

## Bylaw 17383

### A Bylaw to amend Bylaw 14380 - Arterial Roads for Development to Amend the Catchment, Windermere

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#### Purpose

To amend the Arterial Roadway Assessment basin for Windermere by removing 184 Street as an arterial road as outlined in the latest Windermere Area Structure Plan, removing the Whitemud Creek ravine crossing along 25 Avenue SW from the developer contributions, adding it to the City's obligations, and adding construction of four lanes to 170 Street between north of 41 Avenue SW and Anderson Link as a developer requirement to the Arterial Roads for Development Bylaw 14380.

#### Readings

Bylaw 17383 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree "That Bylaw 17383 be considered for third reading."

#### Advertising and Signing

This Bylaw has been advertised in the Edmonton Journal on Friday, October 2, 2015, and Saturday, October 10, 2015. The Bylaw can be passed following third reading.

#### Position of Administration

Administration supports this Bylaw.

#### Report

At the September 26, 2006, City Council meeting, Bylaw 14380 – Arterial Roads for Development received third reading. There have been nineteen amendments to the Bylaw since 2006.

An amendment to Bylaw 14380 – Arterial Roads for Development is necessary to modify the developer contributions to align with recent amendments to the Windermere Area Structure Plan passed by City Council under Bylaw 17193, and to facilitate developer construction of four lanes of 170 Street in the Windermere area, as proposed under Bylaw 17383.

Amendments to Bylaw 14380 proposed by Bylaw 17383 include:

1. Removal of 184 Street from the list of arterial roadways in the Windermere basin to align Bylaw 14380 with the recently approved amendments to the Windermere Area Structure Plan.

2. Removal of the 25 Avenue SW/Whitemud Creek crossing from the list of developer contributions within the Windermere Area Structure Plan basin, and addition of the creek crossing to the City's obligations;
3. Addition of the construction of four lanes of 170 Street between Anderson Link and north of 41 Avenue SW as a developer contribution; and,
4. The land area and network of Arterial Roads for Improvement for Windermere will be amended as shown in the Schedule "X" basin map and described in Bylaw 17383.

The major developers within the Windermere area have proposed changes to the developer obligations in the basin. In addition to removal of 184 Street as outlined in the latest amendment to the Windermere Area Structure Plan, the developers have agreed to the removal of the 25 Avenue SW/Whitemud Creek crossing structure from their list of obligations in exchange for the addition of the construction of the first four lanes of 170 Street between Anderson Link and north of 41 Avenue SW. This will help to facilitate timely development within the Windermere area.

170 Street is identified as a future freeway and highway penetrator. Consistent with Arterial Roadway Assessment principles, Windermere developers were previously only responsible for the construction of the first two urban lanes along 170 Street under the existing Arterial Roadway Assessment Bylaw. With the proposed amendment, developers will construct the urbanized four lane stage of 170 Street between Anderson Link and north of 41 Avenue SW, which will better accommodate traffic demands along 170 Street generated by development in Windermere.

The City will be responsible for funding the Windermere basin's portion of the 25 Avenue SW/Whitemud Creek crossing when it is to be constructed. The costs of this crossing will still be shared 50%/50% with the Heritage Valley basin to the east. Based on anticipated traffic volumes, four lane widening of this crossing may not be necessary for some time, well before widening of 170 Street will be required due to development in the Windermere area.

Despite the additional developer contributions towards construction of 170 Street, the City will still be responsible for future staged freeway upgrades along the 170 Street corridor. It is anticipated that the first of these upgrades, including reconfiguration of the Anthony Henday Drive/170 Street interchange, as well as construction of a grade-separated interchange at Windermere Boulevard and 170 Street will be required within the next 5 to 10 years to accommodate projected traffic growth in the Windermere area. The City, in conjunction with area developers, continues to monitor traffic volumes in the area to determine when additional infrastructure investment by the City may be warranted.

### **Policy**

This Bylaw amendment is in accordance with the Transportation Master Plan (*The Way We Move*) Strategic objectives:

4.1.c. Designing the transportation network to ensure it is compatible and complementary to the surrounding land uses.

5.2.a. Expanding the bus transit network as the city grows to service an increasing number of destinations using a range of transit service types based on service guidelines.

7.1 which states “land owners are required to build the four lanes of arterial roadways required to service their land.” Bylaw 17383 assigns responsibility to developers for the construction of arterial roadways necessary to service the Windermere area.

### **Corporate Outcomes**

- The City of Edmonton has sustainable and accessible infrastructure.
- Goods and services move efficiently.

### **Attachments**

1. Bylaw 17383