

BYLAW 34-2020
OFFSITE DEVELOPMENT LEVIES BYLAW

The *Municipal Government Act*, RSA 2000, c M-26 provides that a council of a municipality may enact a bylaw to provide for the imposition and payment of offsite development 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; and

Certain lands within the County are proposed for residential, commercial or industrial developments; and

Council deems it desirable and expedient to impose certain offsite development levies and to enter into agreements in respect of the payment of the levies for the provision of municipal and utility services;

Council enacts:

PART I – PURPOSE, DEFINITIONS, AND INTERPRETATION

- | | |
|-------------|---|
| Purpose | <p>1 The purpose of this bylaw is to:</p> <p style="padding-left: 40px;">(a) provide for the imposition and payment of offsite development levies in respect of lands within the County that are to be developed or subdivided; and</p> <p style="padding-left: 40px;">(b) authorize an agreement to be entered into in respect of the payment of the levies.</p> |
| Definitions | <p>2 In this bylaw:</p> <p style="padding-left: 40px;">(a) "Chief Commissioner" means the chief administrative officer of the County, or delegate;</p> <p style="padding-left: 40px;">(b) "Council" means the council of the municipal corporation of Strathcona County;</p> <p style="padding-left: 40px;">(c) "County" means the municipal corporation of Strathcona County, a specialized municipality established under the authority of the <i>Municipal Government Act</i>, RSA 2000, c M-26 and Order in Council 761/95; and</p> <p style="padding-left: 40px;">(d) "Development Lands" means those lands described in Schedules "A-1", "A-2", "A-3", "A-4" and "A-5" which are proposed for residential, commercial or industrial developments.</p> |

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| Interpretation | <p>3 The following rules apply to interpretation of this bylaw:</p> <ul style="list-style-type: none"> (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. |
| Application | <p>4 This bylaw applies to the Development Lands identified as being residential, commercial or industrial lands on Schedules "A-1", "A-2", "A-3", "A-4", and "A-5" and which respectively benefit from the following offsite services installed or to be installed by the County:</p> <ul style="list-style-type: none"> A-1 – Sanitary Sewer Trunks A-2 – Sherwood Park Drainage A-3 – Water Mains A-4 – Arterial Roads A-5 – Rural Roads |
| Compliance with Other Legislation | <p>5 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.</p> |

PART II – OFFSITE DEVELOPMENT LEVIES AND DEVELOPMENT AGREEMENTS

- | | |
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| Establishment of Offsite Development Levies | <p>6 In respect to that portion of the Development Lands which are identified on Schedule "A-1", "A-2", "A-3", "A-4" and "A-5" the County imposes the offsite development levies specified in Schedule "B-1" of this bylaw.</p> |
|---|---|

Development
Agreements

- 7 The document entitled "Offsite Development Levies 2020" (Schedule "B-2") is hereby adopted as part of this bylaw.
- 8 The Chief Commissioner shall determine if a development agreement is required to be entered into by an application for the development or subdivision of land. Such determination will be made in accordance with all relevant policies and guidelines adopted by Council.
- 9 Where it is determined that a development agreement is appropriate for any application for development or subdivision, the applicant or the owner, as the case may be, shall enter into a development agreement with the County and such development agreement shall ensure:
 - (a) one or more of the following:
 - (i) that provision be made for the payment of the offsite development levies as specified in this bylaw; or
 - (ii) that provision may be made for the deferring of payment of the offsite development levies to a future time certain or uncertain; and
 - (b) that no further offsite development levies shall be required to be paid under development agreements where offsite development levies have been previously collected in full in respect to all of the lands which are the subject of development or subdivision application.
- 10 Except as otherwise provided herein, each development agreement entered into by the County in respect of any of the Development Lands shall make provision for payment of all offsite development levies imposed by this bylaw at the times specified in Schedule "B-2" of this bylaw.
- 11 In the event that any portion of the Development Lands is proposed to be developed for any purpose which is inconsistent with the use designated in Schedules "A-1", "A-2", "A-3", "A-4" or "A-5", the offsite development levies payable shall be calculated as if the said portion of the Development Lands was proposed to be developed for the use designated in Schedules "A-1", "A-2", "A-3", "A-4" or "A-5".

General 12 Nothing in this bylaw precludes the County from imposing further or different offsite development levies, duly enacted by bylaw, on any portion of the Development Lands in respect of which the County has not collected the offsite development levies imposed under this bylaw or any previous offsite development levy bylaw authorized by statute.

PART III – TRANSITIONAL AND REPEAL

Transitional 13 Where prior to 2020 a development agreement which makes provisions for the payment of offsite development levies has been entered into between the County and an owner of a portion of the Development Lands, the provisions of the bylaw which established the amount of the offsite development levy shall continue in force as if this bylaw or any intervening offsite development levy bylaw had not been enacted unless otherwise specified in a development agreement.

Repeal 14 Bylaw 14-2019 is repealed.

FIRST READING: _____

SECOND READING: _____

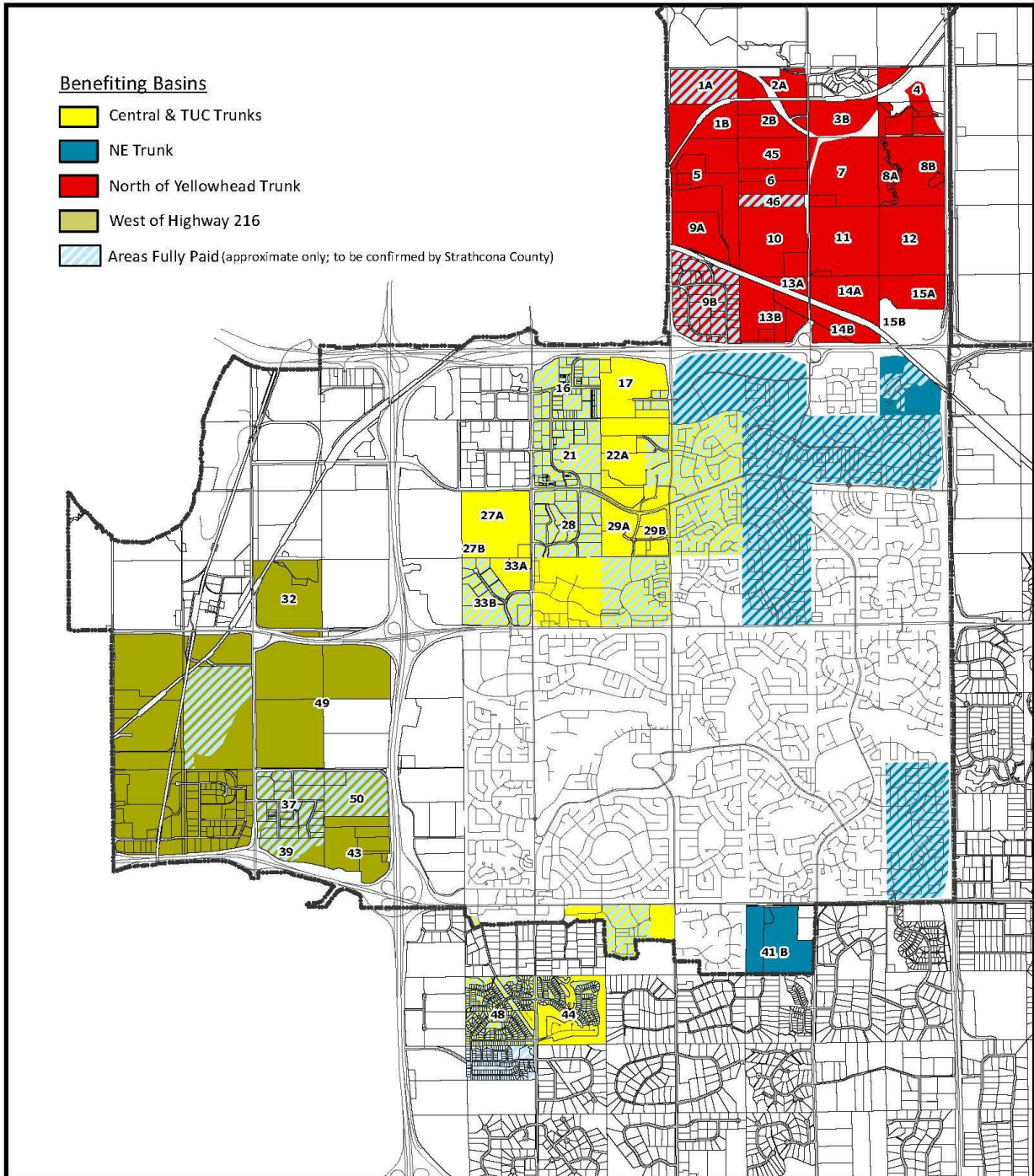
THIRD READING: _____

SIGNED THIS ____ day of _____, 20____.

