

A vertical photograph on the left side of the cover shows a nighttime city street. Light trails from cars are visible, and city lights are in the background.

Urban Planning and
Economy

The Edmonton logo, featuring the word "Edmonton" in white text on a blue rectangular background.

Edmonton

**Arterial Roadway
Assessments
Annual Report
2024**

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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 may 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 2024 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 2024 Servicing Agreements - Residential and Commercial/Industrial Catchments:

2025 ARA Rates

Monday April 7, 2025

Residential Catchments	2025 Core Rate (/ha)	2025 Signal Rate (/ha)	Difference from Last Year	Core Overexpenditure (Funds in Trust**)	Signal Overexpenditure (Funds in Trust**)	Remaining Assessable Area (ha)	Remaining Unallocated Aerial Construction Costs excluding Signals	Remaining Unallocated Flecher and Signal Costs
Big Lake	\$ 164,433	\$ 8,188	11.9%	\$ (1,244,386)	\$ (184,594)	254,956	\$ 40,618,077	\$ 2,275,000
Castle Downs Extension	\$ 170,100	\$ 11,038	11.0%	\$ 2,059,978	\$ -	60,410	\$ 8,215,775	\$ 666,850
Dehrens, Donisdale, Jamieson, & Wedgewood	\$ 12,483	\$ -	4.9%	\$ 22,443	\$ -	1,800	\$ -	\$ -
Desolateu	\$ 236,268	\$ 8,392	12.1%	\$ 27,890,208	\$ (190,959)	1256,530	\$ 255,145,044	\$ 10,744,775
Ebbers and Gorman	\$ 230,603	\$ 7,161	9.2%	\$ 427,815	\$ (71,555)	92,248	\$ 19,913,721	\$ 731,250
Edgemont	\$ 431,386	\$ 8,261	24.0%	\$ 7,394,777	\$ (169,805)	109,477	\$ 39,887,750	\$ 1,073,100
Elleclie	\$ 213,492	\$ 10,722	8.2%	\$ (15,135,372)	\$ (119,541)	247,060	\$ 67,881,998	\$ 2,768,500
Goodridge Corners	\$ 118,711	\$ 8,010	6.3%	\$ 2,622,267	\$ (52,560)	115,167	\$ 10,473,593	\$ 975,000
Heritage Valley	\$ 438,473	\$ 16,337	34.7%	\$ 3,289,736	\$ (953,456)	192,547	\$ 78,997,843	\$ 3,903,000
Horse Hill	\$ 354,018	\$ 8,269	10.0%	\$ 26,945,738	\$ (159,881)	1324,487	\$ 441,942,711	\$ 12,423,400
Lake District	\$ 251,135	\$ 19,066	14.3%	\$ 3,390,508	\$ (135,630)	37,130	\$ 5,927,743	\$ 846,200
Lewis Farms	\$ 318,183	\$ 33,818	20.4%	\$ 7,976,331	\$ (361,518)	78,794	\$ 16,701,627	\$ 3,026,205
Pellicades	\$ 74,034	\$ 53,384	12.6%	\$ (1,331,642)	\$ -	11,137	\$ 2,156,712	\$ 650,000
Pilot Sound	\$ 410,632	\$ 31,124	49.0%	\$ (94,492)	\$ (324,499)	18,927	\$ 7,864,805	\$ 913,600
Riverview	\$ 298,771	\$ 9,808	17.4%	\$ 29,214,773	\$ (229,543)	805,978	\$ 161,617,783	\$ 7,974,500
Southeast A BP	\$ 243,836	\$ 11,978	9.3%	\$ 4,203,429	\$ (40,388)	190,590	\$ 42,280,158	\$ 2,323,288
Terraviva Heights	\$ 64,845	\$ -	4.9%	\$ 189,066	\$ -	3,441	\$ -	\$ -
The Grange	\$ 812,082	\$ 48,037	95.2%	\$ (4,345,167)	\$ (53,796)	28,690	\$ 21,914,689	\$ 1,462,500
The Meadows	\$ 328,318	\$ 21,303	1.0%	\$ (6,416,608)	\$ (130,018)	144,917	\$ 53,707,345	\$ 3,289,700
Windsor	\$ 303,263	\$ 13,454	17.9%	\$ 6,962,861	\$ (291,262)	371,382	\$ 105,659,718	\$ 5,287,867
City-Wide Residential Weighted Average	\$ 276,331	\$ 10,322	12.6%	\$ 5,348,082	\$ 81,337	\$ 1,330,807,088	\$ 81,334,754	\$ -

