

Charter Bylaw 19141

To Amend Bylaw 14380 - Arterial Roads for Development to make Administrative Changes to Heritage Valley, Ellerslie, and Windermere Catchments

Purpose

To amend Bylaw 14380, Arterial Roads for Development to reflect administrative changes to Heritage Valley, Ellerslie, and Windermere catchments.

Readings

Charter Bylaw 19141 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 Charter Bylaw 19141 be considered for third reading.”

Advertising and Signing

This Charter Bylaw was advertised in the Edmonton Journal on June 5, 2020, June 13, 2020, and June 16, 2020. The ylaw can be passed following the 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 received third reading. There have been twenty five amendments to the Bylaw since 2006. The most recent amendment, Bylaw 18806, amended Bylaw 14380 – Arterial Roads for Development to include a new catchment area (Crossroads Catchment) and its associated schedule of arterial roadway improvements. The current amendment has three components.

(a) Administrative Changes to Heritage Valley Catchment

Charter Bylaw 19141 proposes to amend Bylaw 14380 to replace Schedule “H” with the new Schedule “H”, which identifies the following changes to the Heritage Valley Catchment:

1. Correct two typographical errors.
 - Update Item (8) to read as follows:

- 141 Street S.W. (four lanes) – Ellerslie Road to 28 Avenue S.W.
- Update Item (12) to read as follows:
Whitemud Creek crossing at 28 Avenue S.W. (50%/50% cost share with the City of Edmonton).
2. Correct three graphical errors.
- Update the description of Whitemud Creek crossing at 28 Avenue S.W. to read as follows:
Creek Crossing Costs
50% Heritage Valley
50% City.
 - Update color of the transit centres and make them consistent with the legend.
 - Remove a green horizontal line (north of 41 Avenue S.W. and south of 36 Avenue S.W.).
 - Remove “CITY BOUNDARY” (beside 41 Avenue S.W.)

(b) Administrative Changes to Ellerslie Catchment

The proposed amendment demonstrates ongoing collaboration between the City and developers to prioritize road network improvements that allows timely and logical extension of arterials.

Given the capacity constraints along 91 Street corridor (south of Ellerslie Road), Developers are willing to assist the City in providing additional capacity by swapping responsibilities (i.e. improvements identified as City obligations swapped for equal cost improvements identified as developer obligations) as identified under the Arterial Roadway Assessment Bylaw.

Developers in the Ellerslie catchment and the City agreed to exchange responsibilities for a portion of 91 Street, as detailed below.

Developers will be responsible for the construction of fourth and fifth lanes of 91 Street, approximately 565 m north of Parsons Road.

The City will be responsible for the construction of the fourth and fifth lanes of 91 Street, approximately 565 m south of 25 Avenue.

With the above mentioned responsibilities, the overall funding commitments for the Ellerslie developers and the City remain the same as included in the current ARA Bylaw.

Administrative amendments to Schedule “F” Catchment for the Ellerslie, proposed by Charter Bylaw 19141, include:

Update Item (4) to read as follows:

- 91 Street S.W. (five lanes) – Ellerslie Road to Parsons Road

Update Item (5) to read as follows:

- 91 Street S.W. (five lanes) – Parsons Road to 25 Avenue S.W.

Add the following as Item (6):

- 91 Street S.W. (five lanes) – Approximately 565 m south of 25 Avenue S.W. to 41 Avenue S.W.

(c) Administrative Changes to Windermere Catchment

The proposed amendment is the result of collaboration between area developers and administration. Prior to the design approval for the 28 Avenue arterial, an updated Keswick Neighbourhood Traffic Impact Assessment was reviewed and it was identified that the 28 Avenue arterial (177 Street to 182 Street) is anticipated to carry a lower volume of traffic which could be accommodated on a 2 lane roadway. As a result of the review, the number of travel lanes included in the ARA Bylaw is proposed to be reduced from 4 lanes to 2 lanes. The overall funding commitments for the Windermere developers will be reduced in the current ARA Bylaw.

Administrative amendments to Schedule “X” Catchment for the Windermere, proposed by Charter Bylaw 19141, include:

Update Item (9) to read as follows:

- 28 Avenue S.W. (four lanes) – Unnamed Road (Collector) East of Rabbit Hill Road S.W. to 177 Street S.W.

Add the following as Item (10):

- 28 Avenue S.W. (two lanes) – 177 Street S.W. to 182 Street S.W.

Correct four typographical errors:

- Update Item (4) to read as follows:
Rabbit Hill Road S.W. (four lanes) – Transportation Utility Corridor to 28 Avenue S.W.
- Update Item (8) to read as follows:
28 Avenue S.W. (two lanes) – Whitemud Creek to Unnamed Road (Collector) East of Rabbit Hill Road S.W.
- Update Item (14) to list as Item (15) and read as follows:
Creek crossing at 28 Avenue S.W. (50%/50% cost shared between the City of Edmonton and Heritage Valley ARA Catchment)
- Update Item (17) to list as Item (18) and read as follows:

Transit Centre right-of-way dedication northeast of the intersection at Rabbit Hill Road S.W. and 28 Avenue S.W.

Correct two graphical errors:

- Replace “25 AVE S.W.” with “28 AVE S.W.” on the figure (two replacements).

Attachment

1. Charter Bylaw 19141 (with Appendix A, Appendix B, and Appendix C)