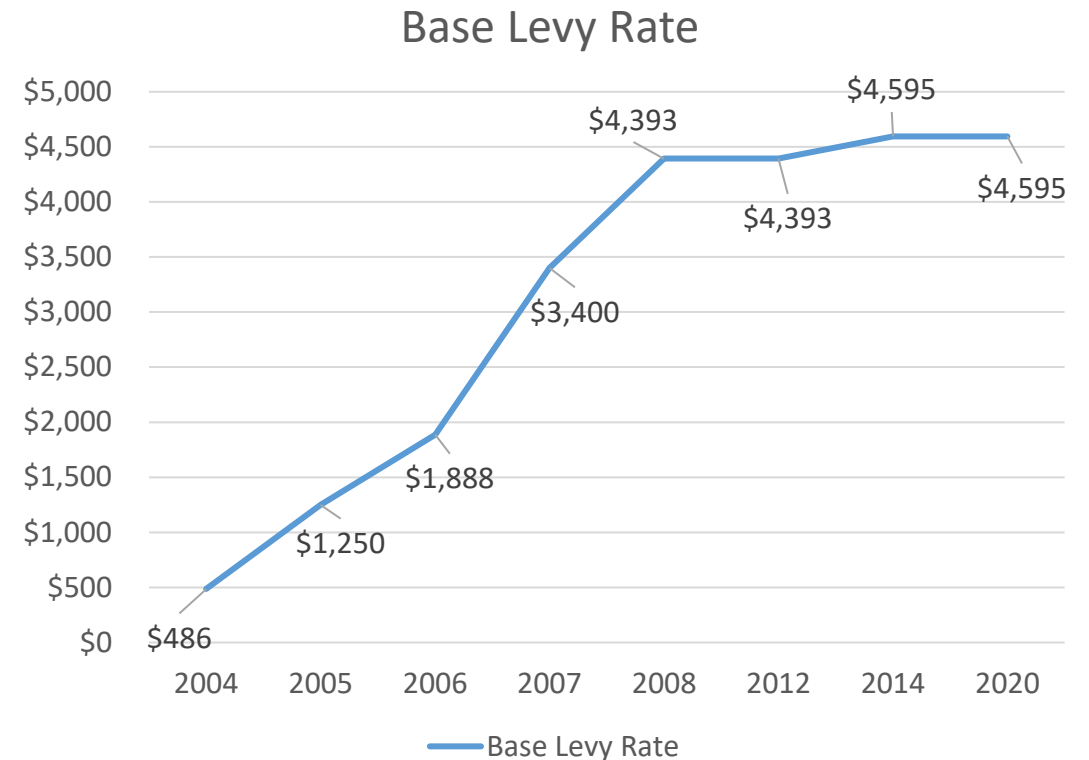
Principles & Objectives



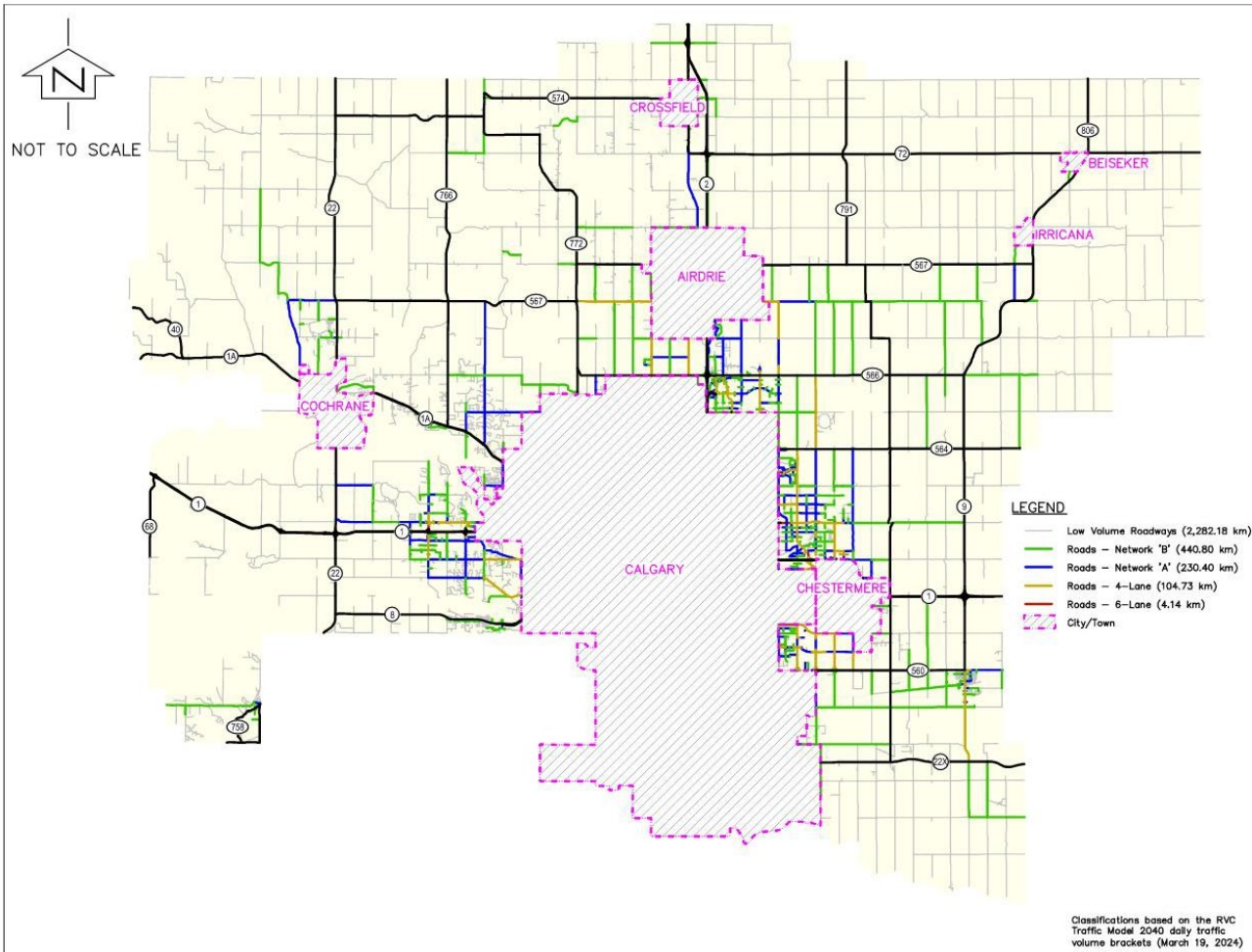
- Develop a long-range transportation network system to serve the public and support County growth.
- Aim for an efficient and sustainable transportation network for growing communities.
- Utilize the Levy to upgrade existing Bridge Files on Long Range Network Roads.
- Ensure development pays for their fair share of infrastructure through off-site levies and locally road network improvements as conditions of approvals.

2024 Bylaw - Update

- Update the existing Regional Transportation Off-site Levy Bylaw to align with key policy documents
- “Unfreeze” the Rural and Urban levy cost allocations to development projects in the County’s jurisdiction.
- Update cost estimates to account for inflation.
- Introduce expansion of the existing County Bridge Files along the LRTN to be included in the bylaw.



Long Range Transportation Network - 2040



Road Classification	AADT Limit	Surface	Network Improvements	Levy
Rural Low Volume	≤499 VPD	8.0m Gravel Paved/Chip Seal	2,282 Km	No
Regional Collector (Network B)	500 – 2499 VPD	9.0m Paved 2 Lanes	440 Km	Yes
Regional Collector (Network A)	2500 – 9,999 VPD	9.0m Paved 2 Lanes	230 Km	Yes
Arterial 4 Lane	10,000 – 29,999 VPD	24.8m Paved 4 Lanes	104 Km	Yes
Arterial 6 Lane	>30,000 VPD	33.2m Paved 6 Lanes	4 Km	Yes

Rural vs Rurban Development

Rural

- Residential subdivision creating parcels less than 3.0 ha (7.41 acres).
- Development Permits associated with any Agricultural and Residential purposes.
- Subdivision will directly benefit from the Regional Transportation Infrastructure.
- Natural Resource Extraction.

\$6,199/acre

Rurban

- Development Permits and subdivision applications for the purpose of Business or Institutional or:
- Subdivision creating residential lots less than 1.99 acres in size and with piped water and sewer servicing.

