



Urban Planning and
Economy

Edmonton

**Arterial Roadway
Assessments
Annual Report
2021**

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Introduction

Arterial Roadway Assessments (ARAs) are a cost-sharing mechanism which allows for the cost to construct arterial roadways within an area to be proportionally shared among the developers and landowners within that given area. Developers are required to construct or pay for the construction of the first four lanes of new Arterial Roads that are deemed to have four or six lanes in their ultimate design and the first five lanes of new Arterial Road that are deemed to have five or seven lanes in their ultimate design. ARAs can either be paid (or pre-paid) voluntarily or need to be paid as a condition of Subdivision or Development Permit. A Developer may wish to recover the cost to construct an ARA-eligible arterial roadway or dedicate road right-of-way for an ARA-eligible arterial roadway.

ARA Bylaw 14380, City Policy and Procedure C507, and the Precedent Servicing Agreement Template dictate how the ARA program is to be administered.

Generally speaking, as a condition of subdivision and/or development, a Developer may be required to pay ARAs if that development is located within an area where ARAs apply (an ARA Catchment Area) and ARAs have not previously been paid on that property.

The net assessment owing by a given Developer is the ARA rate in force at the time multiplied by the assessable area of the development.

However, if there are existing developers within an ARA Catchment Area currently carrying overexpenditures, the current Developer may also need to make payments towards the existing developers' overexpenditures using the formulas dedicated in 2.06 of Policy and Procedure C507 - Arterial Roads for Development and Article 2.18 and 2.19 of the Precedent Servicing Agreement Template. If a Developer is required to make payments towards existing overexpenditures within an ARA Catchment Area, and the total amount of ARAs that Developer is required to pay is larger than their net assessment, the Developer incurs an overexpenditure in the amount the required ARA payment exceeds their net assessment.

The overexpenditure is recoverable, and payable by future developers within the ARA Catchment area as development progresses using the formulas dictated in 2.07 of Policy and Procedure C507 - Arterial Roads for Development and Article 2.10 of the Precedent Servicing Agreement Template.

For the purposes of administration, ARAs are paid and overexpenditures are recovered by way of a Servicing Agreement. Each ARA payment that is received by the City, and each overexpenditure that is incurred is tied to a Servicing Agreement. When the City looks to condition payment of ARAs or condition construction of ARA-eligible infrastructure, the City will require that the Developer enter into a Servicing Agreement which includes the ARA-related items.

ARAs are generally to be paid by cheque. However, if a Developer is required to pay into an overexpenditure they're currently carrying within the same catchment, the amount owing to their previous agreement can be offset against the amount owing. Also, if a Developer is required to pay another developer within a Catchment, the Developer may enter into a private agreement with the other developer to not require the City to collect the overexpenditure payment payable by the Developer to the other developer. The City does not need to see a copy of the private agreement; however, the other developer must provide the City with a waiver letter under seal which conforms to the requirements set out by the City Law Branch.

Details of ARAs received by each contributor and End of 2021 Balances within each Catchment Area

All ARAs are paid by developers and are to either be used for arterial construction within each Catchment ARA or placed into that ARA Trust Account.

Developers and landowners developing within an ARA Catchment area as defined in Bylaw 14380 are required to pay the ARA. Should Development take place within a residential Catchment area, the developer/landowner would need to also pay overexpenditures if that particular Catchment area is in an overexpenditure state.

The facilities for which the ARAs being collected for are:

- The arterial roadways specified in Bylaw 14380 within each Catchment;
- The Overexpenditure currently being held by developers who have paid their share of the ARA including any overexpenditures they would have been required to pay into; and/or
- In the case where there are no developers currently carrying overexpenditures within a given Catchment, the Catchment's Fund Payable (i.e. Trust) account.

- The outstanding Overexpenditure (OE) in each Catchment;
 - If there is a negative value in this column, that means there is money in that particular Catchment's Fund Payable account and/or there are developers in that particular Catchment that owe money to the Catchment's Fund Payable account. Generally speaking, this is the amount immediately available to spend on new ARA eligible construction within that particular Catchment
- The remaining estimated ARA-eligible construction cost within each Catchment.

