

**BYLAW 25-2023**  
**NORTH OF YELLOWHEAD OFF-SITE LEVY BYLAW**

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

The County has engaged in consultation with representatives of the development industry to address and define existing and future infrastructure requirements of the County with respect to circumstances of the County and the benefits of development within the North of Yellowhead Development Region;

The County has prepared a Report respecting existing and future costs for Off-site Infrastructure for the North of Yellowhead Development Region which sets out a fair and equitable calculation of Off-Site Levies in accordance with the, *Municipal Government Act*, RSA 2000, c M-26, as amended;

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

Council deems it desirable and expedient to impose certain off-site levies for the North of Yellowhead Development Region and to authorize agreements to be entered into in respect of the payment of the levies;

Council enacts:

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

Purpose

- 1 The purpose of this Bylaw is to:
  - (a) provide for the imposition and payment of off-site levies in respect of lands within the North of Yellowhead Development Region that are to be developed or subdivided; and
  - (b) authorize an agreement to be entered into in respect of the payment of off-site levies.

Definitions

- 2 In this Bylaw:
  - (a) "Act" means the *Municipal Government Act*, RSA 2000, c M-26, as amended or repealed and replaced from time to time;
  - (b) "Agreement" means the "agreement" referred to in sections 648, 650 and/or 655 of the Act;

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

each type of Off-Site Infrastructure to be established and maintained for the purposes of receiving, holding and expending Off-Site Levies collected and disbursed under the authority of this Bylaw and the Act;

(n) "Report" means the Summary of Leviable Infrastructure attached as Schedule "C"; and

(o) "Subdivision" means "subdivision" as defined in section 616 of the Act.

Interpretation

3 The following rules apply to interpretation of this Bylaw:

(a) all schedules attached to this Bylaw form a part of this Bylaw;

(b) the word "including" means "including, but not limited to";

(c) headings, titles, margin notes, and preambles in this Bylaw are for ease of reference only;

(d) gender-specific words, phrases, and references are intended to be gender-neutral, and the singular includes the plural as the context requires;

(e) every provision of this Bylaw is independent of all other provisions and if any provision of this Bylaw is declared invalid by a Court, all other provisions of this Bylaw remain valid and enforceable; and

(f) references to bylaws and enactments in this Bylaw include amendments and replacement bylaws and enactments, and regulations and orders thereunder.

Compliance with Other Legislation

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

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

Imposition of Levy

5 There is hereby imposed a levy which shall be known as an Off-Site Levy in respect of all Developable Land.

6 The amount of the Off-Site Levy imposed is as calculated in Schedule "B".

7 The Off-Site Levy is comprised of the Off-Site

Infrastructure, and pursuant to the calculation details contained in this Bylaw and the Report.

8 The Off-Site Levy will be assessed on all Developable Land within the Development Region on a per hectare basis, excluding those portions of Developable Land that are designated pursuant to a Subdivision as:

(a) arterial or rural grid road rights of way;

(b) environmental reserve;

(c) PUL dedicated for a stormwater management facility; and

(d) the County, at its sole discretion, may allow the exclusion of those lands dedicated for the preservation of trees, natural habitat, or parks and natural areas dedicated as MR if; it is not utilized for PUL or utility requirements; and provided the subject lands are deeded to the County.

9 Unless an Agreement provides otherwise, the Off-Site Levy is due and payable prior to the endorsement of Subdivision approval for the Developable Land or upon issuance of a Development permit for the Developable Land.

10 Where a party upon whom an Off-Site Levy is imposed fails, neglects or refuses to pay the Off-Site Levy, the County may, without limiting any other remedy available, refuse to endorse a plan of Subdivision or issue a Development permit in relation to the Developable Land until the Off-Site Levy has been paid in full or an Agreement has been entered into that provides for the payment of the Off-Site Levy.

Objects, Principles and Criteria

11 The objects, principles and criteria of the Off-Site Levy shall be in accordance with the following:

(a) This Bylaw creates an Off-Site Levy to provide funds for the construction of Off-Site Infrastructure required for Growth.

(b) Development in new Growth areas through Off-Site Levies will provide the capital that will fund the infrastructure required for Growth. Those who benefit from the infrastructure, which is defined by all Developable Land in the North of Yellowhead Development Region, should share proportionally in

related costs.

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

consultation;

(ii) conforming with the Act and the *Off-Site Levies Regulation*, Alta Reg 187/2017; and

(iii) providing reports on the Off-Site Levy.