MAYOR

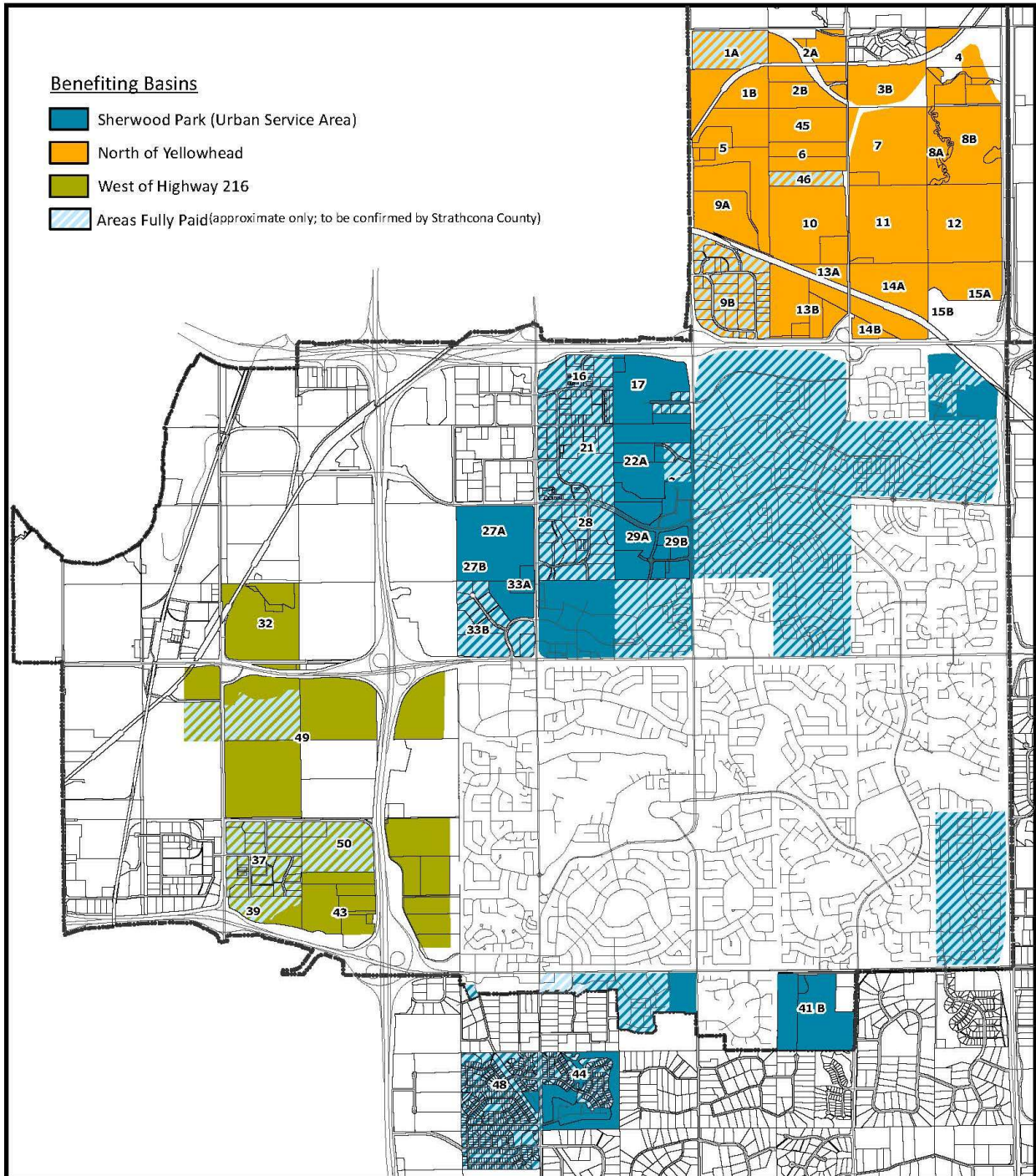
DIRECTOR, LEGISLATIVE AND LEGAL SERVICES

SCHEDULE "A-1"



<p>Offsite Development Levies Sanitary Sewer Trunks Benefiting Areas</p>	SCHEDULE "A-1"	
	<p>Drawn By: J. Covers</p>	<p>PLANNING & DEVELOPMENT SERVICES STRATHCONA COUNTY</p>
	<p>Date Drawn: May 3, 2017</p> <p>Revision Date: March 27, 2020</p>	<p>N N:\PDS Admin\4000 - 4499 Land Use Services\ 4470 Technical Support\Planning Techs\ Engineering\Levies Maps\Development Area Maps</p>

SCHEDULE "A-3"



Benefiting Basins

- Sherwood Park (Urban Service Area)
- North of Yellowhead
- West of Highway 216
- Areas Fully Paid (approximate only; to be confirmed by Strathcona County)

**Offsite Development Levies
Water Mains
Benefiting Areas**

SCHEDULE "A-3"

Drawn By: J. Cavers
Date Drawn: May 3, 2017
Revision Date: March 27, 2020

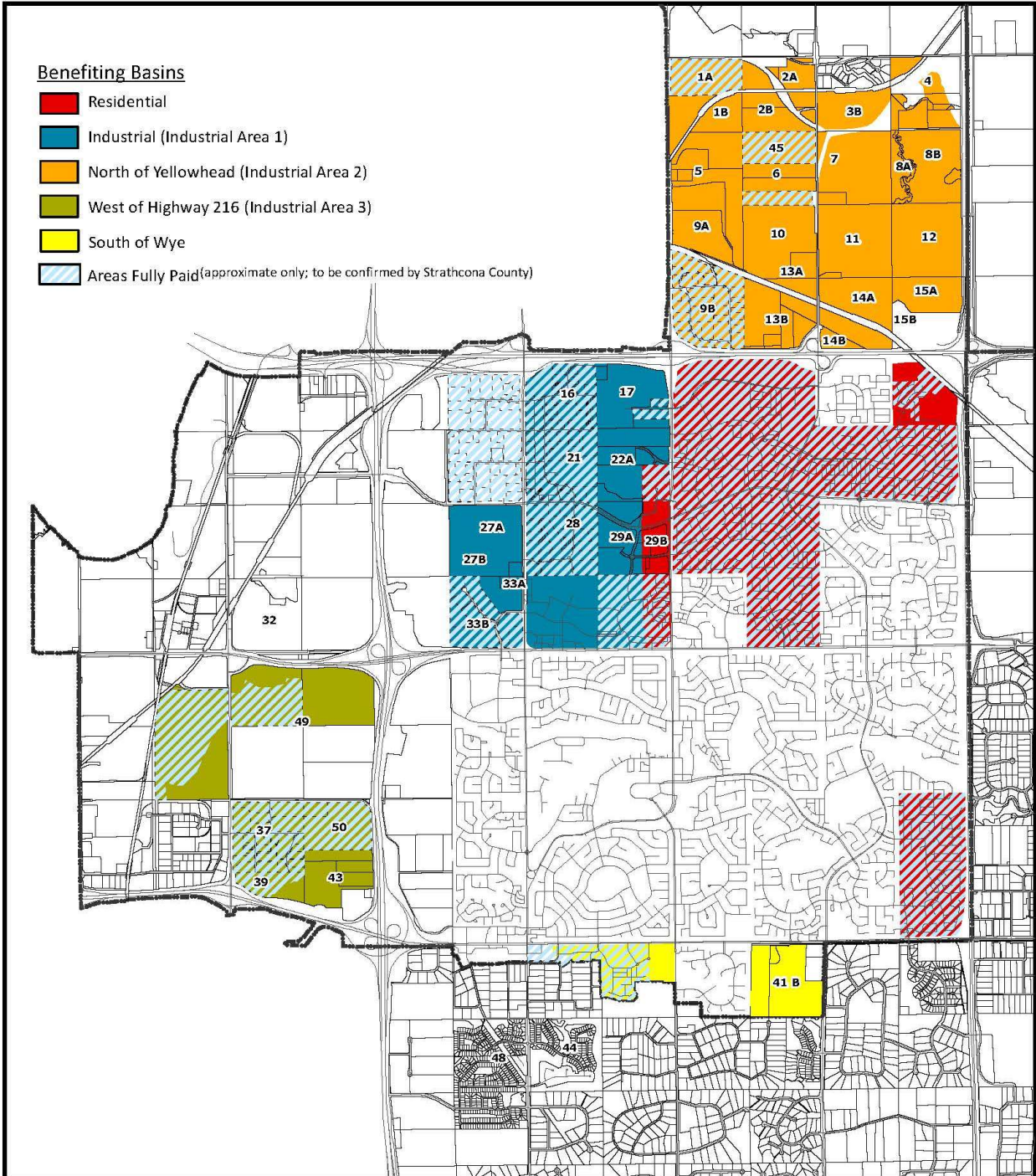
PLANNING & DEVELOPMENT SERVICES
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 4470 Technical Support\Planning Techs\
 Engineering\Levies Maps\Development Area Maps



SCHEDULE "A-4"

Benefiting Basins

- Residential
- Industrial (Industrial Area 1)
- North of Yellowhead (Industrial Area 2)
- West of Highway 216 (Industrial Area 3)
- South of Wye
- Areas Fully Paid (approximate only; to be confirmed by Strathcona County)



**Offsite Development Levies
Arterial Roads
Benefiting Areas**

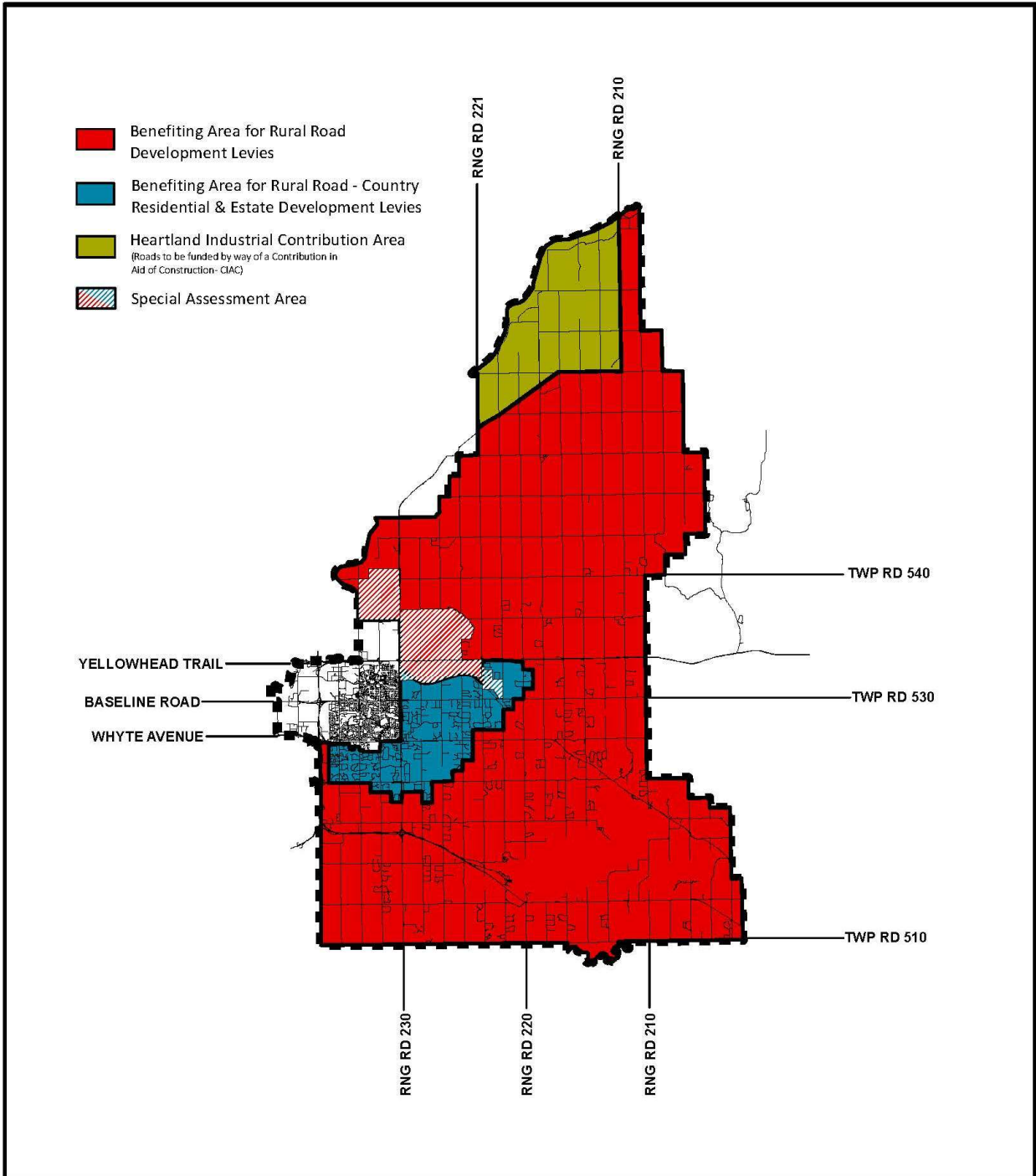
SCHEDULE "A-4"

