

**BYLAW 14380**  
**ARTERIAL ROADS FOR DEVELOPMENT**

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Office Consolidation June 2012

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*Prepared by:*

*Transportation Planning Branch  
Transportation Services  
City of Edmonton*

**Bylaw 14380, as amended, was adopted by City Council on September 26, 2006. In June 2012, this document was consolidated by virtue of the incorporation of the following bylaws, which were amendments to the original bylaw.**

- Bylaw 14479 Approved February 13, 2007  
A house keeping bylaw to correct errors and omissions in the original bylaw, and to update the lists of arterial improvements and right-of-way dedications being cost shared by development.
- Bylaw 14588 Approved September 10, 2007  
A bylaw to reflect the changes to the Lewis Farms Area Structure Plan proposed under Bylaw 14676.
- Bylaw 14642 Approved December 12, 2007  
A bylaw to reflect the changes to The Grange Area Structure Plan proposed under Bylaw 14698.
- Bylaw 14806 Approved January 17, 2008  
A bylaw to reflect the changes to Big Lake Area Structure Plan proposed under Bylaw 14802.
- Bylaw 15015 Approved September 22, 2008  
A bylaw to reflect the changes to the Southeast Area Structure Plan proposed under Bylaw 14979.
- Bylaw 15273 Approved December 16, 2009  
A bylaw to reflect the changes to the Heritage Valley Town Centre Neighbourhood Area Structure Plan and the proposed amendments to the Heritage Valley Servicing Concept Design Brief proposed under Bylaw 15295 and Bylaw 15296.
- Bylaw 15311 Approved February 16, 2010  
A bylaw to reflect the changes to the Winterburn Industrial Area Structure Plan proposed under Bylaw 15356.

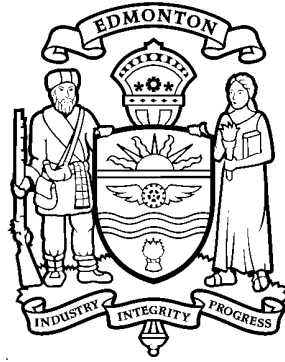
**Bylaw 14380**  
*Office Consolidation*

- Bylaw 15324 Approved March 11, 2010  
A bylaw to reflect the changes to the Maple Ridge Industrial Neighborhood Area Structure Plan proposed under Bylaw 15357.
- Bylaw 15080 Approved June 9, 2010  
A bylaw to reflect the Horsehills Energy and Technology Park Area Structure Plan proposed under Bylaw 15093.
- Bylaw 15716 Approved June 22, 2011  
A bylaw to reflect the Edgemont Area Structure Plan proposed under Bylaw 15717.
- Bylaw 15730 Approved July 4, 2011  
A bylaw to reflect the changes to the Windermere Area Structure Plan proposed under Bylaw 15802 and the proposed amendments to the Ambleside and Glenridding Neighbourhood Structure Plans proposed under Bylaw 15806 and 15803.
- Bylaw 15945 Approved May 28, 2012  
A house keeping bylaw to correct errors and omissions in the current bylaw; including updates to the lists of arterial roadway improvements and rights-of-way dedication being cost shared by development, as well as minor boundary amendments to match approved Area Structure Plan boundaries.
- Bylaw 16164 Approved July 16, 2012  
A bylaw to incorporate additional land into the Terwillegar Heights Catchment.

**Editor's Note:**

This is an office consolidation edition of Bylaw 14380 – Arterial Roads for Development, as approved by City Council on September 26, 2006. This edition contains all amendments and additions to Bylaw 14380. For sake of clarity, new maps and a standardized format were utilized in this edition of the Bylaw. All reasonable attempts were made to accurately reflect the original Bylaw and its amendments.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.



## **THE CITY OF EDMONTON**

### **BYLAW 14380**

#### **ARTERIAL ROADS FOR DEVELOPMENT**

**Whereas** ss. 650 and 655 of the *Municipal Government Act* RSA 2000 ch. M-26 allows a municipality to impose conditions on development permits and subdivision approvals requiring the applicant to construct or pay for the construction of, among other things, public roads;

**Whereas** s. 655 of the *Municipal Government Act* RSA 2000 ch. M-26 allows a municipality to enter into an agreement with an applicant who has constructed a road with an excess capacity to recover a portion of that roadway cost from a future developer who benefits from that road;

**Whereas** s. 648 of the *Municipal Government Act* RSA 2000 ch. M-26 allows a municipality to pass a bylaw to require payment for the construction of new or expanded roads as a condition of subdivision approval or development permit;

**And whereas** s. 649 of the *Municipal Government Act* RSA 2000 ch. M-26 states that a bylaw authorizing an off-site levy shall state the purposes of the levy and the method by which it was calculated;

**Therefore** Edmonton City Council enacts:

#### **PART I - PURPOSE, DEFINITIONS AND INTERPRETATION**

##### **PURPOSE**

- 1 The Arterial Roadway Assessment collected under this Bylaw will be used to pay for the costs of designing and constructing new Arterial Roads, to a designed size of four or five lanes, along with any associated land costs. Applicants for subdivision or development permit within a Catchment will be responsible to pay this assessment. The total Construction Costs of the Arterial Roads within a Catchment will be shared proportionately based on the area of the Subject Lands within the Catchment.

- 2 The fee collected under this bylaw will be used to fund the costs of administering and maintaining this bylaw.

**DEFINITIONS**

- 3 In this bylaw, unless the context otherwise requires:
- (a) **“Applicant”** means any applicant for subdivision or development permit within a Catchment, or any person, including the City of Edmonton, that has incurred Construction Costs for an Arterial Road.
  - (b) **“Arterial Road”** means a road that serves as a major transportation route between different areas of the City and as defined by the Transportation Systems Bylaw, but as more specifically identified in the Schedules attached hereto;
  - (c) **“Arterial Roadway Assessment”** means an amount of money equal to:
    - (i) the total Construction Costs of the Arterial Improvements left to be constructed in a Catchment;
    - (ii) plus any Over-Expenditures being carried by Previous Applicants in the Catchment;
    - (iii) all divided by the total remaining Assessable Area of the Catchment that is yet to be developed;
    - (iv) all multiplied by the Assessable Area of the Subject Lands.
  - (d) **“Arterial Improvements”** means the improvements constructed within the Arterial Road right-of-way necessary for the Arterial Road to function properly and efficiently, and includes the improvements as more specifically described in section 9 of this Bylaw;
  - (e) **“Assessable Area”** means the total area of a given piece of land less:
    - (i) the area of land designated or to be designated as a public utility lot, environmental reserve, municipal reserve, school reserve or municipal and school reserve;
    - (ii) the area of land dedicated or to be dedicated for

Arterial Roads;

- (iii) the area of land used for a pipeline right of way; and
- (iv) the area of land used for a freeway or provincial highway.
- (f) **“Catchment”** means an area of the City that is served by a particular Arterial Roads and other Arterial Improvements as more specifically identified in the Schedules attached hereto.
- (g) **“City”** means the Municipal Corporation of the City of Edmonton;
- (h) **“City Manager”** means the Chief Administrative Officer of the City or his/her designate;
- (i) **“Construction Cost”** means:
  - (i) in the case of Arterial Improvements that have been constructed, the actual costs of constructing the Arterial Improvements;
  - (ii) in the case of improvements that are the subject of detailed design prepared by a Professional Engineer, the estimated cost of construction based on the detailed design; or
  - (iii) in the case of improvements that are the subject of conceptual design, the estimated cost of construction based on conceptual design;and in all cases includes the dollar value assigned to any lands dedicated for Arterial Road right-of-way and Transit Centre Lands, and a reasonable amount for the cost associated with engineering and administering the design and construction of the Arterial Road;
- (j) **“Council”** means the Municipal Council of the City of Edmonton;
- (k) **“Interest”** means the Interest Rate times the number of years an Applicant has carried an Over-Expenditure rounded down to the nearest whole number of years. The Interest begins to accrue on the later of:
  - (i) the Applicant’s completion of the Arterial Roadway

such that it is open and operational to the satisfaction of the Transportation Department of the City; or

- (ii) the Applicant's payment of a contribution towards a previous Applicant's Over-Expenditure.

(l) **"Interest Rate"** means the lesser of:

- (i) an annual rate equal to the prime rate charged by the Main Branch of the Toronto Dominion Bank in Edmonton plus one per cent (1%), on January 1 of the year for which interest is to be calculated; or
- (ii) an annual rate of interest equal to the percentage change in the Edmonton Non-Residential Construction Price Index, published from time to time by Statistics Canada, from the third quarter of two previous calendar years to the third quarter of the previous calendar year from the year in which interest is to be calculated. Notwithstanding anything herein, if the change in the Edmonton Non-Residential Price Index for any period is a negative sum then the value of the annual rate pursuant to this Bylaw shall be equal to zero (0).

(m) **"Over-Expenditure"** means the amount by which:

- (i) an Applicant's Construction Costs for completed Arterial Roads; and
- (ii) an Applicant's contribution to a previous Applicant's Over-Expenditure; and
- (iii) any Interest that that may have accrued on a previous Applicant's Over-Expenditure,

which exceeds its Arterial Roadway Assessments. For greater clarity, an Applicant has not incurred an Over-Expenditure until such time that the Arterial Road has been constructed and the actual Construction Costs have been approved by the City.

(n) **"Professional Engineer"** has the same meaning as in the *Engineering, Geological and Geophysical Professions Act* RSA 2000 ch. E-11; and

- (o) **“Subject Lands”** means:
  - (i) a parcel or parcels that are the subject of a development permit application; or
  - (ii) the parcel or parcels that are to be created through a subdivision application and may include any unsubdivided remnant which, in the opinion of the subdivision authority, is unlikely to be subdivided again.
- (p) **“Transit Centre Lands”** means the area of land designated as a transit centre which is or is to be dedicated to the City, and more specifically those transit centres identified in the Schedules attached hereto;
- (q) **“Zoning Bylaw”** means the City of Edmonton Zoning Bylaw #12800 or any other bylaw that fulfills the requirements of a land use bylaw under the *Municipal Government Act* RSA 2000 ch. M-26, as amended.

<b>RULES FOR INTERPRETATION</b>	4	The marginal notes and headings in this bylaw are for reference purposes only.
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## **PART II - SCHEDULES OF CATCHMENTS & ARTERIAL ROADS**

<b>CATCHMENTS &amp; ARTERIAL ROADS</b>	5	Each Catchment has a boundary that identifies the Subject Lands for which any and all Applicants are responsible to construct or pay for the construction of the Arterial Improvements needed for that particular Catchment.
<b>SCHEDULES</b>	6	<p>The Schedules attached hereto include Catchment maps that identify both the Catchment boundaries and the Arterial Roads to be cost-shared through out that Catchment. The Schedules also define the number of lanes of the Arterial Roads and any other specific Arterial Improvements to be constructed and cost shared within the Catchment. A list of the attached Schedules is as follows:</p> <ul style="list-style-type: none"><li>(a) Schedule “A” – Aurum &amp; Cloverbar Industrial</li><li>(b) Schedule “B” – Big Lake</li><li>(c) Schedule “C” – Castledowns Extension</li></ul>

- (d) Schedule “D” – Dechene, Donsdale, Jamieson & Wedgewood
- (e) Schedule “E” – Ebbers & Gorman
- (f) Schedule “F” – Ellerslie
- (g) Schedule “G” – The Grange
- (h) Schedule “H” – Heritage Valley
- (i) Schedule “I” – Lake District
- (j) Schedule “J” – Lewis Farms
- (k) Schedule “K” – Maple Ridge & South East Industrial
- (l) Schedule “L” – The Meadows
- (m) Schedule “M” – Mistatim Industrial
- (n) Schedule “N” – Palisades
- (o) Schedule “O” – Pilot Sound
- (p) Schedule “P” – Place La Rue
- (q) Schedule “Q” – Poundmaker Industrial
- (r) Schedule “R” – Pylypow Industrial
- (s) Schedule “S” – Rampart Industrial
- (t) Schedule “T” – South East ASP
- (u) Schedule “U” – Sunwapta Industrial
- (v) Schedule “V” – Terwillegar Heights
- (x) Schedule “X” – Windermere
- (y) Schedule “Y” – Winterburn Industrial
- (z) Schedule “Z” – Edmonton Energy & Technology Park
- (aa) Schedule “AA” - Edgemont



### **PART III - CONSTRUCTION & COST SHARING OF ARTERIAL ROADS**

#### **CONSTRUCTION OF ARTERIAL ROADS**

- 7 As a condition of granting a subdivision approval or development permit for any lands located within any of the Catchments identified in the Schedules attached hereto, the subdivision authority or development officer may require the Applicant to construct or pay for the construction of such portions of the Arterial Improvements identified in the Schedules attached hereto as are required to ensure the safe and efficient movement of traffic through the Catchment while the Catchment is being developed and to ensure that all Arterial Roads in the Catchment are completely constructed by the time the Catchment has been fully developed. Without limiting the generality of the foregoing, the subdivision authority or development officer shall require the Applicant to construct or pay for the construction of any portion of an Arterial Road that is located within the Subject Lands or any portion of an Arterial Road that is required to provide access to the Subject Lands.
- 8 When an Applicant is required to construct an Arterial Road that is deemed to be a four or six lane road in its ultimate design, the Applicant shall construct the first four lanes of the Arterial Road. If the Arterial Road to be constructed is deemed to be a five or seven lane road in its ultimate design, the Applicant shall construct the first five lanes. Exceptions to this requirement will only be considered by Administration in the event of:
- (a) insufficient Arterial Road right-of-way being present to construct the full four or five lanes; or
  - (b) if the Arterial Roadway bisects an existing Catchment and a future (currently undefined Catchment) and the traffic volumes on that Arterial Roadway only require two or three lanes.
- In the event that Administration does grant an exception based on this section, then the additional lanes to be constructed will be constructed by future Applicants.
- 9 When an Applicant is required to construct an Arterial Road the Applicant shall construct any and all improvements necessary for the functioning the Arterial Roadway, which may include:
- (a) storm sewers needed to service the Arterial Road
  - (b) sub-grade preparation;

- (c) curb and gutter
- (d) pavement and pavement markings;
- (e) sidewalks and multi-use trails;
- (f) street lighting and any associated power requirements;
- (g) medians;
- (h) turn-bays;
- (i) acceleration, deceleration and auxilliary lanes;
- (j) traffic control signs and signals;
- (k) landscaping;
- (l) creek crossings; and
- (m) any additional improvements identified in the Schedules attached hereto

but will not include:

- (n) grade-separated railway crossings
- (o) grade-separated intersections

unless such an improvement is identified in the Schedules attached hereto.

- 10 The Construction Costs of the Arterial Improvements will, in part, be used to determine and calculate the Arterial Roadway Assessments. The City Manager shall update the Construction Costs no less than once a year, and may update them at more frequent intervals as required.

**COST SHARING**

- 11 As a condition of granting a subdivision approval or development permit for any lands located within any of the Catchments identified in the Schedules attached hereto, the subdivision authority or development officer may require the Applicant to enter into an agreement with the City to pay:
- (a) an administrative fee pursuant to section 14 of this Bylaw;
  - (b) an Arterial Roadway Assessment; and
  - (c) some or all of the remaining Over-Expenditures incurred by

previous Applicants in the same Catchment.

Any portion of an Over-Expenditure collected pursuant to this section shall be distributed to the previous Applicants who incurred the Over-Expenditure.

- 12 If an Applicant or a previous Applicant has already paid an Arterial Roadway Assessment as a condition of the subdivision or development of the Subject Lands, the subdivision authority or development officer may not require an applicant to pay another Arterial Roadway Assessment for those same Subject Lands."
- 13 Arterial Roadway Assessments collected from a particular Catchment, shall only be expended on the construction of Arterial Roads within that Catchment or for the repayment of Over-Expenditures previously incurred in that Catchment.