(j) The Off-Site Levy will help create a clear process for calculation of the rate, levies and credits by:

(i) creating consistent and predictable levies and credits;

(ii) creating predictable and stable levies over time; and

(iii) documenting a process for establishing the levy rate.

## Agreements

12 The entering into of an Agreement with respect to, amongst other things, the collection of an Off-Site Levy is hereby authorized.

13 Council delegates, to the Chief Commissioner, the authority to enforce and administer this Bylaw, including, but not limited to, the authority to enter into Agreements on behalf of the County, to defer or waive collection of the Off-Site Levy imposed pursuant to this Bylaw, and to provide for levy credits for other Off-Site Infrastructure constructed, or contributed to, by a developer in calculating and/or collecting an Off-Site Levy that becomes payable pursuant to this Bylaw.

14 Council may from time to time adopt policies or guidelines for the assistance and direction of the Chief Commissioner in determining which Development and Subdivision applications shall require an Agreement or where to defer or waive collection of the Off-Site Levy imposed pursuant to this Bylaw, or to provide for levy credits.

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

(a) provision be made for the payment of the Off-Site Levy as specified in this Bylaw, or that provision may be made for the deferring of payment of the Off-Site

Levies to a future time certain or uncertain, in which case a requirement for security for the payment of such deferred payment of any Off-Site Levy may be imposed; and

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

Accounting

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

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

Review of Levy Rates

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

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

Annual Report

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

- (a) the amount of each category of Off-Site Levy collected;
- (b) the construction of any components of the Off-Site

Infrastructure;

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

General

21 Nothing in this Bylaw precludes the County from:

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

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

### **PART III – TRANSITIONAL AND REPEAL**

Transitional

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

Repeal

24 Bylaw 23-2022 is repealed.



FIRST READING: June 20, 2023

SECOND READING: June 20, 2023

THIRD READING: June 20, 2023

SIGNED THIS 20th day of June, 2023.

Rod Frank

---

MAYOR

Sara McKerry

---

A/DIRECTOR, LEGISLATIVE AND  
LEGAL SERVICES

**SCHEDULE "A"**  
**MAP OF BENEFITTING AREAS WITHIN THE**  
**NORTH OF YELLOWHEAD DEVELOPMENT REGION**



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

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

<b>NORTH OF YELLOWHEAD OFF-SITE LEVY RATES</b>	<b>Amount Per Developable Hectare</b>
Water	\$27,058
Wastewater	\$14,729
Stormwater	n/a
Transportation	<u>\$297,877</u>
<b>TOTAL</b>	<b>\$339,664</b>

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

**NORTH OF YELLOWHEAD**  
**2023**



INFORMATION COMPILED BY:

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

# INDEX

	<b>PAGE</b>
<b>SECTION 1 - GENERAL CRITERIA .....</b>	<b>14</b>
1.1 CAPITAL COST FUNDING ALLOCATIONS .....	14
1.2 LEVY ASSESSMENT .....	15
1.3 DETERMINATION OF BENEFITING AREA.....	15
<b>SECTION 2 - WATER.....</b>	<b>16</b>
2.1 OVERVIEW.....	16
2.2 WATER FACILITIES FUNDED BY OFF-SITE LEVIES .....	16
<b>SECTION 3 - WASTEWATER.....</b>	<b>19</b>
3.1 OVERVIEW.....	19
3.2 WASTEWATER FACILITIES FUNDED BY OFF-SITE LEVIES .....	19
<b>SECTION 4 – STORMWATER .....</b>	<b>22</b>
4.1 OVERVIEW.....	22
<b>SECTION 5 – TRANSPORTATION .....</b>	<b>23</b>
5.1 OVERVIEW.....	23
5.2 ROAD RIGHT-OF-WAY REQUIREMENT .....	23
5.3 TRANSPORTATION GRANTS.....	23
5.4 NOISE ATTENUATION FACILITIES .....	24
5.5 ARTERIAL ROAD ACCESSES AND INTERSECTIONS .....	24
5.6 ARTERIAL ROADWAY LANDSCAPING AND PEDESTRIAN LINKAGES.....	24
5.7 ARTERIAL ROAD CONSTRUCTION PROGRAMS.....	24
5.8 SUBDIVISION IDENTIFICATION FEATURES.....	24
5.9 UNDERGROUND POWER COSTS .....	24
5.10 CONSTRUCTION COST ESTIMATES.....	25
5.11 TRANSPORTATION FACILITIES FUNDED BY OFF-SITE LEVIES .....	25