Drawn By: J. Caves
Date Drawn: May 3, 2017
Revision Date: March 27, 2020

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Engineering\Levies Maps\Development Area Maps



SCHEDULE "A-5"



<p>Offsite Development Levies</p> <p>Rural Road Levies</p> <p>Benefiting Areas</p>	SCHEDULE "A-5"	
	Drawn By: J. Cavers	PLANNING & DEVELOPMENT SERVICES <small>STRATHCONA COUNTY</small>
	Date Drawn: May 3, 2017	<p>N:\PDS Admin\4000 - 4499 Land Use Services\ 4470 Technical Support\Planning Techs\ Engineering\Levies Maps\Development Area Maps</p>
	Revision Date: March 27, 2020	

SCHEDULE "B-1"

**STRATHCONA COUNTY
OFFSITE DEVELOPMENT LEVIES
2020**

SUMMARY OF RATES

RESIDENTIAL (WITHIN USA)	
North of Wye Rd, Central Trunk/TUC Benefiting Area:	Amount Per Gross Developable Hectare
Sanitary Sewer Trunks (Central/TUC)	\$4,758
Water Transmission Mains	\$6,467
Arterial Roads	\$0
TOTAL	\$11,225

RESIDENTIAL (WITHIN USA)	
North of Wye Rd, Northeast Trunk Benefiting Area:	Amount Per Gross Developable Hectare
Sanitary Sewer Trunks (NE)	\$181
Water Transmission Mains	\$6,467
Arterial Roads	\$0
TOTAL	\$6,648

MIXED USE (WITHIN USA)	
South of Wye & Central Trunk/TUC Benefiting Areas:	Amount Per Gross Developable Hectare
Sanitary Sewer Trunks (Central/TUC)	\$4,758
Water Transmission Mains	\$6,467
Arterial Roads	\$53,647
TOTAL	\$64,873

INDUSTRIAL (SOUTH OF YELLOWHEAD & EAST OF HWY 216)	
Industrial Area 1 & Central Trunk/TUC Benefiting Area:	Amount Per Gross Developable Hectare
Sanitary Sewer Trunks (Central/TUC)	\$4,758
Water Transmission Mains	\$6,467
Arterial Roads (Industrial Area 1)	\$54,727
TOTAL	\$65,952

NORTH OF YELLOWHEAD	
Mixed Use (including Industrial Area 2) Benefiting Area:	Amount Per Gross Developable Hectare
Sanitary Sewer Trunks	\$22,018
Water Transmission Mains	\$25,125
Arterial Roads (Industrial Area 2)	\$194,451
TOTAL	\$241,594

COUNTRY RESIDENTIAL/ESTATE	
Central Trunk/TUC Benefiting Area, outside of USA:	Amount Per Gross Developable Hectare
Sanitary Sewer Trunks (Central/TUC)	\$4,758
Water Transmission Mains	\$6,467
TOTAL	\$11,225
* Plus Rural Road Levy of \$23,266/Lot	Varies Based on Number of Lots

COUNTRY RESIDENTIAL/ESTATE SANITARY CHARGES	
Country Residential/Estate Development (Fees, Rates and Charges Bylaw)	Per Lot Charge
Sanitary Sewer Trunks (Central/TUC) \$4,758 / 10 lots/ha =	\$476
Sanitary sewer trunks (NE) \$180 / 10 lots/ha =	\$18

RURAL ROAD	
Country Residential/Estate and Rural Road Benefiting Areas:	Per Lot Charge
Rural Roads within Country Residential/Estate	\$23,266
Rural Roads (other, not including Heartland Area)	\$6,789

SHERWOOD PARK DRAINAGE	
	Amount Per Gross Developable Hectare
Area 1	\$2,978
Area 2	-
Area 3	\$8,785

SCHEDULE "B-2"

**STRATHCONA COUNTY
OFFSITE DEVELOPMENT LEVIES
2020**

BACKGROUND

**INFORMATION COMPILED BY:
PLANNING AND DEVELOPMENT SERVICES
CORPORATE FINANCE
UTILITIES
TRANSPORTATION PLANNING AND ENGINEERING**

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SECTION 1 - General Criteria

1.1 LEGISLATIVE AUTHORITY & PROCESS

Municipalities are authorized to implement and collect offsite development levies through the *Municipal Government Act*, Division 6, Sections 648-649.

The County implements its authority by establishing a bylaw which provides detailed development levy objectives and calculations. The bylaw is then applied to specific developments through a development agreement.

1.2 CAPITAL COST FUNDING ALLOCATIONS

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

Onsite Sanitary Sewer, Storm Sewer & Water Distribution Systems

- Funded by developer – developer designs and constructs.

Onsite Oversizing of Water, Sanitary, Storm & Stormwater Management Facilities

- Funded by the developer – developer designs and constructs and recovers from adjacent undeveloped benefiting lands when they develop.

Water Storage, Pumping and Supply / Treatment Facilities

- Capital costs recovered through utility rates and/or local improvement assessments.

Water Transmission Lines

- a) Urban Services Area – County constructs and recovers full costs through offsite development levies.
- b) Country Residential/Estate and Hamlets – when serviced by County system, the County constructs and recovers costs through “contributions in aid of construction” and in accordance with the utility rates policy. In addition, systems tying into urban water system will also pay a connection fee established and set forth under the County’s Fees, Rates and Charges Bylaw.

Sanitary Sewage Treatment and Disposal

- a) Capital costs of treatment and disposal for all systems tied into municipal collection – recovered through utility rates.

- b) Capital costs of private sewage treatment systems – designed, constructed and funded by the developer or property owner.
- c) New trunks in the Urban Services Area – County and/or developer constructs and recovers full costs through offsite development levies.
- d) Costs of upgrading collector trunk lines to meet infiltration standards of 0.28 L/sec/ha – proportionately allocated to existing developed benefiting areas through utility rates and new undeveloped benefiting areas through offsite development levies.
- e) Country Residential/Estate and Hamlets – County constructs and recovers costs through a combination of “contributions in aid of construction”, utility rates, and connection fees established and set forth under the County’s Fees, Rates and Charges Bylaw

Stormwater Management Systems

- a) Developers are responsible for the design and construction of stormwater management facilities with cost sharing arrangements established through development agreements.
- b) A portion of the capital costs of the offsite or regional facilities constructed by the County in the NW Sherwood Park drainage basin are recovered through offsite development levies.

Roads

- a) Urban arterial road costs are funded through offsite development levies - County and/or developer constructs and recovers full costs through offsite development levies.
- b) Rural and Country Residential/Estate road upgrades required by new development are recovered through a levy per parcel, assessed at the subdivision or development permit stage.
- c) Local and collector roads within new developments / subdivisions are designed and constructed by developers at their cost.

1.3. LEVY ASSESSMENT

1.3.1 Development Assessment:

Levies are assessed to all lands within the development area of a subdivision, except for:

- a) Arterial road rights-of-ways;
- b) Land or existing rights-of-way not in title of the developer;
- c) Environmental reserve;

- 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 over and above the 10% MR requirements, not utilized for PUL or utility requirements, and provided the subject lands are deeded to the County.

All other lands, including roads, easements, public utility lots, municipal reserve dedication, stormwater management facilities, etc. are assessed offsite development levies.

Municipal Improvements, such as stormwater management facilities, are permitted to include land and levy costs as eligible for cost sharing.

For special features or major facilities which will service a land area larger than the subdivision under development (such as neighbourhood parks and stormwater management facilities), the County may, at its discretion, allow payment of these levies to be deferred to the whole of the benefiting lands under ownership of this developer, provided that any levies so deferred shall be escalated and indexed to the years that actual payments are made.

1.3.2 Levy Calculations

Levy calculations are based upon engineering cost estimates for proposed developer and capital projects. Once projects are complete, levy calculations to be updated to include actual costs of completed work, including 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.

1.3.3 Levy Payment Policies for all areas excepting the North of Yellowhead basin

Offsite development levies shall be paid by developers utilizing the following payment method:

1. Levies shall be paid on a parcel by parcel basis at the time of title transfer by the developer or as otherwise required in accordance with a condition of a subdivision approval or development permit issued by the County. The calculation of the charge for each parcel shall be calculated by taking the gross hectares of the development area multiplied by offsite development levies and divided by the number of saleable lots within that particular stage.

All levies shall be paid by the developer to the County no later than one year following the date of execution of the development agreement. Caveats protecting the County's financial interest shall be registered on all applicable titles at the developer's expense.

