



STRATHCONA  
COUNTY

# 2019 Offsite Development Levies Annual Report



**Strathcona County  
Alberta, Canada**

For the year ended December 31, 2019

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## Introduction

Strathcona County's vision is to become Canada's most livable community. Being an energetic and thriving community requires Strathcona County ("the County") to build new infrastructure to allow for growth and development. Developers contribute to these infrastructure costs through the payment of Offsite Development Levies, a mechanism enabling municipalities to recover capital costs of offsite infrastructure required for new development.

The *Municipal Government Act* (MGA) allows municipalities to charge and collect levies on eligible offsite infrastructure, which include new or expanded roads; utility infrastructure for water, sanitary, or storm water; and associated lands for each. Offsite Development Levies may only be collected once for each type of Leviaible Infrastructure on lands subject to development or subdivision, and only for those items outlined within an Offsite Levies Bylaw.

In 2017, the MGA was expanded to allow municipalities to collect levies to fund community infrastructure including: recreation facilities, fire halls, police stations and libraries. The County currently does not charge levies for community infrastructure and will continue to assess the feasibility of collecting these types of levies given the complexity and uncertainty surrounding this new concept. In addition to charging levies for community infrastructure, municipalities also have the authority to charge levies for municipal road projects that connect to or improve the connection to provincial highways.

Each municipality is unique in its assessment of Offsite Development Levies. Levy calculations are determined through consultation with the affected landowners and developers. The County continuously works with members of the development industry to determine levy methodology, inputs and rates.

On July 23, 2019, Council approved the Offsite Development Levy Policy for New Areas (SER-009-044) which establishes the framework and philosophies for charging levies for any of the County's new growth areas. The policy was established, in consultation with development stakeholders, and supports the principle that growth and development pays for itself, while encouraging diverse, affordable neighbourhoods, amenities and housing opportunities within the County.

Strathcona County uses its authority to collect levies by establishing a bylaw that provides detailed objectives and calculations. The bylaw is then applied to specific developments using Development Agreements. The County's

Offsite Development Levy rates are updated annually to ensure each development pays its proportionate share of costs associated within the specified area, called a Benefiting Basin. The County uses an offsite development levy model to calculate the rates contained within the Offsite Development Levy Bylaw. In 2020, the County will begin a review and update of the model to ensure continued reliability.

Certain elements of Offsite Development Levy calculations are subject to uncertainty. Future cost estimates, development timing, and infrastructure staging are based on the best information available at the time of levy calculation. These estimates are subject to change and are updated annually as new information becomes available.

This report is prepared in accordance with Section 9 of the MGA *Offsite Levies Regulation – 187/2017* which requires municipalities to provide details on Offsite Development Levies collected and spent for each type of Leviaible Infrastructure within each benefiting area. The information within this report is for the 2019 year and pertains to the levies defined in the County’s bylaw for Offsite Development Levies.



Source: Transportation Planning and Engineering

Wye Road

This annual report uses various terminology associated with Offsite Development Levies. Please refer to the Glossary of Terms in Appendix 1 for a complete list of terms and definitions.

## Developable Area and Benefiting Basins

County land within Sherwood Park is referred to as the Urban Service Area (USA). Development Lands in the USA are broken into various areas as identified on the maps in Figures 1 to 5.

A portion of the land in each area is reserved for items such as arterial roads, environmental reserves, municipal reserves, schools, regional public utility lots and existing right-of-ways, and may be excluded from the Development Lands area used to assess levy obligations. The remaining land is available for development and may be assessed levies.

Remaining developable area is adjusted annually by deducting the area of any Development Agreements signed during the prior year. This process is completed during the annual Offsite Development Levy Bylaw update.

Development Land areas sharing the benefit of specific Leviaible Infrastructure are grouped together to form Benefiting Basins. Eligible Costs for Leviaible Infrastructure are allocated to each area deemed to receive a benefit from the particular improvement and used to determine the levy rates.

Offsite Development Levies are determined by dividing any allocated Eligible Costs by the hectares of remaining developable area for each Benefiting Basin.

Table 1 below provides a summary of the 1,128.0 hectares of remaining Development Lands within the County as of December 31, 2019.

**Table 1. Summary of Remaining Development Lands (in hectares)**

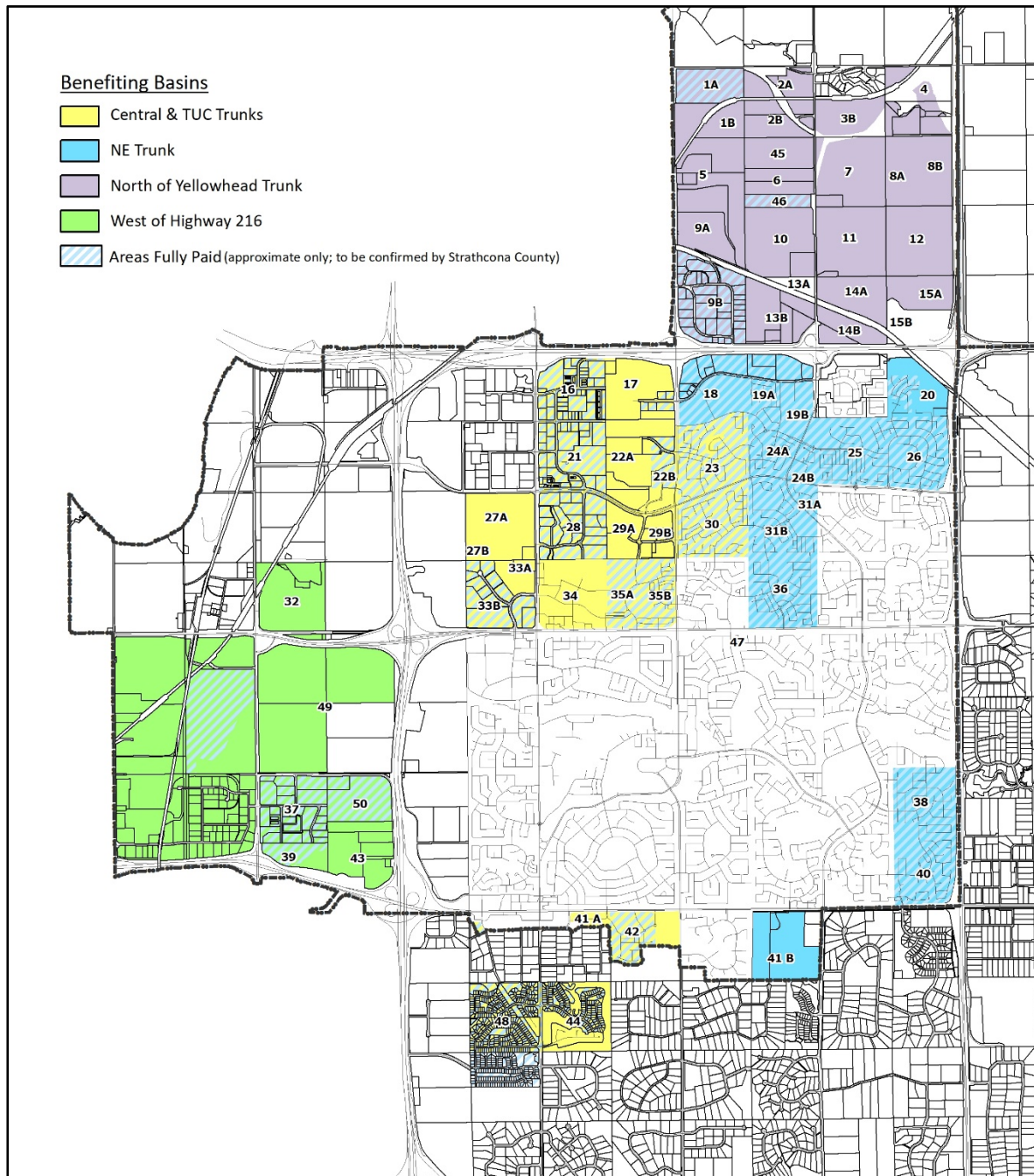
<b>Total Area</b>	<b>-</b>	<b>Reserves, Arterial Roadways, etc.</b>	<b>=</b>	<b>Gross Assessable Area</b>	<b>-</b>	<b>Developed Area</b>	<b>=</b>	<b>Remaining Developable Area</b>
2,892.3		284.3		2,608.0		1,480.0		<b>1,128.0</b>

A detailed listing of the remaining Development Lands by area is provided in Appendix 2.