## **SECTION 1 - General Criteria**

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

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

**1.1.1 On-site Water Distribution, Wastewater, Stormwater collection (including Stormwater Management Facilities) & Local/Collector Transportation Systems**

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

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

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

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

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

**1.1.4 Water Transmission Lines**

- a. Funded by the developer
- b. County typically finances, designs and constructs
- c. Costs are recovered through Off-Site Levies

**1.1.5 Wastewater Treatment and Disposal**

- a. Capital costs of treatment and disposal for all systems tied into a County system are recovered through utility rates

**1.1.6 Off-Site Wastewater Collection Systems**

- a. Funded by the developer
- b. County and/or Developer designs and constructs
- c. Costs are recovered through Off-Site Levies

### *1.1.7 Regional Stormwater Management Systems*

- a. Developers are responsible for the design and construction of regional stormwater management facilities with cost sharing arrangements established through Agreements
- b. The capital costs of facilities constructed to accommodate arterial road drainage, is recovered through Off-Site Levies

### *1.1.8 Arterial Transportation Systems (including associated stormwater collection and storage systems)*

- a. Funded by developer
- b. County and/or Developer designs and constructs
- c. Costs are recovered through Off-Site Levies

### *1.1.9 Council Approval*

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

## **1.2 LEVY ASSESSMENT**

### *1.2.1 Levy Calculations*

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

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

Developer financing costs to be determined by a designated committee made up of members as appointed by the County and the Urban Development Institute in accordance with County procedures associated with the Offsite Development Levies for New Growth Areas Policy SER-009-044.

## **1.3 DETERMINATION OF BENEFITING AREA**

### *1.3.1 Development Region*

The North of Yellowhead Development Region is the area generally bounded by Highway 21 to the east, Highway 16 to the south, Range Road 232 (City of Edmonton limits) to the west, and Township Road 534 to the north, as shown in Schedule "A". A mix of land uses are planned for the Development Region, as established under the North of Yellowhead Area Concept Plan.

The North of Yellowhead Development Region contains approximately 878 hectares of gross area, of which 140 hectares are estimated as non-leviable land (i.e. rail, future highway/interchange dedications, arterial road, public utility lots for storm water management facilities, environmental reserve, municipal reserve, etc.).

Of the net Developable Land (738 hectares) remaining within the Development Region, 186 hectares are developed and 552 hectares of Developable Land remains to be developed.

## **SECTION 2 - Water**

### **2.1 OVERVIEW**

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

Water Transmission Main costs will be shared equitably within the entire North of Yellowhead Area Concept Plan area on a gross development area basis.

Strathcona County has also contributed significant investment into the Strathcona County water supply system, as identified in Table 2.1 (Phase 1 – 17 St reservoir upgrade and Phase 2 – supply line from 34 St to 17 St). The capital costs for these projects are recovered through utility rates and/or local improvement assessments.

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

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

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

#### **2.2.2 North of Yellowhead Water Transmission Mains**

- a. Includes a west water main along Range Rd 232 from Liberty Rd to south of the CP Tracks, which provides service to Griffin Industrial and the west portion of the North of Yellowhead Area Concept Plan area
- b. A portion of the west main was constructed by Lockerbie and Hole on a cost recovery basis
- c. Additional central transmission water main looping is required from Range Rd 232 along the future Township Rd 534 alignment to Range Rd 231, then south to tie into the existing water main south of Hwy 16 for servicing the remaining North of Yellowhead Area Concept Plan area
- d. The central water transmission main looping is under construction with cost estimates as included in Table 2.1