#### **PART IV - THE ADMINISTRATION FEE**

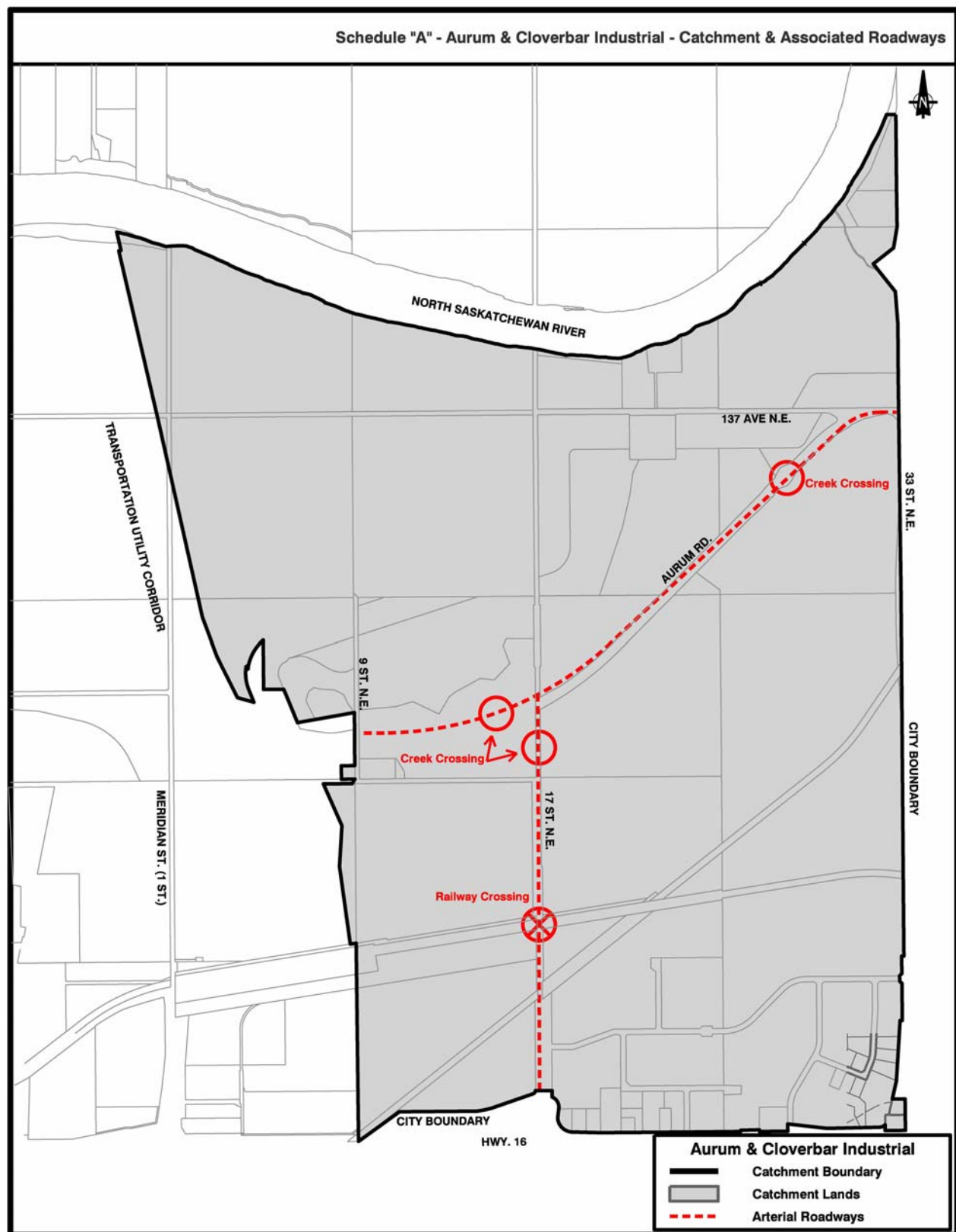
##### **THE ADMINISTRATION FEE**

- 14 An administration fee, plus any applicable sales tax, shall be collected with each agreement that is entered into pursuant to a subdivision approval or development permit, where said agreement collects Arterial Roadway Assessments and/or incurs an Over-Expenditure.
- 15 This administration fee will be used to fund:
  - (a) Staff operating and capital expenses to administer the collection and accounting of the assessments;
  - (b) Annual audits of the Arterial Roadway Assessment and Over-Expenditure tracking accounts for each Catchment; and
  - (c) Annual reviews of land development projections, construction cost estimates, assessment rates and required amendments to this Bylaw.

**PART V - GENERAL**

<b>EFFECTIVE DATE</b>	16	This Bylaw takes effect and applies to any subdivision application or development permit granted on or after October 1, 2006, regardless of when those applications were made.
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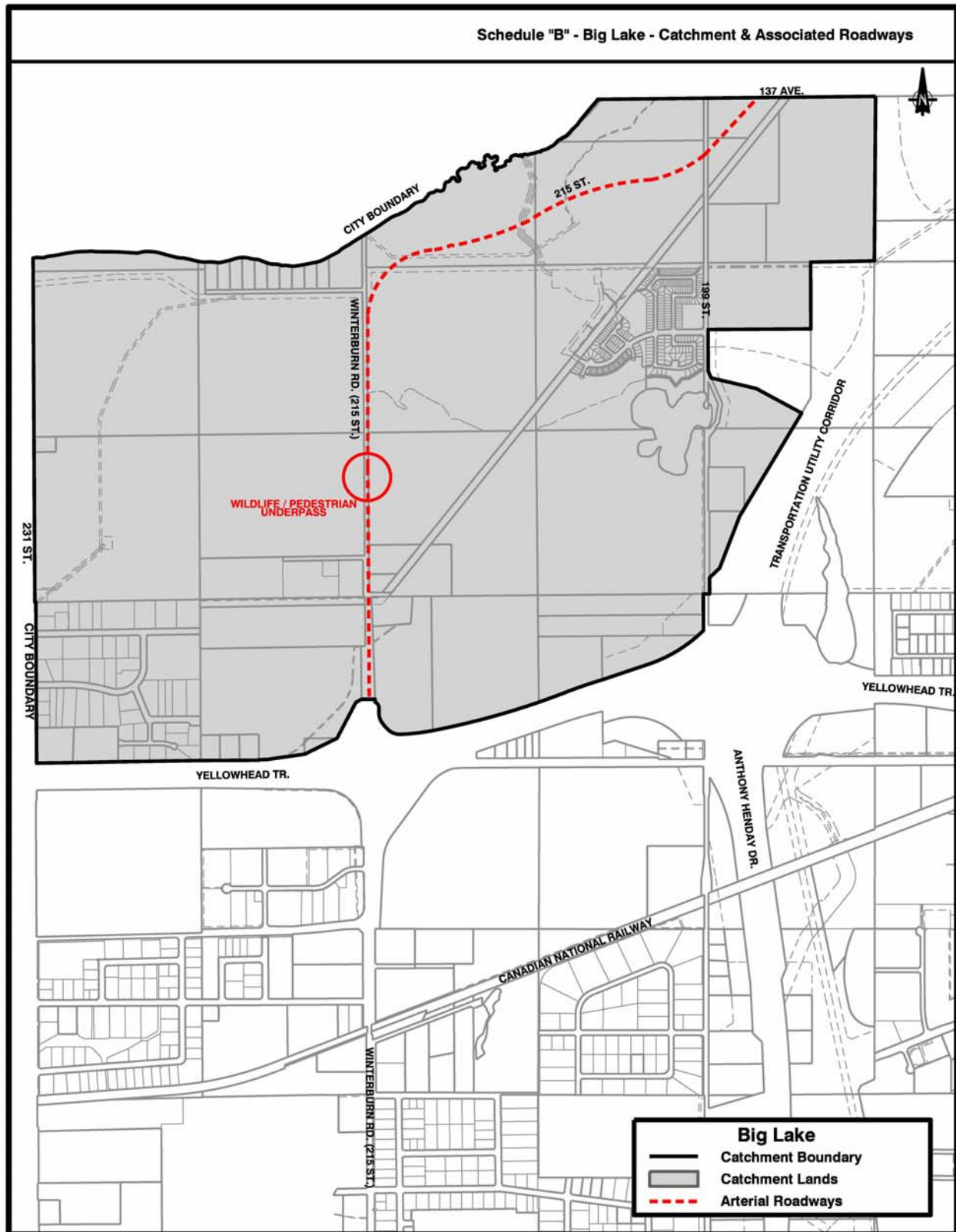


**Schedule “A”**

**Aurum & Cloverbar Industrial – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Aurum Industrial ARA Catchment:

1. Aurum Road (four lanes) – 33 Street N.E. to the Transportation Utility Corridor
2. 17 Street N.E. (four lanes) – Yellowhead Trail to Aurum Road.
3. Creek crossing at Aurum Road west of 17 Street N.E.
4. Creek crossing at 17 Street N.E.
5. Railway crossing at 17 Street N.E.
6. Creek Crossing at Aurum Road east of 17 Street N.E.

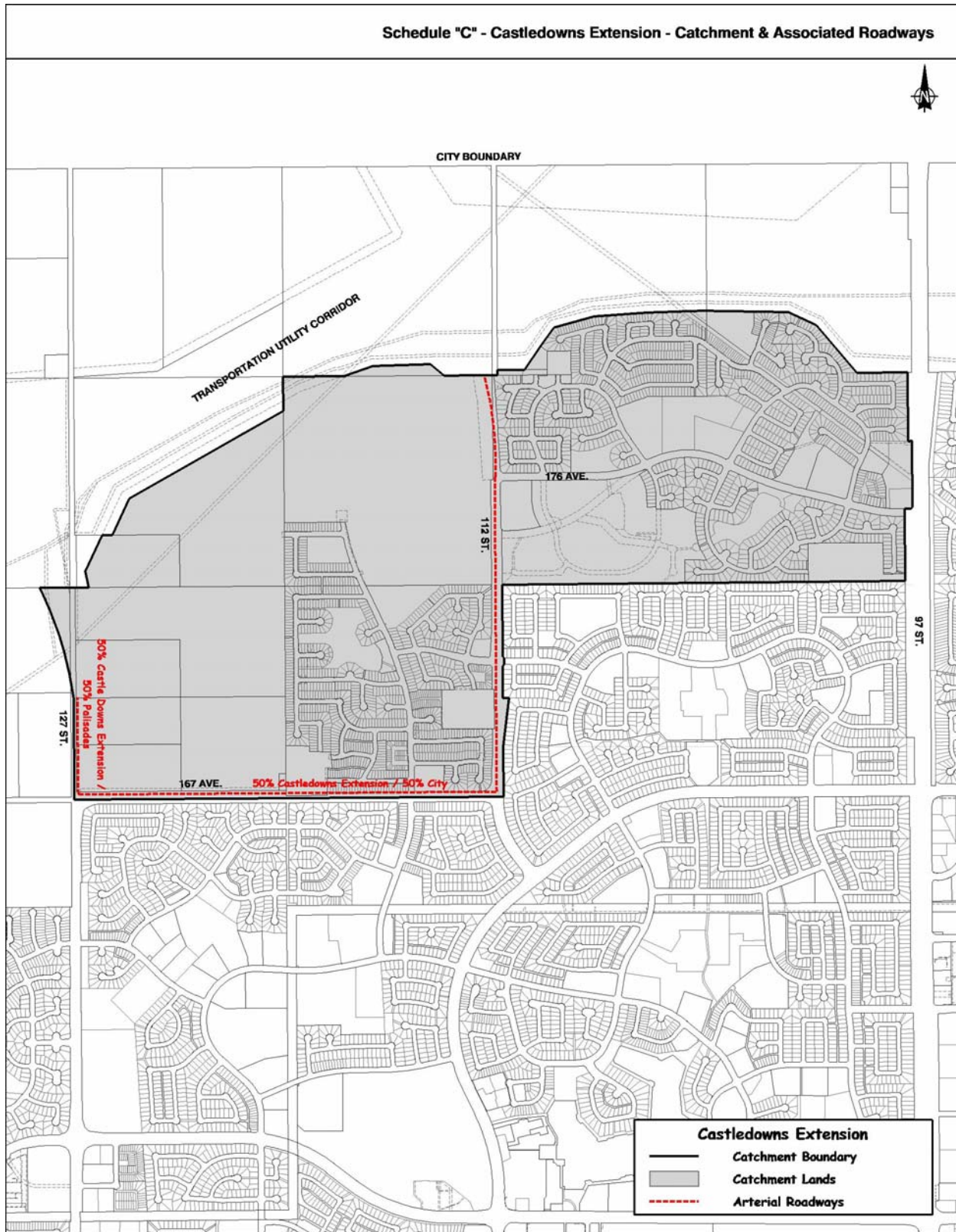




**Schedule “B”**  
**Big Lake – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Big Lake ARA Catchment:

1. 215 Street (four lanes) – Yellowhead Trail to existing 137 Avenue
2. Wildlife/Pedestrian Underpass on 215 Street

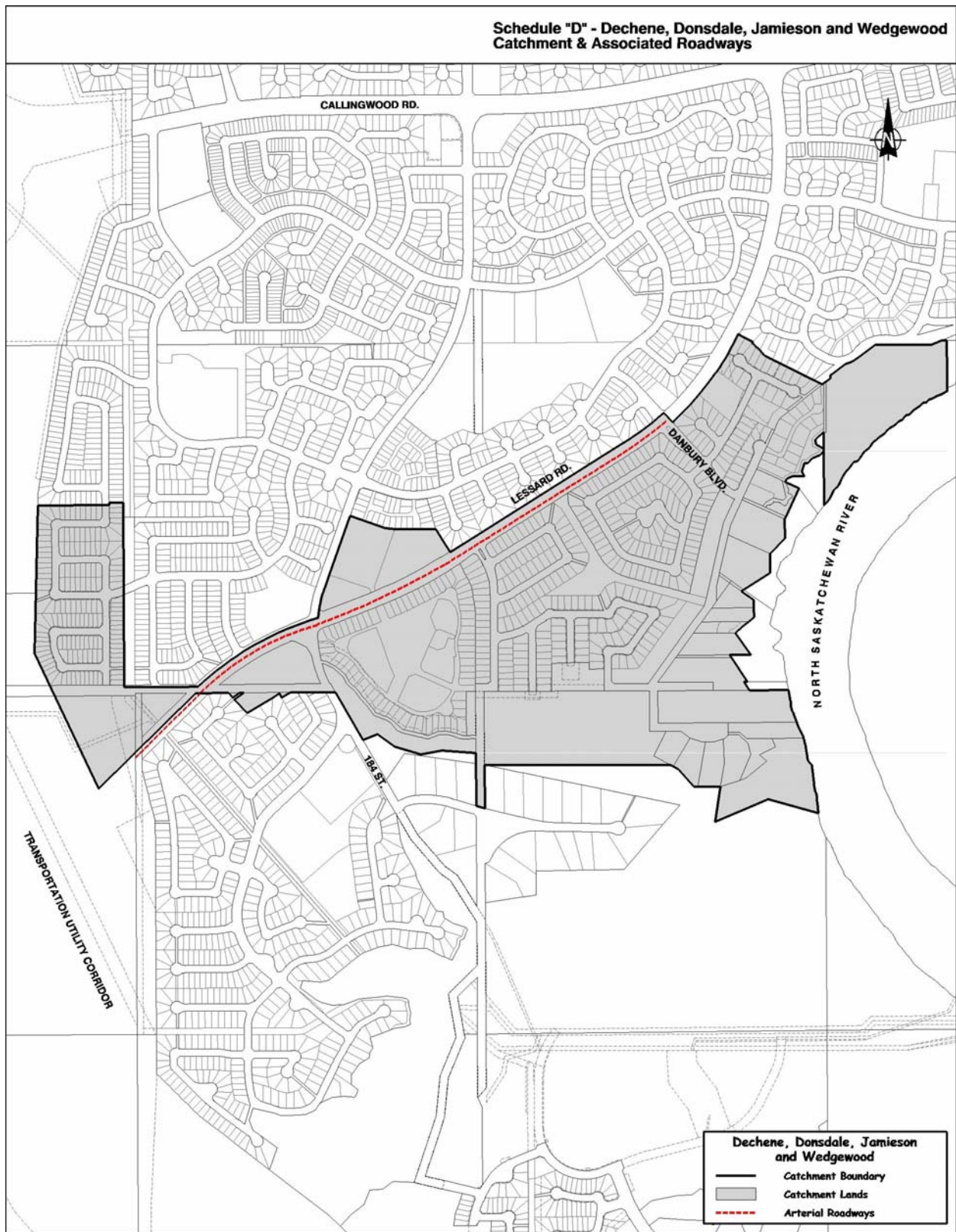


**Schedule “C”**

**Castledowns Extension – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Castledowns Extension ARA Catchment:

1. 127 Street (four lanes) – 167 Avenue to the Transportation Utility Corridor (50%/50% cost share with the Palisades ARA Catchment)
2. 167 Avenue (two lanes) – 112 Street to 115 Street (50%/50% cost share with the City of Edmonton)
3. 167 Avenue (four lanes) – 115 Street to 127 Street (50%/50% cost share with the City of Edmonton)
4. 112 Street (two lanes) – 167 Avenue to 176 Avenue
5. 112 Street (four lanes) – 176 Avenue to the Transportation Utility Corridor