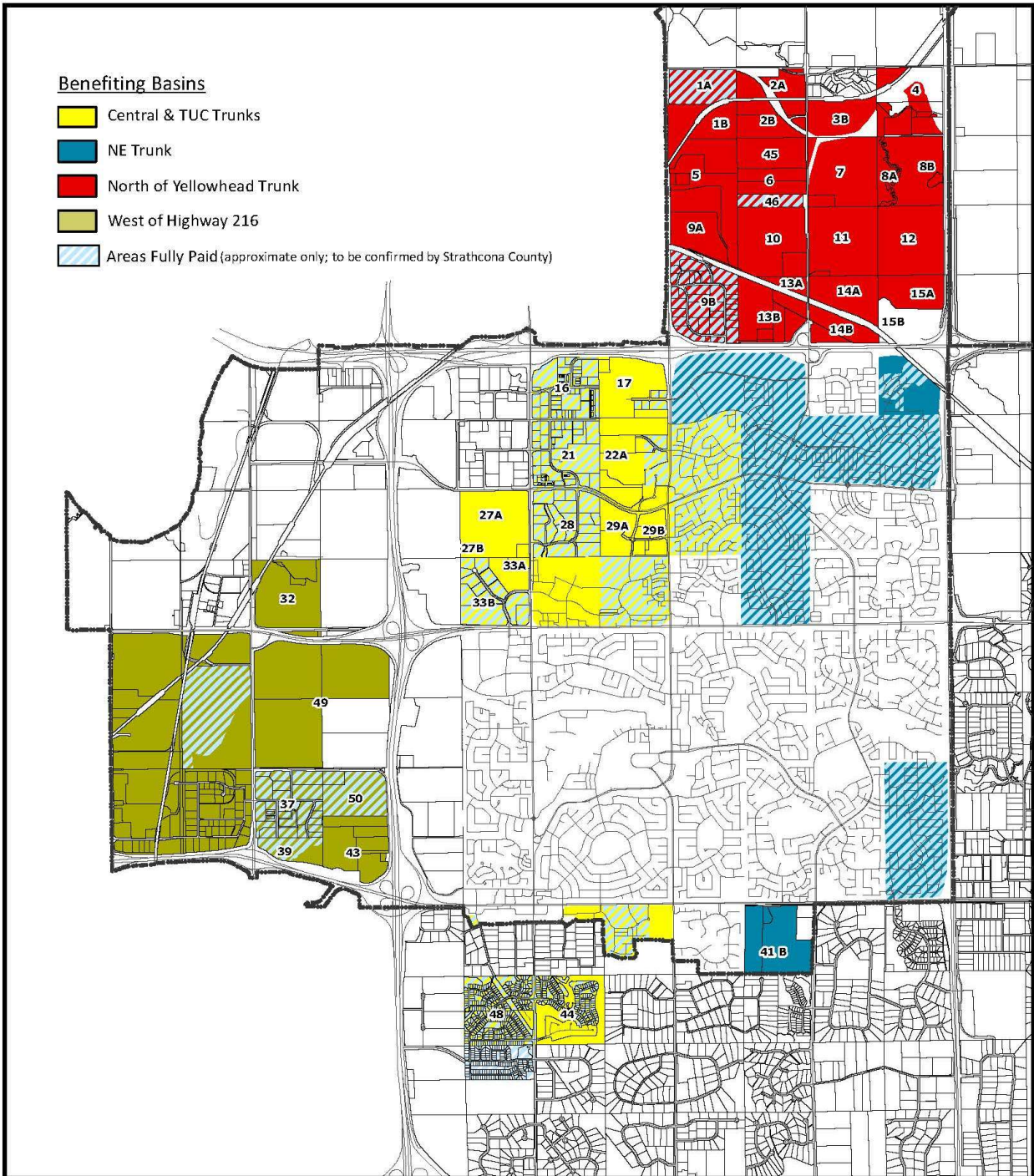
2. Interest on overdue offsite development levies shall be calculated from 12 months following the date of execution of the development agreement or as otherwise required in accordance with a condition of a subdivision approval or development permit, at a rate per annum equal to Prime Rate plus two percent (2%). Such interest shall be adjusted from time to time in accordance with the change in the prime rate.
3. Any developer or its representative, who has been issued a notice of default with the County or has failed to pay any levies, fees or contributions within 30 days of the invoiced date shall be subject to the following:
 - i) For the first documented default or payment failure, they shall be required to pay 50% of the levies or contributions payable prior to registration of the plan of subdivision. The remainder of the unpaid offsite development levies shall be paid no later than one year following the date of execution of the development agreement.
 - ii) For the second documented default or payment failure, that developer shall be required to pay 100% of the offsite development levies and contributions owing prior to registration of the plan of subdivision.
 - iii) For the third documented default or payment failure, that developer shall be required to pay 100% of all the offsite development levies and contributions owing in conjunction with the execution of the development agreement.
 - iv) Where a developer who has been subject to clauses i) through iii) above, and has made all payments of levies and contributions as required for a minimum of five years, that developer may be eligible to the payment method in subsection i) above, at the County's discretion.
- ** Recognizing that individuals and corporations operate under many different legal entities, the developer shall include individuals, corporations, employees or representative associated with the developer and shall not be tied to a specific corporation or entity.**
4. Where any developer or its representative is currently in default of any of its obligations related to any previous development agreement, subdivision approval or development permit, the County may, in its sole discretion, defer entering into new

development agreements or addendums until such time as all defaults have been rectified to the satisfaction of the County.

1.3.4 Levy Payment Policy for the North of Yellowhead basin

Offsite development levies shall be paid by developers following the County's Offsite Development Levies for New Growth Areas policy SER-009-044 and amendments thereto:

1. Levies shall be paid at the time of execution of a development agreement or as otherwise required in accordance with a condition of a subdivision approval or development permit.
2. Interest on overdue offsite development levies shall be calculated from the date of execution of the development agreement or as otherwise required in accordance with a condition of a subdivision approval or development permit, at a rate per annum equal to Prime Rate plus two percent (2%). Such interest shall be adjusted from time to time in accordance with the change in the prime rate.
3. Over expenditure contributions (to previous developers) will be required to be paid at the time of execution of a development agreement as a condition of subdivision or as a condition of issuance of a development permit, provided an over expenditure sharing strategy is in place at the time of payment being required.
4. Where any developer or its representative is currently in default of any of its obligations related to any previous development agreement, subdivision approval or development permit, the County may, in its sole discretion, defer entering into new development agreements or addendums until such time as all defaults have been rectified to the satisfaction of the County.



Offsite Development Levies Sanitary Sewer Trunks Benefiting Areas	SCHEDULE "A-1"	
	Drawn By: J. Covers	PLANNING & DEVELOPMENT SERVICES <small>STRATHCONA COUNTY</small>
	Date Drawn: May 3, 2017	N:\PDS Admin\4000 - 4499 Land Use Services\ 4470 Technical Support\Planning Techs\ Engineering\Levies Maps\Development Area Maps
	Revision Date: March 27, 2020	

SECTION 2 - Sanitary Sewer Trunks

GENERAL CRITERIA

- The County will provide a safe, reliable wastewater collection system at an acceptable level of service.
- Sanitary trunk sewer costs will be shared equitably within each facility's service area on a gross development area basis.
- The cost of facilities shall be shared equally by the benefiting areas.
- In the case of sanitary trunks located internally in subdivisions that provide both trunk and local collection functions, only the oversizing cost shall be paid by benefiting upstream service areas. In this case, local collection sewers are those that have service connections to abutting lots. Also in this situation, oversizing is defined as the extra cost of the trunk over and above what is required to service the adjacent development.

SANITARY SEWER TRUNKS FUNDED BY OFFSITE DEVELOPMENT LEVIES

1. SHERWOOD PARK NE & CENTRAL TRUNKS

- The NE and Central Trunks were purchased from AMHC in 1989.
- These mains are fully constructed and debentures are retired.
- Levies relate to the repayment of the \$10.4 million from general revenues used in the AMHC acquisition, of which \$5,408,000 is the NE and Central Sanitary Sewer Trunks proportionate share.

2. NORTHEAST TRUNK UPGRADES

- The existing trunks are completely constructed.
- In order to address the servicing needs of new engineering design standards based on an infiltration allowance of 0.28 L/s/ha as well as changes to land uses in the Municipal Development Plan since 1989, upgrading of the trunk capacities is required.
- The upgrading will provide a continued level of service acceptable for both existing and new development in the benefiting areas.

3. CENTRAL TRUNK & TUC NORTHWEST TRUNK UPGRADES

- The existing trunks are completely constructed.
- In order to address the servicing needs of new engineering design standards based on an infiltration allowance of 0.28 L/s/ha as well as changes to land uses in the Municipal Development Plan since 1989, upgrading of the trunk capacities is required.

- The upgrading will provide a higher level of service to both existing and new development in the benefiting areas.
- Flow monitoring and hydraulic modeling identify that the existing trunk sewers on the west side of Sherwood Park do not have capacity to provide the standard level of service in Sherwood Park and were not designed to service any lands south of Wye Rd.
- Engineering studies recommend that the most cost-effective method for servicing lands south of Wye Rd and industrial lands north of Baseline Rd and to meet upgraded standards is a new trunk as well as upgrade of the existing line.
- The costs associated with the Central Trunk and TUC Trunk benefiting areas have been blended and incorporated into one benefiting area.

4. 34 ST & 84 AVE – Gold Bar Wastewater Treatment Plant to 84 Ave (City of Edmonton Connection)

- Under the proposed Wastewater Treatment and 34th Street Trunk Agreement between the City of Edmonton and the County, the County is responsible for approximately 42% of the estimated capital costs of \$16,585,464 of the required trunk. The benefiting area includes Sherwood Industrial area north of Wye Rd in the 84 Ave service area (see Table 1).
- Within this benefiting area, developers shall pay a “contribution in aid of construction”. The amount of contribution required by the developer shall be determined and payable pursuant to a development agreement and will go towards the specific capital asset required within this benefiting area.

