

CHARTER BYLAW 20827

To amend the Horse Hill Catchment within Bylaw 14380 - *Arterial Roads for Development*

Purpose

To update the Horse Hill Catchment area within Bylaw 14380, Arterial Roads for Development, to reflect changes in the arterial roadway network in the Town Centre area (Bylaw 20824 and Bylaw 20825), and add additional obligations for interim improvements to Manning Drive.

Readings

Charter Bylaw 20827 is ready for first and second readings after the public hearing has been held. Administration is required to refer Bylaw 20824 and Bylaw 20825 to the Edmonton Metropolitan Region Board prior to returning to City Council for third and final reading (see attached Planning report for more information). Charter Bylaw 20827 will return with associated Bylaws 20824 and 20825.

Advertising and Signing

This Charter Bylaw was advertised in the Edmonton Journal on June 14, 2024, and June 22, 2024. The Charter Bylaw can be passed following third reading.

Position of Administration

Administration supports this proposed Charter Bylaw.

Report

At the September 26, 2006 City Council meeting, Bylaw 14380 – *Arterial Roads for Development* was passed. The Bylaw was established to provide an equitable means of funding the design and construction of arterial roads in developing areas of the City. The Bylaw is amended periodically to reflect the inclusion of new neighbourhoods, amendments to existing neighbourhoods, and other changes to construction obligations.

The intent of Charter Bylaw 20827 is to bring the Horse Hill Catchment into alignment with the proposed changes to the Horse Hill Area Structure Plan (Bylaw 20824) and Marquis Neighbourhood Structure Plan (Bylaw 20825). Three primary changes are proposed:

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1. Relocation of Arterial C to follow the existing 195 Avenue corridor
2. Introduction of interim improvements to two Manning Drive access points
3. Additional right-of-way dedication to support future mass transit

The amendment relocates Arterial C, which previously connected to 18 Street NW in a southwesterly direction from the intersection of 195 Avenue and Meridian Street, to one that follows 195 Avenue NW. The overall amount of arterial roadway length in the Catchment remains approximately the same.

The initial stages of development of the northern area of Marquis NSP will be supported by interim signalized intersections on Manning Drive (a Provincial Freeway) at 18 Street NW and at Meridian Street. Improvements to both of these intersections have been added to developer obligations for the Catchment. These improvements include modifications to the intersection of Manning Drive and 18 Street, including the realignment of 195 Avenue further south of Manning Drive, and a new signalized intersection at Manning Drive and Meridian Street. Both of these intersections will be monitored over time to ensure acceptable traffic operations. In the longer-term, the intersection at 18 Street NW will be removed and replaced by a flyover. The intersection at Meridian Street will eventually be upgraded to a full interchange. These changes are not anticipated to be required in the next ten to fifteen years based on the anticipated growth in development in the area.

The associated ASP and NSP amendments removes the LRT alignment shown in Horse Hill and replaces it with a new mass transit alignment. This mass transit alignment follows future Victoria Trail NW / 18 Street NW from the Gorman neighbourhood to the south, runs east-west along Arterial B, and then north-south on Meridian Street between Arterial B and 195 Avenue, ultimately connecting to the relocated Transit Centre on 195 Avenue west of Meridian Street. Additional right-of-way along these arterial roadways will be secured through the subdivision process.

Attachments

1. Charter Bylaw 20827
2. Planning Report (attached to item 3.19 - Bylaw 20824)