



Urban Planning and
Economy

Edmonton

**Arterial Roadway
Assessments
Annual Report
2022**

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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 over expenditures 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 over expenditure 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 2022 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: ARAs collected by the City for 2022 Servicing Agreements - Residential Catchments:

Residential Catchment	ARAs Paid by Developers to the City in 2022*	OEs Incurred by the Developers in the Previous Column in 2022	Catchment OE Balance End of 2022	Remaining Estimated Unclaimed Arterial Construction and Dedication Costs End of 2022
Big Lake	\$5,372,859	\$5,117,008	\$2,077,960	\$38,287,086
Castle Downs Extension	\$0	\$0	\$1,642,379	\$7,692,208
Dechene, Donsdale, Jamieson, & Wedgewood	\$0	\$0	\$20,620	\$0
Decoteau	\$0	\$0	\$9,425,951	\$248,840,285
Ebbers and Gorman	\$0	\$0	\$2,227,048	\$19,008,516
Edgemont	\$4,887,982	\$2,754,550	\$1,301,217	\$36,960,773
Ellerslie	\$3,442,209	\$0	-\$8,884,891	\$63,021,017
Goodridge Corners	\$3,981	\$0	\$2,858,935	\$10,362,733
Heritage Valley	\$15,510,676	\$248,835,127	\$2,554,708	\$74,152,001
Horse Hill	\$32,984,809	\$59,589,293	\$27,827,134	\$399,756,063
Lake District	\$3,886,881	\$2,355,780	\$2,029,114	\$9,140,217
Lewis Farms	\$40,624,989	\$31,436,484	\$13,356,168	\$18,622,285
Palisades		\$48,881	-\$1,197,081	\$2,482,754
Pilot Sound	\$3,357,520	\$6,921,893-	-\$869,451	\$9,751,348
Riverview	\$112,463,993	\$104,336,835	\$30,022,892	\$135,964,451
Southeast ASP	\$0	\$476,621	\$145,518	\$42,798,100
Terwillegar Heights	\$104,995	\$93,584	\$173,710	
The Grange	\$489,404	\$0	-\$2,233,671	\$13,439,540
The Meadows	\$4,503,961	\$1,788,750	-\$19,487,204	\$57,904,951
Windermere	\$70,440,625	\$4,934,209	\$7,747,167	\$101,525,177
Total	\$298,074,884	\$461,767,122	\$70,738,223	\$1,289,709,505

Table 2: ARAs collected by the City for 2022 Servicing Agreements - Commercial/Industrial Catchments:

Commercial / Industrial Catchment	ARAs Paid by Developers to the City in 2022*	OEs Incurred by the Developers in the Previous Column in 2022	Catchment OE Balance End of 2022	Remaining Estimated Unclaimed Arterial Construction and Dedication Costs End of 2022
Aurum & Clover Bar	\$3,350,953	\$26,337,481	\$16,193,806	\$36,856,392
Crossroads	\$0	\$0	-\$1,980,695	\$25,321,401
Edmonton Energy & Technology Park	\$0	\$0	\$4,585,105	\$527,480,998
Maple Ridge & Southeast Industrial	\$10,137	\$4,966,024	\$10,911,430	\$69,141,516
Mistatim	\$834	\$132,979	\$2,959,743	\$840,814
Place LaRue	\$0	\$0	\$85,722	\$0
Poundmaker	\$0	\$0	\$1,035,885	\$2,338,959
Pylypow	\$0	\$0	\$7,615,732	\$8,722,065
Rampart	\$0	\$0	\$7,847,448	\$32,775,379
Sunwapta	\$618,582	\$0	\$899,872	\$300,000
Winterburn	\$31,907	\$0	\$6,974,015	\$48,709,430
Total	\$4,012,392	\$31,436,484	\$57,128,063	\$752,486,954

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

Table 3 - Breakdown of the ARAs collected by the City for 2022 Servicing Agreements - Residential**

Residential Catchment	Cash	Waiver	Offset	Total
Big Lake	\$0	\$3,842,200	\$1,530,659	\$5,372,859
Castle Downs Extension	\$0	\$0	\$0	\$0
Dechene, Donsdale, Jamieson, & Wedgewood	\$0	\$0	\$0	\$0
Decoteau	\$0	\$0	\$0	\$0
Ebbers and Gorman	\$0	\$0	\$0	\$0
Edgemont	\$0	\$4,887,982	\$0	\$4,887,982
Ellerslie	\$3,442,209		\$0	\$3,442,209
Goodridge Corners	\$3,981	\$0	\$0	\$3,981
Heritage Valley	\$391,383	\$15,119,293	\$0	\$15,510,676
Horse Hill	\$2,841	\$22,502,572	\$10,479,396	\$32,984,809
Lake District	\$624,599	\$1,488,400	\$1,773,882	\$3,886,881
Lewis Farms	\$0	\$40,624,989	\$0	\$40,624,989
Palisades	\$0	\$0	\$0	\$0
Pilot Sound	\$3,357,520	\$0	\$0	\$3,357,520
Riverview	\$0	\$93,556,573	\$18,907,420	\$112,463,993
Southeast ASP	\$0	\$0	\$0	\$0
Terwillegar Heights	\$104,995	\$0	\$0	\$104,995
The Grange	\$489,404	\$0	\$0	\$489,404
The Meadows	\$4,503,961	\$0	\$0	\$4,503,961
Windermere	\$0	\$13,165,189	\$57,275,436	\$70,440,625
Total	\$12,920,893	\$195,187,198	\$89,966,793	\$298,074,884

Table 4 - Breakdown of the ARAs collected by the City for 2022 Servicing Agreements -
Commercial/Industrial**

Commercial / Industrial Catchment	Cash	Waiver	Offset	Total
Aurum & Clover Bar	\$3,350,953	\$0	\$0	\$3,350,953
Crossroads	\$0	\$0	\$0	\$0
Edmonton Energy & Technology Park	\$0	\$0	\$0	\$0
Maple Ridge & Southeast Industrial	\$10,137	\$0	\$0	\$10,137
Mistatim	\$834	\$0	\$0	\$834
Place LaRue	\$0	\$0	\$0	\$0
Poundmaker	\$0	\$0	\$0	\$0
Pylypow	\$0	\$0	\$0	\$0
Rampart	\$0	\$0	\$0	\$0
Sunwapta	\$618,582	\$0	\$0	\$618,582
Winterburn	\$31,907	\$0	\$0	\$31,907
Total	\$4,012,413	\$0	\$0	\$4,012,413

**Note that the numbers above shown in Tables 3 and 4 include GST.

Arterial Facilities claimed in Servicing Agreements executed in 2022

- 66 Street SW - two lanes south of 25 Avenue SW
- Signals at James Mowatt Trail SW and 32 Avenue SW
- Ellerslie Road SW Bridge at Whitemud Creek
- 32 Avenue SW from Heritage Valley SW to James Mowatt Trail SW
- 119A Street SW from 35 Avenue SW to 30 Avenue SW
- Meridian Street NE - two lanes from 167 Avenue NE north to the rail crossing
- Marquis Boulevard NE from Meridian Street NE to 7 Street NE
- Roundabout at Marquis Boulevard NE and 4 Street NE
- Maple Road NW - two lanes to just north of the TUC
- Signals at Rabbit Hill Road SW and Glenridding Ravine Drive SW
- 34 Street from Whitemud Drive to Roper Road NW
- Aurum Road NE