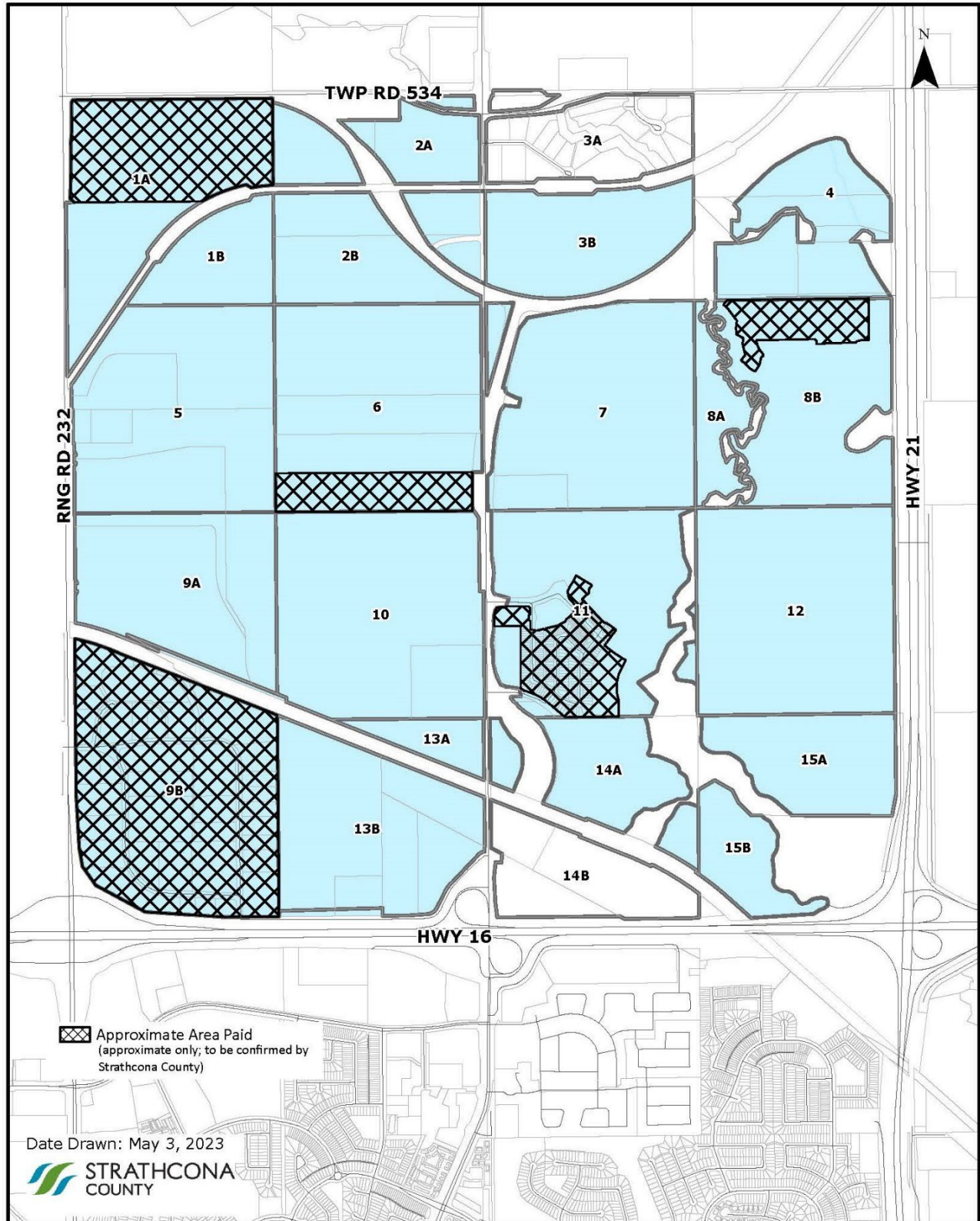


**Table 2.1****North of Yellowhead  
2023 Water Facilities Cost Estimates**

<b>Project Description</b>	<b>Project Cost Estimates</b>	<b>Developer Levy Costs</b>
NoY Water Transmission Main - Design	\$1,795,820	\$1,795,820
NoY Water Transmission Main - Construction	\$11,700,000	\$11,700,000
Strathcona County Water Supply System - Phase 1A Fill/Transmission Line to Bison Wy	\$10,914,250	\$3,208,790
Strathcona County Water Supply System - Phase 1 (17 St Reservoir Upgrade) and Phase 2 (Supply line from 34 St to 17 St)	\$33,214,487	--

Figure 2.1

### North of Yellowhead Water Levy Basin



## **SECTION 3 - Wastewater**

### **3.1 OVERVIEW**

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

Many servicing options were explored during development of the North of Yellowhead Area Concept Plan, with the selected servicing scheme chosen based on overall cost efficiency, and subsequently blending the Off-Site Levy rate across the benefiting basin.

The cost of wastewater facilities are to be shared equitably by the entire North of Yellowhead benefiting area on a gross development area basis.