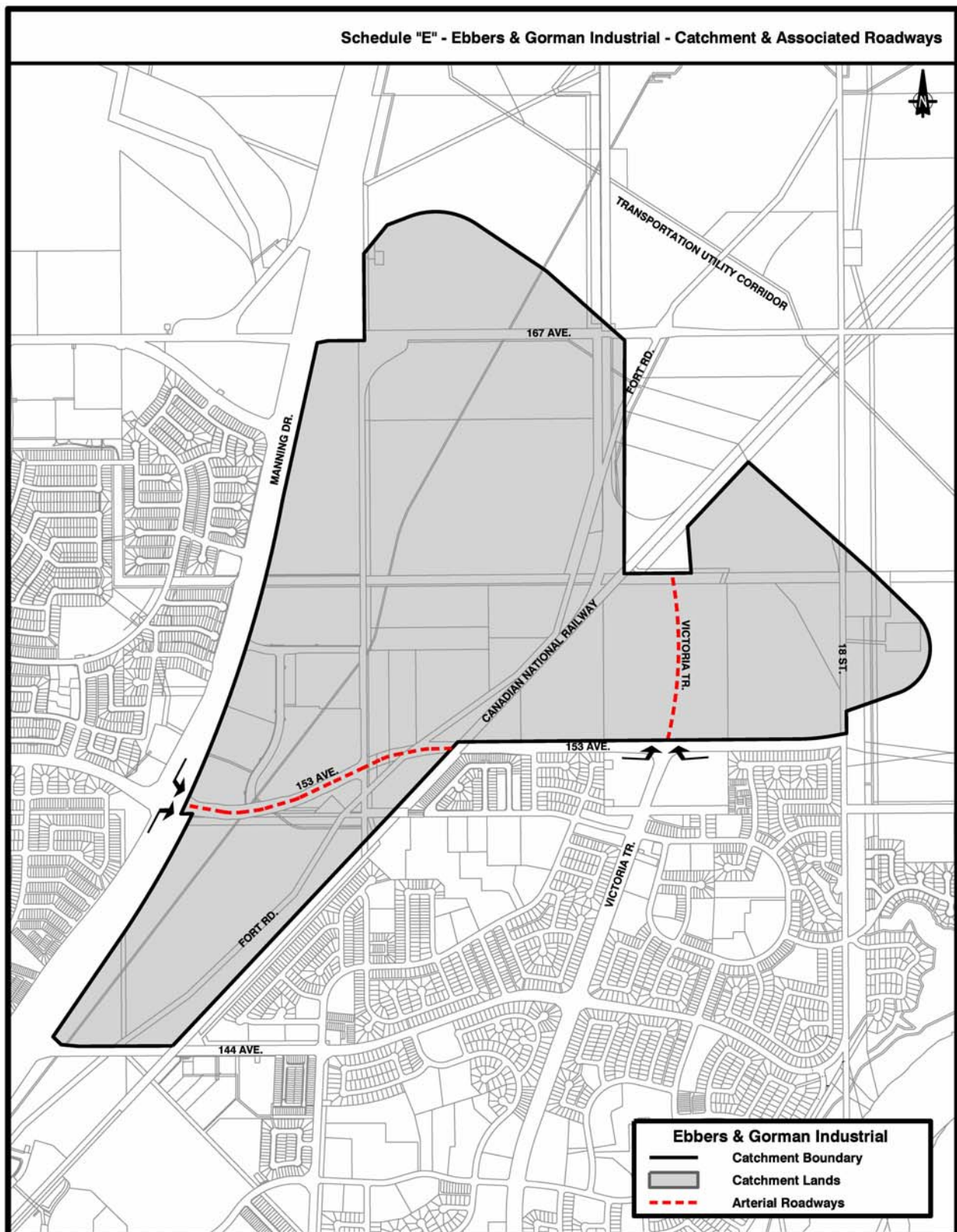
**Schedule “D”**

**Dechene, Donsdale, Jamieson & Wedgewood– Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Dechene, Donsdale, Jamieson & Wedgewod ARA Catchment:

1. Lessard Road (two lanes) – Danbury Boulevard to the Transportation Utility Corridor

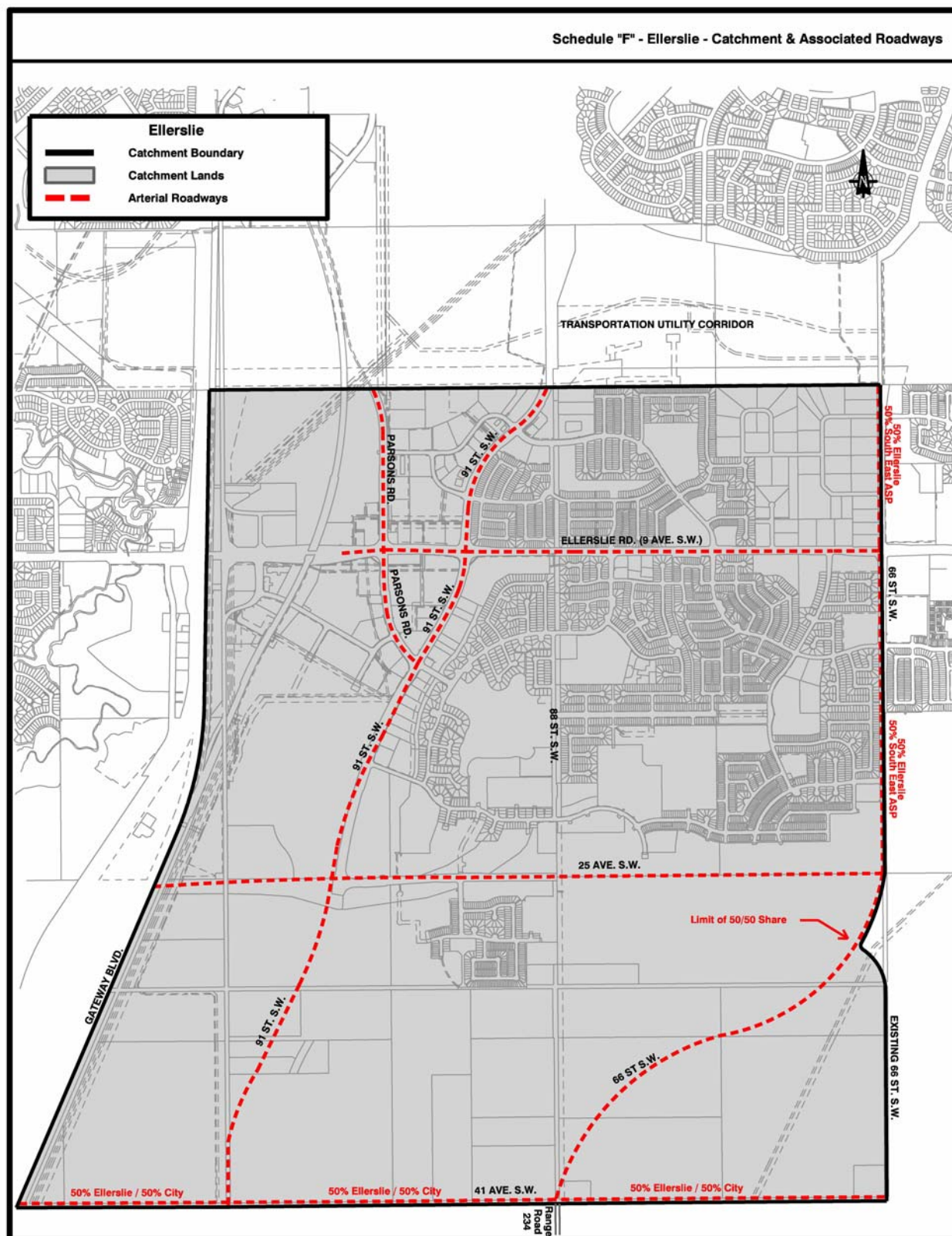




**Schedule “E”**  
**Ebbers & Gorman Industrial – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Ebbers & Gorman Industrial ARA Catchment:

1. 153 Avenue (four lanes) – Manning Drive to the Canadian National Railway tracks
2. Victoria Trail (four lanes) – 153 Avenue to the Transportation Utility Corridor
3. South-bound left turn bay on Manning Drive at 153 Avenue
4. North-bound right turn bay on Manning Drive at 153 Avenue
5. West-bound right turn bay on 153 Avenue at Victoria Trail
6. East-bound left turn bay on 153 Avenue at Victoria Trail

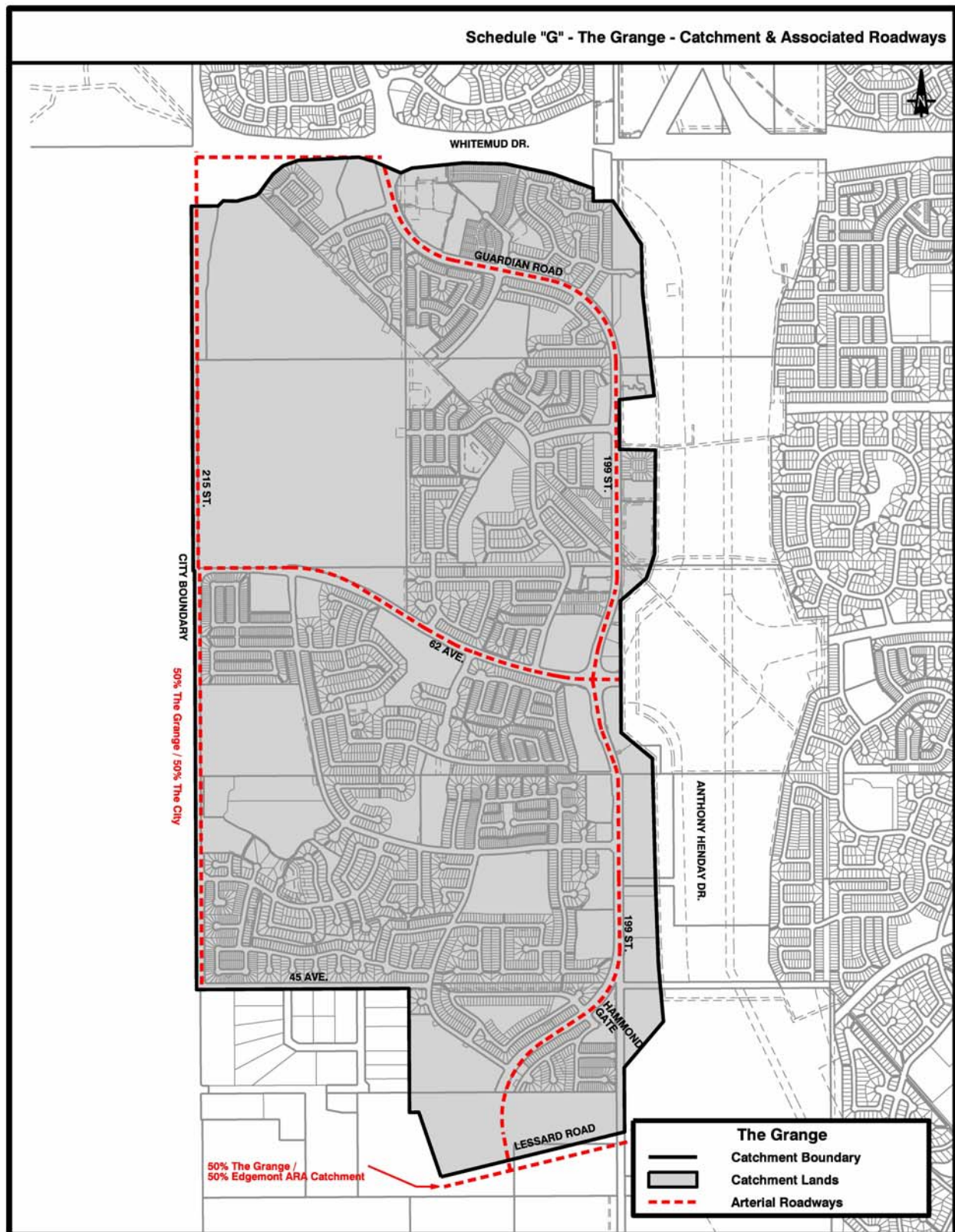




**Schedule “F”**  
**Ellerslie – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Ellerslie ARA Catchment:

1. Ellerslie Road (two lanes) – West of Parsons Road to 66 Street S.W.
2. Parsons Road (three lanes) – Transportation Utility Corridor to 91 Street S.W.
3. 91 Street (two lanes) – Transportation Utility Corridor to Ellerslie Road
4. 91 Street S.W. (three lanes) – Ellerslie Road to Parsons Road
5. 91 Street S.W. (five lanes) – Parsons Road to 41 Avenue S.W.
6. 25 Avenue S.W. (four lanes) – Gateway Boulevard to 66 Street S.W.
7. 41 Avenue S.W. (four lanes) – Gateway Boulevard to 66 Street S.W. (50%/50% cost share with the City of Edmonton)
8. 66 Street S.W. (three lanes) – Transportation Utility Corridor to Ellerslie Road (50%/50% cost share with the South East ASP ARA Catchment)
9. 66 Street S.W. (four lanes) – Ellerslie Road to approximately 375 metres south of 25 Avenue S.W. (50%/50% cost share with the South East ASP ARA Catchment)
10. Un-Named Road (four lanes) – approximately 375 metres south of 25 Avenue S.W. to 41 Avenue S.W. (see Ellerslie Catchment map in this Schedule for approximate location)
11. Transit centre right-of-way dedication on the southwest corner of the intersection at Ellerslie Road and 62 Street S.W. (50%/50% cost share with the South East ASP ARA Catchment)

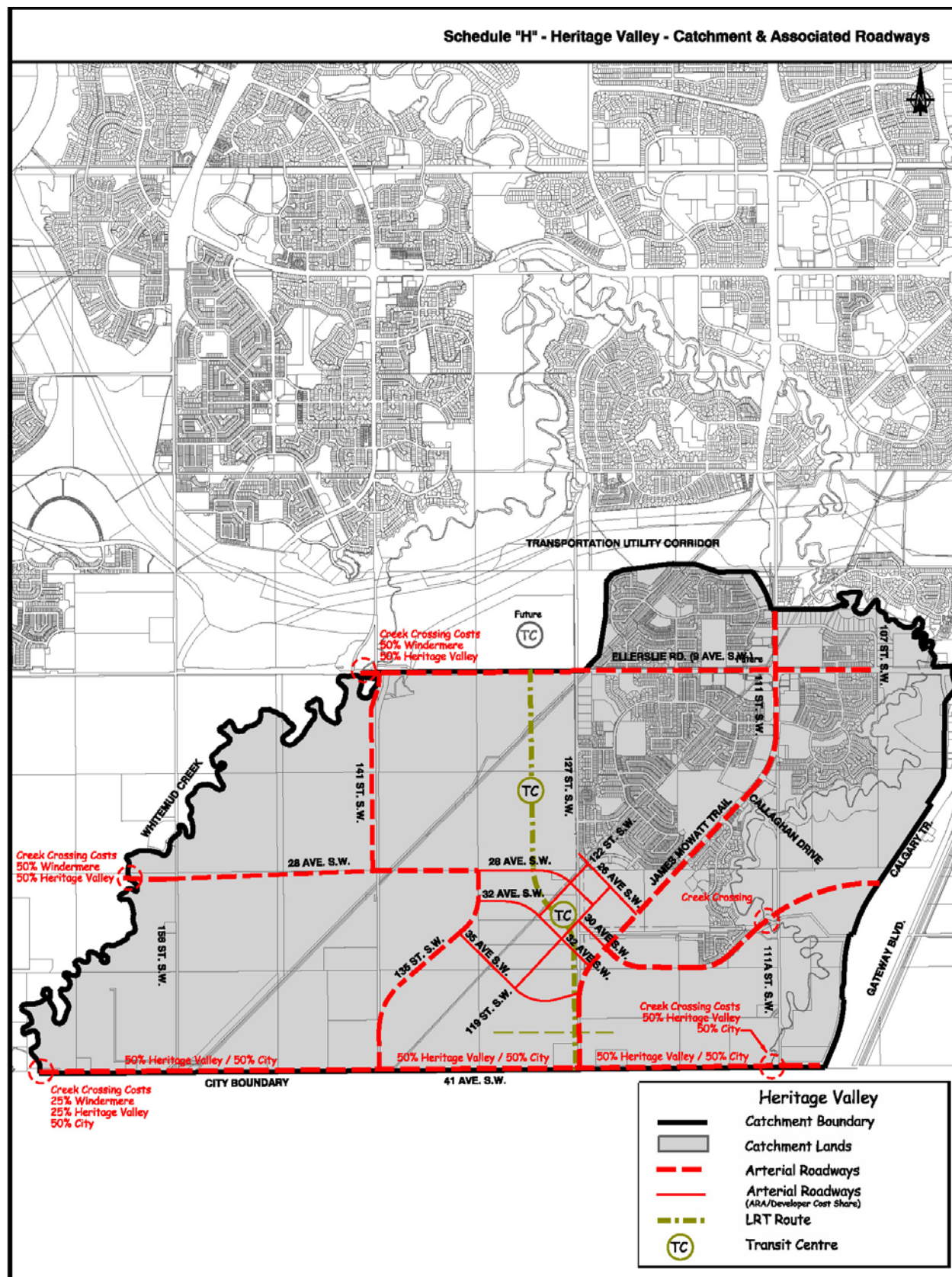


**Schedule “G”**  
**The Grange – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in The Grange ARA Catchment:

1. Guardian Road (two lanes) – Whitemud Drive to 199 Street
2. 199 Street (two lanes) – Guardian Road to Hammond Gate
3. 199 Street (four lanes) – Hammond Gate to Lessard Road
4. 62 Avenue (two lanes) – Transportation Utility Corridor to 212 Street
5. 62 Avenue (four lanes) – 212 Street to 215 Street
6. 215 Street (four lanes) – Whitemud Drive to 45 Avenue (50%/50% cost share with the City of Edmonton)
7. Lessard Road (four lanes) – Transportation Utility Corridor to approximately 750 metres west of the Transportation Utility Corridor (50%/50% cost share with Edgemont ARA Catchment)
8. Whitemud Drive\* right-of-way dedication up to a six lane divided arterial standard – Guardian Road to 215 Street, south side only

\* NOTE: Whitemud Drive is a Highway Connector as defined in the City of Edmonton’s Transportation Master Plan and ultimately will be built to a six-lane freeway standard. As such, the City of Edmonton is responsible for right-of-way costs associated with lands needed beyond that for a standard 6 lane divided arterial right-of-way, being 51.0 meters in width.