Commercial / Industrial Catchments	2025 Core Rate (/ha)	2025 Signal Rate (/ha)	Difference from Last Year	Core Overexpenditure (Funds in Trust**)	Signal Overexpenditure (Funds in Trust**)	Remaining Assessable Area (ha)	Remaining Unallocated Aerial Construction Costs excluding Signals	Remaining Unallocated Flecher and Signal Costs
Aurum & Clover Bar*	\$ 133,442	\$ 3,388	14.1%	\$ 16,789,902	\$ -	365,967	\$ 42,727,399	\$ 1,902,450
Crossroads*	\$ 48,337	\$ 4,718	10.9%	\$ (5,549,244)	\$ -	301,647	\$ 26,880,160	\$ 1,896,607
Edmonton Energy & Technology Park*	\$ 120,449	\$ 2,498	9.2%	\$ 4,990,443	\$ -	3,707,950	\$ 588,836,745	\$ 12,356,000
Maple Ridge & Southeast Industrial*	\$ 141,214	\$ 4,432	14.1%	\$ 15,399,638	\$ (120)	516,640	\$ 76,744,293	\$ 3,087,500
Mixtline*	\$ 23,354	\$ 1,057	5.2%	\$ 3,493,148	\$ (377)	138,80	\$ 786,624	\$ 196,200
Pleace LaRue	\$ 78,865	\$ -	4.9%	\$ 93,300	\$ -	1,214	\$ -	\$ -
Poundmaker*	\$ 86,781	\$ 1,311	7.5%	\$ 1,127,460	\$ -	46,497	\$ 2,675,504	\$ 81,250
Pylypov*	\$ 143,346	\$ 7,404	34.0%	\$ 11,739,078	\$ (29,054)	127,600	\$ 8,766,491	\$ 1,300,000
Rampart*	\$ 200,767	\$ 3,652	8.5%	\$ 8,205,812	\$ -	175,810	\$ 36,822,372	\$ 832,658
Sumasla*	\$ 11,613	\$ 81,728	-2.1%	\$ 54,092	\$ (35,000)	4,892	\$ -	\$ 325,000
Winterburn*	\$ 84,844	\$ 2,817	9.4%	\$ 7,280,526	\$ (8,337)	732,589	\$ 53,728,899	\$ 2,762,500
City-Wide Industrial Weighted Average	\$ 113,067	\$ 3,033	7.8%	\$ 8,118,878	\$ 337,848,487	\$ 24,740,166	\$ -	\$ -

* The ARA rates in this particular Catchment have been reduced as per City Policy C192 i.e. the Industrial Infrastructure Cost Sharing Program. Under this Program, the City contributes a portion of its municipal property tax revenue from eligible ARA Catchment areas towards reducing the cost of development assessments.

** These numbers are subject to change. Please reach out to development.coordination@edmonton.ca to obtain the most accurate catchment overexpenditure and trust values.

Land Dedication Rates	Difference from Last Year
SW Quadrant	4.6%
SE Quadrant	5.2%
NW/WE Quadrant	5.2%
NE Quadrant	5.2%
Crossroads	-0.3%

Table 2 - Breakdown of the ARAs collected by the City for 2024 Servicing Agreements -
Residential*