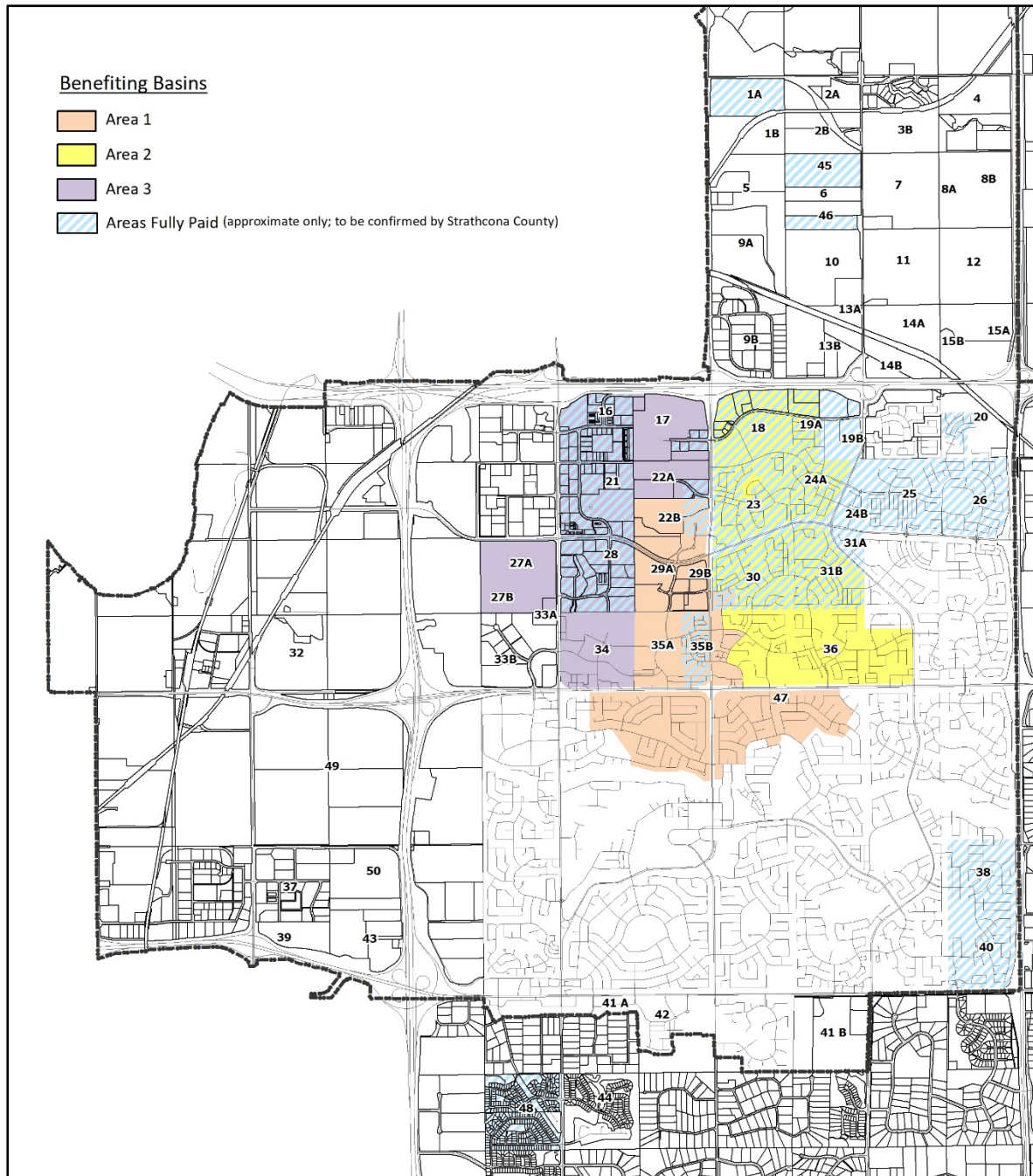
Figures 1 to 5 are maps of Development Lands and Benefiting Basins for each type of Leviaile Infrastructure.

**Figure 1. Map of Development Lands areas and Benefiting Basins for Sanitary Leviaile Infrastructure**



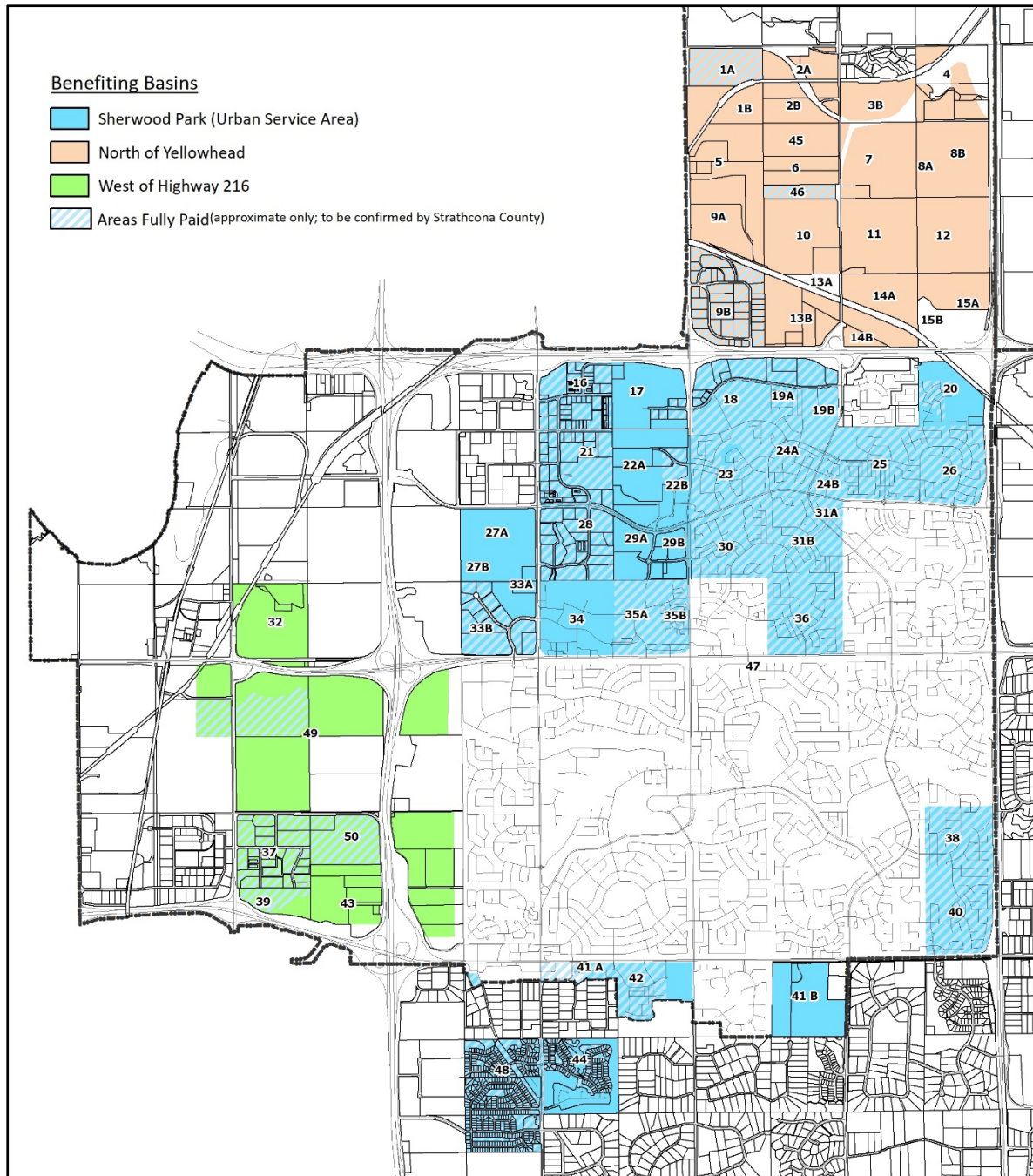
Source: Planning & Development Services, Strathcona County