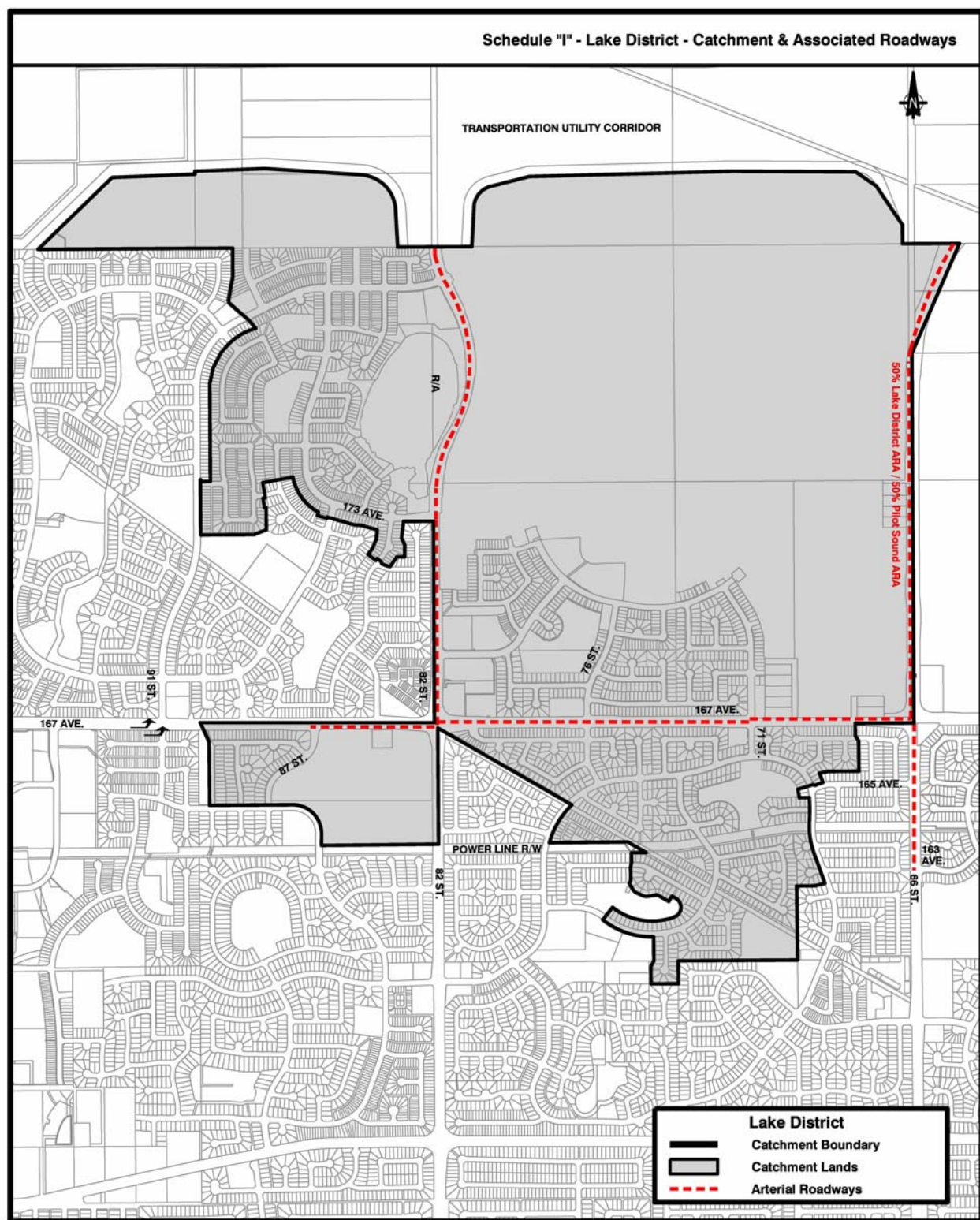
## **Schedule “H”**

### **Heritage Valley – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Heritage Valley Catchment:

1. Ellerslie Road (two lanes) – 107 Street S.W. to 127 Street S.W.
2. Ellerslie Road (four lanes) – 127 Street S.W. to Whitemud Creek
3. 41 Avenue S.W. (four lanes) – Calgary Trail to Whitemud Creek (50%/50% cost share with the City of Edmonton)
4. 111 Street S.W. (two lanes) – Transportation Utility Corridor to Ellerslie Road
5. 111 Street S.W. (four lanes) – Ellerslie Road to 25 Avenue S.W.
6. 111 Street S.W. (two lanes) – 25 Avenue S.W. to 41 Avenue S.W.
7. 127 Street S.W. (two lanes) – Ellerslie Road to 20 Avenue S.W. (roadway construction is complete – subsequent over expenditure is cost recoverable)
8. 141 Street S.W. (four lanes) – Ellerslie Road to 25 Avenue S.W.
9. Blackmud Creek crossing at 30 Avenue S.W.
10. Blackmud Creek crossing at 41 Avenue S.W. (50%/50% cost share with the City of Edmonton)
11. Whitemud Creek crossing at Ellerslie Road (50%/50% cost share with the Windermere ARA Catchment)
12. Whitemud Creek crossing at 25 Avenue S.W. (50%/50% cost share with the Windermere ARA Catchment)
13. Whitemud Creek crossing at 41 Avenue S.W. (25%/25%/50% between the Heritage Valley ARA Catchment, the Windermere ARA Catchment and the City of Edmonton, respectively)
14. Transit centre right-of-way dedication north of 28 Avenue SW, west of 127 Street SW
15. Transit centre right-of-way dedication between 119 Street SW and 122 Street SW, north of 32 Avenue SW
16. 135 Street S.W. (four lanes) – 28 Avenue S.W. to 41 Avenue S.W.
17. 26 Avenue S.W. – James Mowatt Trail to 127 Street SW (50% cost share with the Heritage Valley ARA and private development)
18. 28 Avenue SW – 119 Street S.W. to 135 Street S.W. (50% cost share with the Heritage Valley ARA and private development)
19. 30 Avenue S.W. – James Mowatt Trail to 119 Street S.W. (50% cost share with the Heritage Valley ARA and private development)
20. 32 Avenue S.W. – James Mowatt Trail to 135 Street S.W. (50% cost share with the Heritage Valley ARA and private development)
21. 35 Avenue S.W. – James Mowatt Trail to 135 Street S.W. (50% cost share with the Heritage Valley ARA and private development)
22. 119 Street S.W. – 35 Avenue S.W. to 32 Avenue S.W.
23. 119 Street S.W. – 32 Avenue S.W. to 26 Avenue S.W. (50% cost share with the Heritage Valley ARA and private development)
24. 122 Street S.W. – 32 Avenue S.W. to 26 Avenue S.W. (50% cost share with the Heritage Valley ARA and private development)
25. 30 Ave S.W. (four lanes) – Calgary Trail to James Mowatt Trail
26. 28 Ave S.W. (four lanes) – 135 Street S.W. to Whitemud Creek
27. Ten million dollars for 41 Avenue S.W. Interchange or 127 Street S.W. Interchange at the QE II highway (as per the Heritage Valley Memorandum of Understanding)

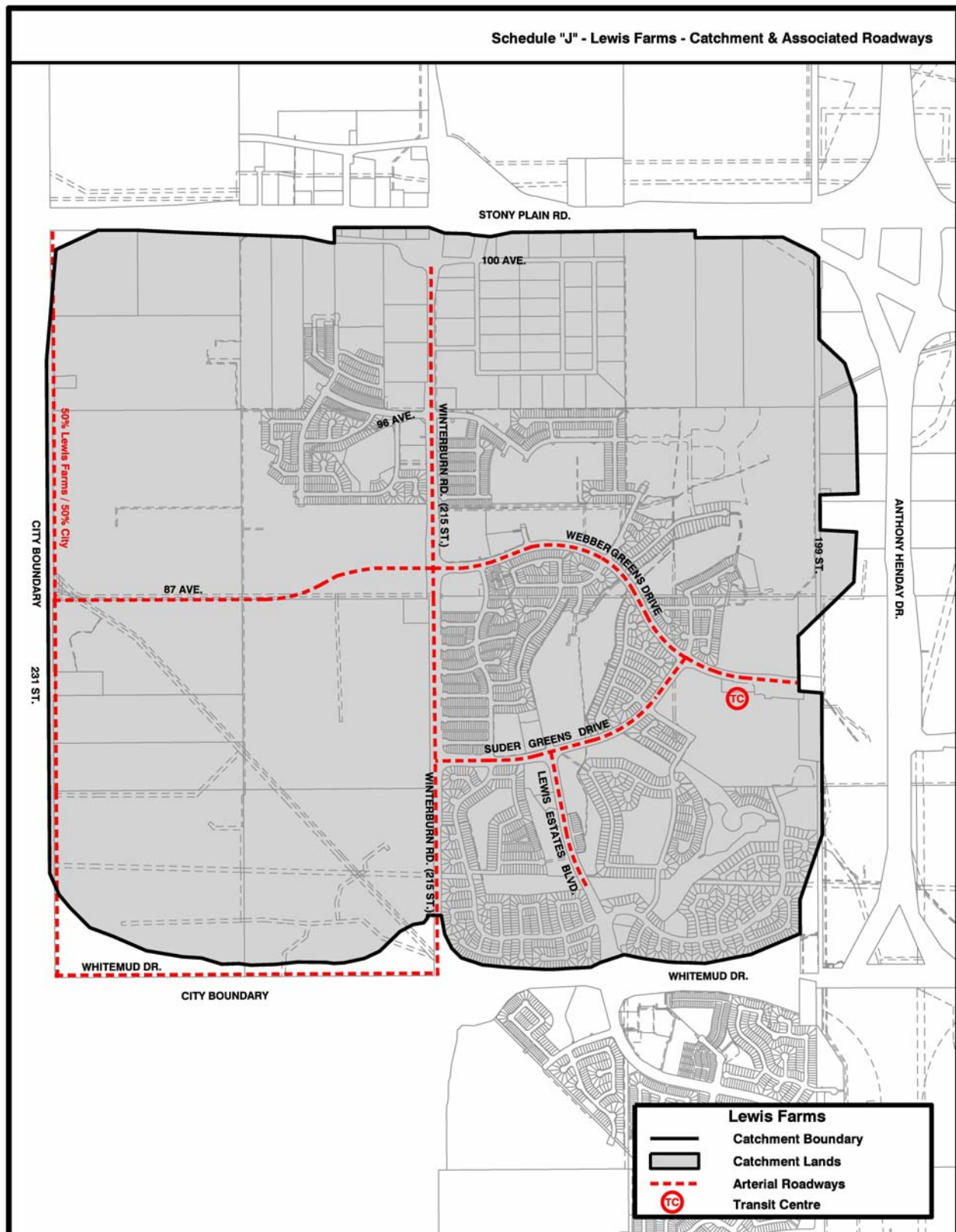




**Schedule “T”**  
**Lake District – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Lake District ARA Catchment:

1. 167 Avenue (two lanes) – 87 Street to 71 Street
2. 167 Avenue (four lanes) – 71 Street to 66 Street
3. 82 Street (two lanes) – 167 Avenue to 173 Avenue
4. 82 Street (four lanes) – 173 Avenue to the Transportation Utility Corridor
5. 66 Street (two lanes) – 163 Avenue to 165 Avenue
6. 66 Street (two lanes) – 165 Avenue to 167 Avenue (50%/50% cost share with the Pilot Sound ARA Catchment)
7. 66 Street (four lanes) – 167 Avenue to the Transportation Utility Corridor (50%/50% cost share with the Pilot Sound ARA Catchment)
8. East-bound double left turn-bays on 167 Avenue to 91 Street



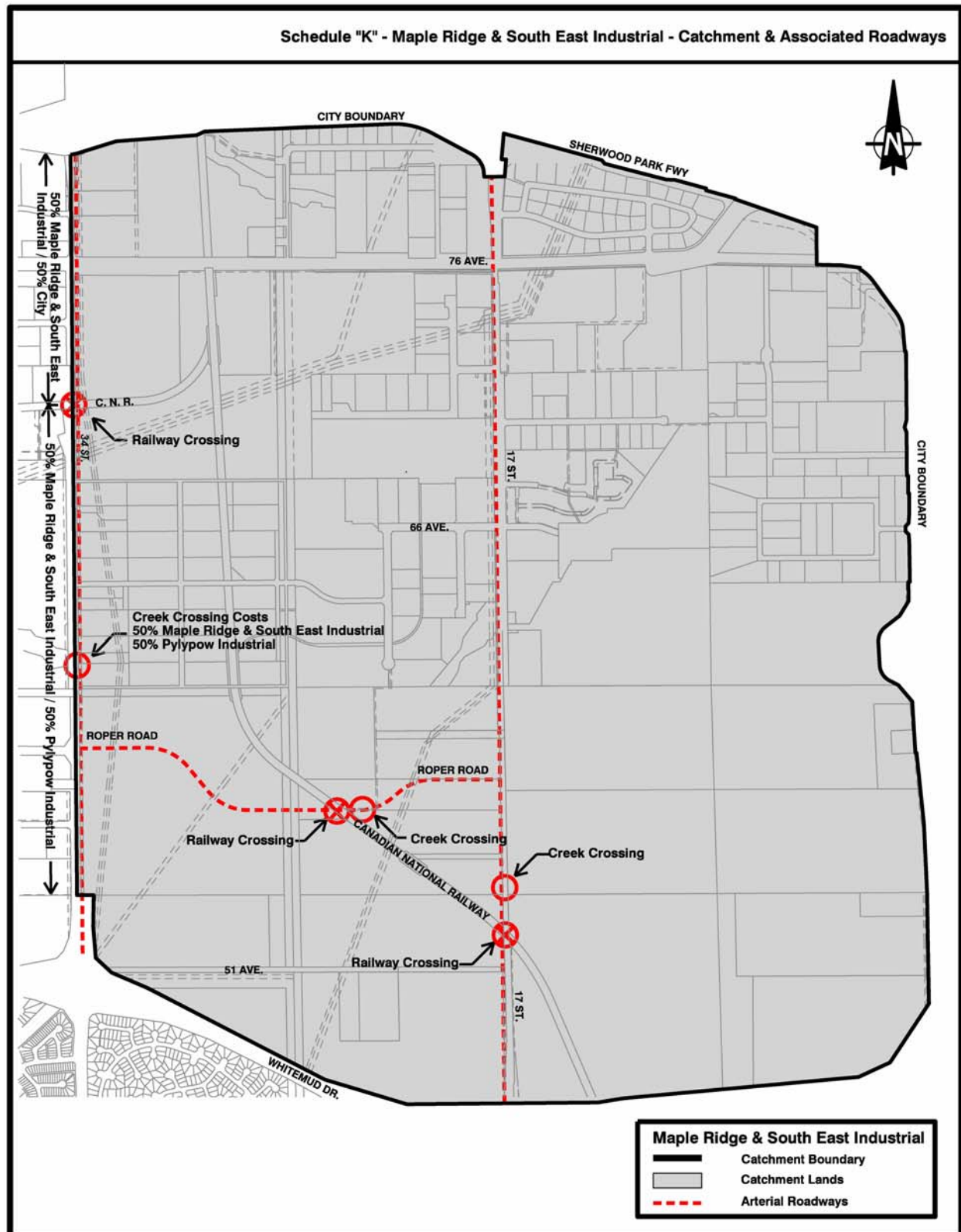


**Schedule “J”**  
**Lewis Farms – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Lewis Farms ARA Catchment:

1. Lewis Estates Boulevard (two lanes) – approximately 310 metres north of Whitemud Drive to Suder Greens Drive
2. Suder Greens Drive (two lanes) – Webber Greens Drive to 215 Street
3. Webber Greens Drive (two lanes) – Transportation Utility Corridor to 215 Street
4. 215 Street (two lanes) – Whitemud Drive to 100 Avenue
5. 87 Avenue (four lanes) – 215 Street to 231 Street
6. 231 Street (four lanes) – Whitemud Drive to Stony Plain Road (50%/50% cost share with the City of Edmonton)
7. Whitemud Drive (two lanes)\* – 215 Street to 231 Street (50%/50% cost share with the City of Edmonton)
8. Transit Centre right-of-way dedication south of Webber Greens Drive and west of the Transportation Utility Corridor

\* **NOTE:** Whitemud Drive is a *Highway Connector* as defined in the City of Edmonton’s *Transportation Master Plan* and ultimately will be built to a six lane freeway standard. As such, the City of Edmonton is responsible for the costs associated with all construction on Whitemud Drive beyond the first two lanes and right-of-way costs associated with lands needed beyond that for a standard 6 lane divided arterial road right-of-way, being 51.0 metres in width.