Table 1: Amounts paid in 2021 and remaining balances - Residential Catchments:

Residential Catchment	ARAs Paid by Developers to the City in 2021*	OEs Incurred by the Developers in the Previous Column in 2021	Catchment OE Balance End of 2021	Remaining Estimated Unclaimed Arterial Construction and Dedication Costs End of 2021
Big Lake	\$ 7,425,466	\$ 7,678,625	\$ 3,381,572	\$ 37,107,002
Castle Downs Extension	\$ 791,421	\$ 224,928	\$ 1,587,607	\$ 7,417,845
Dechene, Donsdale, Jamieson, & Wedgewood	\$ 20,238	\$ 11,745	\$ 19,933	\$ -
Decoteau	\$ -	\$ -	\$ 8,772,546	\$ 239,379,396
Ebbers and Gorman	\$ -	\$ -	\$ 2,581,656	\$ 17,815,710
Edgemont	\$ 16,399,381	\$ 25,247,536	\$ 2,488,756	\$ 35,754,268
Ellerslie	\$ 3,422,370	\$ -	\$ (6,606,814)	\$ 66,709,229
Goodridge Corners	\$ -	\$ -	\$ 2,767,383	\$ 10,043,794
Heritage Valley	\$ 5,765,822	\$ 726,622	\$ (9,352,041)	\$ 91,918,467
Horse Hill	\$ 10,631	\$ -	\$ 11,167	\$ 402,883,543
Lake District	\$ 16,633,749	\$ 13,146,903	\$ 3,453,291	\$ 10,882,429
Lewis Farms	\$ 66,167,366	\$ 61,472,281	\$ 13,458,093	\$ 22,211,480
Palisades	\$ -	\$ -	\$ (1,183,170)	\$ 2,458,825
Pilot Sound	\$ 3,356,366	\$ -	\$ (4,669,217)	\$ 15,324,113
Riverview	\$ 153,895,226	\$ 166,822,067	\$ 30,753,790	\$ 131,489,413
Southeast ASP	\$ 7,216,456	\$ 6,077,973	\$ (1,204,165)	\$ 43,079,674
Terwillegar Heights	\$ -	\$ -	\$ 177,450	\$ -
The Grange	\$ 1,457,567	\$ -	\$ (2,231,844)	\$ 12,980,606
The Meadows	\$ 6,482,196	\$ -	\$ (14,249,991)	\$ 56,183,356
Windermere	\$ 85,822,435	\$ 72,252,762	\$ 3,473,203	\$ 109,145,279
Total	\$ 374,866,690	\$ 353,661,442	\$ 33,429,205	\$ 1,312,784,429

Table 2: Amounts paid in 2021 and remaining balances - Commercial/Industrial Catchments:

Commercial / Industrial Catchment	ARAs Paid by Developers to the City in 2021*	OEs Incurred by the Developers in the Previous Column in 2021	Catchment OE (UE) Balance End of 2021	Remaining Estimated Unclaimed Arterial Construction and Dedication Costs End of 2021
Aurum & Clover Bar	\$ -	\$ -	\$ 19,395,998	\$ 35,586,908
Crossroads	\$ -	\$ -	\$ (1,959,268)	\$ 24,536,482
Edmonton Energy & Technology Park	\$ -	\$ -	\$ 4,432,195	\$ 509,218,828
Maple Ridge & Southeast Industrial	\$ 387,772	\$ -	\$ 4,182,050	\$ 70,352,260
Mistatim	\$ 14,021	\$ -	\$ 2,861,850	\$ 815,906
Place LaRue	\$ -	\$ -	\$ 82,863	\$ -
Poundmaker	\$ -	\$ -	\$ 1,001,339	\$ 2,248,987
Pylypow	\$ -	\$ -	\$ 2,561,342	\$ 14,279,108
Rampart	\$ -	\$ -	\$ 7,274,052	\$ 31,058,444
Sunwapta	\$ -	\$ -	\$ 60,926	\$ 300,000
Winterburn	\$ 25,578	\$ 619,242	\$ 7,148,301	\$ 46,995,802
Total	\$ 427,371	\$ 619,242	\$ 47,041,648	\$ 735,392,725

