

Bylaw 17181

To amend Bylaw 14380 - Arterial Roads for Development to Include a New Catchment, Riverview

Purpose

To establish an Arterial Roadway Assessment basin for the Riverview Area Structure Plan by including the proposed Riverview Area Structure Plan in the Arterial Roads for Development Bylaw 14380. The area is bounded by Highway 216 (Anthony Henday Drive) to the north and east, Wedgewood Creek Ravine to the north, the North Saskatchewan River to the south and east, and the City of Edmonton/Parkland County boundary to the west.

Readings

Bylaw 17181 is ready for first and second readings after the public hearing has been held. Third reading is to be withheld pending the third reading of Bylaw 17267, 17269, and 17270.

Advertising and Signing

This Bylaw has been advertised in the Edmonton Journal on Friday, June 19, 2015, and Saturday, June 27, 2015. The Bylaw can be passed following third reading.

Report

An amendment to Bylaw 14380 – Arterial Roads for Development is necessary to ensure that the schedule of roadway improvements are allocated to a new arterial roadway assessment basin as proposed under Bylaw 17181.

Amendments to Bylaw 14380 proposed by Bylaw 17181 include adding:

1. The land area and network of Arterial Roads for Improvement for Riverview as shown in the Schedule “DD” basin map and described in Bylaw 17181;
2. Schedule “DD” to Bylaw 14380, which outlines the list of Arterial Roads and/or improvements proposed for construction; and,
3. A text amendment to Part II, Section 6 of Bylaw 14380 to include “(dd) Schedule “DD” – Riverview.”

The major developers within the Riverview area have proposed that the transportation levy for the Riverview area include a contribution of funds towards the construction of capacity improvements to the existing Cameron Heights/Anthony Henday Drive interchange. Capacity improvements, such as ramp widening, will be required to accommodate full development of the Riverview area. The Province has indicated that it will not construct any improvements to the existing interchange; however, the City recognizes that new funding mechanisms are required to deal with major infrastructure needs. For the Cameron Heights/Anthony Henday Drive interchange improvements,

developers have proposed a \$10 million contribution from the Riverview area. The remaining funds for future interchange upgrades would be expected to come from a combination of provincial and City funding.

A functional planning study will need to be undertaken in the future to determine the scope of the capacity improvements required. Based on preliminary assessments, these improvements may include additional ramp lanes and associated upgrades to the Anthony Henday Drive mainline. Depending on the final recommendations of the study, the cost for these improvements may range between \$15 million and \$40 million.

The Arterial Roadway for Development Bylaw provides a cost sharing mechanism based on ARA principles to accommodate the construction of the majority of arterials within the Riverview Area Structure Plan area. The City's obligation for arterial roadways, in addition to the Cameron Heights interchange, is in the range of \$20 million to \$25 million in order to accommodate development of the entire area.

UDI Response

Funding transportation infrastructure has near term challenges based on previous developer and City agreements, city and regional growth pressures, and government fiscal challenges.

The Urban Development Institute-Edmonton Region strongly recommends all levels of government take the initiative to find a fair and equitable allocation of cost that will address the needs of a growing population and burgeoning infrastructure requirements in the Edmonton Region. It must be clearly understood by all stakeholders that private sector funding in any form, for transportation infrastructure of a regional nature and scope, ultimately makes its way to the cost of a new home, industrial building or commercial building impacting affordability.

For this principled reason, UDI-Edmonton Region is unable to support private sector funding for regional infrastructure. UDI-Edmonton Region is ready and willing to partner with the City to further discuss infrastructure funding regionally, provincially and federally.

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 17032 assigns responsibility to developers for the construction of arterial roadways necessary to service the proposed Riverview area.

Corporate Outcomes

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

Attachment

1. Bylaw 17181