5. NORTH OF YELLOWHEAD

- Sanitary servicing to the majority of the area is being provided from a new stub connection to the Alberta Capital Region Wastewater Commission (ACRWC) along Twp Rd 534.
- Based on the 2014 Stantec North of Yellowhead engineering design and 2020 unit rates, the estimated capital costs of sanitary sewer upgrades is \$15,127,000 (Table 1).
- A small portion of sanitary servicing is also required to connect south into the gravity manhole located along Rng Rd 231, north of the CN Rail tracks.

6. COUNTRY RESIDENTIAL/ESTATE DEVELOPMENT

- Where Country Residential/Estate developments are serviced with sanitary sewer, though the Capital Cost Recovery for Wastewater Servicing in the Country Residential Area Policy, developers shall, in addition to “contributions in aid of construction”, pay a connection fee as established by the County’s Fees, Rates and Charges Bylaw. This connection charge

contribution will go towards the specific capital asset in that particular benefiting area.

Northeast Sanitary Trunk benefiting area:

$$\frac{\$181}{10^*} = \$18 \text{ per lot or connection}$$

TUC Trunk benefiting area:

$$\frac{\$4,758}{10^*} = \$476 \text{ per lot connection}$$

****Based on assumed typical 10 lots per hectare density***

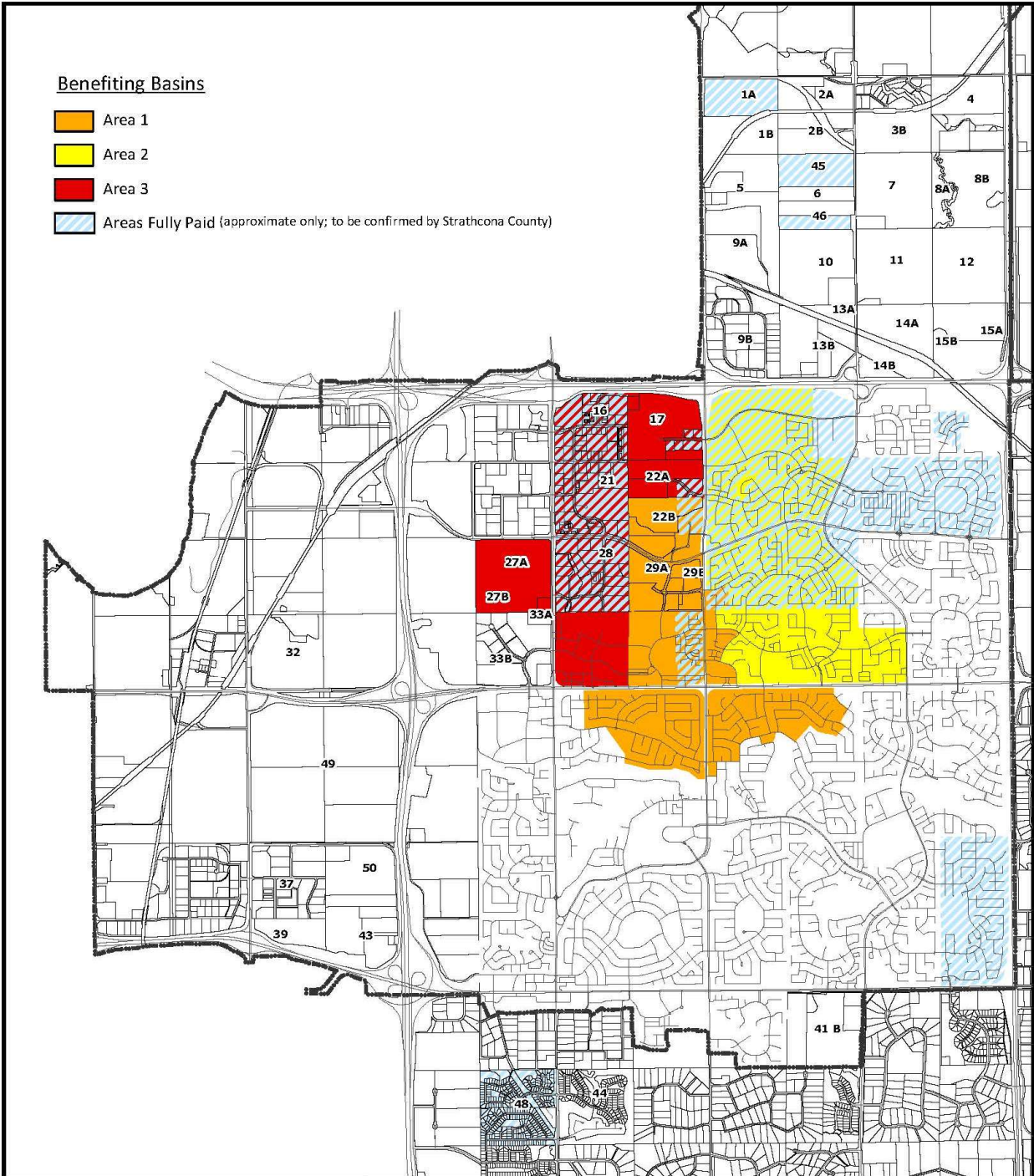
7. SANITARY SEWER STORAGE

- In 2004, the ACRWC conducted a level of service study to determine the storage necessary for each municipality based on the selected level of service criteria. A study conducted by UMA incorporated information from ACRWC's study into the Sanitary Servicing Master Plan for Sherwood Park.
- Based on the UMA study, a cost of \$17,895,047 (see Table 1) was estimated and would be collected by both new and existing areas of Sherwood Park. This cost has been proportionately allocated to all sanitary benefiting areas.

Table 1:

Strathcona County 2020 Sanitary Facilities Cost Estimates

Project Description	Project Cost Estimates	Remaining Levy Costs
34th St Sanitary Trunk Upgrading - Phase 1A	\$340,859	\$110,025
34th St Sanitary Trunk Upgrading - Phase 2	\$6,105,892	\$974,908
34th St Sanitary Trunk Upgrading - Phase 3	\$662,220	\$105,735
34th St Sanitary Trunk Upgrading - Phase 4	\$2,005,402	\$322,102
34th St Sanitary Trunk Upgrading - Phase 5	\$7,811,950	\$1,247,309
North of Yellowhead Wastewater - Design	\$807,993	\$624,097
North of Yellowhead Wastewater - Phase 1&2	\$ 15,127,000	\$11,576,469
TUC Upgrade - Phase 2	\$964,484	\$54,809
TUC Upgrade - Phase 3	\$1,918,703	\$109,032
NE Sanitary Sewer Line Emerald Hills	\$174,173	\$21,160
Central Sanitary Trunk Upgrade - Phase 1	\$2,101	\$71
LOS Wastewater Storage - Design	\$2,103,609	\$511,704
LOS Wastewater Storage - Construction	\$15,791,438	\$3,630,934



Offsite Development Levies Sherwood Park Drainage Benefiting Areas	SCHEDULE "A-2"	
	Drawn By: J. Covers	PLANNING & DEVELOPMENT SERVICES STRATHCONA COUNTY
	Date Drawn: May 3, 2017	N:\PDS Admin\4000 - 4499 Land Use Services\ 4470 Technical Support\Planning Techs\ Engineering\Levies Maps\Development Area Maps
	Revision Date: March 27, 2020	

SECTION 3 – Drainage Facilities

GENERAL CRITERIA

The drainage plan for NW Sherwood Park has been established by a report completed by Stantec Consulting in 2000. The major focus of this plan is the diversion of 210 hectares from Culvert 1, crossing Hwy 16 at Hwy 216 to Culvert 9, west of Sherwood Dr on Hwy 16. The purpose of the diversion is to avoid any additional downstream flows from Culvert 1 by diverting flows to Culvert 9, thereby reducing the total downstream effects. The benefiting lands have been split into three areas as follows:

DRAINAGE FACILITY UPGRADES FUNDED BY OFFSITE DEVELOPMENT LEVIES

1. AREA ONE – POND 115

The estimated costs (Table 2) for the outfall and upstream work are proportionately allocated to offsite development levies on new undeveloped benefiting lands and on existing developed benefiting areas through utility rates.

2. AREA TWO – CULVERT 9

The costs for lands lying east of Sherwood Dr and west of Clover Bar Rd for Culvert 9 have now been included for provincial funding as part of the Hwy 16 upgrades and no longer required to be proportionately allocated to offsite development levies on new undeveloped benefiting lands or on existing developed benefiting areas through utility rates.