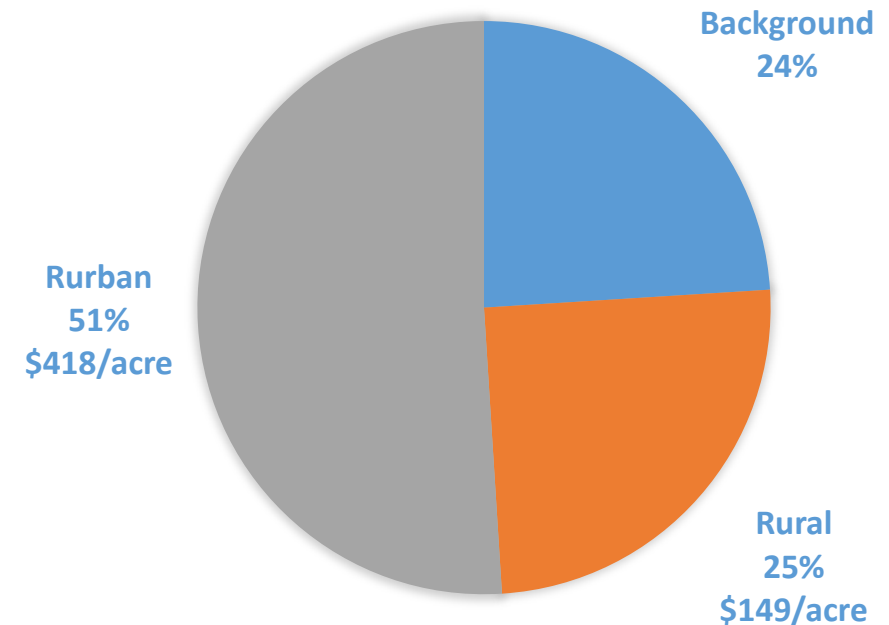
\$17,394/acre



Bridge Files

- Administration evaluated the Long Range Transportation Network's impact on the Bridge File Inventory.
- 63 of the County's 216 existing Bridge Files are on Long Range Transportation Network Roadways and will require expansion/replacement.
- Bridge types for Long Range Network Roads:
 - Network A: 1 span bridge, 7 bridge culvert structures
 - Network B: 13 span bridges, 36 bridge culvert structures
 - 4 Lane Arterial: 2 span bridges, 3 bridge culvert structures
 - 6 Lane Arterial: no span or bridge culverts affected
- Estimated costs for future bridge expansions total \$44.5 M for the 63 bridges.

TOTAL COST \$44.5 M



Proposed Rate Amendments

Off-site Levy Schedule	Cost Per Acre
Schedule A-1: Rurban Base Levy	\$4,595 or \$14,701 \$17,394
Schedule A-2: Rural Base Levy	\$4,595 \$6,199
Schedule A-3: Bridge Files Levy (NEW)	\$149 (rural) \$418 (rurban)
Schedule B: East Balzac Special Area 1 Levy	\$17,199.17 \$20,014
Schedule C: Conrich Special Area 2 Levy	\$5,207.80 \$7,681
Schedule D: Southeast Industrial Special Area 3 Levy	\$9,026.98 \$12,041
Schedule E: Springbank Special Area 4 Levy	\$9,247.30 \$8,150
Schedule F: HWY 22 & HWY 1 Interchange Special Area 5 Levy	\$1,772.88 \$2,383
Schedule G: HWY 791 & HWY 1 Interchange Special Area 6 Levy	\$2,349.73 \$3,158
Schedule H: HWY 560 & HWY 797 Improvements Special Area 7 Levy	\$386.91 \$621
Schedule I: HWY 22x & HWY 791 Improvements Special Area 8 Levy	\$748.40 \$1,036



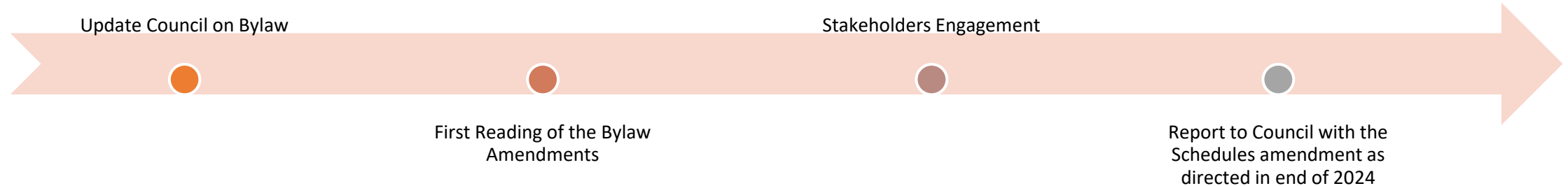
Rate Comparison

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
Rocky View County	Proposed	Rural: \$6,199 Rurban: \$17,393



Next Steps....

- Stakeholder Consultation on Bylaw update
- Website – Supporting Information
- Engage industry representatives and stakeholders on updates/changes
 - BILD Calgary Region
- Final Edits & Consolidate Feedback
- Prepare final bylaw package for Council consideration
- Bylaw would then apply to development after the date of adoption



Questions