* Note that these amounts include cash, offsets, and waivers. Each of these amounts paid are broken down as follows:

Table 3 - Breakdown of the amounts paid by cash, waiver, and offset - Residential

Residential Catchment	Cash	Waiver	Offset	Total
Big Lake	\$ -	\$ 3,494,038	\$ 3,931,428	\$ 7,425,466
Castle Downs Extension	\$ 791,421	\$ -	\$ -	\$ 791,421
Dechene, Donsdale, Jamieson, & Wedgewood	\$ 20,238	\$ -	\$ -	\$ 20,238
Decoteau	\$ -	\$ -	\$ -	\$ -
Ebbers and Gorman	\$ -	\$ -	\$ -	\$ -
Edgemont	\$ 11,437	\$ 12,178,947	\$ 4,208,997	\$ 16,399,381
Ellerslie	\$ 2,924,720	\$ 497,650	\$ -	\$ 3,422,370
Goodridge Corners	\$ -	\$ -	\$ -	\$ -

Heritage Valley	\$ -	\$ 5,765,822	\$ -	\$ 5,765,822
Horse Hill	\$ 10,631	\$ -	\$ -	\$ 10,631
Lake District	\$ 8,831,301	\$ 3,871,987	\$ 3,930,461	\$ 16,633,749
Lewis Farms	\$ 71,116	\$ 66,096,250	\$ -	\$ 66,167,366
Palisades	\$ -	\$ -	\$ -	\$ -
Pilot Sound	\$ 3,069,707	\$ 184,770	\$ 101,889	\$ 3,356,366
Riverview	\$ 1,644,349	\$ 114,618,187	\$ 37,632,690	\$ 153,895,226
Southeast ASP	\$ 741,597	\$ -	\$ 6,474,859	\$ 7,216,456
Terwillegar Heights	\$ -	\$ -	\$ -	\$ -
The Grange	\$ 740,867	\$ 716,700	\$ -	\$ 1,457,567
The Meadows	\$ 4,534,485	\$ 1,947,711	\$ -	\$ 6,482,196
Windermere	\$ 3,107,076	\$ 10,478,263	\$ 72,237,096	\$ 85,822,435
Total	\$ 26,498,945	\$ 219,850,325	\$ 128,517,420	\$ 374,866,690

Table 4 - Breakdown of the amounts paid by cash, waiver, and offset - Commercial/Industrial

Commercial / Industrial Catchment	Cash	Waiver	Offset	Total
Aurum & Clover Bar	\$ -	\$ -	\$ -	\$ -
Crossroads	\$ -	\$ -	\$ -	\$ -
Edmonton Energy & Technology Park	\$ -	\$ -	\$ -	\$ -
Maple Ridge & Southeast Industrial	\$ 387,772	\$ -	\$ -	\$ 387,772
Mistatim	\$ 14,021	\$ -	\$ -	\$ 14,021
Place LaRue	\$ -	\$ -	\$ -	\$ -
Poundmaker	\$ -	\$ -	\$ -	\$ -
Pylypow	\$ -	\$ -	\$ -	\$ -
Rampart	\$ -	\$ -	\$ -	\$ -
Sunwapta	\$ -	\$ -	\$ -	\$ -
Winterburn	\$ 25,578	\$ -	\$ -	\$ 25,578
Total	\$ 427,371	\$ -	\$ -	\$ 427,371

Arterial Facilities claimed in Servicing Agreements executed in 2021

- Signals along Winterburn Road NW along the Yellowhead Trail off-ramps
- Winterburn Road NW north of Yellowhead Trail
- Riverview Boulevard SW south of Maskekosihk Trail SW
- Maskekosihk Trail SW from 199 Street NW to the TUC
- Maple Boulevard NW south of 33 Avenue NW
- Shared Use Path and landscape upgrades along 17 Street NW
- Signals along Hiller Road SW at 170 Street SW and 175 Street SW
- Shared Use Path upgrade along 28 Avenue SW