Residential Catchment	Cash	Waiver	Offset	Total
Big Lake	\$1,736,283	\$1,321,527	\$154,417.	\$3,212,227
Castle Downs Extension	\$0	\$0	\$0	\$0
Dechene, Donsdale, Jamieson, & Wedgewood	\$0	\$0	\$0	\$0
Decoteau	\$910,922	\$857,499	\$41,631,637	\$43,400,059
Ebbers and Gorman	\$999,535	\$1,500,352	\$391,997	\$2,891,884
Edgemont	\$169,805	\$5,906,763	\$7,271,197	\$13,347,765
Ellerslie	\$2,670,009	\$0	\$0	\$2,670,009
Goodridge Corners	\$52,560	\$0	\$0	\$52,560
Heritage Valley	\$5,829,369	\$0	\$65,102,245	\$70,931,614
Horse Hill	\$159,881	\$37,804,845	\$0	\$37,964,726
Lake District	\$860,525	\$3,421,228	\$1,577,196	\$5,858,949
Lewis Farms	\$447,323	\$0	\$17,921,726	\$18,369,049
Palisades	\$0	\$0	\$0	\$0
Pilot Sound	\$3,530,933	\$0	\$0	\$3,530,933
Riverview	\$588,185	\$94,827,256	\$34,743,145	\$130,158,586
Southeast ASP	\$518,607	\$338,401	\$5,548,125	\$6,405,133
Terwillegar Heights	\$0	\$0	\$0	\$0
The Grange	\$407,915	\$0	\$0	\$407,915
The Meadows	\$2,499,027	\$0	\$0	\$2,499,027
Windermere	\$671,981	\$627,745	\$8,612,937	\$9,912,663
Total	\$22,052,860	\$146,605,616	\$182,954,622	\$351,613,098

Table 3 - Breakdown of the ARAs collected by the City for 2024 Servicing Agreements -
Commercial/Industrial*

Commercial / Industrial Catchment	Cash	Waiver	Offset	Total
Aurum & Clover Bar	\$914,384	\$0	\$0	\$914,384
Crossroads	\$0	\$0	\$0	\$0
Edmonton Energy & Technology Park	\$0	\$0	\$0	\$0
Maple Ridge & Southeast Industrial	\$3,211	\$0	\$0	\$3,211
Mistatim	\$10,609	\$0	\$0	\$10,609
Place LaRue	\$0	\$0	\$0	\$0
Poundmaker	\$0	\$0	\$0	\$0
Pylypow	\$398,725	\$0	\$0	\$398,725
Rampart	\$0	\$0	\$0	\$0
Sunwapta	\$35,000	\$0	\$0	\$35,000
Winterburn	\$80,013	\$0	\$0	\$80,013
Total	\$1,441,942.00	\$0	\$0	\$1,441,942.00

*Note that the numbers above shown in Tables 2 and 3 include GST.

Arterial Facilities claimed in Servicing Agreements executed in 2024

Arterial Facility	Estimated Initial ARA Cost to Recover
Eastbound RTB at 137 Avenue NW and Ray Gibbon Drive NW	\$ 572,450
Lessard Road NW west of 202 Street NW	\$ 8,126,054
153 Avenue west of Fraser Way NW	\$ 1,072,918
122 Street SW from 26 Avenue SW to 28 Avenue SW	\$ 308,439

Heritage Valley Trail SW - 32 Avenue SW to 35 Avenue SW	\$ 4,390,813
Roper Road NW west of 34 Street NW	\$ 4,634,239
66 Street NW north of 167 Avenue NW - Lanes 3 and 4	\$ 5,551,898
92 Avenue NW from 225 Street NW to 228 Street NW	\$ 2,880,556
17 Street NW - 23 Avenue NW to Silverberry Road NW - Lanes 3 and 4	\$ 15,225,903
Signals at:* • 153 Avenue NW and Fraser Way NW • 25 Avenue SW and Savaryn Drive SW • 25 Avenue SW and Shaw Way SW • 25 Avenue SW from Watt Drive SW to Mattson Drive SW • 199 Street NW and 23 Avenue NW • 199 Street NW and Uplands Drive NW	\$ 300,000 each

*Prior to 2024, individual developers were responsible for the cost of these signals, recovering the expense through the ARA program. However, starting in 2024, the City implemented a signal levy. Now, developers pay a fixed rate, and Traffic Operations utilizes these collected funds to install ARA-eligible signals.