

	City of Wetaskiwin Policy:	LOCAL IMPROVEMENTS
Policy # CO-035	Approved Res. No.: 021/18 Date: January 8, 2018	Revised Res. No: 150/18; 192/18 Date: April 9, 2018; May 7, 2018

Policy Statement

The purpose of this Policy is to establish a framework for the implementation of local improvement taxes throughout Wetaskiwin in a fair and equitable manner, taking into consideration the debt-load of the City, the impact to ratepayers, and the impact on benefiting properties.

Definitions

“**Local Improvement**” refers to a tax that Council has been provided the authority to implement pursuant to the requirements of the *Municipal Government Act*. Local improvement projects are projects that Council considers to be of the greater benefit to an area of the municipality than to the whole municipality. The tax will fund the work undertaken by the City of Wetaskiwin to improve the infrastructure benefitting the properties being taxed.

“**Local Road**” refers to roadways that the primary function is to provide direct access to adjacent land uses.

“**Distributor Road**” refers to roadways that have less than 50% adjacent residential properties, that provide a link for traffic to travel through more than one neighbourhood in the City of Wetaskiwin and is not primarily for direct residential access. A distributor road can also be an approved truck route.

“**Parcel**” shall mean all single-titled properties, or properties that have been consolidated on the tax roll. Parcel lots will be taxed on a per-parcel basis.

“**Provincial Highway**” refers to a roadway with the primary function to provide for through traffic movements and accommodate longer distance trips. A Highway will typically be an approved truck route.

“**Residential Properties**” means any single dwelling building, duplex, or townhouse.

“**Special Circumstance**” means any property that is not a residential property including but not limited to Public Utility Lots, alleys, high-density residential units, institutional, commercial, and industrial.

“**Typical Lot**” refers to a residential lot that has 23 metres or less of frontage.

“**Major Truck Route**” refers to roads that are designated truck routes that also connect to provincial highways and that do not have direct residential access.

Standards

1. For the purpose of this policy, all roads in Wetaskiwin have been classified in the following groupings:
 - (a) Provincial Highway
 - (b) Distributor Road
 - (c) Major Truck Route
 - (d) Local Roads
2. Schedule A identifies roadway classifications for Provincial Highways, Distributor Roads and Major Truck Routes. All other roads in the City are deemed Local Roads for the purpose of this policy.
3. Local Improvement levies will be initiated by the City of Wetaskiwin for the full reconstruction of the following municipal infrastructure:
 - (a) Curb and gutter
 - (b) Sidewalks
 - (c) Roadways

The City will include in the costs, replacement of private driveways and aprons, private sidewalk connection, and landscaping that is damaged or removed as part of the project. The property owner will be responsible for the costs of additional improvements that are adjacent to the work such as the remaining sidewalk, driveway or landscaping, etc.

4. Cost allocations for these local improvement projects will be levied as follows:

Road Designation	City's Allocation	Property Owner's Allocation
Highway	100%	0%
Major Truck Routes	100%	0%
Distributors	75%	25%
Local	50%	50%

5. Local Improvement bylaws for the lane paving and median cuts anywhere within the City shall be 100% funded by property owners.
6. Local Improvement bylaws for the purchase and installation of decorative street lights, over and above the cost of standard lighting outlined in the design standards, anywhere within the City with the exception of



Highways and Major Truck Routes shall be 100% funded by property owners.

7. The City must prepare a Local Improvement Plan in accordance with the *Municipal Government Act* (MGA) whether initiated by the City or by the Property Owners.
8. In accordance with the MGA, if more than 2/3 or 67% of the benefiting property owners representing at least 50% of the assessed value of the local improvement area file a sufficient petition against the proposed local improvement, the City will not proceed with the project. If such a sufficient petition is received, the proposed redevelopment will be moved to the bottom of the City's road redevelopment priority list.

Guidelines for Improvement Assessment

All properties, not including Highways and Major Truck Routes that benefit from the improvement may be assessed a local improvement tax. Assessments to properties will be calculated as follows:

Residential Properties

Residential properties will be assessed based on a per-parcel basis unless the frontage of the lot is greater than 23 metres. If the property is greater than 23 metres it will be assessed an additional per-metre cost up to a maximum of 150% of the typical residential parcel.

