



## THE CITY OF EDMONTON

### BYLAW NO. 15470

Bylaw 15470, a Bylaw to Amend Transportation System Bylaw 15101,  
Being the Transportation System Bylaw for The City of Edmonton

**Whereas** the City Council for The City of Edmonton has adopted the Transportation System Bylaw in accordance with Section 33 of the Highways Development and Protection Act, S.A. 2004, c.H-8.5 for the development of an integrated transportation system designed to service the needs of the entire City of Edmonton;

**And whereas** City Council prior to second reading of this Bylaw has caused notice of this Bylaw to be published at least once a week for 2 consecutive weeks in 1 or more newspapers having general circulation within the city, the last of such publications being at least 5 days before the date fixed for the second reading of this Bylaw.

**And whereas** it in the consideration of this Bylaw City Council has duly heard and considered representations presented either personally or through an agent of all interest parties to this Bylaw.

**And whereas** it is deemed in the public interest to amend the Transportation System Bylaw.

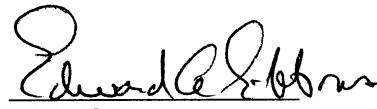
**Now therefore** Edmonton City Council, after due compliance with the provisions of the Highways Development and Protection Act, duly assembled, hereby enacts as follows:


1. That the Transportation System Bylaw No. 15101, as hereby amended by repealing and replacing the existing Appendices A, and C with Appendices A and C as attached to this Bylaw;
2. This Bylaw shall come into force on the date on which it is approved by the Minister of Transportation for Alberta.

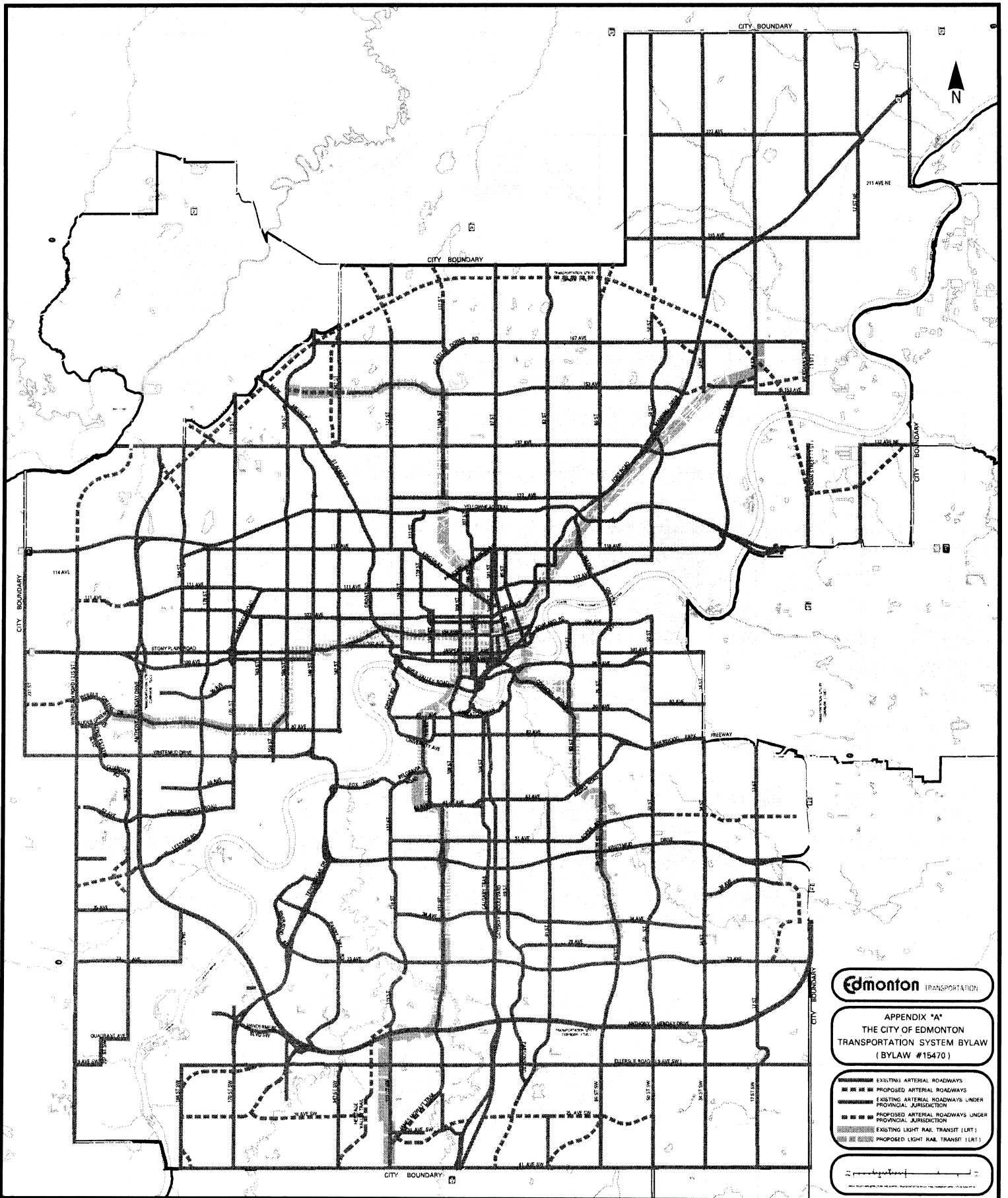
READ a first time this	22nd	day of June,	A. D. 2010;
READ a second time this	22nd	day of June,	A. D. 2010;
READ a third time this	7th	day of July,	A. D. 2010;
SIGNED and PASSED this	7th	day of July,	A. D. 2010.

