# Development Assessment Working Committee

Urban Planning and Economy (UPE)

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**MEETING MINUTES – January 15, 2026**

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**Invitees:**
(Checkmark confirms attendance at this meeting)

- [x] Dan Yeung - Subdivision and Development Coordination - **Chair**
- [ ] Leigh Melnychuk - Genstar - **Member**
- [x] Stephen Musselwhite - Brookfield Residential - **Member**
- [x] Clayton Komick - Qualico Communities - **Member**
- [ ] Ahsan Karim - Subdivision and Development Coordination - **Member**
- [x] Raghda Abdelmonem - ARAs, Boundary Assessments, and Off-Site Levies **- Member**
- [x] Darrin Penney - Scheffer Andrew Ltd.
- [x] Mark Sadownyk - Select Engineering Consultants
- [x] Mike Graham - Al-Terra Engineering
- [x] Andrea Chmilar - Development Servicing Agreements
- [ ] Girmay Kashay - Subdivision and Development Coordination
- [x] Kristin Kelly - Subdivision and Development Coordination
- [x] Benardette Amenaghawon - Subdivision and Development Coordination
- [x] Loretta Michel - Subdivision and Development Coordination
- [x] Thomas Sun - Subdivision and Development Coordination

**Agenda Topics:**

1. Agenda Review - DCY
    - Quorum Reached

2. New Chair - Industry - DCY
    - Steering Committee is now City led
    - WC chair will need to flip to Industry - Stephen Will be chairing these meetings moving forward

3. Review and Approval of Previous Minutes - LM
    - 2025-10-16
        i. Any comments please send to  Dan, Kristin or Raghda

4. Arterial Costs for Lanes 3 & 4 - DCY
    - Keith expressed concern on rates being too low.

5. Unit Rate Discussion - DCY
    - January first week unit rates
    - AC has gone through unit rates looking at cross sections and making sure they match

design standards.
- Previously using design standards from 2007
- Major changes: Items that were missed and costs still being claimed. Transit Pads were on one side, SUP on the other.
- MG: Noticed on breakdowns there is contingency and engineering and testing are included in the rate.
    i. DCY included it twice, creating a huge contingency. Winterburn has come in at 1.5%
    ii. These unit rates include 10% contingency and 5% allowance FAC
    iii. 2025 rates were low, 2 lane rural to 2 lane urban. Things get complicated with 6 lane ultimate. One group of costing, 6 lane costing as you approach intersections and what you are leaving for future lining projects. Challenging to create a catch all for the first 4 lanes - complicated with the limited number of 6 lane arterials.
        1. 2 lanes of a 6 lane ultimate are more expensive than 2 lanes of a 4 lane ultimate.
        2. Suggesting breaking out it out - 2 different cost codes
        3. Finalized 167 Pilot Sound in 2023, unit rates get about 4 million dollars and 10% contingency right on the money.
        4. 17 street in Meadows not sure how to predict or estimate a project like that.
            a. Accounted for 3 lanes,
        5. 23rd ave price $15M, 4 collector intersections,relocation of signals, interims to get it to configuration. Going to have a challenging time accounting for
- Need a different calculation for 2 lanes of 4, or 2 lanes of 6
    i. RA: we could do that
    ii. Thoughts of how to create that?
        1. Almost an additional intersection cost to apply for that, baseline start unit rate.
        2. Commercial accesses, were they included as an ARA or separate payment?
        3. DCY - is there empirical information from projects - 17th street 23 ave not a great example to paint a picture for a clean project
        4. Horsehill - need to create a rate because it is mostly empty right now.
        5. Double count intersections if it is a 6 lane ultimate
- If it is an existing intersection - cost sharable, new signals are not cost sharable.
- DCY will send a blank Arterial road construction Unit rate spreadsheet - *Thomas to create a clean version (formulas in existing copy are broken) and will share with WC.*
- DP to talk to Andrew about it.
- MS: numbers calculated are coming up similar (for a 4 lane ultimate) unable to

comment on 6 lane

- *Leave this as a take away - have conversations in the background. Next month's meeting may be too late if we need to get something out by March. Focus on getting a number right now and as the year goes on get a methodology.*
- Has the City seen a 3-5 lane cost? No - the only thing I can think of is Meadows or Ewing Trail.
- Rate calculation (last year) based on information from IIS Bid Tabs, how do these costs compare to developers costs?
  - i. Small sample size, couple jobs completed in the past few years. How are the rates comparing to the 2025 rates?
    1. Close. Issues seen are from going from 2-4 lanes.
  - ii. When developers do the first 2 lanes, and City does 3 and 4th lanes - the first 2 lanes cost more than the others.
    1. It would be good to have an example. 50-50 in ARA Bylaw. City share cost of all 4 lanes, does it matter?
       - a. DCY has seen it both ways, as long as rate calculation is being done properly it shouldn't make a difference
       - b. If no capital funding is available there is a chance the road will not be built. There is a trade off both ways.
- For signals got $ 331,500 per signal. In the past if it was more than 350K per signal would have Tazul come to this committee. Is that still a good threshold? *DCY Comment - need an answer to this*

**Action Items:**

6. Next meeting - Thursday Feb 19, 2026