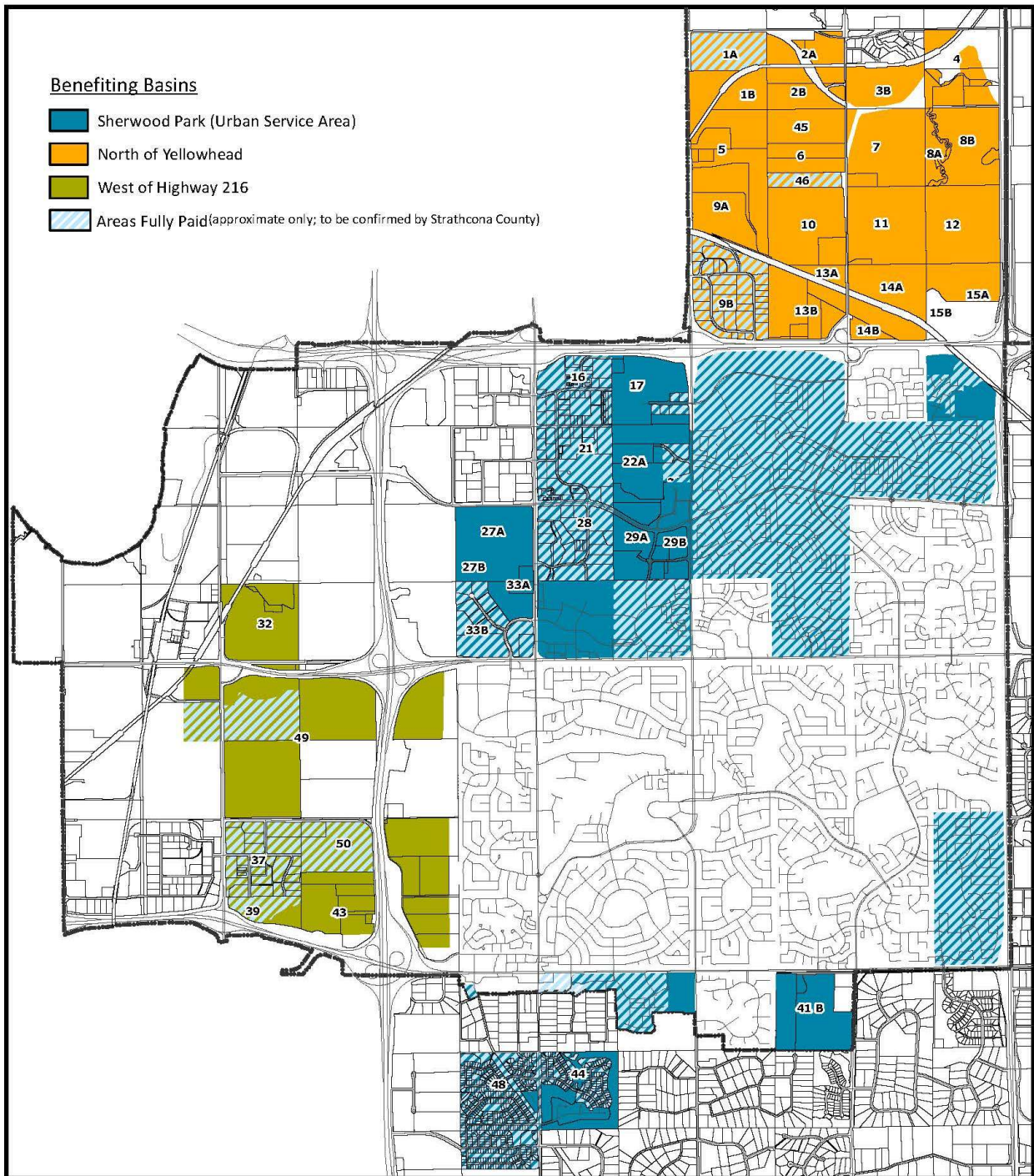
3. AREA THREE – CULVERT 9 DOWNSTREAM DRAINAGE CONVEYANCE

Construction costs (Table 2) for lands lying west of Sherwood Dr for downstream drainage are proportionately allocated to offsite development levies on new undeveloped benefiting lands and on existing developed benefiting areas through utility rates.

Table 2:

**Strathcona County
2020 Storm Facilities Cost Estimate**

Project Description	Project Cost Estimates	Remaining Levy Costs
NW Sherwood Park Drainage - Phase 1 of 4	\$9,225	--
NW Sherwood Park Drainage - Phase 2 of 4	\$457,690	\$37,474
NW Sherwood Park Drainage - Phase 3 of 4 Downstream Conveyance	\$5,965,734	\$2,065,454



**Offsite Development Levies
Water Mains
Benefiting Areas**

SCHEDULE "A-3"

Drawn By: J. Cavers
Date Drawn: May 3, 2017
Revision Date: March 27, 2020

PLANNING & DEVELOPMENT SERVICES STRATHCONA COUNTY
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Engineering\Levies Maps\Development Area Maps

SECTION 4 - Water Transmission Mains

GENERAL CRITERIA

- 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 service area on a gross development area basis, excepting the North of Yellowhead basin, which is treated as its own service area however may still include cost sharing with the entire service area if benefit is identified.
- In the case of 400mm and larger water mains, located internally in subdivisions that provide both transmission and distribution functions, only the oversizing cost shall be shared by the benefiting area. Water mains providing a distribution function in this case are those that have service connections to abutting lots. Also in this situation, oversizing is defined as the extra cost of the water main over and above a base 300mm water main. The oversizing is typically identified at the detailed subdivision design stage and the cost would be recoverable under the development agreement.

TRANSMISSION MAINS FUNDED BY OFFSITE DEVELOPMENT LEVIES

1. SHERWOOD PARK WATER MAINS I & II

- 17 St to Clover Bar Rd, Clover Bar Rd – Colwill Blvd to Primrose Blvd; Broadmoor Blvd – Mission St to Hwy 16.
- Water Mains I & II were purchased from AMHC in 1989.
- These mains are fully constructed, and debentures are retired.
- Levies relate to repayment of the \$10.4 million from grant reserves used in the AMHC acquisition, of which \$4,992,000 is the Water Main I and II proportionate share.

2. SHERWOOD PARK WATER MAIN III (Clover Bar Rd)

- Clover Bar Rd – Primrose Blvd to South Hwy 16.
- This transmission main provides service to the northern parts in combination with the new transmission mains described below and Water Mains I & II.
- The balance from Summerwood Blvd to Hwy 16 will be constructed by the County in stages as development and construction proceeds.

3. SHERWOOD PARK WATER MAIN IV

- Clover Bar Rd – Colwill Blvd to Wye Rd.

- This main is now completely constructed by oversizing lines through the adjacent subdivisions, and all oversizing costs paid.

4. LAKELAND DR AND SHERWOOD DR WATER TRANSMISSION LINES

- These mains will provide service to the northern parts of Pressure Zone 1 and Pressure Zone 3 in combination with the other transmission mains.
- These mains will be constructed by the County in stages as development proceeds.
- Lakeland Dr transmission line from the proposed reservoir site to Lakeland Dr - \$1,600,423 (see Table 3)
- Sherwood Dr transmission line cost - \$965,579 (see Table 3)

5. SOUTH OF WYE TRANSMISSION MAIN

- Parallels Wye Rd to south from TUC to Rng Rd 231
- This main provides service to the commercial and estate residential developments south of Wye Rd.
- Parts of this main are constructed through the Estates of Sherwood Park and Wye Commercial.
- The balance of the line will be constructed by developers as development continues by utilizing lines through the developments.
- Internal cost sharing between developers will be administered through development agreements.

6. NORTH OF YELLOWHEAD TRANSMISSION MAIN

- Rng Rd 232 from Liberty Rd to south of the CP Tracks.
- This main provides service to Griffin Industrial and the North of Yellowhead area.
- A portion of the main was constructed by Lockerbie and Hole on a cost recovery basis.
- This area has preliminary design completed with construction cost estimates of approximately \$12,098,000 (see Table 3) for servicing the remaining areas in this basin.
- These mains will provide service to the lands north of Yellowhead Trail and east of Hwy 21 and will be constructed by the County as development proceeds.

7. COUNTRY RESIDENTIAL/ESTATE DEVELOPMENTS

- Where Country Residential/Estate developments are serviced with water through the Capital Cost Recovery for Water Servicing Policy, developers shall provide the “contributions in aid of construction” as required by the said policy.

8. ARDROSSAN AND JOSEPHBURG RESERVOIR AND STORAGE UPGRADES

- The proposed facilities required to service future development will not be levied, but rather collected through user rates, similar to the Urban Service Area of Sherwood Park.
- Any oversizing of these facilities to accommodate potential future lands, are to be constructed and paid for by the developers as required as part of their development costs, to be incorporated in appropriate development agreements and not as levies.

9. NEW RESERVOIR FILL MAIN & LAKELAND DR TRANSMISSION EXTENSION

- The proposed reservoir and supply system required to service future development will not be levied, but rather collected through user rates. The exception to this is the Reservoir Fill Main and the Lakeland Dr Transmission Extension.

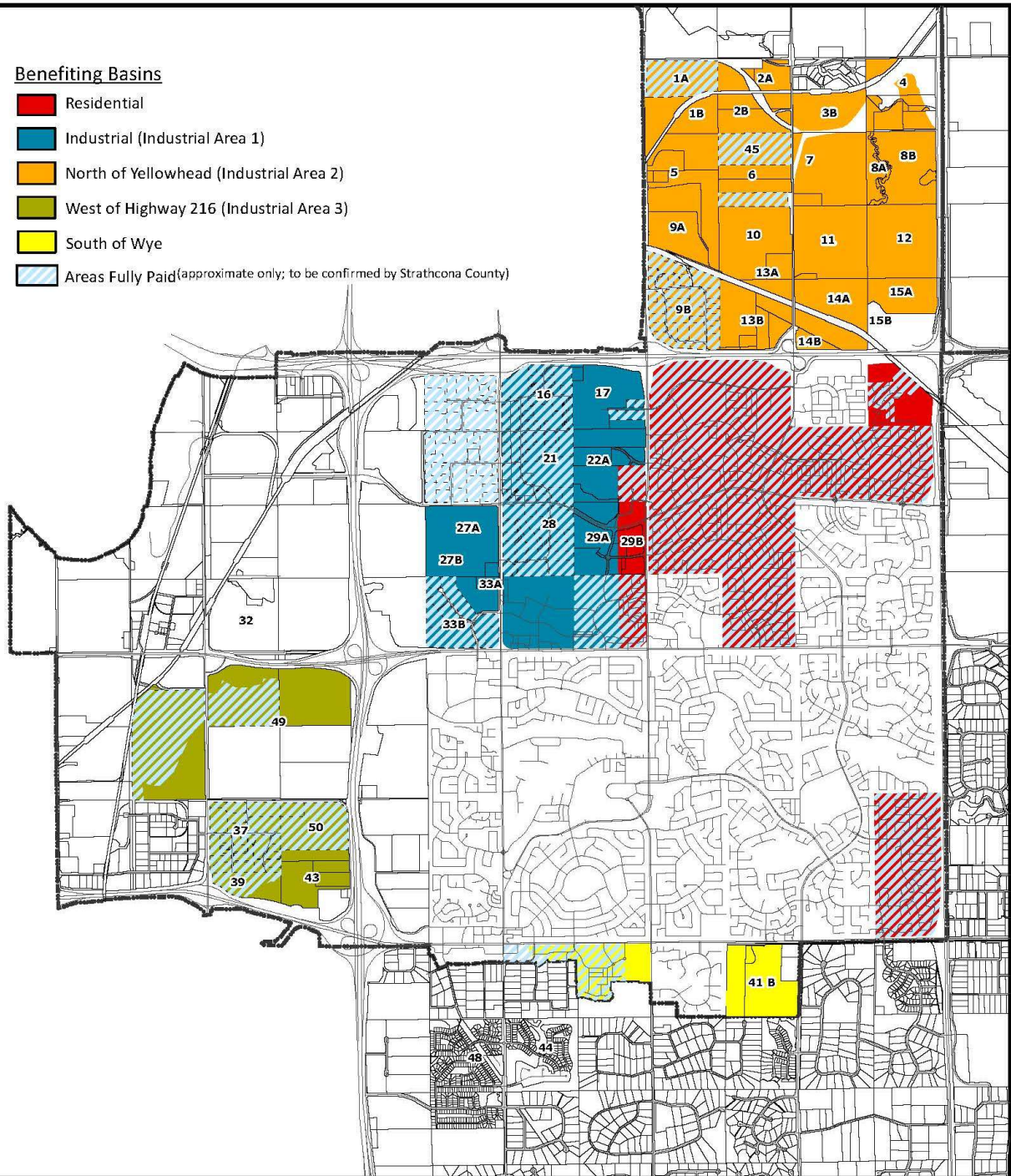
Table 3:

