



County of Wetaskiwin No. 10 Municipal Policy

Department:
61.0 Planning and Development
 Title **Per Lot Road Contribution**

Policy No.
61.1.15

1. Policy Statement:

1.1. Council believes multi-parcel subdivisions are better served when situated closer to existing or potential water and sewer services and roads developed to a predetermined County standard. To better accommodate higher densities proposed in rural areas, higher road standards and contributions to road improvements are required to give access to proposed multi-parcel subdivisions and are all to be considered part of developing a multi-parcel subdivision.

2. Guidelines:

2.1. Internal Subdivision Road Standards:

2.1.1. 0.25 Acre Lot or Less:

Lots Proposed at ¼ acre (1,000 m²) in size or less will require a full urban cross section including curb and gutter if located within a Hamlet boundary or will directly access Hamlet road infrastructure. If not located within a Hamlet or directly accessed from a Hamlet, a pre-pavement standard may be allowed at the discretion of Council.

2.1.2. 0.25 Acre – 1 Acre Lot:

Lots proposed between 0.25 acre (1,000 m²) to 1 acre (4,000 m²) in size will require roads to be built to a pre-pavement standard with the option of a rural ditch cross section.

2.1.3. 1 Acre Lot and Greater:

Lots proposed over 1 acre (4,000 m²) in size will be allowed to be developed to a rural gravel standard.

2.1.4. Density and Internal Subdivision Road Paving Provisions:

Regardless of parcel size, a pre-pavement standard shall be required for residential developments proposing lot densities over 30 lots per quarter section of land. This shall include densities of 30 lots or less on partially developed quarter sections (first phase developments) if it is intended under an Area Structure Plan that the total number of lots in future phases will result in more than 30 lots per quarter section.

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2.2. Per Lot Road Contribution Fee:

2.2.1. Road Contribution fees shall help with the improvement of County public roads required to give access to the development or subdivision, however, the payment of the fee does not guarantee immediate improvement including pavement of such roads and any improvements may be subject to the availability of matching, contributing or otherwise budgeted funds. It shall be recognized that Road Contribution fees may only be a portion of the funds needed for any improvement, but such funds shall be managed in such a way to maximize the benefit to such roads.

2.2.2. The Per Lot Road Contribution Fee (\$2,000.00 per lot) has been previously established in consultation with industry experts and the County's Public Works Department and has over the past two years been accepted by Developers as a reasonable per lot fee for funds towards maintenance and/or improvement of County roads providing direct or indirect access to the proposed multi-lot subdivision.

2.2.3. The per lot fee amount shall be reviewed by Administration to take into account the industry standard cost increases for contracts, materials and labour on an annual basis. Any proposed adjustments to the amount shall be calculated by a qualified engineering firm prior to consideration by Council as a part of regular Policy review practices.

2.3. Waiving Of Fee In Lieu Of Paving Or Preparation For Paving:

2.3.1. If the Developer paves a County Public road or constructs the road to a standard to allow for future pavement, the Per Lot Road Contribution Fee may be waived up to but not over the cost of the pavement or preparation for pavement.

2.4. Endeavours to Assist Provisions:

2.4.1. Amounts to be recovered by Developers pursuant to the Endeavour to Assist provision, in a Development Agreement between the County and the Developer, shall be based on a per lot basis and reflect only those moneys put towards bringing a road from rural gravel standard to a preparation for pavement standard or from a rural gravel standard to a paved standard,

2.4.2. Reference to an Endeavour to Assist provision must be written into a Development Agreement if no waiver of the road contribution fee is requested by the Developer and a linking road is constructed to a standard prepared for pavement or to a paved standard.

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2.4.3. An Endeavour to Assist provision shall not be written into a Development Agreement if road contribution fees are equal to the cost of construction and are waived by County Council in lieu of bringing a road up to preparation for pavement standard. Also, fees will be owed for the portion that are over and above the cost of such work. If cost are above the fees waived there will be no recovery by the Developer from the County, instead an Endeavour to Assist provision will be allowed in the Development Agreement.

2.4.4. A Developer may request an Endeavour to Assist provision clause to be added to a development agreement if the cost are above the value of waived road contributions fees but only for that amount over and above the value waived.

2.4.5. In all cases, Council has the discretion the option to waive or not waive road contribution fees in lieu of construction costs.

2.4.6. A plan of subdivision by a benefiting Developer will not be allowed to be registered until such time as the Endeavour to Assist provision clauses are satisfied.

2.4.7. Endeavour to Assist clauses shall be in effect for five (5) years. The County shall not be expected to assist a Developer with any recovery from future benefiting developers after a five-year period.

2.5. Development or Subdivision Abutting A Provincial Highway:

2.5.1. When an access to a development or subdivision is required to link directly to a Provincial Highway, the County may impose an off-site levy bylaw to collect contributions towards County roads that will be used by and provide indirect access to the development or subdivision.

2.6. Pavement Standards for Commercial and Industrial Developments:

2.6.1. A pre-pavement standard will be required for all internal roads within Commercial and Industrial subdivisions where the lots are one (1) acre (4,000 m²). All other paving, linking road and road contribution fee provisions outlined above also apply to Commercial and Industrial Developments.

2.7. Exceptions:

2.7.1. All lots, excepting first parcel out (including 80 acre split of a quarter), shall be subject to the per lot road contribution fee.

3. Definitions: are created and maintained in the Definition Index.

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