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

#### **3.2.1 North of Yellowhead, Wastewater Trunk**

- a. Wastewater servicing for the Cambrian Area Structure Plan area as well as industrial users along the north half of Range Rd 231 is being provided from a new stub connection to the Alberta Capital Region Wastewater Commission (ACRWC) along Township Rd 534
- b. Phase 1 is currently under construction with cost estimates included in Table 3.1
- c. Estimated costs for Phase 2 are based on the 2021 North of Yellowhead Supplementary Design Brief and are also shown in Table 3.1

#### **3.2.2 Ardrossan Lagoon Discharge System (Forcemain and Gravity Trunk to the ACRWC system)**

- a. A portion of wastewater servicing for users east of Griffon Industrial and industrial users along the south half of Range Rd 231 is being provided by the Ardrossan lagoon discharge system, just past the system transition from forcemain to gravity
- b. The Ardrossan lagoon discharge system consists of two parts; a 300mm wastewater forcemain, constructed west from the Ardrossan wastewater lagoon to a manhole located just north of the CN rail tracks west of Range Road 231; and a 525mm gravity wastewater trunk extended from the manhole to the ACRWC system located at Range Road 232
- c. This project has been fully constructed by the County, with funding including a mix of provincial grant, developer contributions from outside of the North of Yellowhead Development Region and the remaining balance via Off-Site Levies as shown in Table 3.1