**Figure 2. Map of Development Lands areas and Benefiting Basins for Storm Drainage  
Leviable Infrastructure**



Source: Planning & Development Services, Strathcona County

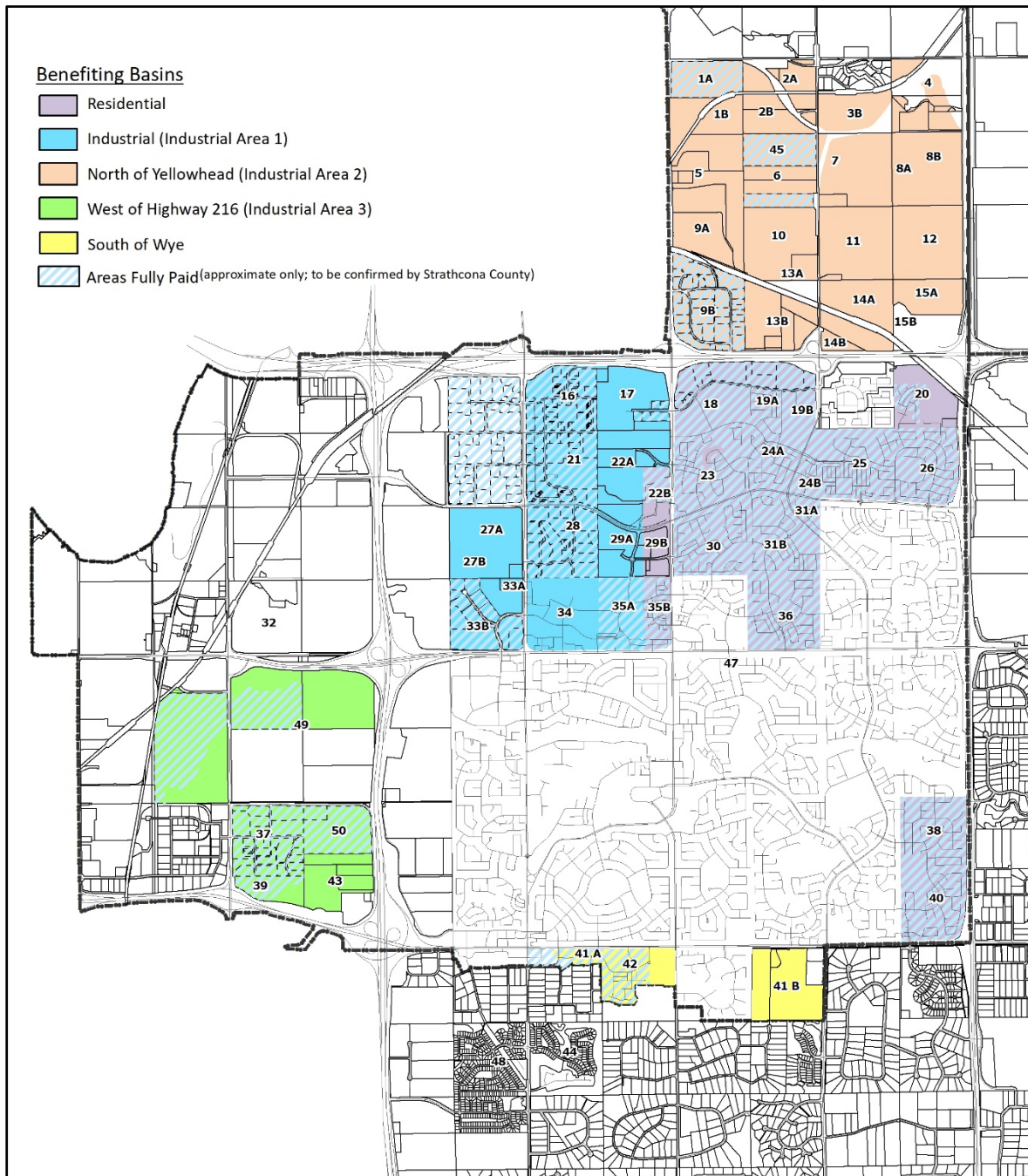
**Figure 3. Map of Development Lands areas and Benefiting Basins for Water Leviable Infrastructure**



Source: Planning & Development Services, Strathcona County

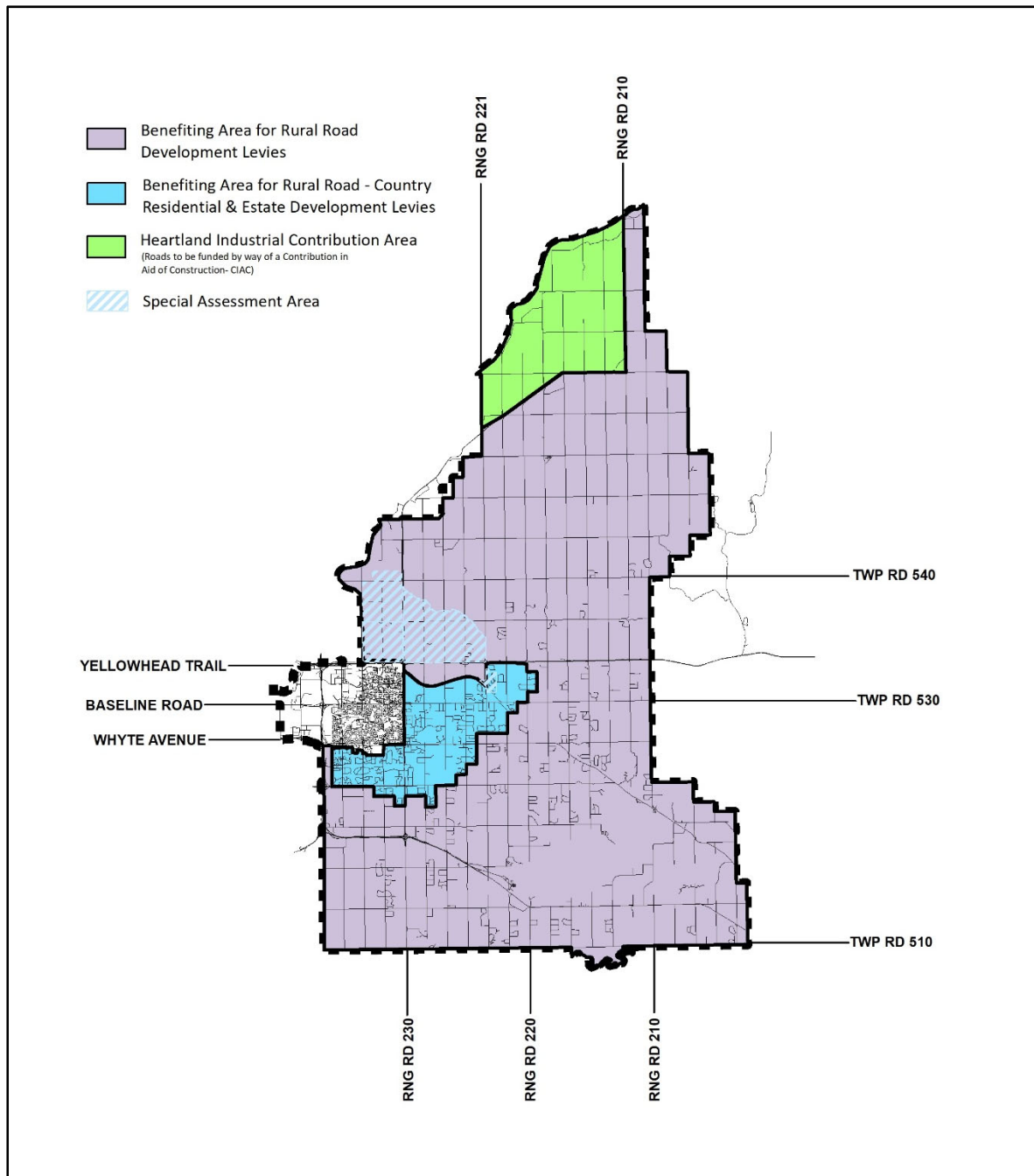


**Figure 4. Map of Development Lands areas and Benefiting Basins for Transportation (Arterial Roads) Leveable Infrastructure**



Source: Planning & Development Services, Strathcona County

**Figure 5. Map of Development Lands areas and Benefiting Basins for Transportation (Rural Roads) Leviaible Infrastructure**



Source: Planning & Development Services, Strathcona County

## Development Agreements

Any area assessed with an Offsite Development Levy, will be required to enter into a Development Agreement as a condition of subdivision or other development application.

Over the past five years, a total of 48 development agreements with leviable components were approved. This includes 27 agreements for levies charged on a per hectare basis and 21 agreements on a per lot basis.

The tables below provide a five-year summary of development agreements which included offsite levies. Depending on the type of development, Offsite Development Levies in the County may be charged on either a per hectare (Table 2) or a per lot (Table 3) basis.

**Table 2. Five-year summary of Development Agreements which included Offsite Development Levies charged on a per hectare basis (Arterial Roads, Sanitary, Water, Storm Drainage)**

	Development Agreements					
	2015	2016	2017	2018	2019	Total
Number of Agreements	4	4	5	11	3	27
Area (ha.)	20.5	11.3	14.3	33.4	9.3	88.7

**Table 3. Five-year summary of Development Agreements which included Offsite Development Levies charged on a per lot basis (Rural, Country and Estate Residential servicing)**

	Development Agreements					
	2015	2016	2017	2018	2019	Total
Number of Agreements	6	5	3	5	2	21
Number of Lots	8	49	7	11	4	79

## Offsite Development Levy Receipts

Payment of Offsite Development Levies are typically made within one year of the execution of the Development Agreement or prior to title transfer, whichever occurs first.

The total 2019 receipts for all Offsite Development Levies were \$254,581.