**Strathcona County
2020 Water Facilities Cost Estimates**

Project Description	Project Cost Estimates	Remaining Levy Costs
Sherwood Dr North Watermain - Phase 2 Palisades to Emerald Dr	\$965,579	\$423,654
Lakeland Dr Watermain Phase 2	\$1,600,423	\$774,482
North of Yellowhead - Design	\$808,561	\$788,243
North of Yellowhead - Phase 1	\$12,098,000	\$11,747,033
Strathcona County Water Supply System - Phase 1A Fill Line to Bison Way	\$12,687,121	\$5,322,946
Strathcona County Water Supply System - Phase 1 and 2 (34th & 17th St. Infrastructure)	\$33,214,487	--
Lakeland Reservoir / Pumphouse Design	\$337,390	--
Clover Bar Rd Watermain Phase 2	\$194,585	\$90,147

Benefiting Basins

- Residential
- Industrial (Industrial Area 1)
- North of Yellowhead (Industrial Area 2)
- West of Highway 216 (Industrial Area 3)
- South of Wye
- Areas Fully Paid (approximate only; to be confirmed by Strathcona County)



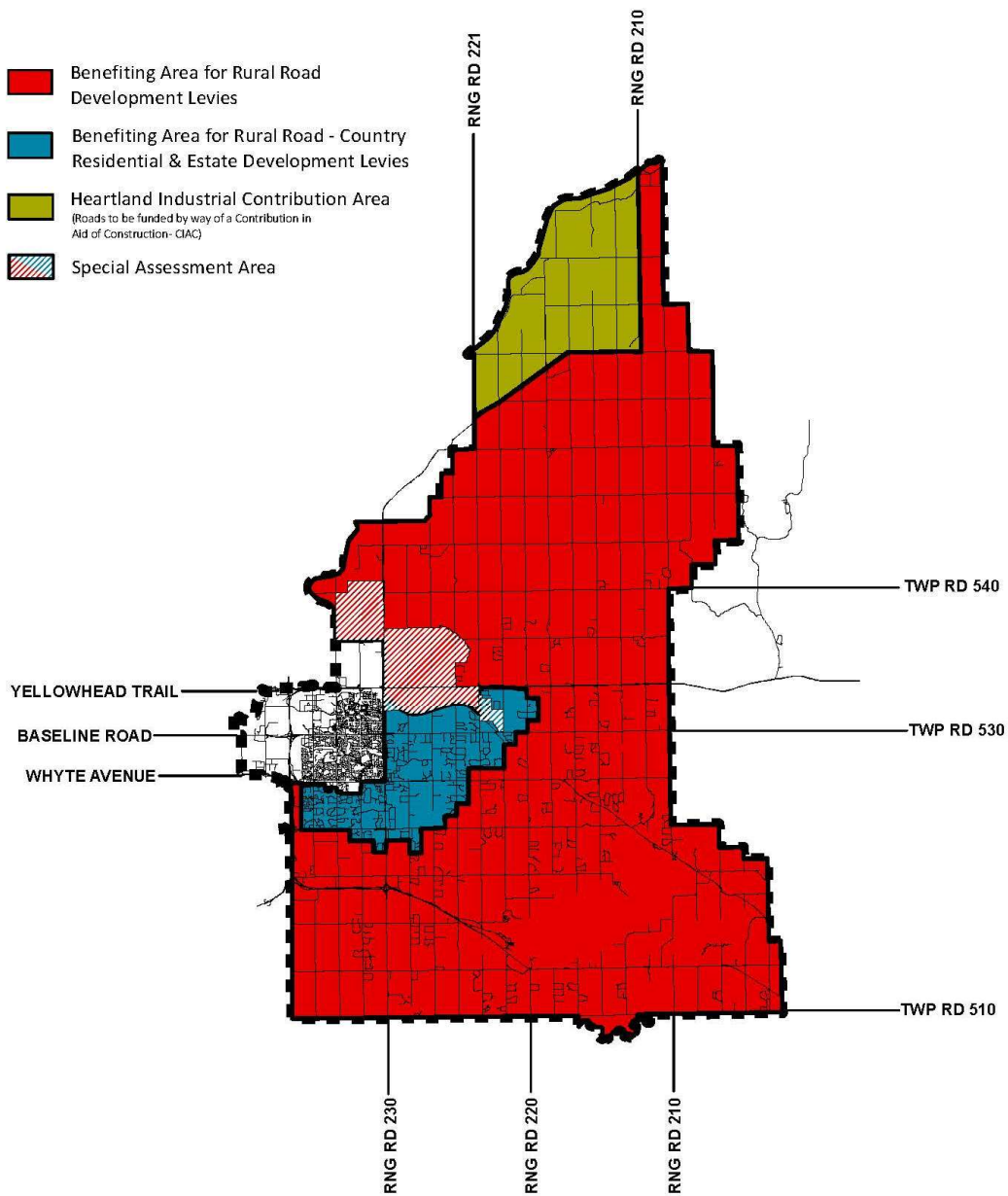
**Offsite Development Levies
Arterial Roads
Benefiting Areas**

SCHEDULE "A-4"

Drawn By: J. Caves
Date Drawn: May 3, 2017
Revision Date: March 27, 2020

PLANNING & DEVELOPMENT SERVICES

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Offsite Development Levies
Rural Road Levies
Benefiting Areas

SCHEDULE "A-5"

Drawn By: J. Covers
 Date Drawn: May 3, 2017
 Revision Date: March 27, 2020

PLANNING & DEVELOPMENT SERVICES

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 Engineering\Levies Maps\Development Area Maps

SECTION 5 – Arterial Roads / Rural Roads

GENERAL CRITERIA

- 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 levies contained herein are based on the land use and projected development pursuant to the current Municipal Development Plan.
- Due to the nature and intensity of traffic generation, the levies for industrial, urban residential, Country Residential/Estate, and rural development outside the Urban Services Area are prepared separately.

1. ROAD RIGHT-OF-WAY REQUIREMENT

Within the Urban Services Area, all 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 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.

In summary:

The developer/owner will dedicate the following land for arterial road rights-of-ways:

- 24 metres of the specified arterial road right-of-way width.

- land required for the additional left turn lane at arterial/arterial intersections.

The County will purchase the following land for arterial rights-of-ways:

- the difference between the specified arterial road right-of way width and the 24 metre dedication.
- the parallel widening for the deceleration and acceleration lanes at arterial/arterial intersections.
- the corner cut-off at arterial/arterial intersections.

Within the rural areas, land costs are not included in the levy calculations as road right-of-way widening of major roads are included in subdivision approval conditions.

2. TRANSPORTATION GRANTS

The application of project specific grants to arterial road projects are reviewed annually and annual levy calculations for arterial roads may reflect current grant applications as determined by the County.

3. 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.

Noise attenuation facilities required for upgrading in conjunction with completion of arterials in developed areas are included in calculations of arterial road levies.

4. 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:

Arterial/Arterial Road Intersections

- The cost of signals at arterial/arterial road intersections will be included in the levies.

Residential Arterial/Collector Road Intersections

- Where no development has occurred on either side of the road, 100% of the signals will be included in the levies.
- Where one side of the arterial road is developed, 50% of the cost of the signals will be included in the levies.

Industrial Arterial Road Intersections

- The costs of signals will be the responsibility of the developer.

Where arterial roads have been constructed by the County prior to development of contiguous lands, the County may have constructed components of intersections with the arterial road. These intersection costs will be recovered from the adjacent property when it develops, at the time of execution of a development agreement or issuance of a development permit.

5. ARTERIAL ROADWAY LANDSCAPING AND PEDESTRIAN LINKAGES

Arterial roadway landscaping and pedestrian linkages required for new development are included in calculations of arterial road levies.

6. 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. Arterial road 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.

7. SUBDIVISION IDENTIFICATION FEATURES

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

8. UNDERGROUND POWER COSTS

Underground power costs have been added to the estimated construction costs of applicable arterial roads.

9. 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.

SPECIFIC BENEFITING AREAS

1. RESIDENTIAL ARTERIAL ROADS WITHIN THE URBAN SERVICES AREA

- a) Residential arterial roads and related facilities required to service new development within the Urban Services Area are included and identified in Table 4.
- b) As residential development generates a considerable amount of traffic which will impact the downstream roads, the arterial road levies include a downstream component calculated herein to equitably recover such costs.

The downstream portion of the arterial road levies are based on the following guidelines:

- i) Based on the complete development of the residential area in the Urban Services Area, the total traffic projections, based on population and employment projections, is calculated for each major arterial road.
- ii) Forecasted traffic projections of existing population (excluding development) are also calculated for each arterial road.
- iii) The difference between i) and ii) above would indicate the impact of development on the roadway system.
- iv) The impact is then expressed as percentages of total traffic volumes on the various roads.

- v) Downstream levies are then calculated on the basis of these percentages. Any impact less than 10% of the total traffic is excluded.

2. INDUSTRIAL ARTERIAL ROADS

- a) **Area 1** – Industrial areas in Urban Services Area between Baseline Rd and Hwy 16 and between Sherwood Dr and Rng Rd 216 East; arterial roads and related facilities required to service new development in the Industrial Area I are identified in Table 4.