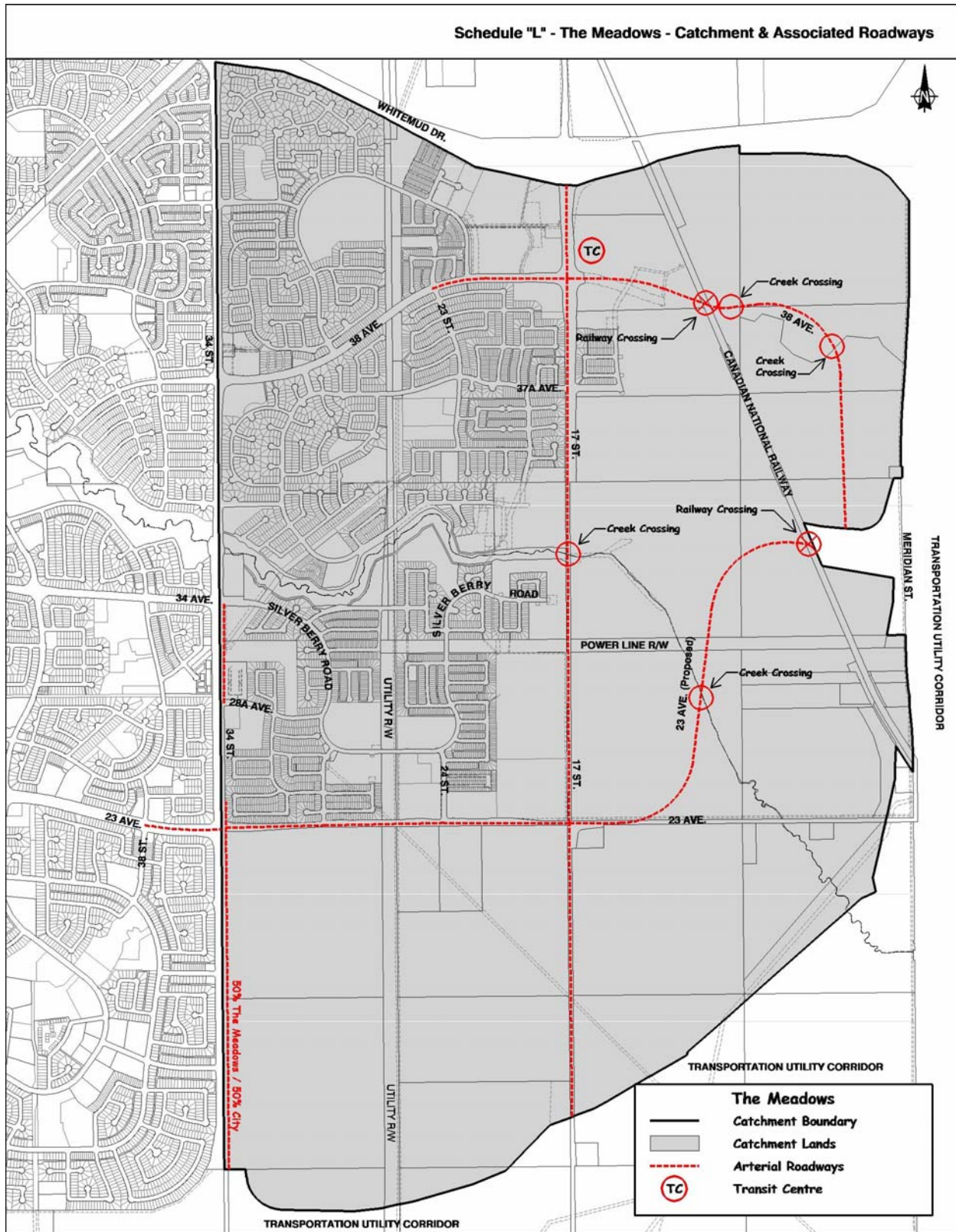


## **Schedule “K”**

### **Maple Ridge & South East Industrial – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Maple Ridge & South East Industrial ARA Catchment:

1. 34 Street (five lanes) – Whitemud Drive to the Canadian National Railway tracks (cost shared 50%/50% with the Pylypow Industrial ARA Catchment)
2. 34 Street (five lanes) – Canadian National Railway tracks to Sherwood Park Freeway (cost shared 50%/50% with the City of Edmonton)
3. 17 Street (four lanes) – Whitemud Drive to Sherwood Park Freeway
4. Roper Road (five lanes) – 34 Street to 17 Street
5. Railway crossing at 34 Street (cost shared 50%/50% with the City of Edmonton)
6. Railway crossing at Roper Road west of 17 Street
7. Railway crossing at 17 Street south of Roper Road
8. Creek Crossing at 34 Street north of Roper Road (cost shared 50%/50% with the Pylypow Industrial ARA Catchment)
9. Creek Crossing at Roper Road west of 17 Street
10. Creek Crossing at 17 Street south of Roper Road

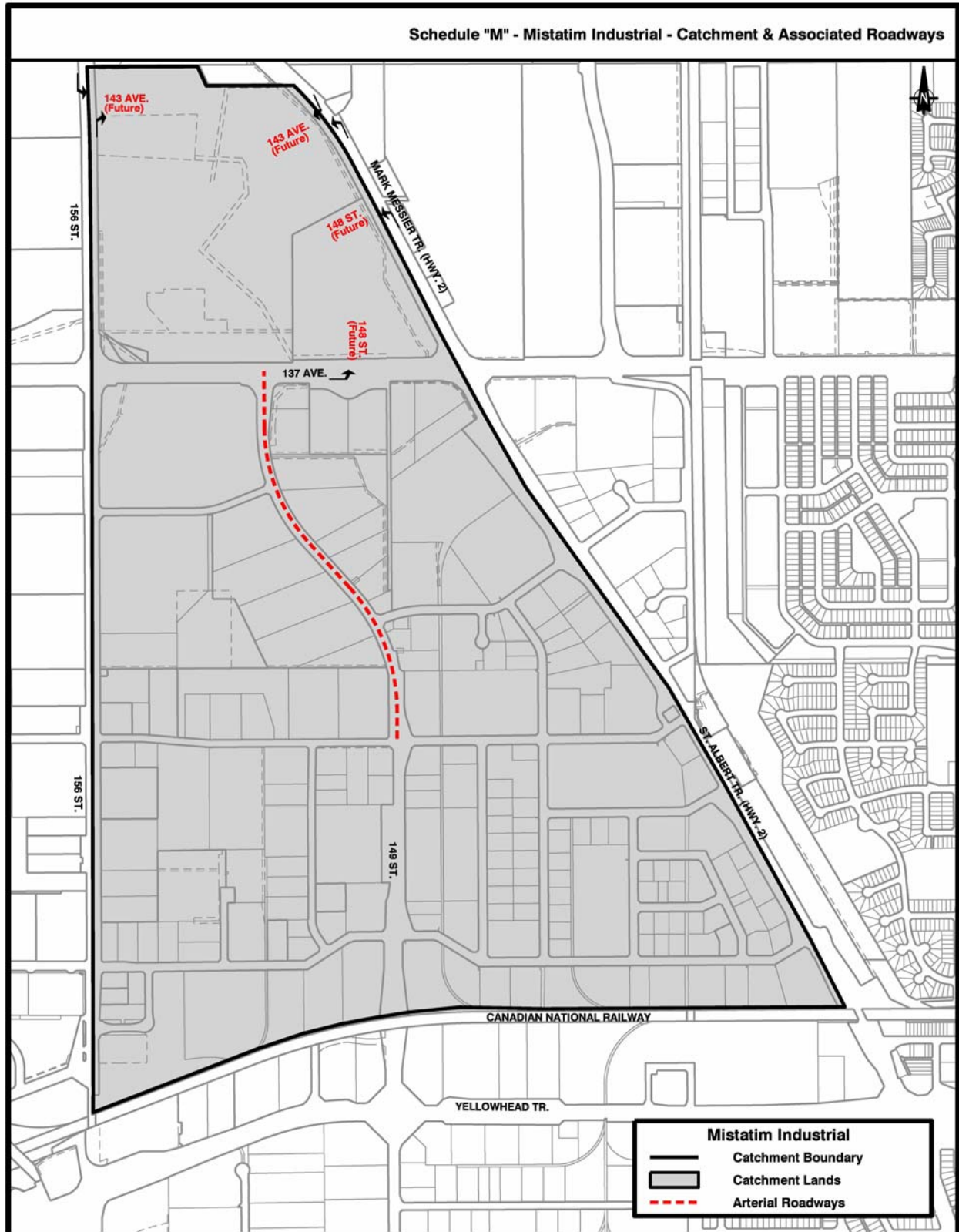


**Schedule “L”**  
**The Meadows – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in The Meadows ARA Catchment:

1. 38 Avenue (two lanes) – 23 Street to 17 Street
2. 38 Avenue (four lanes) – 17 Street to the Transportation Utility Corridor
3. 17 Street (two lanes) – Whitemud Drive to Silverberry Road
4. 17 Street (four lanes) – Silverberry Road to the Transportation Utility Corridor
5. 23 Avenue (two lanes) – 38 Street to 24 Street
6. 23 Avenue (four lanes) – 24 Street the Transportation Utility Corridor
7. 34 Street (two lanes) – 34 Avenue to 28A Avenue
8. 34 Street (four lanes) – 23 Avenue to the Transportation Utility Corridor (cost shared 50%/50% with the City of Edmonton)
9. Creek crossing at 17 Street
10. Creek crossing at 23 Avenue
11. Two creek crossings at 38 Avenue
12. Railway crossing at 38 Avenue
13. Railway crossing at 23 Avenue
14. Transit centre right-of-way dedication northeast of the intersection at 17 Street and 38 Avenue



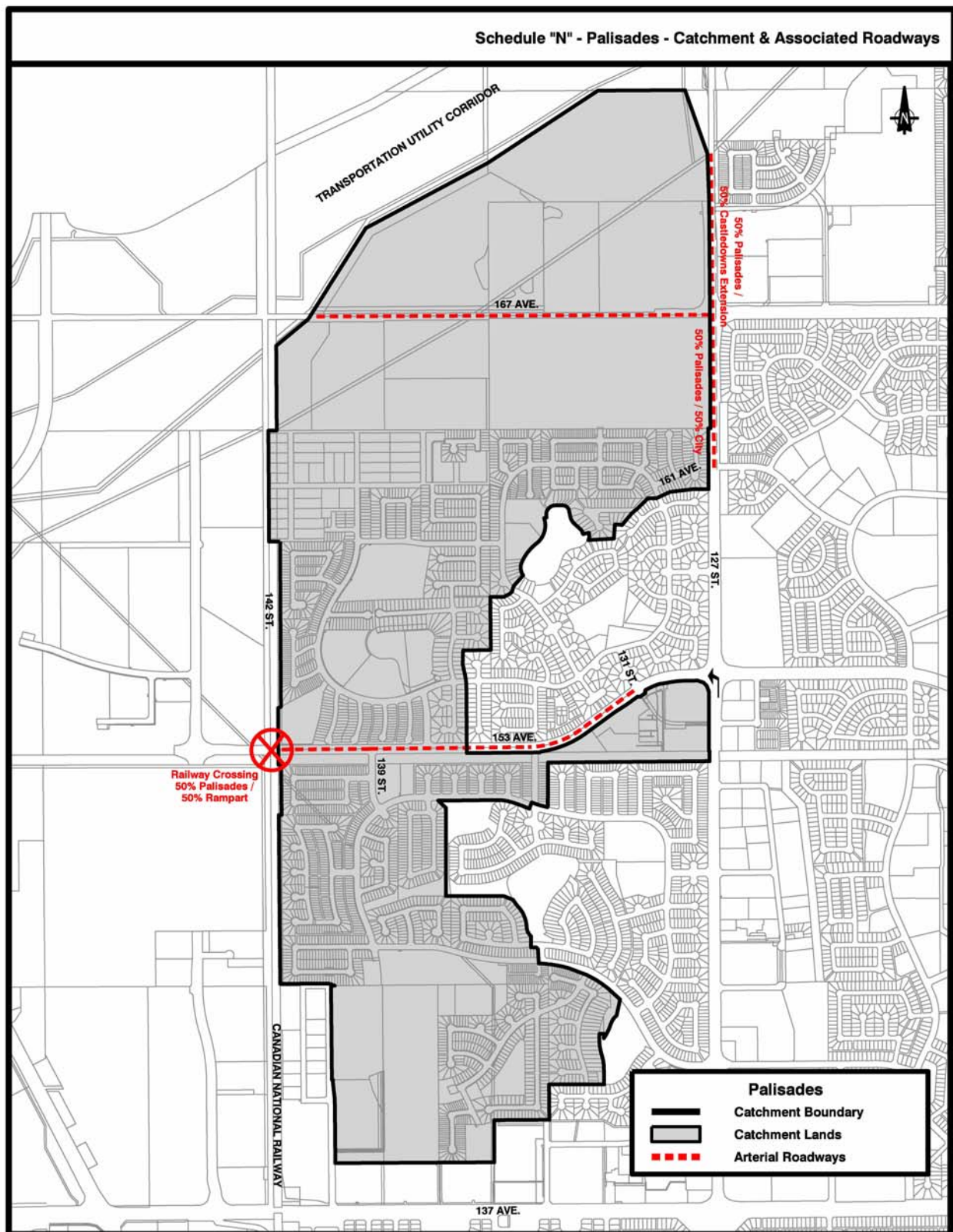


**Schedule “M”**

**Mistatim Industrial – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Mistatim Industrial ARA Catchment:

1. 149 Street (three lanes) – 131 Avenue to 137 Avenue
2. East-bound left turn bay on 137 Avenue to future 148 Street
3. North-bound right turn bay & south-bound left turn bay on 156 Street to future 143 Avenue
4. North-bound left turn bay & south-bound right turn bay on Mark Messier Trail at future 143 Avenue
5. North-bound left turn bay on Mark Messier Trail at future 148 Street