The receipts for Offsite Development Levies charged on a per hectare basis (Arterial Roads, Water, Sanitary, and Storm Drainage) totaled \$227,425, outlined in the table below.

**Table 4. 2019 Offsite Development Levy receipts for levies charged on a per hectare basis (Arterial Roads, Water, Sanitary, and Storm Drainage)**

Area Ref. #	Area Developed (ha.)	2019 Offsite Development Levy Receipts (in \$000s)				
		Sanitary	Storm	Water	Arterial Roads	Total
23	2.6	13	-	18	-	31
20	4.2	1	-	28	-	29
29.1	2.4	12	7	16	132	167
<b>TOTAL</b>	<b>9.3</b>	<b>26</b>	<b>7</b>	<b>62</b>	<b>132</b>	<b>227</b>

The receipts for Offsite Development Levies charged on a per lot basis (Rural, Country and Estate Residential) were received for 4 lots totalling \$27,156.



## **Leviable Infrastructure - Summary of Costs and Allocations**

Offsite Development Levies are collected by the County under the authority of the MGA's *Offsite Levies Regulation (187/2017)*. These funds are used to pay for the leviable portion of capital costs related to building sanitary, storm, water and arterial road infrastructure.

Total project costs include the cost of completed work plus the estimated cost of work to be completed. These amounts are reviewed and updated annually during the Offsite Development Levy Bylaw update.

Projects can have multiple components and may include other recoveries such as Contributions in Aid of Construction (CIAC) for specific infrastructure as well as contributions from other stakeholders (e.g. Alberta Transportation). Recoveries are deducted from the total project costs to determine the project balance. Developers pay for the leviable portion of costs, and the balance of the project costs are distributed between the County and other benefiting areas/stakeholders (if applicable).

Offsite Development Levies are collected from developers and deducted from the leviable share of project balances within the levy model, to determine the remaining amount of levies to be collected from future development.

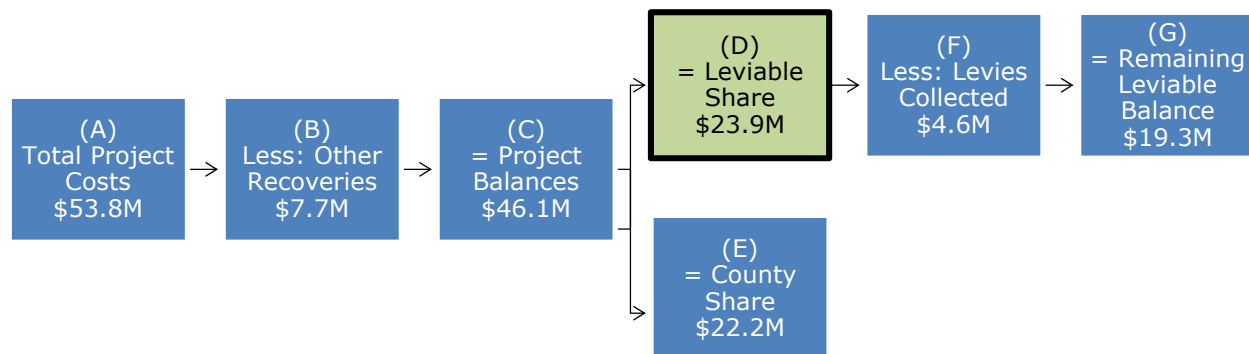
Project costs and funding for each Leviable Infrastructure type are summarized in Figures 6 to 9.

A detailed listing of project costs and cost allocations by infrastructure type are outlined in Appendices 3 to 6 and 7 to 10, respectively.

## Sanitary Infrastructure

Sanitary projects include the design, construction, and upgrades of sanitary sewer trunks and wastewater storage. Please see Figure 1 for a map of all Sanitary Benefiting Basins.

**Figure 6. Sanitary project costs and funding**

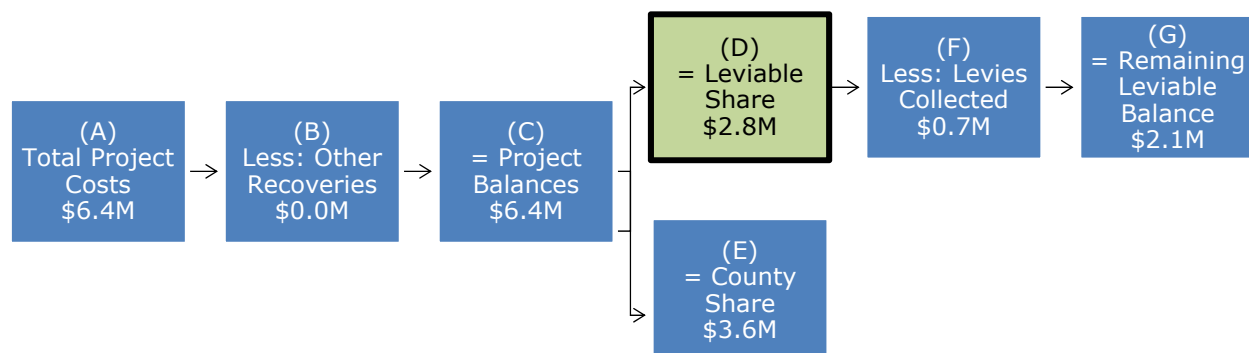


Other Recoveries includes a contribution from the City of Edmonton for the upgrading of the 34 Street sanitary trunk.

## Storm Infrastructure

Storm projects are related to infrastructure required to implement the drainage plan for Northwest Sherwood Park as defined by a report completed by Stantec Consulting. Please see Figure 2 for a map of all Storm Benefiting Basins.

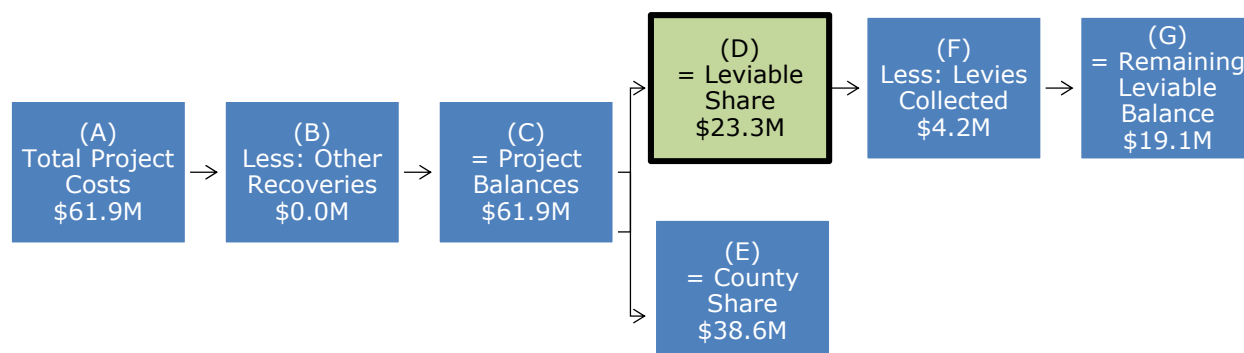
**Figure 7. Storm project costs and funding**



## Water Infrastructure

Water projects primarily include water transmission mains, supply (fill) lines, and reservoirs. The costs of reservoirs are not levied but recovered through utility rates instead. Please see Figure 3 for a map of all Water Benefiting Basins.

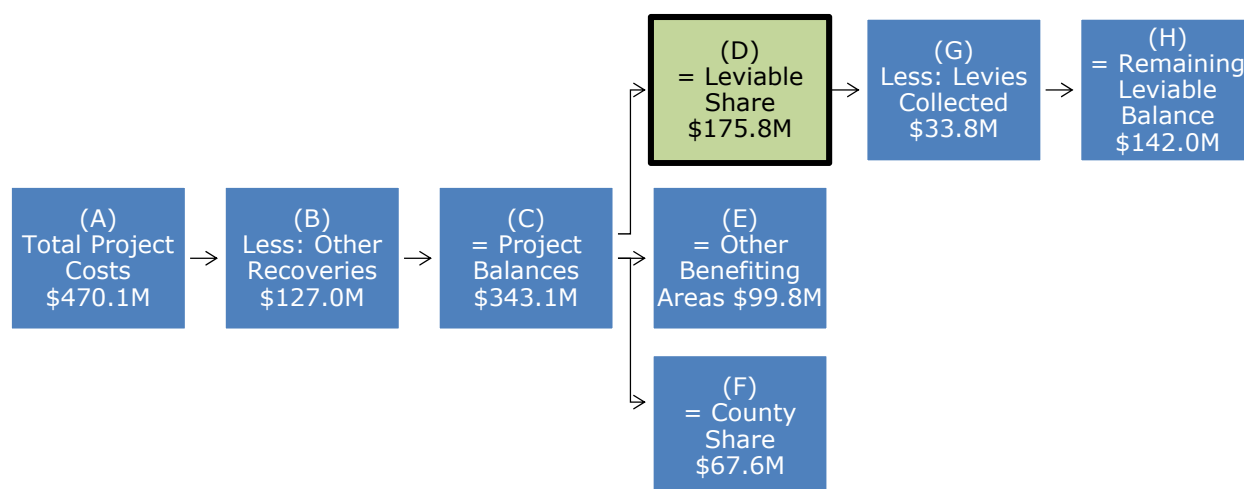
**Figure 8. Water project costs and funding**



## Arterial Road Infrastructure

Arterial Road projects include road expansion, upgrades, and new infrastructure like waterway and grade separated rail crossings. Please see Figure 3 for a map of all Arterial Road Benefiting Basins.