THE CITY OF EDMONTON

*Deput*

  
MAYOR

  
CITY CLERK



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\* Northeast Extension to Gorman Industrial

From Clareview Station Northeasterly within CNR right-of-way to 153 Avenue N.W., then proceeding Northeasterly outside the CNR right-of-way to about 18 Street N.W. at the South boundary of the TUC, then proceeding Northward along 18 Street N.W., with grade separation of the future Anthony Henday Drive, then continuing to the North TUC boundary.

Northeast Line

From Clareview Station, proceeding Southwesterly within the CNR right-of-way to 96 Street N.W./105 Avenue N.W.

Underground Downtown Section

Underground alignment from 96 Street N.W./105 Avenue N.W. Southwesterly to Central Station at Jasper Avenue N.W./101 Street N.W., then Westward to Corona Station at Jasper Avenue N.W./108 Street N.W., then Southwesterly to 110 Street N.W., then Southward along 110 Street N.W. to Grandin Station at 110 Street N.W./98 Avenue N.W.

University Section

Underground alignment from Grandin Station at 110 Street N.W./98 Avenue N.W., Southward along 110 Street N.W. to North bank of North Saskatchewan River, then emerging from North Bank and crossing the North Saskatchewan River on Dudley B. Menzies Bridge, then underground from South bank of North Saskatchewan River Southwesterly to University Station at 113 Street N.W./89 Avenue N.W.

South Line

Underground alignment from University Station Southward along 114 Street N.W., emerging from the underground alignment to a surface alignment at a point South of 87 Avenue N.W., then Southward along 114 Street N.W., crossing 71 Avenue N.W. and continuing Southward to South Campus Station at approximately 115 Street N.W./66 Avenue N.W.. From South Campus Station, Southward to 61 Avenue N.W., then Eastward along 61 Avenue N.W. to 111 Street N.W., then Southward along 111 Street N.W. to Century Park Station located at approximately 111 Street N.W./23 Avenue N.W.

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\* South Extension to Heritage Valley SW

From Century Park Station Southward along 111 Street N.W., proceeding underground below 23 Avenue N.W., then emerging as surface alignment South of 23 Avenue N.W. on 111 Street N.W. and proceeding Southward along the west side of 111 Street N.W., crossing Blackmud Creek, then proceeding Southward to the Transportation Utility Corridor (TUC), then crossing over Anthony Henday Drive with a grade separation, then Southwesterly within the TUC along the South side of Anthony Henday Drive, then proceeding over 127 Street N.W., then surface alignment Southward, West of 127 Street N.W. within Provincial lands, then Southeasterly between the future 20 Avenue S.W. and the future 30 Avenue S.W., then South to the city boundary West of 127 Street N.W.

(\* and \*\*) Downtown Section to N.A.I.T.

From Churchill Station underground alignment Northward to the LRT easement at approximately 99 Street N.W./105 Avenue N.W., then proceeding Westward emerging from the underground alignment to a surface alignment on the South side of 105 Avenue N.W. at approximately 102 Street N.W./105 Avenue N.W., then continuing Westward to 105 Street N.W., then proceeding Northward along 105 Street N.W. to about 108 Avenue N.W., then Northeasterly to 104 Street N.W. North of 108 Avenue N.W., then Northward along 104 Street N.W. to Kingsway N.W., then Northwesterly along Kingsway N.W. to 106 Street N.W./Kingsway N.W., then Northward along 106 Street N.W. to a point South of 106 Street N.W./Princess Elizabeth Avenue N.W., then crossing Princess Elizabeth Avenue N.W. to a point east of 109 Street N.W. near the South end of the NAIT campus.

\* Northwest Line

From the NAIT station at a point east of 109 Street N.W. near the South end of the NAIT campus, then Northwesterly through the Edmonton City Centre Airport lands, then Northward with grade separation across Yellowhead Trail and the CN Rail Yard to 113 A Street N.W., proceeding North along 113 A Street N.W. to 153 Avenue N.W., then westward along 153 Avenue N.W. to the future Park and Ride site at approximately Mark Messier Trail and Anthony Henday Drive.

\* West Line

Eastward from Lewis Estates Transit Centre along 87 Avenue N.W. to 159 Street N.W., then Northeasterly along Meadowlark Road to 156 Street N.W., then Northward along 156 Street N.W. to Stony Plain Road N.W., then Eastward along Stony Plain Road N.W./104 Avenue N.W. to 109 Street N.W.

\* Surface Downtown Section

From 109 Street N.W./104 Avenue N.W. along 104 Avenue N.W. to 107 Street N.W., then South on 107 Street N.W. to 102 Avenue N.W., then Eastward along 102 Avenue N.W. to approximately 95 Street N.W. Also from 107 Street N.W./102 Avenue N.W. Southward on 107 Street N.W. to 99 Avenue N.W., then West on 99 Avenue N.W. to 109 Street N.W.

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**Appendix C: Physical Description of Light Rail Transit**

\* Southeast Line

Northward from 66 Street N.W./31 Avenue N.W. along 66 Street N.W./75 Street N.W. to Wagner Road N.W., then Westward along Wagner Road N.W. to a point at approximately 79 Street N.W., then across Argyll Road N.W. via a grade separation to 83 Street N.W., then Northward along 83 Street N.W. to 90 Avenue N.W., then North along 85 Street N.W. to 95 Avenue N.W., then Westward along 95 Street N.W. to Connors Road N.W. to a point West of 96 Street N.W., then Northeasterly across the North Saskatchewan River near the existing pedestrian bridge to a point approximately at 95 Street N.W./102 Avenue N.W.

\* Indicates Proposed Facility

\*\* Indicates Facility under construction