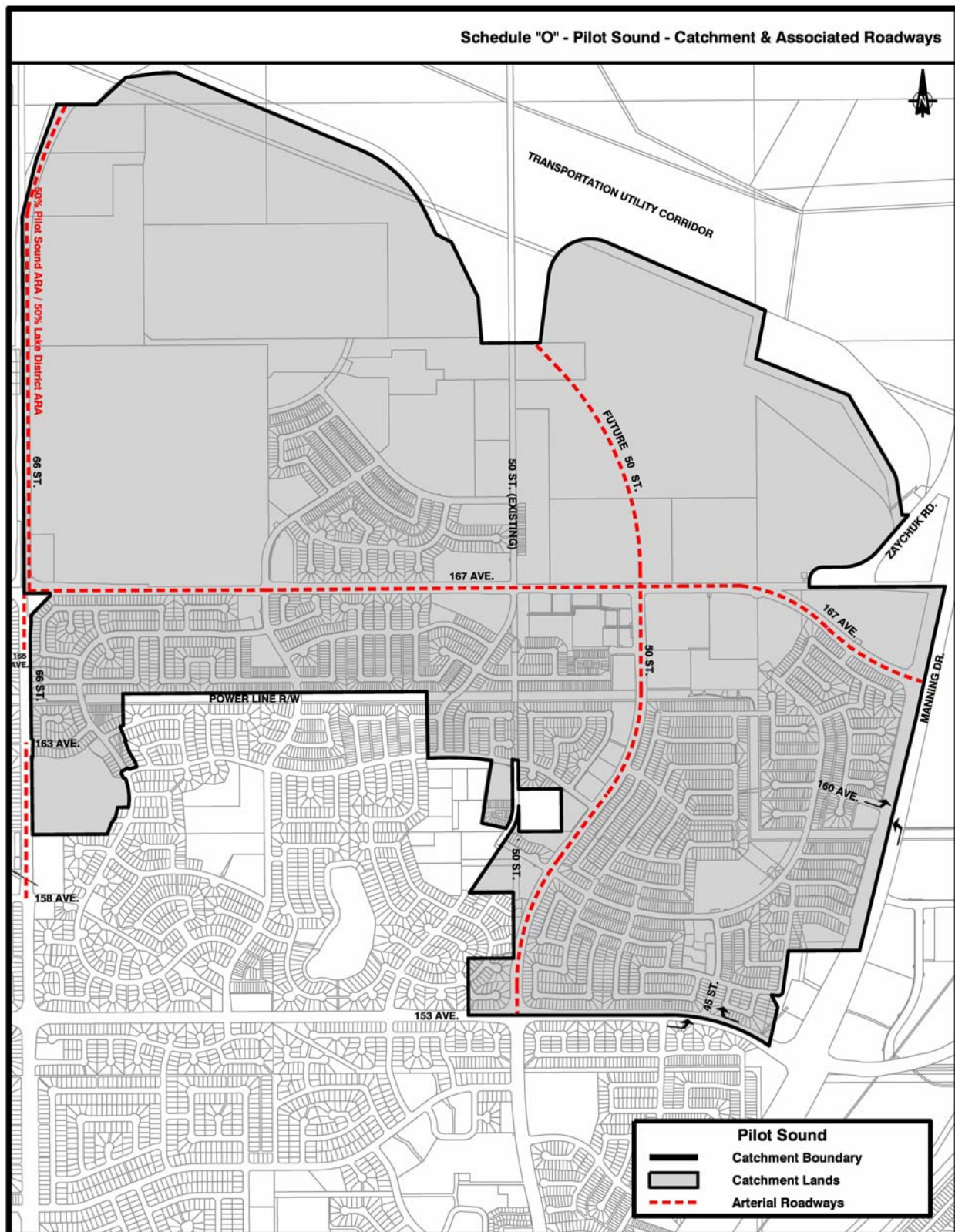




**Schedule “N”**  
**Palisades – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Palisades ARA Catchment:

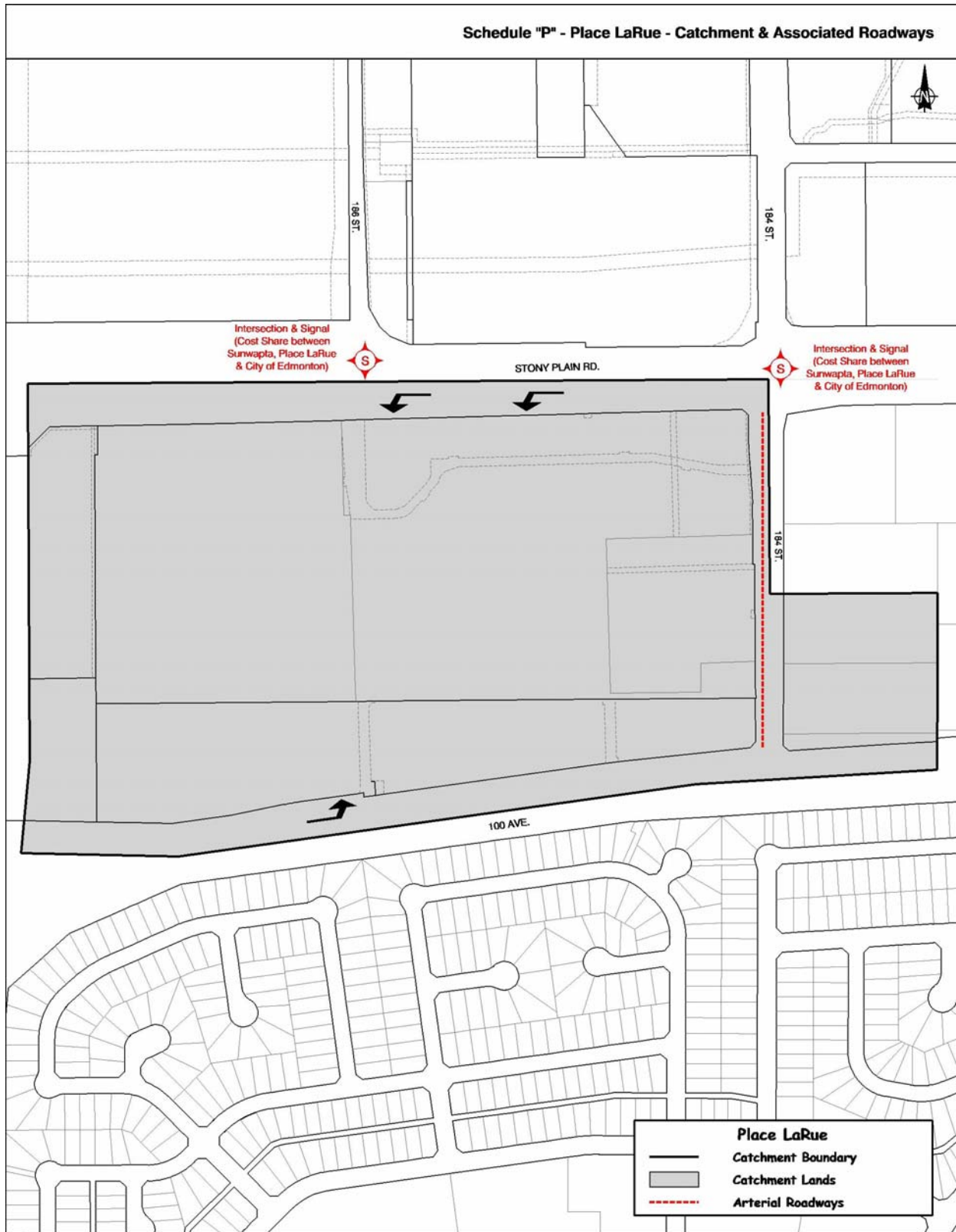
1. 153 Avenue (two lanes) – 131 Street to 139 Street
2. 153 Avenue (four lanes) – 139 Street to the Canadian National Rail tracks
3. North-bound left turn-bay on 127 Street to 153 Avenue
4. 167 Avenue (four lanes) – 127 Street to 130 Street
5. 167 Avenue (three lanes) – 130 Street to the Transportation Utility Corridor
6. 127 Street (four lanes) – 161 Avenue to 167 Avenue (cost shared 50%/50% with the City of Edmonton)
7. 127 Street (four lanes) – 167 Avenue to the Transportation Utility Corridor (50%/50% cost share with the Castledowns Extension ARA Catchment)
8. Railway crossing on 153 Avenue east of 142 Street (50%/50% cost share with the Rampart Industrial ARA catchment)



**Schedule “O”**  
**Pilot Sound – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Pilot Sound ARA Catchment:

1. 66 Street (two lanes) – 158 Avenue to 163 Avenue
2. 66 Street (two lanes) – 165 Avenue to 167 Avenue (50%/50% cost share with the Lake District ARA Catchment)
3. 66 Street (four lanes) – 167 Avenue to the Transportation Utility Corridor (50%/50% cost share with the Lake District ARA Catchment)
4. 167 Avenue (two lanes) – 66 Street to 59A Street
5. 167 Avenue (four lanes) – 59A Street to Manning Drive
6. 50 Street (two lanes) – 153 Avenue to 167 Avenue
7. 50 Street (four lanes) – 167 Avenue to the Transportation Utility Corridor
8. West-bound right turn-bay & east-bound left turn-bay on 153 Avenue to 45 Street
9. North-bound left turn-bay on Manning Drive to 160 Avenue and the median improvements for the left-out from 160 Avenue to Manning Drive



**Schedule “P”**  
**Place La Rue – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Place La Rue ARA Catchment:

1. 184 Street (three lanes) – 100 Avenue to Stony Plain Road
2. Signalization of the intersection at 184 Street & Stony Plain Road (cost shared 25%/25%/50% between the Place La Rue ARA Catchment, the Sunwapta Industrial ARA Catchment and the City of Edmonton, respectively)
3. Signalization of the intersection at 186 Street & Stony Plain Road (cost shared 50%/50% between the Place La Rue ARA Catchment and the Sunwapta Industrial ARA Catchment)
4. West-bound left turn-bays on Stony Plain Road into Place La Rue
5. East-bound left turn-bay on 100 Avenue into Place La Rue

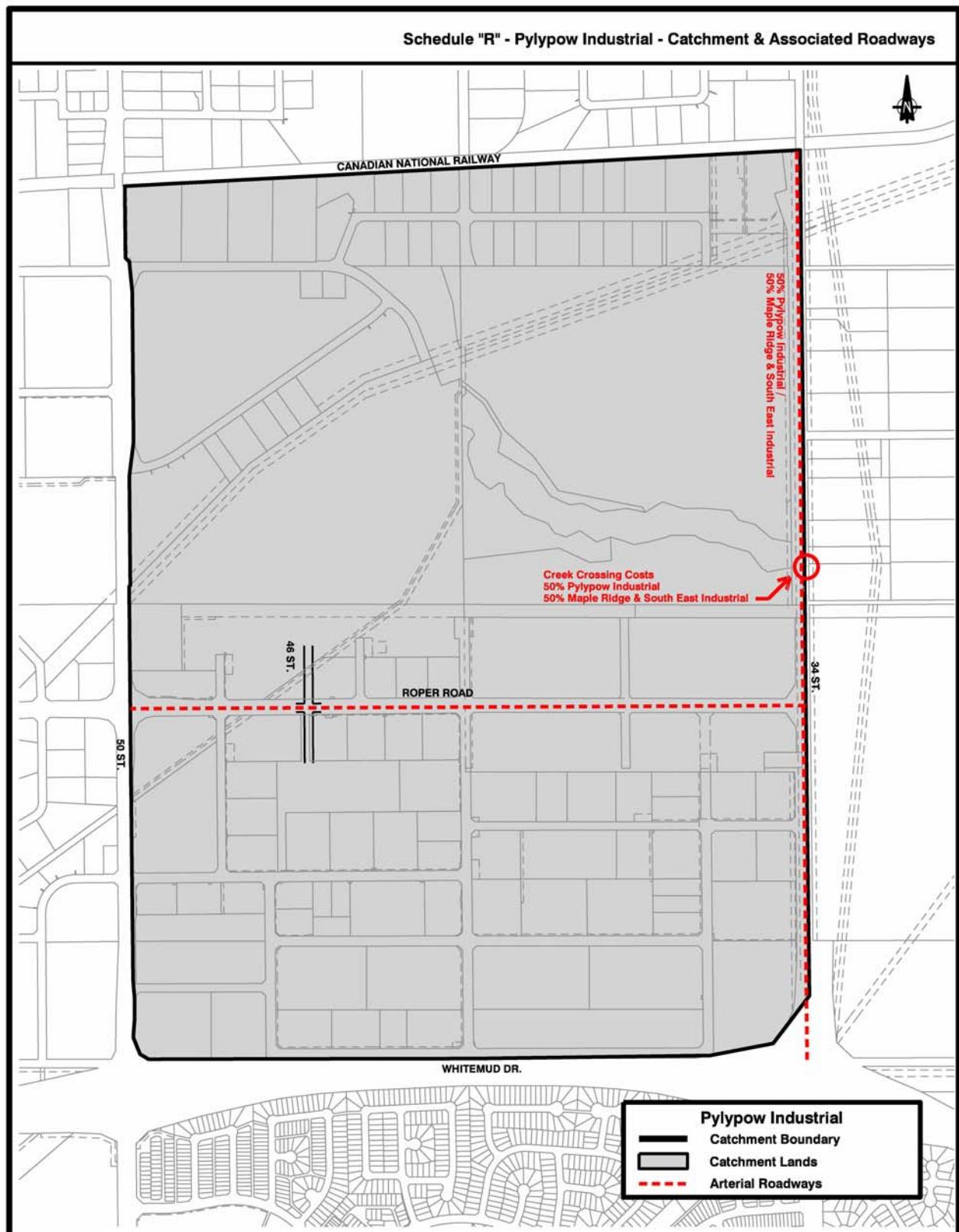


**Schedule “Q”**  
**Poundmaker Industrial – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Poundmaker Industrial ARA Catchment:

1. 184 Street (five lanes) – 105 Avenue to approximately 450 metres north of 107 Avenue (cost shared 50%/50% with the City of Edmonton)