**Figure 9. Arterial Road project costs and funding**



Other Recoveries include contributions from other parties (e.g. rail companies, Alberta Transportation and site-specific contributions).

## Offsite Development Levy Funding

The County spent \$812,401 of existing Offsite Development Levy account balances in 2019. Generally, when sufficient funds are available, levies are used to pay for project costs directly while in other cases, debt is taken out to pay for leviable project costs (as approved by Council) and levy funding is used to make the debt payments.

The following table provides 2019 Offsite Development Levy funding detail for each type of Leviable Infrastructure.

**Table 5. 2019 Offsite Development Levy funding detail**

	2019 Offsite Development Levy Funding (in \$000s)					
	Sanitary	Storm	Water	Arterial Roads	Rural Roads	Total
<b>Projects Funded*:</b>						
Wye Rd, Brentwood and Nottingham Intersection	-	-	-	106	-	<b>106</b>
Wye Rd, Estate Dr to Cloverbar Widening	-	-	-	32	-	<b>32</b>
North of Yellowhead Design and Land for Roads	-	-	-	25	-	<b>25</b>
Wye Rd, Hawthorne St to Brentwood Blvd Design and Utilities	-	-	-	7	-	<b>7</b>
Lakeland Dr - Broadmoor to Hwy 21 Construction	-	-	-	7	-	<b>7</b>
Sherwood Dr, Lakeland Dr to Emerald Dr	-	-	-	5	-	<b>5</b>
Sherwood Dr, Lakeland Dr to Hwy 16	-	-	-	1	-	<b>1</b>
Wye Rd, Hawthorne St to Brentwood Blvd	-	-	-	(8)	-	<b>(8)</b>
Sherwood Dr, Lakeland Dr to North of Emerald Dr	-	-	-	(9)	-	<b>(9)</b>
Lakeland Dr, Clover Bar Rd to Hwy 21 Final Lift	-	-	-	(35)	-	<b>(35)</b>
<b>Subtotal</b>	-	-	-	131	-	<b>131</b>
<b>Debt Payments</b>						
Strategic Land Purchases	-	-	-	649	-	<b>649</b>
Rural Roads	-	-	-	-	32	<b>32</b>
<b>Subtotal</b>	-	-	-	649	32	<b>681</b>
<b>Total</b>	-	-	-	<b>780</b>	<b>32</b>	<b>812</b>
*Negative amounts reflect the receipt of either third-party funding or contractor holdbacks retained to address deficiencies.						



## Offsite Development Levy Account Balances

Offsite Development Levies are collected from a developer at the time of subdivision or development and are held in accounts to construct specific Leviale Infrastructure.

The following table summarizes 2019 account activity for each Leviale Infrastructure type.

**Table 6. 2019 Offsite Development Levy account activity**

<b>(in \$000s)</b>	<b>Opening Balance Jan. 1, 2019</b>	<b>Levies Collected</b>	<b>Interest Earned / (Expense)</b>	<b>Levies Spent</b>	<b>Closing Balance Dec. 31, 2019</b>
Sanitary	5,630	26	133	-	5,789
Storm	(1,077)	7	(25)	-	(1,095)
Water	(6,051)	62	(143)	-	(6,131)
Arterial Roads	3,607	132	76	(780)	3,035
Rural Roads	6,525	27	154	(32)	6,674
<b>Total</b>	<b>8,634</b>	<b>255</b>	<b>195</b>	<b>(812)</b>	<b>8,271</b>

The December 31, 2019 balance of \$8,271,332 represents the funds available to finance projects and service debt related to Leviale Infrastructure. The negative account balances in the Storm and Water Infrastructure have occurred as a result of expenditures exceeding levies collected. In these circumstances, interim funding is used to cover these costs until sufficient levies are collected. Any interest incurred is recovered via levies. The balances represent a point in time and do not reflect a surplus or deficit. Rather, each of the Offsite Development Leviale Infrastructure types are set up so that the forecasted levy account balance will result to zero at the end of the build out and development of the associated Benefiting Basins and collection of all associated Offsite Development Levies.

The County continues to work collaboratively with the development industry to support growth and develop infrastructure within the community.

## Glossary of Terms

## Appendix 1

**Development Lands** – Lands in Strathcona County which are proposed for residential, commercial or industrial development and located within the Urban Service Area, Hamlet, or Country Residential Policy Area as designated in Bylaw 20-2017 “Municipal Development Plan”, as amended or replaced from time to time.

**Benefiting Basin** – A total of all Development Lands that directly benefit from the design or construction of the respective Leviale Infrastructure, where said benefit is defined as furthering availability of access or utility servicing to the Development Lands.

**Contribution in Aid of Construction (CIAC)** – A financial contribution payable to Strathcona County to be applied towards specific capital cost(s) of infrastructure project(s) pursuant to a respective Development Agreement or cost contribution agreement. CIACs may include recovery of capital costs for non-leviale infrastructure.

**Development Agreement** – A voluntary contract between Strathcona County and a person who owns or controls property within the municipality, which details the obligations of both parties and specifies the standards and conditions that will govern development of the property.

**Eligible Costs** – Can include preparation of technical reports, preliminary and detailed engineering design, construction, Construction Completion Certificate (CCC) and Final Acceptance Certificate (FAC) repairs, plus 15% of construction costs for field engineering, survey, testing, and all associated administration and financing costs, all as applicable for the respective Leviale Infrastructure.

**Gross Assessable Area** – All lands within a Development Stage, excepting any lands dedicated for arterial roads, environmental reserve, municipal reserve in excess of the required dedication, schools, reservoirs, lift stations, and existing right-of ways not within a Developer’s titled area.

**Leviale Infrastructure** – Road, water, wastewater (often referred to as sanitary) and/or stormwater infrastructure and associated land, as defined by Section 648(2) of the MGA with the exception of water storage facilities and their associated supply mains, which will continue to be funded by water utility rates.

**Offsite Development Levy** – A financial contribution assessed to Development Lands to pay for Leviaible Infrastructure costs associated with growth. Offsite Development Levies transparently and equitably allocate Leviaible Infrastructure costs to those that benefit, to ensure growth pays for growth. Offsite Development Levies are set by bylaw and are full and final payment of the Development Lands’ contribution to the associated Leviaible Infrastructure.



Source: Transportation Planning and Engineering

Sherwood Drive

## Summary of Remaining Development Lands Appendix 2

(in hectares)

Area Ref. #	Total Area	- Reserves, Arterial Roadways, etc.	=	Gross Assessable Area	- Developed Area	= Remaining Developable Area
1A	44.5	4.4		40.1	40.1	-
1B	29.8	3.0		26.8	-	26.8
2A	23.9	2.4		21.5	-	21.5
2B	30.9	3.1		27.8	-	27.8
3A	25.9	2.6		23.3	23.3	-
3B	64.5	6.5		58.0	31.7	26.3
4	33.9	3.4		30.5	-	30.5
5	50.5	5.1		45.4	11.7	33.7
6	23.3	2.3		21.0	-	21.0
7	61.5	6.1		55.4	2.2	53.2
8A	12.1	1.2		10.9	-	10.9
8B	49.8	5.0		44.8	-	44.8
9	85.5	8.5		77.0	48.9	28.1
10	60.3	6.0		54.3	-	54.3
11	63.7	6.4		57.3	-	57.3
12	62.0	6.2		55.8	-	55.8
13A	-	-		-	-	-
13B	45.9	4.6		41.3	-	41.3
14A	32.3	3.2		29.1	-	29.1
14B	22.2	2.2		20.0	-	20.0
15A	28.3	2.8		25.5	-	25.5
15B	1.9	0.2		1.7	-	1.7
16	53.8	5.4		48.4	48.4	-
17	57.7	5.7		51.9	9.1	42.8
18	51.9	5.2		46.7	46.7	-
19A	50.7	5.1		45.6	45.6	-
19B	10.8	1.1		9.7	9.7	-
20	44.7	4.5		40.2	20.8	19.5
21	59.7	5.9		53.8	53.8	-
22A	52.1	5.3		46.8	20.7	26.1
22B	12.2	1.2		11.0	11.0	-
23	63.0	2.0		61.0	61.0	-
24A	43.5	4.3		39.2	39.2	-
24B	18.0	1.8		16.2	16.2	-
25	62.0	6.9		55.1	55.1	-
26	57.4	3.1		54.3	53.2	1.1
27A	54.9	5.5		49.4	6.4	43.0
27B	7.3	0.7		6.6	-	6.6
28	60.3	4.4		55.9	55.9	-
29A	39.8	4.0		35.8	2.4	33.4
29B	22.3	2.2		20.1	11.9	8.2
30	63.6	6.3		57.3	57.3	-
31A	6.8	0.7		6.1	6.1	-
31B	55.2	5.5		49.7	49.7	-