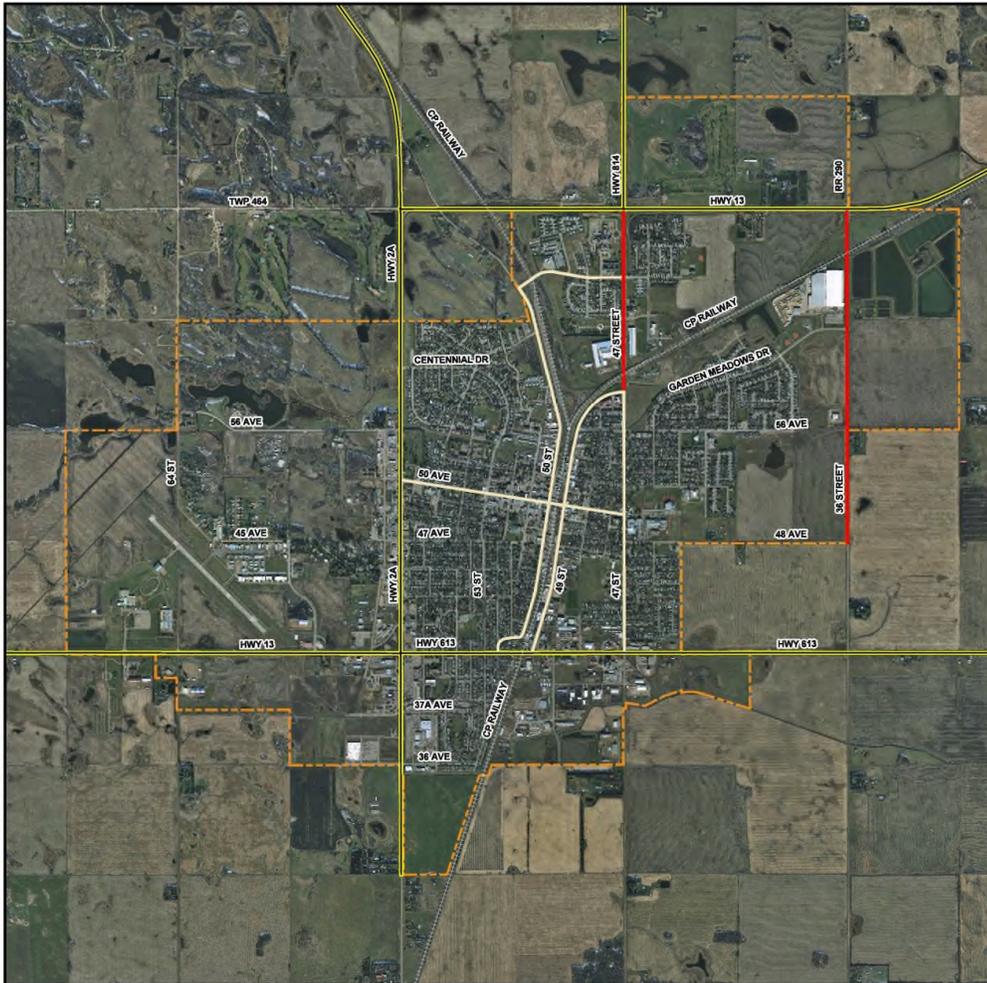
Special Circumstances

All instances that are not considered residential in this policy will be considered special circumstances and will be assessed on a per-metre of frontage basis.

In cases where there is mixed land use, the contribution for residential properties will be calculated by developing a per-metre rate as if all the parcels in the local improvement area have a 15.24 metre frontage. The per-metre rate is then applied to the typical residential properties as per the Residential Property calculation method. The total residential contribution is then removed from the total property owner's allocation and the remaining balance is calculated and taxed based on a per-metre frontage rate.



SCHEDULE A



Legend

-  Provincial Highway
-  Distributor Road
-  Major Truck Route
-  Municipal Boundary
-  Railway

This policy is subject to any specific provisions of the Municipal Government Act or other relevant legislation.



Provincial Highways	Distributor Roads	Major Truck Routes
Highway 13	50 Avenue	36 Street
Highway 2A	50 Street from the north City boundary to 40 Avenue	47 Street from Hwy 13 to 49 Street
Highway 613	49 Street from 47 Street to 40 Avenue	
	Northmount Drive from 50 Street to 47 Street	
	47 Street south of 49 Street to 40 Avenue	



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