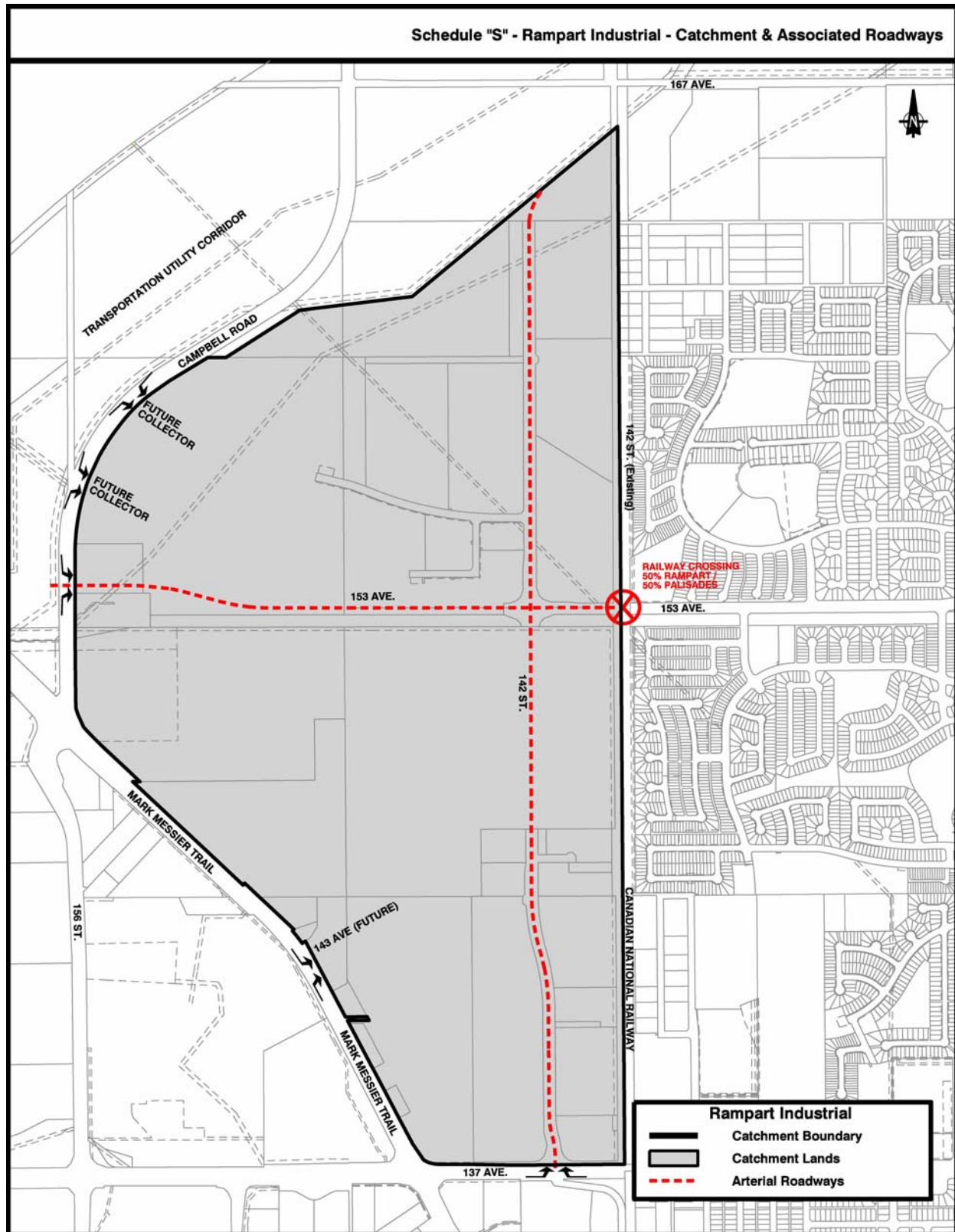


**Schedule “R”**

**Pylypow Industrial – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Pylypow Industrial ARA Catchment:

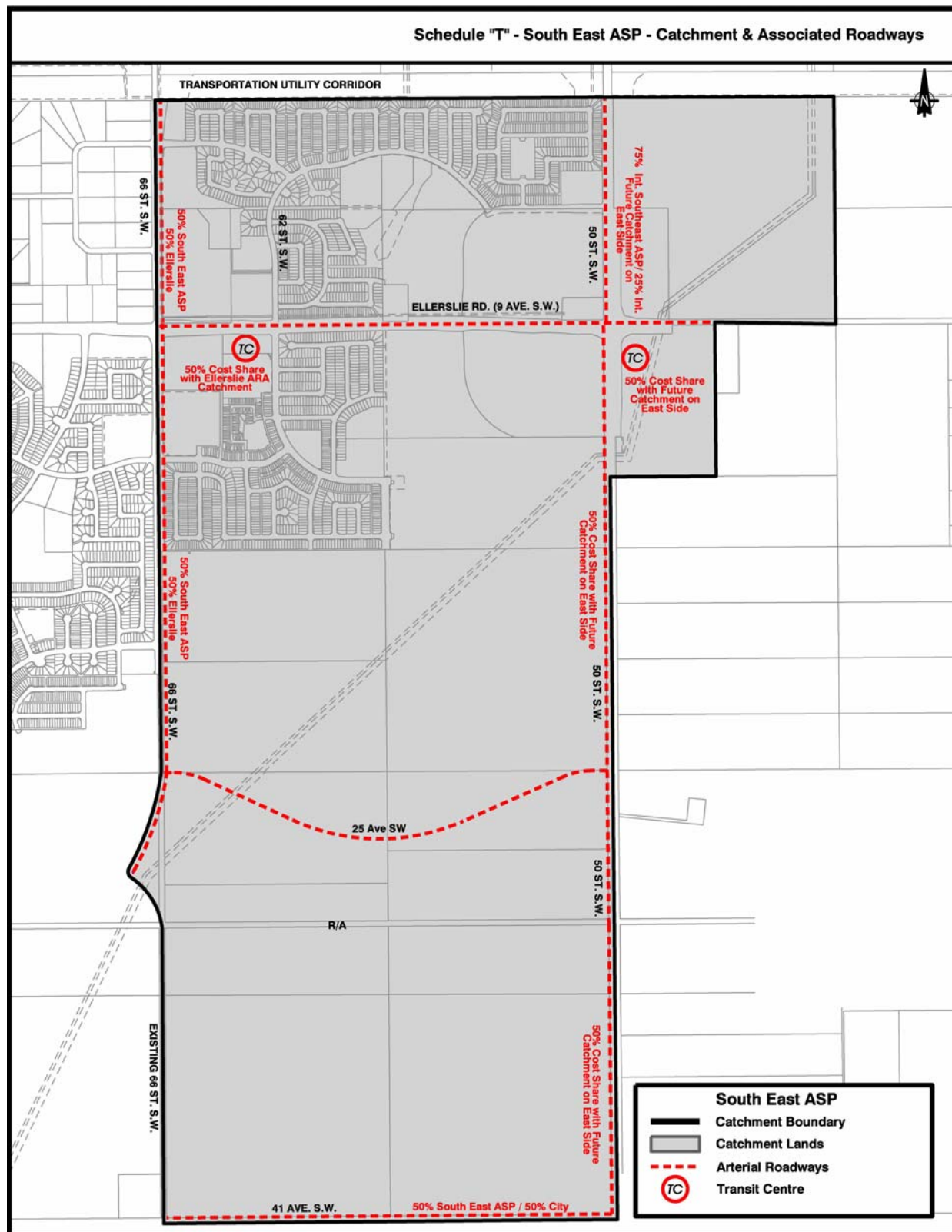
1. Roper Road (three lanes) – 50 Street to 46 Street
2. Roper Road (five lanes) – 46 Street to 34 Street
3. 34 Street (four lanes) – Whitemud Drive to the Canadian National Railway tracks (cost shared 50%/50% with the Maple Ridge & South East Industrial ARA Catchment)
4. Creek crossing at 34 Street (cost shared 50%/50% with the Maple Ridge & South East Industrial ARA Catchment)



**Schedule “S”**  
**Rampart Industrial – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Rampart Industrial ARA Catchment:

1. 142 Street (five lanes) – 137 Avenue to the Transportation Utility Corridor
2. 153 Avenue (four lanes) – Canadian National Railway tracks to Campbell Road
3. West-bound right turn bay on 137 Avenue at 142 Street
4. East-bound left turn bay on 137 Avenue at 142 Street
5. North-bound right turn bay on Campbell Road at 153 Avenue
6. South-bound left turn bay on Campbell Road at 153 Avenue
7. North-bound right turn bay on Mark Messier Trail at 143 Avenue
8. South-bound left turn bay on Mark Messier Trail at 143 Avenue
9. Railway crossing on 153 Avenue east of 142 Street (50%/50% cost share with the Palisades ARA catchment)

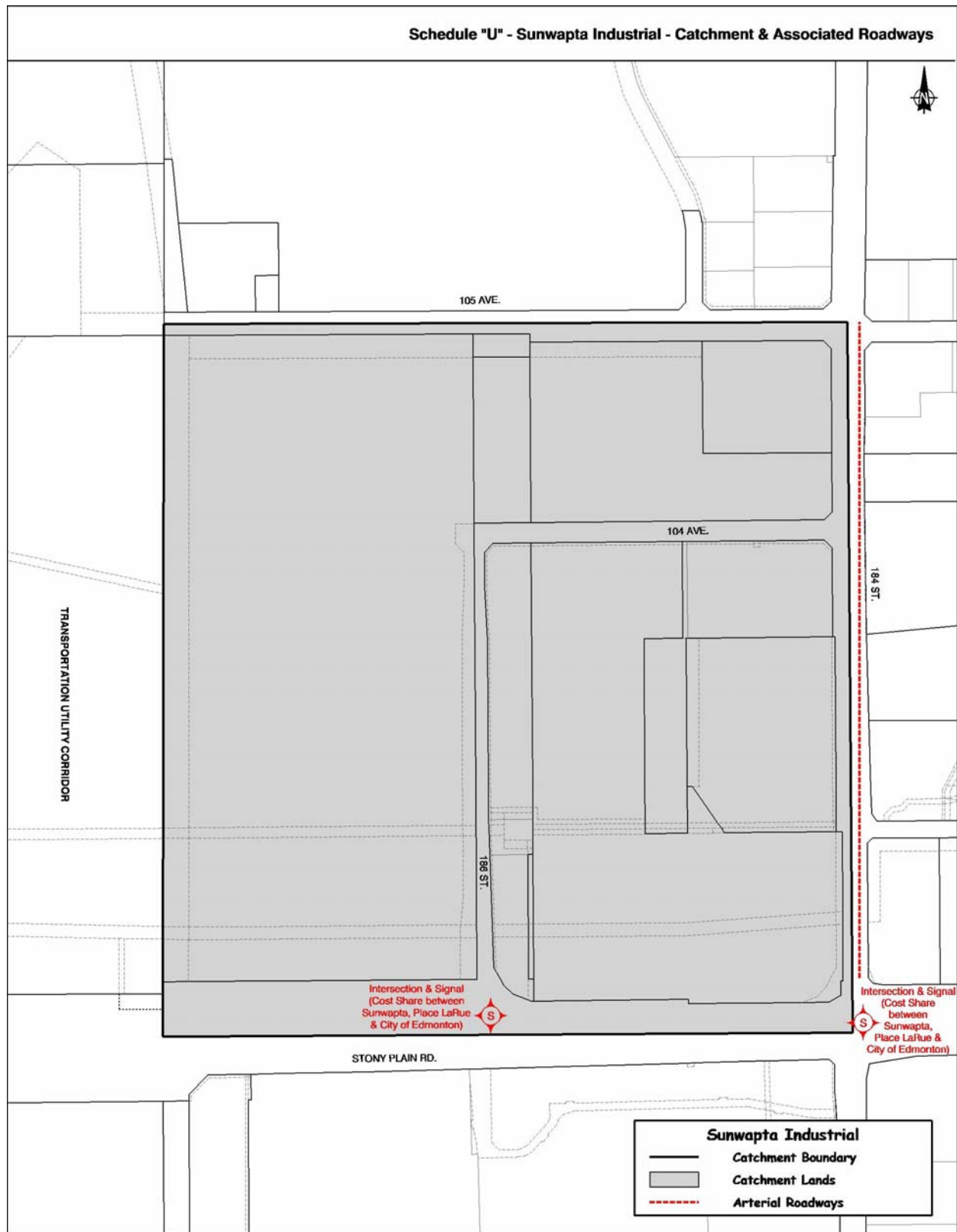


**Schedule “T”**  
**South East ASP – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the South East ASP Catchment:

1. 66 Street S.W. (three lanes) – Transportation Utility Corridor to Ellerslie Road (50%/50% cost share with the Ellerslie ARA Catchment)
2. 66 Street S.W. (four lanes) – Ellerslie Road to approximately 375 metres south of 25 Avenue S.W. (50%/50% cost share with the Ellerslie ARA Catchment)
3. Ellerslie Road (two lanes) – 66 Street S.W. to 62 Street S.W.
4. Ellerslie Road (four lanes) – 62 Street S.W. to 50 Street S.W.
5. 25 Avenue S.W. (four lanes) – 66 Street S.W. to 50 Street S.W.
6. 41 Avenue S.W. (four lanes) – 66 Street S.W. to 50 Street S.W. (50%/50% cost share with the City of Edmonton)
7. 50 Street S.W. (two lanes)\* – Transportation Utility Corridor to 41 Avenue S.W. (50%/50% cost share with the future and adjacent ARA Catchment to the east)
8. Transit centre right-of-way dedication on the southwest corner of the intersection at Ellerslie Road and 62 Street S.W. (50%/50% cost share with the Ellerslie ARA Catchment)
9. Transit centre right-of-way dedication southeast of the intersection at Ellerslie Road and 50 Street S.W. (50%/50% cost share with the future and adjacent ARA Catchment to the east)

\* **NOTE:** 50 Street S.W. is a *Highway Connector* as defined in the City of Edmonton’s *Transportation Master Plan*. As such, the City of Edmonton is responsible for the costs associated with all construction on 50 Street S.W. beyond the first two lanes.



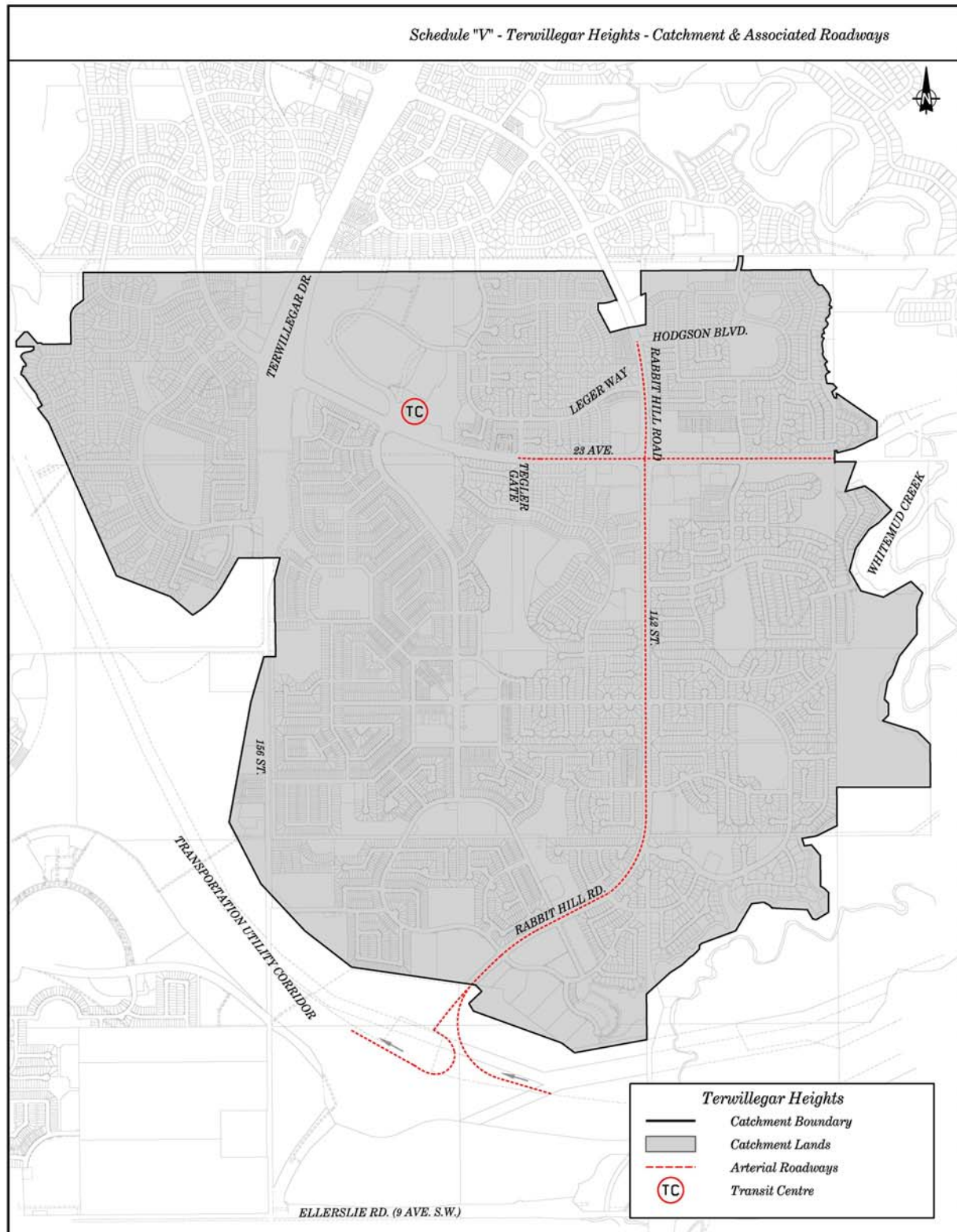


**Schedule “U”**

**Sunwapta Industrial – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Sunwapta Industrial ARA Catchment:

1. 184 Street (three lanes) – Stony Plain Road to 105 Avenue
2. Signalization of the intersection at 184 Street & Stony Plain Road (cost shared 25%/25%/50% between the Place La Rue ARA Catchment, the Sunwapta Industrial ARA Catchment and the City of Edmonton, respectively)
3. Signalization of the intersection at 186 Street & Stony Plain Road (cost shared 50%/50% with the Place La Rue ARA Catchment)