# Summary of Remaining Development Lands (in hectares)

## Appendix 2 (continued)

Area Ref. #	Total Area	-	Reserves, Arterial Roadways, etc.	=	Gross Assessable Area	-	Developed Area	=	Remaining Developable Area
32	59.0		5.9		53.1		50.0		3.1
33A	3.2		0.3		2.9		-		2.9
33B	60.8		6.1		54.7		42.6		12.1
34	63.4		6.3		57.1		49.3		7.8
35A	38.6		3.9		34.7		34.7		-
35B	22.2		2.2		20.0		20.0		-
36	64.3		9.8		54.5		54.5		-
37	60.7		6.0		54.7		54.7		-
38	57.5		5.8		51.8		51.7		-
39	25.5		2.6		22.9		18.5		4.4
40	55.7		5.6		50.1		50.1		-
41A	6.9		0.7		6.2		6.2		-
41B	59.0		5.9		53.1		-		53.1
42	41.9		4.2		37.7		27.4		10.3
43	32.6		3.3		29.3		-		29.3
44	62.4		6.2		56.2		45.2		11.0
45	28.2		2.8		25.4		-		25.4
46	24.7		2.4		22.3		11.9		10.4
47	1.1		0.1		1.0		1.0		-
48	4.2		0.2		4.0		1.4		2.6
49	256.0		25.6		230.4		84.3		146.1
50	64.0		6.4		57.6		38.4		19.2
<b>TOTAL</b>	<b>2,892.3</b>		<b>284.3</b>		<b>2,608.0</b>		<b>1,480.0</b>		<b>1,128.0</b>

## Project Cost Details – Sanitary

## Appendix 3

As at December 31, 2019 (in thousands of dollars)

The following legend aligns with the Map of Development Lands in Figure 1.

	Central & TUC Trunks
	NE Trunk
	North of Yellowhead Trunk
	West of Highway 216
	Combination of Benefiting Basins

Project Description	Cost of Completed Work	Est. Cost of Work to be Completed	Total Project Cost Estimate	Other Recoveries	Project Balance
34th St Sanitary Trunk Upgrading - Phase 1A	341	-	341	-	341
34th St Sanitary Trunk Upgrading - Phase 2	-	6,106	6,106	2,849	3,257
34th St Sanitary Trunk Upgrading - Phase 3	-	662	662	309	353
34th St Sanitary Trunk Upgrading - Phase 4	-	2,005	2,005	936	1,069
34th St Sanitary Trunk Upgrading - Phase 5	-	7,812	7,812	3,646	4,166
North of Yellowhead Wastewater - Design	633	175	808	-	808
North of Yellowhead Wastewater - Phases 1 & 2	-	15,127	15,127	-	15,127
TUC Upgrade - Phase 2	-	964	964	-	964
TUC Upgrade - Phase 3	-	1,919	1,919	-	1,919
NE Sanitary Sewer Line Emerald Hills	174	-	174	-	174
Central Sanitary Trunk Upgrade - Phase 1	2	-	2	-	2
LOS Wastewater Storage - Design	-	2,104	2,104	-	2,104
LOS Wastewater Storage - Construction	-	15,792	15,792	-	15,792
<b>TOTAL</b>	<b>1,150</b>	<b>52,666</b>	<b>53,816</b>	<b>7,740</b>	<b>46,076</b>

See Figure 6 on page 13

(A)

(B)

(C)

## Project Cost Details – Storm

## Appendix 4

As at December, 2019 (in thousands of dollars)

The following legend aligns with the Map of Development Lands in Figure 2.

	Area 3
	Combination of Benefiting Basins

Project Description	Cost of Completed Work	Est. Cost of Work to be Completed	Total Project Cost Estimate	Other Recoveries	Project Balance
NW Sherwood Park Drainage - Phase 1 of 4	9	-	9	-	9
NW Sherwood Park Drainage - Phase 2 of 4	458	-	458	-	458
NW Sherwood Park Drainage - Phase 3 of 4 Downstream Conveyance	5,966	-	5,966	-	5,966
<b>TOTAL</b>	<b>6,433</b>	<b>-</b>	<b>6,433</b>	<b>-</b>	<b>6,433</b>

See Figure 7 on page 13

(A)

(B)

(C)

## Project Cost Details – Water

## Appendix 5

As at December 31, 2019 (in thousands of dollars)

The following legend aligns with the Map of Development Lands in Figure 3.

	Sherwood Park – Urban Service Area
	North of Yellowhead
	Combination of Benefiting Areas

Project Description	Cost of Completed Work	Est. Cost of Work to be Completed	Total Project Cost Estimate	Other Recoveries	Project Balance
Sherwood Dr North Watermain - Phase 2 Palisades to Emerald Dr	966	-	966	-	966
Lakeland Dr Watermain Phase 2	1,600	-	1,600	-	1,600
North of Yellowhead - Design	634	175	809	-	809
North of Yellowhead - Phase 1	-	12,098	12,098	-	12,098
Strathcona County Water Supply System - Phase 1A Fill Line to Bison Way	12,687	-	12,687	-	12,687
Strathcona County Water Supply System - Phase 1 & 2 (34th & 17th St Infrastructure)	33,214	-	33,214	-	33,214
Lakeland Reservoir / Pumphouse Design	337	-	337	-	337
Clover Bar Road Watermain Phase 2	195	-	195	-	195
<b>TOTAL</b>	<b>49,633</b>	<b>12,273</b>	<b>61,906</b>	<b>-</b>	<b>61,906</b>

See Figure 8 on page 14

(A)

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## Project Cost Details – Arterial Roads

## Appendix 6

As at December 31, 2019 (in thousands of dollars)

The following legend aligns with the Map of Development Lands in Figure 4.

	Residential
	Industrial (Industrial Area 1)
	North of Yellowhead (Industrial Area 2)
	West of Highway 216 (Industrial Area 3)
	South of Wye

Project Description	Cost of Completed Work	Est. Cost of Work to be Completed	Total Project Cost Estimate	Other Recoveries	Project Balance
Clover Bar Road 200m N of Dawson Dr to Hwy 16 - 2nd Phase	2,416	-	2,416	-	2,416
Clover Bar Road Dawson Dr to Hwy 16 2nd Phase	1,707	-	1,707	464	1,243
Clover Bar Road Dawson Dr to Hwy 16 Final Lift	435	-	435	304	131
Lakeland Dr Palisades Blvd to Sherwood Dr - Add 2 lanes	1,451	29	1,480	-	1,480
Lakeland Dr Sherwood Dr to Cloverbar Rd - complete to 4 lanes	10,632	109	10,741	2,219	8,522
Lakeland Dr Cloverbar Rd to Hwy 21 - 2 lane phase (plus future trees)	3,915	450	4,365	-	4,365
Lakeland Dr Cloverbar Rd to Hwy 21 - complete to 4 lanes	3,194	106	3,300	590	2,710
Lakeland Dr Palisades Blvd to Hwy 21 - Final Lift	608	-	608	92	516
Lakeland Dr Highway 21 Interchange Land (NW Quadrant)	637	-	637	-	637
Sherwood Dr Cranford Way to Lakeland Dr Final Lift (residential portion)	475	-	475	386	89
Sherwood Dr Lakeland Dr to Hwy 16 - add 2 lanes (residential portion)	5,809	52	5,861	2,174	3,687
Sherwood Dr Lakeland Dr to Hwy 16 - Final Lift (residential portion)	784	26	810	379	431
Sherwood Dr Cranford to Centennial Park (residential portion)	1,369	-	1,369	-	1,369
U\G Power Bury Sherwood Dr - Centennial Park to Hwy 16 (residential portion)	406	-	406	-	406

