



Department Engineering Services	Policy No. EN-013	Page 1 of 1
Policy Title CONSTRUCTION STANDARDS – NEW MULTI-PARCEL COUNTRY RESIDENTIAL SUBDIVISION ROADS		

Council Resolution No. 425-00 Date: September 26, 2000 No. 425-10 Date: December 14, 2010 (Re-numbered)	GMCS	CC	Cross Reference	Effective September 26, 2000
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PURPOSE

This policy outlines for any potential subdivision applicant/developer the standards to which those roads intended to serve new multi-parcel country residential subdivisions must be constructed and surfaced. This policy stipulates the minimum standards of surfacing, and lists those instances where the said surfacing standard may be varied.

POLICY

1. All roads being constructed on private lands by private sector developers, to provide access to subdivided parcels, are to be constructed to the standards set out in the Subdivision Development Standards and shall be surfaced as follows:
 - a) Asphalt Stabilized Base Course – subdivisions with lot sizes of one acre or greater.
 - b) Asphalt Concrete Pavement – subdivisions with lot sizes less than one acre.
- all subdivisions approved with potable water supply by truck haul to cistern.
2. Notwithstanding No. 1, in those instances where it is proposed that roads being constructed by private sector developers are to remain privately owned as per a Bareland Condominium Subdivision, said roads shall not require surfacing and shall be constructed and graveled to the Subdivision Development Standards.
3. Subdivisions that require roads to be constructed and/or surfaced shall not be endorsed by the County prior to said roads being completed to the satisfaction of the General Manager of Corporate Services. In order to minimize initial possibilities for surface damages due to a settling of the road grade, asphaltic concrete pavement or asphalt stabilized base course surfacing may be constructed during the second year following construction of the subdivision road grade (i.e. Grade 1997 – Surfacing 1999). To ensure this requirement, the County will take security prior to the endorsement of the subdivision in the amount of 150% of the estimated construction value of the surfacing work.
4. Should there be a dissolution of a Bareland Condominium Association, the subject lands will be required to be brought into compliance through the subdivision process, and all internal roads shall be upgraded at the landowner's expense as per policy statement #1.
5. In those instances where infilling within existing multi-parcel subdivisions is allowed as per County policy, any newly constructed internal road associated with said infilling shall be to a standard equal to that which presently exists within the multi-parcel subdivision. Notwithstanding the above, in instances where infilling had been allowed, the newly constructed road cannot be to a standard less than normal County requirements (i.e. constructing and gravelling).