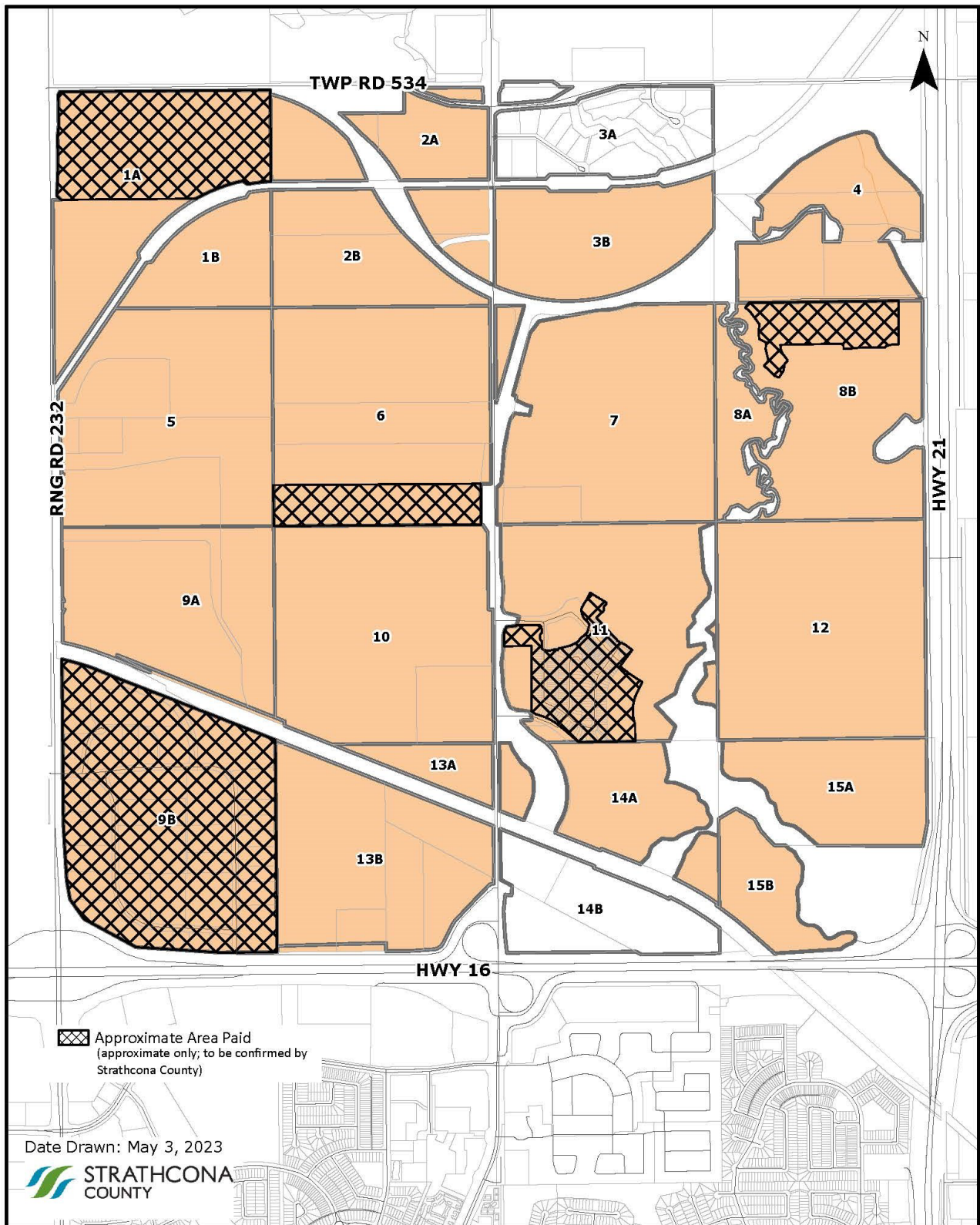
**Table 3.1**

**North of Yellowhead  
2023 Wastewater Facilities Cost Estimates**

<b>Project Description</b>	<b>Project Cost Estimates</b>	<b>Developer Levy Costs</b>
NoY Wastewater - Design (Phase 1&2)	\$1,677,591	\$1,325,297
NoY Wastewater - Phase 1	\$8,700,000	\$6,873,000
NoY Wastewater - Phase 2	\$3,000,000	\$2,370,000
Lagoon/Forcemain/Gravity main (Ardrossan)	\$9,520,584	\$472,221

Figure 3.1

### North of Yellowhead Wastewater Levy Basin



## **SECTION 4 – Stormwater**

### **4.1 OVERVIEW**

All stormwater management to accommodate runoff from development within the North of Yellowhead Development Region is to be designed and constructed as on-site infrastructure, without any associated Off-Site Levies being applicable at this time.

All stormwater management to accommodate runoff from arterial roads is to be designed and constructed as part of the associated arterial road upgrade and included in the associated Off-Site Levy.

## **SECTION 5 – Transportation**

### **5.1 OVERVIEW**

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

The Off-Site Levies contained herein are based on projected traffic volumes for the land use and projected development pursuant to Bylaw 15-2021 North of Yellowhead Area Concept Plan.

Transportation projects included within the Off-Site Levies are as recommended in the North of Yellowhead Engineering Design Brief and as identified in Table 5.1. Full build of some of the identified transportation projects also provides servicing for future growth outside of the North of Yellowhead Development Region, therefore a portion of the total costs for those associated improvements are also shared with adjacent development regions, as described further in this section.

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

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

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

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

### **5.3 TRANSPORTATION GRANTS**

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

#### **5.4 NOISE ATTENUATION FACILITIES**

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

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

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

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

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

- a. Arterial/Arterial Road Intersections: The cost of signals at arterial/arterial road intersections will be included in the Off-Site Levies.
- b. Arterial/Collector Road Intersections: The costs of signals will be the responsibility of the developer.

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

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

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

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

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

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

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

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



## **5.10 CONSTRUCTION COST ESTIMATES**

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

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

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

### **5.11.1 Range Road 232 (Highway 16 to CP Railway Crossing - Add 2 lanes)**

- a. Although located within the North of Yellowhead Area Concept Plan area, these arterial road upgrades are required to support development within the West of Highway 21 Area Concept Plan area, therefore no project costs have been assigned to the North of Yellowhead Development Region

### **5.11.2 Range Road 232 (CP Railway Crossing to Township Road 534 - 4 lanes)**

- a. These arterial road upgrades are required to support development within both the North of Yellowhead Development Region and the West of Highway 21 Area Concept Plan area
- b. Project costs have been proportionally allocated based on projected traffic generation

### **5.11.3 Range Road 232 (CN Railway Overpass)**

- a. Grade separation of the CN Rail at this location is required to support ultimate development of the Development Region, as well as lands within the West of Highway 21 Area Concept Plan area
- b. Project costs have been allocated 60% to the North of Yellowhead Development Region and remaining costs to be recovered from other future development areas

### **5.11.4 Range Road 232 (CP Railway Overpass)**

- a. Although located within the North of Yellowhead Area Concept Plan area, grade separation of the CP Rail at this location is required to support development within the West of Highway 21 Area Concept Plan area, therefore no project costs have been assigned to the North of Yellowhead Development Region

### **5.11.5 Range Road 231 (Highway 16 to Township Road 534 – 4 lanes)**

- a. These arterial road upgrades are required primarily to support ultimate development of the Development Region

- b. Projects costs have been allocated proportionally based on traffic generation with 76.2% of costs allocated to the North of Yellowhead Development Region and the remaining 23.8% allocated to the County on behalf of existing development within the Development Region.