**Project Cost Details – Arterial Roads**  
As at December 31, 2019 (in thousands of dollars)

**Appendix 6  
(continued)**

<b>Project Description</b>	<b>Cost of Completed Work</b>	<b>Est. Cost of Work to be Completed</b>	<b>Total Project Cost Estimate</b>	<b>Other Recoveries</b>	<b>Project Balance</b>
Signals at Collector / Arterial Intersections	-	825	825	-	825
Petroleum Way Hwy 216 to 800m East	598	4,410	5,008	300	4,708
Petroleum Way 800m East of Hwy 16A to West of Broadmoor Blvd	295	2,172	2,467	500	1,967
Lakeland Dr Broadmoor Blvd to Palisades Blvd - Add 2 lanes	1,746	-	1,746	467	1,279
Lakeland Dr Broadmoor Blvd to Palisades Blvd - Final Lift	471	-	471	72	399
Broadmoor Blvd Baseline Rd to Hwy 16 - Trees	-	725	725	-	725
Sherwood Dr Cranford Way to Lakeland Dr - Final Lift (Industrial portion)	97	-	97	79	18
Sherwood Dr Lakeland Dr to Hwy 16 - Add 2 lanes (Industrial portion)	1,190	14	1,204	445	759
Sherwood Dr Lakeland Dr to Hwy 16 - Final Lift (Industrial portion)	161	5	166	78	88
U\G Power Bury Sherwood Dr - Centennial Park to Hwy 16 (Industrial portion)	83	-	83	-	83
U\G Power Bury - Broadmoor Blvd - Baseline Rd to Hwy 16	-	671	671	-	671
Broadmoor Blvd Improvements Adjacent to Buckingham Business Park	144	-	144	-	144
Baseline Road Remove Access at RR231	80	-	80	-	80
Baseline Road Noise Attenuation - Broadmoor Blvd to Hwy 21 South Side	-	807	807	-	807
Baseline Road Noise Attenuation - Cloverbar Rd to Hwy 21 North Side	-	656	656	-	656
U\G Power Bury Baseline Road - Clarkdale Blvd to Hwy 21 (North Side)	-	181	181	-	181
Range Rd 232 Hwy 16 to Turbo Access - Add 2 lanes	-	2,430	2,430	-	2,430

**Project Cost Details – Arterial Roads**  
As at December 31, 2019 (in thousands of dollars)

**Appendix 6  
(continued)**

<b>Project Description</b>	<b>Cost of Completed Work</b>	<b>Est. Cost of Work to be Completed</b>	<b>Total Project Cost Estimate</b>	<b>Other Recoveries</b>	<b>Project Balance</b>
Range Rd 232 Turbo Access to CP Railway Crossing - Add 2 lanes	867	8,593	9,460	861	8,599
Range Rd 232 Turbo Access to CP Railway Crossing - Final Lift	-	640	640	-	640
Range Rd 232 CPR Railway Crossing to TWP 534 - 4 lanes	3,581	26,302	29,883	2,582	27,301
Range Rd 232 CNR Railway Overpass	-	26,630	26,630	3,995	22,635
Range Rd 232 CPR Railway Overpass	-	23,980	23,980	3,597	20,383
Range Rd 231 Hwy 16 to TWP 534 - 4 lanes	5,191	44,611	49,802	6,097	43,705
Range Rd 231 CNR Railway Overpass	399	17,221	17,620	1,797	15,823
Township Rd 534 RR232 to RR231 - 4 lanes	10,855	34,003	45,858	860	43,998
Township Rd 534 RR231 to Hwy 21 - 4 lanes	290	113,567	113,857	86,201	27,656
Township Rd 534 Oldman Creek Bridge (4 Lane Structure)	98	8,402	8,500	-	8,500
Township Rd 534 TWP 534 CPR Railway Overpass	316	16,574	16,890	3,571	13,319
Wye Road Ash St - Wye Rd to Green St/Wallace Dr	5,002	-	5,002	252	4,750
Wye Road Ordze Rd to Sherwood Dr	-	7,581	7,581	2,189	5,392
Wye Road Sherwood Dr to Ash St	3,332	-	3,332	529	2,803
Wye Road Ash St to Hawthorne St	4,346	-	4,346	689	3,657
Wye Road Hawthorne St to Commercial Access	2,076	1,524	3,600	1,130	2,470
Wye Road Commercial Access to Brentwood Blvd	2,254	712	2,966	690	2,276

**Project Cost Details – Arterial Roads**  
As at December 31, 2019 (in thousands of dollars)

**Appendix 6**  
**(continued)**

<b>Project Description</b>	<b>Cost of Completed Work</b>	<b>Est. Cost of Work to be Completed</b>	<b>Total Project Cost Estimate</b>	<b>Other Recoveries</b>	<b>Project Balance</b>
Wye Road Brentwood Blvd to Estate Dr	4,590	635	5,225	721	4,504
Wye Road Estate Dr to Nottingham Way	802	5,051	5,853	738	5,115
Wye Road Nottingham Way - Clover Bar Rd	639	3,639	4,278	-	4,278
Range Rd 232 Wye Road to south property line	-	5,030	5,030	1,000	4,030
Range Rd 231 Wye Road to Hillshire Blvd	-	6,268	6,268	949	5,319
17th St Upgrade	-	22,173	22,173	-	22,173
<b>TOTAL</b>	<b>83,341</b>	<b>386,804</b>	<b>470,145</b>	<b>126,997</b>	<b>343,148</b>

See Figure 9 on page 14

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## Cost Allocation Details – Sanitary

## Appendix 7

As at December 31, 2019 (in thousands of dollars)

The following legend aligns with the Map of Development Lands in Figure 1.

	Central & TUC Trunks
	NE Trunk
	North of Yellowhead Trunk
	West of Highway 216
	Combination of Benefiting Basins

Project Description	Project Balance	Cost Allocation			Levy Balance	
		County	Other	Leviable	Collected	Balance
34th St Sanitary Trunk Upgrading - Phase 1A	341	174	-	167	57	110
34th St Sanitary Trunk Upgrading - Phase 2	3,257	1,661	-	1,596	621	975
34th St Sanitary Trunk Upgrading - Phase 3	353	180	-	173	67	106
34th St Sanitary Trunk Upgrading - Phase 4	1,069	545	-	524	202	322
34th St Sanitary Trunk Upgrading - Phase 5	4,166	2,125	-	2,041	794	1,247
North of Yellowhead Wastewater - Design	808	170	-	638	14	624
North of Yellowhead Wastewater - Phases 1 & 2	15,127	3,177	-	11,950	374	11,576
TUC Upgrade - Phase 2	964	839	-	125	71	54
TUC Upgrade - Phase 3	1,919	1,669	-	250	140	110
NE Sanitary Sewer Line Emerald Hills	174	-	-	174	153	21
Central Sanitary Trunk Upgrade - Phase 1	2	1	-	1	1	-
LOS Wastewater Storage - Design	2,104	1,367	-	736	225	511
LOS Wastewater Storage - Construction	15,792	10,265	-	5,527	1,896	3,631
<b>TOTAL</b>	<b>46,076</b>	<b>22,174</b>	<b>-</b>	<b>23,902</b>	<b>4,615</b>	<b>19,287</b>

See Figure 6 on page 13

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## Cost Allocation Details – Storm

## Appendix 8

As at December 31, 2019 (in thousands of dollars)

The following legend aligns with the Map of Development Lands in Figure 2.

	Area 3
	Combination of Benefiting Areas

Project Description	Project Balance	Cost Allocation			Levy Balance	
		County	Other	Leviable	Collected	Balance
NW Sherwood Park Drainage - Phase 1 of 4	9	7	-	2	8	(6) <sup>1</sup>
NW Sherwood Park Drainage - Phase 2 of 4	458	357	-	101	63	38
NW Sherwood Park Drainage - Phase 3 of 4 Downstream Conveyance	5,966	3,222	-	2,744	679	2,065
<b>TOTAL</b>	<b>6,433</b>	<b>3,586</b>	<b>-</b>	<b>2,847</b>	<b>750</b>	<b>2,097</b>

See Figure 7 on page 13

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<sup>1</sup> Negative balances may occur due to a change in the cost allocation for a leviable project or if the actual project costs were lower than estimated. All negative balances are allocated back to the Benefiting Basin and used to offset costs in other projects.



## Cost Allocation Details – Water

## Appendix 9

As at December 31, 2019 (in thousands of dollars)

The following legend aligns with the Map of Development Lands in Figure 3.