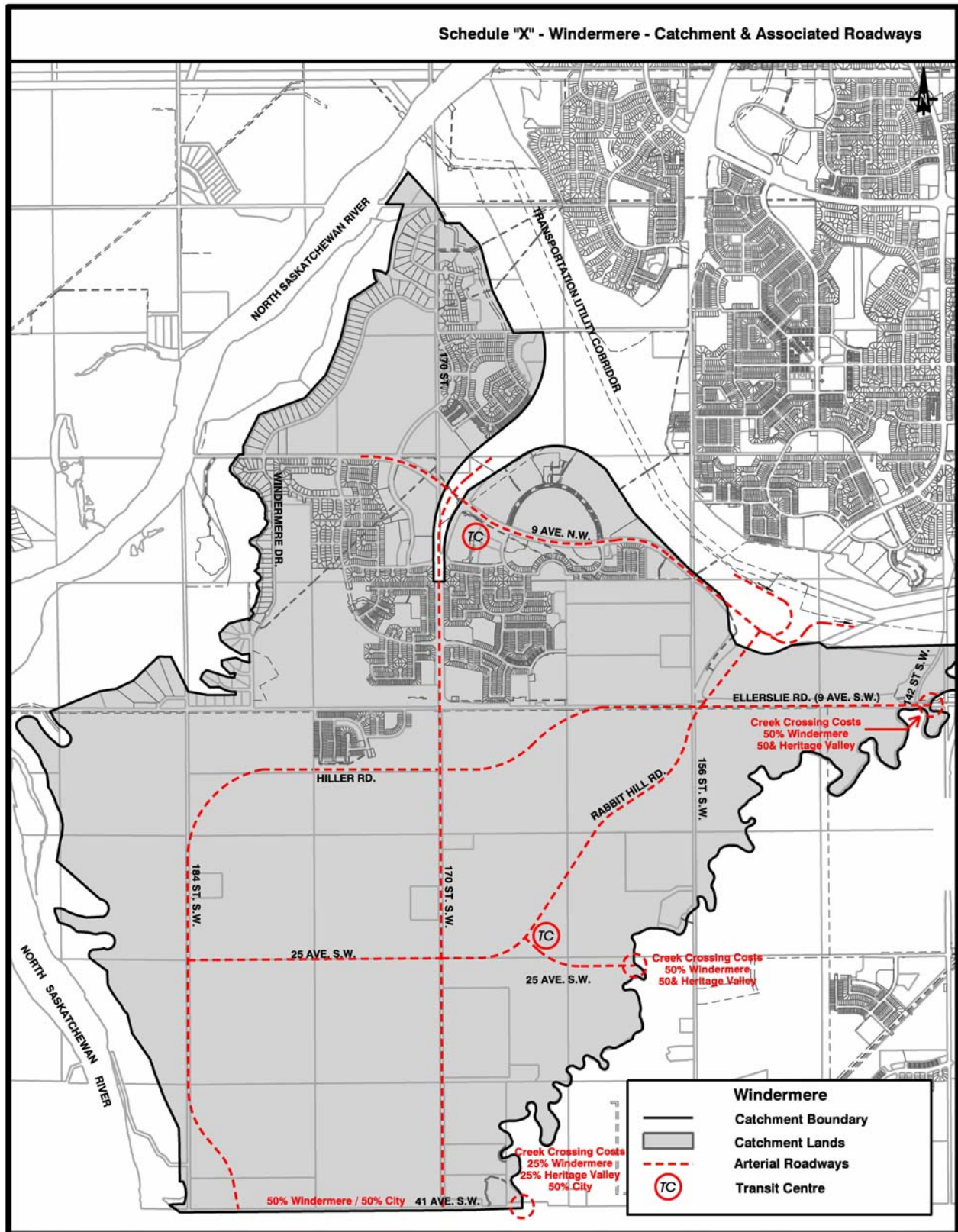


**Schedule “V”**

**Terwillegar Heights – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Terwillegar Heights ARA Catchment:

1. 23 Avenue (two lanes) – Whitemud Creek to Tegler Gate
2. Rabbit Hill Road (two lanes) – 23 Avenue to the Transportation Utility Corridor
3. Rabbit Hill Road – transition lanes north of the 23<sup>rd</sup> Avenue intersection and improvements required for access onto Leger Way and Hodgson Boulevard
4. The permanent right-in and right-out ramps on the north side of the Anthony Henday Drive and Rabbit Hill Road interchange
5. Transit centre right-of-way dedication along 23 Avenue adjacent to the Leger District Campus



**Schedule “X”**  
**Windermere – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Windermere ARA Catchment:

1. 9 Avenue N.W. (four lanes) – Rabbit Hill Road to approximately 350 metres west of 170 Street
2. Ellerslie Road (four lanes) –Whitemud Creek to 170 Street S.W.
3. Hiller Road (four lanes) – 170 Street S.W. to 184 Street S.W.
4. Rabbit Hill Road (four lanes) – Transportation Utility Corridor to 25 Avenue S.W.
5. 170 Street N.W & S.W. (two lanes)\* – Transportation Utility Corridor to 41 Avenue S.W.
6. 184 Street S.W. (four lanes) – Hiller Road to 41 Avenue S.W.
7. 25 Avenue S.W. (four lanes) – Whitemud Creek to Hiller Road to 184 Street S.W.
8. 41 Avenue S.W. (two lanes) –Whitemud Creek to 184 Street S.W.
9. The permanent right-in and right-out ramps on the south side of the Anthony Henday Drive and Rabbit Hill Road interchange
10. The earth works and grading for the 170 Street S.W. re-alignment within the Transportation Utility Corridor lands, at the location south of the Anthony Henday Drive and 170 Street interchange
11. Creek crossing at Ellerslie Road (50%/50% cost share with the Heritage Valley ARA Catchment)
12. Creek crossing at 25 Avenue S.W. (50%/50% cost share with the Heritage Valley ARA Catchment)
13. Creek crossing at 41 Avenue S.W. (cost shared 25%/25%/50% between the Windermere ARA Catchment, the Heritage Valley ARA Catchment and the City of Edmonton, respectively)
14. Transit centre right-of-way dedication southeast of the intersection at 170 Street N.W. and 9 Avenue N.W.
15. Transit Centre right-of-way dedication northeast of the intersection at Rabbit Hill Road and 25 Avenue S.W.

\* **NOTE:** 170 Street S.W. is a *Highway Connector* as defined in the City of Edmonton’s *Transportation Master Plan*. As such, the City of Edmonton is responsible for the costs associated with all construction on 170 Street S.W. beyond the first two lanes.





**Schedule “Y”**

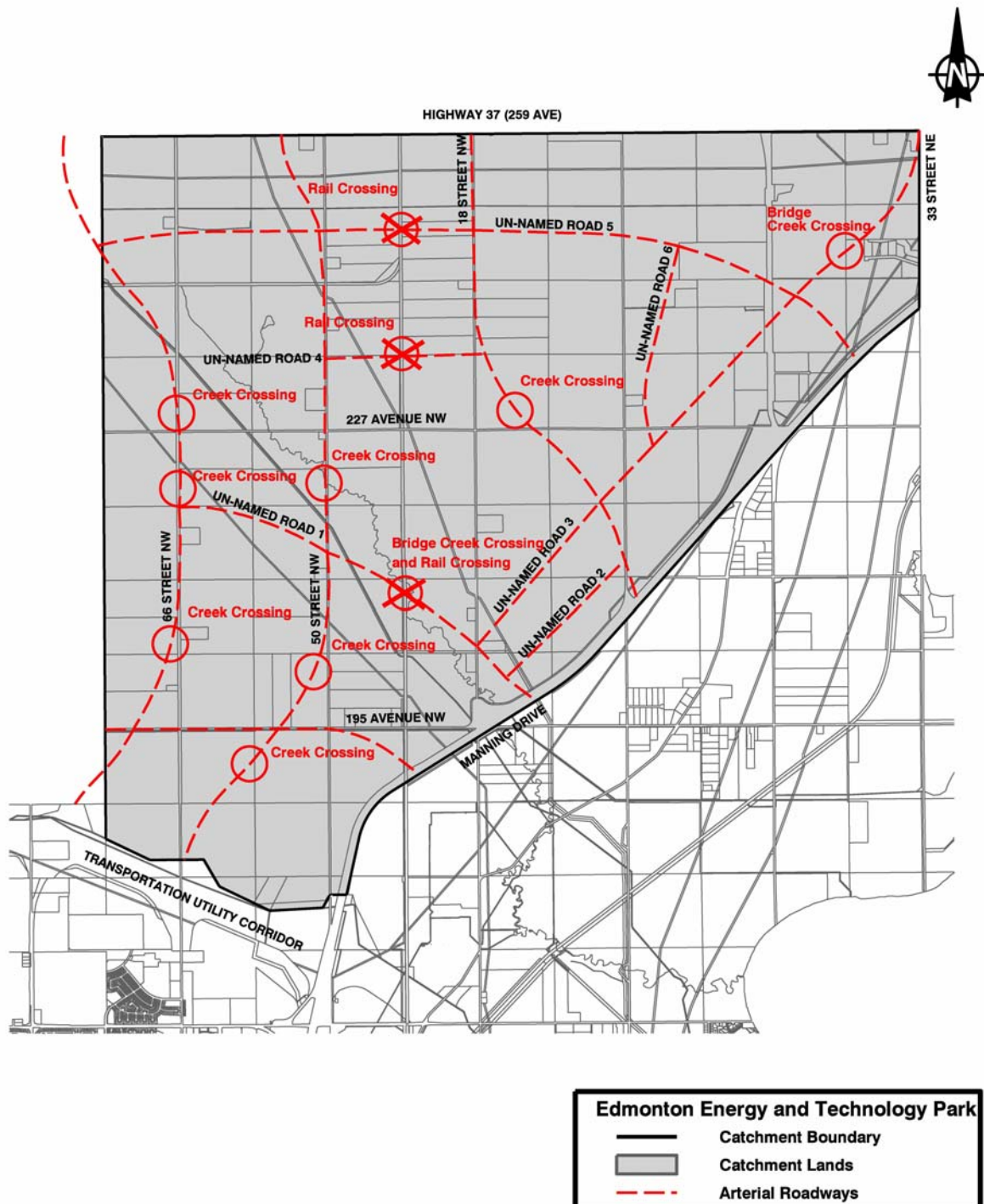
**Winterburn Industrial – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Winterburn Industrial ARA Catchment:

1. 231 Street (four lanes) – Stony Plain Road to Yellowhead Trail (50%/50% cost share with the City of Edmonton)
2. Winterburn Road (four lanes) – Stony Plain Road to Yellowhead Trail
3. 109 Avenue (four lanes) – Winterburn Road to 199 Street



Schedule "Z" - Edmonton Energy and Technology Park - Catchment & Associated Roadways

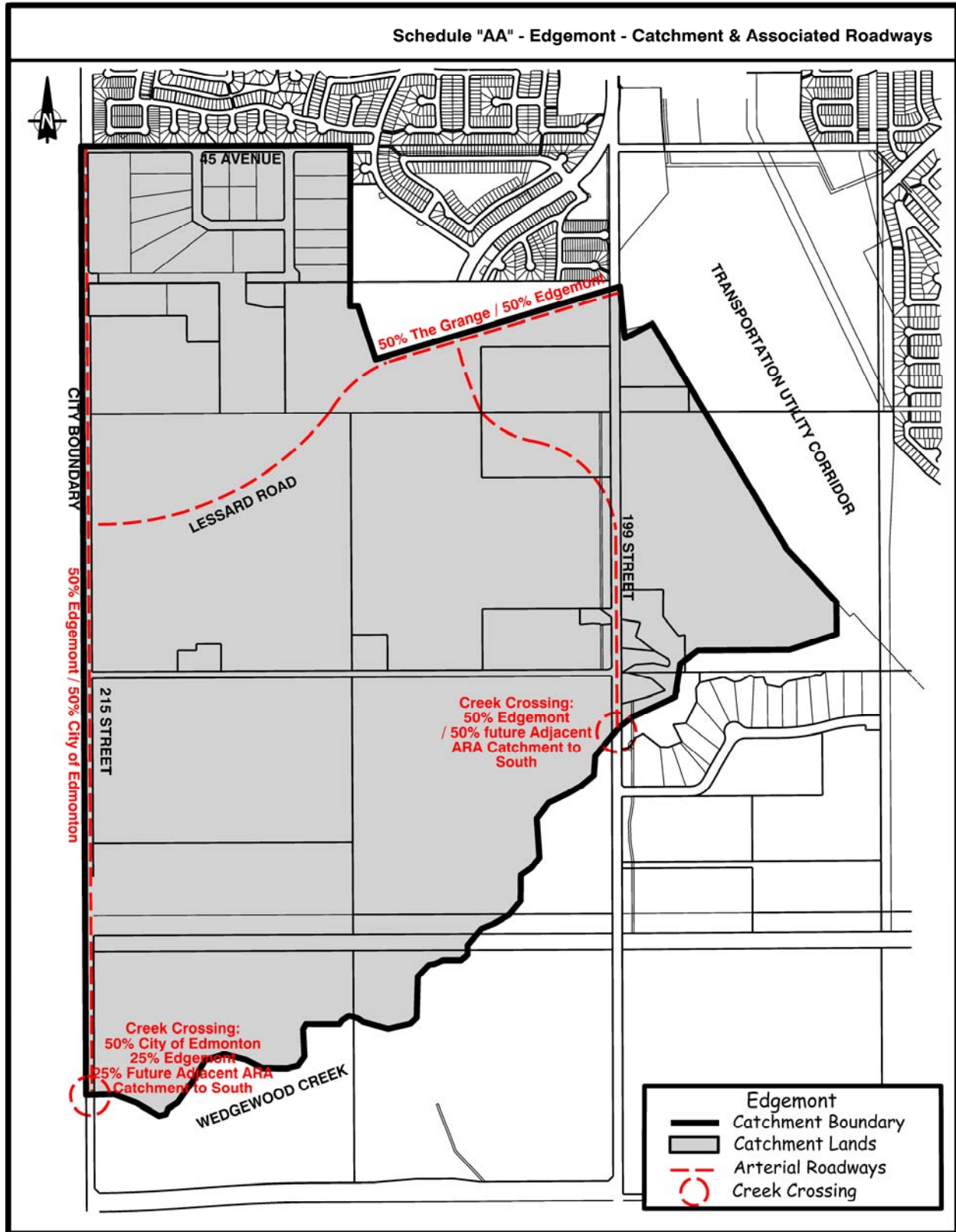


**Schedule “Z”**

**Edmonton Energy & Technology Park – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Edmonton Energy & Technology Park Catchment:

1. 18 Street N.W. (four lanes) – 259 Avenue to Manning Drive
2. 195 Avenue N.W. (four lanes) – Manning Drive to approximately 800 metres west of 50 Street N.W.
3. 66 Street N.W. (four lanes) – Transportation Utility Corridor to Highway 37 (259 Avenue)
4. 50 Street N.W. (four lanes) – Transportation Utility Corridor to Highway 37 (259 Avenue)
5. Un-Named Road 1 (four lanes) – 50 Street N.W. to Manning Drive
6. Un-Named Road 2 (four lanes) – Un-Named Road 1 to 18 Street N.W.
7. Un-Named Road 3 (four lanes) – Un-Named Road 1 to 259 Avenue
8. Un-Named Road 4 (four lanes) – 34 Street N.W. to 18 Street N.W.
9. Un-Named Road 5 (four lanes) – 50 Street N.W. to Manning Drive
10. Un-Named Road 6 (four lanes) – Un-Named Road 3 to Un-Named Road 5
11. Rail Crossing at Un-Named Road 4
12. Rail Crossing at Un-Named Road 5
13. Bridge Creek Crossing and Rail Crossing at Un-Named Road 1
14. Bridge Creek Crossing at Un-Named Road 3 north of Un-Named Road 5
15. Creek Crossing at 18 Street N.W. south of Un-Named Road 4
16. Creek Crossing at 34 Street N.W. south of 195 Avenue N.W.
17. Creek Crossing at 34 Street N.W. north of 195 Avenue N.W.
18. Creek Crossing at 34 Street N.W. north of Un-Named Road 1
19. Creek Crossing at 50 Street N.W. north of 195 Avenue N.W.
20. Creek Crossing at 50 Street N.W. south of Un-Named Road 1
21. Creek Crossing at 50 Street N.W. north of Un-Named Road 1



**Schedule “AA”**  
**Edgemont – Catchment & Associated Roadways**

The following Arterial Road Improvements are included in the Edgemont ARA Catchment:

1. 199 Street (four lanes) – Lessard Road to Wedgewood Creek
2. Lessard Road (four lanes) – Transportation Utility Corridor to approximately 750 m west of the Transportation Utility Corridor (50%/50% cost share with The Grange ARA Catchment)
3. Lessard Road (four lanes) – Approximately 750 m west of the Transportation Utility Corridor to 215 Street
4. 215 Street (four lanes) – 45 Avenue to Wedgewood Creek (50%/50% cost share with the City of Edmonton)
5. Creek Crossing on 199 Street at Wedgewood Creek (50%/50% cost share with future adjacent ARA catchment to the south)
6. Creek Crossing on 215 Street at Wedgewood Creek (25% /25%/ 50% cost share between Edgemont ARA catchment, future adjacent ARA catchment to the south, and the City of Edmonton, respectively)