No downstream costs are added to this benefiting area.

- b) **Area 2** – Industrial areas in Urban Services Area north of Hwy 16; arterial roads required to service new development in Industrial Area 2 as recommended in the North of Yellowhead Engineering Design Brief are identified in Table 4.
- c) **Area 3** – Industrial areas south of Baseline Rd and west of Hwy 216. Within Industrial Area 3, developers shall pay a “contribution in aid of construction”. The amount of contribution required by the developer shall be determined and payable pursuant to a development agreement and the contribution will go towards the specific capital asset in that particular benefiting area.
- d) **South of Wye Development Area** - The estimated cost of the improvements shown in the table below, represents the cost of upgrading Wye Rd to a six lane cross-section as well as a portion of improvements on Rng Rd 231 and improvements on Rng Rd 232.

An analysis of the projected traffic from the South of Wye benefiting area was completed and has been shown as percentage of the total projected traffic volume at full buildout on Wye Rd in each of the sections from Ordze Ave to Clover Bar Rd. The percentage values were then applied to the total cost in each section and is represented as the development cost component as identified in Table 4.

3. RURAL ROAD LEVIES

A single subdivision in isolation does not create the necessity for the County to upgrade various roadways. It is the combined effect of a number of subdivisions that increase traffic volumes to the point where a road can no longer accommodate the traffic volume. This is particularly true on the downstream end of the road network.

As properties are subdivided and additional residences are constructed, increased demand on the County's road network occurs to the extent that at some point an upgrading of some roads will be required in order to accommodate the increase in traffic volumes.

The Rural Road Master Plan includes expenditures to maintain the County's rural grid roads and cold mix network at the present or status quo level.

A rural road levy will assist the County in the capital construction costs in upgrading the various roads.

The estimated 2020 cost of upgrading the sub-grade, base, and geometric aspects of a rural road is \$571,629 per km.

The length of road associated with providing access to every two sections of land is three miles, or 4.8 km.

Based upon experience related to recent Country Residential/Estate subdivisions development in the County, approximately 50 lots per quarter section, or 400 lots for every 2 sections is the estimated resulting density.

Applying a cost of \$571,629 per km of road, the upgrade cost per lot would be \$6,789/lot.

In the proposed rural road levy calculation, a credit is given to recognize that a portion of existing taxes contribute to the current rural road Reconstruction Network Program.

The levies will be applied as follows:

- The number of new parcels created other than exceptions noted above less residual parcels, i.e. if a quarter section is subdivided into 5 lots, then 4 additional lots would be created from the quarter section adding demand on County roadway system.
- The rural road levy would not be applied to first parcel out, 80 acres splits or boundary adjustments.
- The money collected from levies would be applied to roads where traffic volumes warrant and not necessarily the road which abuts the development.
- The rural road levies apply to all new subdivisions not within an otherwise prescribed benefiting or levies area.

4. RURAL ROAD LEVIES – COUNTRY RESIDENTIAL/ESTATE

As density is greater in the Country Residential/Estate benefiting area, a separate rural road levy exists for this benefiting area. The rural road levy for Country Residential/Estate is based upon 2009 actual costs to upgrade Twp Rd 530 from Hwy 21 to Hwy 824 and Rng Rd 231, 232, and 233 from Wye Rd to Hwy 628 as recommended in the functional planning studies. This estimated cost is the cost to upgrade the remaining grid roads to a Class I standard, including the cost of land purchases, standard landscaping and pedestrian linkages required for new development.

The total estimated cost to upgrade the roads within this benefiting area, including land for rights-of-ways is \$117,630,988. Based on a draft study of the country residential policy area, potential undeveloped and existing lots within this benefiting area is 5,006 lots. The rural road levy proposed for this benefiting area, based upon actual 2017 costs is \$23,266 per subdivided rural lot. The amount of the levy will be reviewed from time to time to reflect the changing costs over time.

The levies will be applied as follows:

- The number of new parcels created other than exceptions noted above less residual parcels, i.e. if a quarter section is subdivided into 50 lots, then 49 additional lots would be created from the quarter section adding demand on County roadway system.
- The money collected from levies would be applied to roads within the benefiting area and not necessarily the road which abuts the development.

Table 4:

**Strathcona County
2020 Arterial Road Facilities Cost Estimates**

Project Description	Project Cost Estimate	Remaining Levy Costs
Clover Bar Rd 200m N of Dawson Dr to Hwy 16 - 2nd Phase	\$2,415,997	\$835,266
Clover Bar Rd Dawson Dr to Hwy 16 2nd Phase	\$1,707,202	\$333,884
Clover Bar Rd Dawson Dr to Hwy 16 Final Lift	\$435,121	--
Lakeland Dr Palisades Blvd to Sherwood Dr - add 2 lanes	\$1,480,437	\$563,317
Lakeland Dr Sherwood Dr to Clover Bar Rd – complete to 4 lanes	\$10,741,517	\$2,847,697
Lakeland Dr Clover Bar Rd to Hwy 21 - 2 lane phase (plus future trees)	\$4,364,722	\$1,597,785
Lakeland Dr Clover Bar Rd to Hwy 21 - complete to 4 lanes	\$3,299,826	\$911,070
Lakeland Dr Palisades Blvd to Hwy 21 - final lift	\$608,227	\$9,075
Lakeland Dr Hwy 21 interchange land (NW Quadrant)	\$636,625	\$261,106
Sherwood Dr Cranford Way to Lakeland Dr final lift (residential portion)	\$474,794	--
Sherwood Dr Lakeland Dr to Hwy 16 - add 2 lanes (residential portion)	\$5,861,404	\$609,685
Sherwood Dr Lakeland Dr to Hwy 16 - final lift (residential portion)	\$809,284	\$185,755
Sherwood Dr Cranford to Centennial Pk (residential portion)	\$1,368,964	\$496,627
U\G Power Bury Sherwood Dr - Centennial Pk to Hwy 16 (residential portion)	\$405,774	\$159,079
Signals at collector/arterial intersections	\$825,000	--
Petroleum Wy Hwy 216 to 800m east	\$5,008,249	\$3,320,213
Petroleum Wy 800m E of Hwy 16A to W of Broadmoor Blvd	\$2,466,749	\$1,069,260

Project Description	Project Cost Estimate	Remaining Levy Costs
Lakeland Dr Broadmoor Blvd to Palisades Blvd - add 2 lanes	\$1,745,532	\$767,359
Lakeland Dr Broadmoor Blvd to Palisades Blvd - final lift	\$471,376	\$210,700
Broadmoor Blvd Baseline Rd to Hwy 16 - trees	\$725,000	\$485,380
Sherwood Dr Cranford Way to Lakeland Dr - final lift (Industrial portion)	\$97,246	\$6,381
Sherwood Dr Lakeland Dr to Hwy 16 - add 2 lanes (industrial portion)	\$1,204,393	\$323,777
Sherwood Dr Lakeland Dr to Hwy 16 - final lift (industrial portion)	\$165,758	\$63,787
U\G Power Bury Sherwood Dr - Centennial Pk to Hwy 16 (industrial portion)	\$83,111	\$59,074
U\G Power Bury Broadmoor Blvd - Baseline Rd to Hwy 16	\$670,577	\$484,043
Broadmoor Blvd Improvements Adjacent to Buckingham Business Pk	\$144,131	\$138,428
Baseline Rd Remove access at Rng Rd 231	\$79,603	\$28,008
Baseline Rd Noise attenuation - Broadmoor Blvd to Hwy 21 S side	\$806,635	\$167,256
Baseline Rd Noise attenuation - Clover Bar Rd to Hwy 21 N side	\$656,000	\$128,913
U\G Power Bury Baseline Rd - Clarkdale Blvd to Hwy 21 (N side)	\$180,764	\$88,794
Rng Rd 232 Hwy 16 to Turbo access - add 2 lanes	\$2,430,000	--
Rng Rd 232 Turbo access to CP railway crossing - add 2 lanes	\$9,460,000	--
Rng Rd 232 Turbo access to CP railway crossing - final lift	\$640,000	--
Rng Rd 232 CPR railway crossing to Twp Rd 534 - 4 lanes	\$29,883,500	\$4,198,122
Rng Rd 232 CNR railway overpass	\$26,630,000	\$12,984,293

Project Description	Project Cost Estimate	Remaining Levy Costs
Rng Rd 232 CPR railway overpass	\$23,980,000	--
Rng Rd 231 Hwy 16 to Twp Rd 534 - 4 lanes	\$49,801,450	\$35,560,742
Rng Rd 231 CNR railway overpass	\$17,620,000	\$14,152,498
Twp Rd 534 Rng Rd 232 to Rng Rd 231 - 4 lanes	\$44,858,000	\$34,321,285
Twp Rd 534 Rng Rd 231 to Hwy 21 - 4 lanes	\$113,856,948	\$18,058,615
Twp Rd 534 Oldman Creek bridge (4 lane structure)	\$8,500,000	\$2,980,824
Twp Rd 534 Twp Rd 534 CPR railway overpass	\$16,890,006	--
Wye Rd Ash St - Wye Rd to Green St/Wallace Dr	\$5,002,314	\$355,318
Wye Rd Ordze Rd to Sherwood Dr	\$7,581,000	\$47,549
Wye Rd Sherwood Dr to Ash St	\$3,332,160	\$119,884
Wye Rd Ash St to Hawthorne St	\$4,346,100	\$308,306
Wye Rd Hawthorne St to commercial access	\$3,600,000	\$139,999
Wye Rd Commercial access to Brentwood Blvd	\$2,967,000	\$349,172
Wye Rd Brentwood Blvd to Estate Dr	\$5,225,000	\$582,624
Wye Rd Estate Dr to Nottingham Wy	\$5,853,000	\$741,295
Wye Rd Nottingham Wy to Clover Bar Rd	\$4,278,000	\$877,064
Rng Rd 232 Wye Rd to south property line	\$5,030,000	\$443,608
Rng Rd 231 Wye Rd to Hillshire Blvd	\$6,268,000	\$476,963
17 St upgrade	\$22,173,000	--