5.11.6 Range Road 231 (CN Railway Overpass)

- a. Grade separation of the CN Rail is required at this location to support development within the Development Region
- b. Projects costs have been allocated proportionally based on traffic generation with 92.3% of costs allocated to the North of Yellowhead Development Region and the remaining allocated between CN Rail, and the County on behalf of existing development within the Development Region

5.11.7 Township Road 534 (Range Road 232 to Highway 21 – 4 lanes)

- a. These arterial road upgrades are required to support development within both the North of Yellowhead Development Region and the West of Highway 21 Area Concept Plan area
- b. Projects costs have been allocated proportionally based on traffic generation, with 81.2% of costs east of Range Road 231 and 70.4% of costs west of Range Road 231, allocated to the North of Yellowhead Development Region. All remaining project costs are to be recovered from other future development areas.

5.11.9 Township Road 534 CP Rail Overpass

- a. Although located within the North of Yellowhead Area Concept Plan area, grade separation of the CP Rail at this location is not triggered by its development, and therefore no project costs have been assigned to the North of Yellowhead Development Region

5.11.10 Township Road 534 Oldman Creek Crossing

- a. A bridge structure is required as part of the realignment of Township Road 534, which supports development within the North of Yellowhead Development Region and the West of Highway 21 and Bremner Area Concept Plan areas
- b. Projects costs allocated to the to the North of Yellowhead Development Region cover 36.6% of the total cost. All remaining project costs are to be recovered from other future development areas.

5.11.11 Highway 21 / Twp Rd 534 Interchange (staged)

- a. A new interchange is required along Highway 21 at Township Road 534 to support development on both sides of the Highway. Construction of the interchange is planned to occur over multiple stages, with the

proportionate shares distributed proportionally based on traffic generation for the various stages

- b. Project costs for the full interchange have been allocated between development and the province based on traffic generation, with developers responsible for 59% of the full interchange project. 25% of that portion is specifically allocated to the North of Yellowhead Development Region with the remaining portion of developer costs to be recovered from other future development areas

**Table 5.1**

**North of Yellowhead  
2023 Arterial Road Facilities Cost Estimates**

<b>Project Description</b>	<b>Project Cost Estimate</b>	<b>Developer Levy Costs</b>
Range Rd 232 - Hwy 16 to Turbo Access (add 2 lanes)	\$3,220,000	--
Range Rd 232 - Turbo Access to CP Railway Crossing (add 2 lanes)	\$12,950,000	--
Range Rd 232 - CP Railway Crossing to Township Rd 534 (4 lanes)	\$35,154,619	\$4,347,330
Range Rd 232 - CN Railway Overpass	\$41,060,000	\$20,940,600
Range Rd 232 - CP Railway Overpass	\$33,460,000	--
Range Rd 231 - Hwy 16 to Township Rd 534 (4 lanes)	\$47,589,789	\$29,698,250
Range Rd 231 - CN Railway Overpass	\$36,541,988	\$32,080,425
Township Rd 534 – Range Rd 232 to Range Rd 231 (4 lanes)	\$51,233,333	\$40,694,432
Township Rd 534 – Range Rd 231 to Hwy 21 (4 lanes)	\$28,111,900	\$18,235,421
Township Rd 534 - Oldman Creek Bridge (4 lane structure)	\$13,090,000	\$4,794,533
Township Rd 534 - CPR Railway Overpass	\$21,950,000	--

Township Rd 534 - Hwy 21 interim at grade signals (Stage 1A)	\$2,410,200	\$1,904,058
Township Rd 534 - Hwy 21 interim at grade signals (Stage 1B)	\$4,405,000	--
Township Rd 534 - Hwy 21 interim at grade signals (Stage 2)	\$1,843,000	--
Township Rd 534 - Hwy 21 interim at grade signals (Stage 3)	\$5,519,000	\$3,779,257
Township Rd 534 - Hwy 21 interim at grade signals (Stage 4)	\$2,411,710	\$1,765,977
Township Rd 534 - Hwy 21 interchange (Stage 5)	\$134,250,000	\$15,643,481
Township Rd 534 - Hwy 21 interchange (Stage 6)	\$30,115,000	\$3,820,811
NoY Transportation Debenture Interest	\$676,823	\$676,823

Figure 5.1

### North of Yellowhead Transportation Levy Basin