	Sherwood Park – Urban Service Area
	North of Yellowhead
	Combination of Benefiting Areas

Project Description	Project Balance	Cost Allocation			Levy Balance	
		County	Other	Leviable	Collected	Balance
Sherwood Dr North Watermain - Phase 2 Palisades to Emerald Dr	966	-	-	966	542	424
Lakeland Dr Watermain Phase 2	1,600	-	-	1,600	844	756
North of Yellowhead - Design	809	-	-	809	20	789
North of Yellowhead - Phase 1	12,098	-	-	12,098	351	11,747
Strathcona County Water Supply System - Phase 1A Fill Line to Bison Way	12,687	5,075	-	7,612	2,289	5,323
Strathcona County Water Supply System - Phase 1 & 2 (34th & 17th St Infrastructure)	33,214	33,214	-	-	-	-
Lakeland Reservoir / Pumphouse Design	337	337	-	-	33	(33) <sup>1</sup>
Clover Bar Road Watermain Phase 2	195	-	-	195	104	91
<b>TOTAL</b>	<b>61,906</b>	<b>38,626</b>	<b>-</b>	<b>23,280</b>	<b>4,183</b>	<b>19,097</b>

See Figure 8 on page 14

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<sup>1</sup> Negative balances may occur due to a change in the cost allocation for a leviable project or if the actual project costs were lower than estimated. All negative balances are allocated back to the Benefiting Basin and used to offset costs in other projects.

## Cost Allocation Details – Arterial Roads

## Appendix 10

As at December 31, 2019 (in thousands of dollars)

The following legend aligns with the Map of Development Lands in Figure 4.

	Residential
	Industrial (Industrial Area 1)
	North of Yellowhead (Industrial Area 2)
	West of Highway 216 (Industrial Area 3)
	South of Wye

Project Description	Project Balance	Cost Allocation			Levy Balance	
		County	Other	Leviable	Collected	Balance
Clover Bar Road 200m N of Dawson Dr to Hwy 16 - 2nd Phase	2,416	-	-	2,416	1,581	835
Clover Bar Road Dawson Dr to Hwy 16 2nd Phase	1,243	-	-	1,243	909	334
Clover Bar Road Dawson Dr to Hwy 16 Final Lift	131	-	-	131	181	(50) <sup>1</sup>
Lakeland Dr Palisades Blvd to Sherwood Dr - Add 2 lanes	1,480	-	-	1,480	917	563
Lakeland Dr Sherwood Dr to Cloverbar Rd - complete to 4 lanes	8,522	-	-	8,522	5,675	2,847
Lakeland Dr Cloverbar Rd to Hwy 21 - 2 lane phase (plus future trees)	4,365	-	-	4,365	2,767	1,598
Lakeland Dr Cloverbar Rd to Hwy 21 - complete to 4 lanes	2,710	-	-	2,710	1,799	911
Lakeland Dr Palisades Blvd to Hwy 21 - Final Lift	516	-	-	516	507	9
Lakeland Dr Highway 21 Interchange Land (NW Quadrant)	637	-	-	637	376	261
Sherwood Dr Cranford Way to Lakeland Dr Final Lift (residential portion)	89	-	-	89	93	(4) <sup>1</sup>
Sherwood Dr Lakeland Dr to Hwy 16 - add 2 lanes (residential portion)	3,687	-	-	3,687	3,078	609
Sherwood Dr Lakeland Dr to Hwy 16 - Final Lift (residential portion)	431	-	-	431	244	187
Sherwood Dr Cranford to Centennial Park (residential portion)	1,369	-	-	1,369	872	497
U\G Power Bury Sherwood Dr - Centennial Park to Hwy 16 (residential portion)	406	-	-	406	247	159

**Cost Allocation Details – Arterial Roads**  
As at December 31, 2019 (in thousands of dollars)

**Appendix 10**  
**(continued)**

Project Description	Project Balance	Cost Allocation			Levy Balance	
		County	Other	Leviable	Collected	Balance
Signals at Collector / Arterial Intersections	825	-	-	825	1,399	(574) <sup>2</sup>
Petroleum Way Hwy 216 to 800m East	4,708	-	-	4,708	1,388	3,320
Petroleum Way 800m East of Hwy 16A to West of Broadmoor Blvd	1,967	-	-	1,967	897	1,070
Lakeland Dr Broadmoor Blvd to Palisades Blvd - Add 2 lanes	1,279	-	-	1,279	512	767
Lakeland Dr Broadmoor Blvd to Palisades Blvd - Final Lift	399	-	-	399	189	210
Broadmoor Blvd Baseline Rd to Hwy 16 - Trees	725	-	-	725	240	485
Sherwood Dr Cranford Way to Lakeland Dr - Final Lift (Industrial portion)	18	-	-	18	12	6
Sherwood Dr Lakeland Dr to Hwy 16 - Add 2 lanes (Industrial portion)	759	-	-	759	435	324
Sherwood Dr Lakeland Dr to Hwy 16 - Final Lift (Industrial portion)	88	-	-	88	24	64
U\G Power Bury Sherwood Dr - Centennial Park to Hwy 16 (Industrial portion)	83	-	-	83	24	59
U\G Power Bury - Broadmoor Blvd - Baseline Rd to Hwy 16	671	-	-	671	187	484
Broadmoor Blvd Improvements Adjacent to Buckingham Business Park	144	-	-	144	6	138
Baseline Road Remove Access at RR231	80	-	-	80	52	28
Baseline Road Noise Attenuation - Broadmoor Blvd to Hwy 21 South Side	807	323	-	484	317	167
Baseline Road Noise Attenuation - Cloverbar Rd to Hwy 21 North Side	656	282	-	374	245	129
U\G Power Bury Baseline Road - Clarkdale Blvd to Hwy 21 (North Side)	181	-	-	181	92	89
Range Rd 232 Hwy 16 to Turbo Access - Add 2 lanes	2,430	-	2,430	-	34	(34) <sup>1</sup>

**Cost Allocation Details – Arterial Roads**  
As at December 31, 2019 (in thousands of dollars)

**Appendix 10**  
**(continued)**

Project Description	Project Balance	Cost Allocation			Levy Balance	
		County	Other	Leviable	Collected	Balance
Range Rd 232 Turbo Access to CP Railway Crossing - Add 2 lanes	8,599	-	8,599	-	52	(52) <sup>1</sup>
Range Rd 232 Turbo Access to CP Railway Crossing - Final Lift	640	-	640	-	7	(7) <sup>1</sup>
Range Rd 232 CPR Railway Crossing to TWP 534 - 4 lanes	27,301	-	22,797	4,504	307	4,197
Range Rd 232 CNR Railway Overpass	22,635	-	9,054	13,581	597	12,984
Range Rd 232 CPR Railway Overpass	20,383	-	20,383	-	61	(61) <sup>1</sup>
Range Rd 231 Hwy 16 to TWP 534 - 4 lanes	43,705	6,512	-	37,193	1,631	35,562
Range Rd 231 CNR Railway Overpass	15,833	981	-	14,842	689	14,153
Township Rd 534 RR232 to RR231 - 4 lanes	43,998	-	8,272	35,726	1,405	34,321
Township Rd 534 RR231 to Hwy 21 - 4 lanes	27,656	-	8,877	18,779	720	18,059
Township Rd 534 Oldman Creek Bridge (4 Lane Structure)	8,500	-	5,381	3,119	139	2,980
Township Rd 534 TWP 534 CPR Railway Overpass	13,319	-	13,319	-	59	(59) <sup>1</sup>
Wye Road Ash St - Wye Rd to Green St/Wallace Dr	4,750	4,109	-	641	285	356
Wye Road Ordze Rd to Sherwood Dr	5,392	5,289	-	103	55	48
Wye Road Sherwood Dr to Ash St	2,803	2,574	-	229	110	119
Wye Road Ash St to Hawthorne St	3,657	3,072	-	585	277	308
Wye Road Hawthorne St to Commercial Access	2,470	2,033	-	437	297	140
Wye Road Commercial Access to Brentwood Blvd	2,276	1,664	-	612	263	349

**Cost Allocation Details – Arterial Roads**  
As at December 31, 2019 (in thousands of dollars)

**Appendix 10**  
**(continued)**

Project Description	Project Balance	Cost Allocation			Levy Balance	
		County	Other	Leviable	Collected	Balance
Wye Road Brentwood Blvd to Estate Dr	4,504	3,482	-	1,022	440	582
Wye Road Estate Dr to Nottingham Way	5,115	3,964	-	1,151	409	742
Wye Road Nottingham Way - Clover Bar Rd	4,278	3,131	-	1,147	269	878
Range Rd 232 Wye Road to south property line	4,030	3,252	-	778	334	444
Range Rd 231 Wye Road to Hillshire Blvd	5,319	4,771	-	548	71	477
17th St Upgrade	22,173	22,173	-	-	-	-
<b>TOTAL</b>	<b>343,148</b>	<b>67,612</b>	<b>99,752</b>	<b>175,784</b>	<b>33,776</b>	<b>142,008</b>

See Figure 9 on page 14

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<sup>1</sup> Negative balances may occur due to a change in the cost allocation for a leviable project or if the actual project costs were lower than estimated. All negative balances are allocated back to the Benefiting Basin and used to offset costs in other projects.

<sup>2</sup> Levies are collected as per the applicable Development Agreements but funds are not used until the actual installation of signals occurs, which may not be required until years later based on traffic volumes.