



ROAD CLOSURE APPLICATION RIVERDALE

9449 & 9447– 100A Avenue NW

To close an informal alley consisting of two titled lots.



RECOMMENDATION AND JUSTIFICATION

Sustainable Development is in SUPPORT of this application because the application/proposed closure area:

- is deemed surplus to municipal “roadway” requirements;
- is of substandard width and cannot be utilized by maintenance and emergency vehicles; and
- supports City of Edmonton policies to promote future infill opportunities in established and mature neighbourhoods.

THE APPLICATION

1. BYLAW 18074 to close an informal alley consisting of two titled lots.

The purpose of the application is to close an informal alley consisting of two titled lots currently owned by the City. The lots are located between properties 9453 - 100A Avenue and 9445 - 100A Avenue, and addressed as 9449 and 9447 - 100A Avenue NW. The lots have been operating similar to road right-of-way and therefore a road closure bylaw is necessary for closing the land to roadway operation and public access.

The applicant's stated intent is to close the informal alley and consolidate it with the adjacent property to the west (9453-100A Avenue NW) to provide the opportunity to expand the property or split the consolidated lot into two narrow lots in compliance with the (RF2) Small Scale Infill Zone. The applicant's intent is to purchase the westerly portion, addressed as 9449 - 100A Avenue NW. The adjacent owners to the east of the closure area have expressed interest in purchasing the eastern portion of the closure area, addressed as 9447 - 100A Avenue NW. A sales agreement between the affected parties and the City of Edmonton was finalized in March 2017.

SITE AND SURROUNDING AREA

The proposed closure area is located in the west-central portion of the Riverdale neighbourhood and consists of two remnant lots that were subdivided out from the adjacent parent parcels in 1924 and may have been required for construction, delivery and vehicular access. The western portion is 58.99 m² and eastern portion, 31.75 m² for a total closure area of approximately 90.75 m². The closure area is 3.0 m in width and 45.7 m in length.

The proposed closure area runs north-south and is currently unpaved. Access to the informal alley is from 100A Avenue NW and from the paved east-west alley built to standard located south of the closure area. Due to the narrow width and alternate means of access, the closure area cannot be used for emergency or service vehicle access. In this area, smaller services vehicles are used for garbage collection service. Garbage collection vehicles typically use the north-south lane to east of the closure area and depending on weather and roadway conditions; will manually collect refuse in this portion of the neighbourhood.

Some residents in the immediate area use the closure area to access rear garages. However, the closure area is often characterized by muddy gravel ruts in the spring and unremoved snow (and slippery and unsafe conditions) in the winter. Access to the closure area from the east-west alley is constrained due to the steep slope that is approximately 15.7%, which is also the slope of 100A Avenue NW.

Encroachment on to private property both at the northeast corner of the applicant's property (9453 - 100A Avenue NW) and along the east and west sides of the closure are a concern both in terms of how the informal alley functions and for the adjacent property owners.



VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITES	(RF2) Low Density Infill Zone	Two (2) titled lots functioning as an informal alley
CONTEXT		
North	(A) Metropolitan Recreation Zone	River Valley lands / green space
East	(RF2) Low Density Infill Zone	Single Detached House
South	(RF2) Low Density Infill Zone	Single Detached House
West	(RF2) Low Density Infill Zone	Single Detached House



IMAGE SHOWING SUBSTANDARD WIDTH OF INFORMAL ALLEY.



IMAGE OF EXISTING HOME ON APPLICANT'S PROPERTY AND STEEP SLOPE (LOOKING WEST).



IMAGE OF ALLEY IN SPRING TIME (LOOKING NORTH).



IMAGE OF ALLEY LOOKING SOUTH AND SHOWING ENCROACHMENT DUE TO INSUFFICIENT TURNING RADIUS.

PLANNING ANALYSIS

PLANS IN EFFECT

The approved Riverdale Area Redevelopment Plan (ARP) designates the proposed closure area and surrounding properties for Low Density Residential Infill uses. The application conforms to the ARP and applicable policies in terms of providing the opportunity for future residential infill, some small lot housing and reinvestment in to the housing stock.

PLANNING OPTIONS AND IMPACT

Five (5) planning options were identified and explored in order to determine the future of the proposed road closure throughout the planning process.

These options are:

The informal alley remains open to vehicular access and:

- 1) continues to operate as a substandard alley (status quo option)
- 2) is brought up to standard by purchasing right-of-way (expansion option)
- 3) is converted to a one-way (modification option)

Or, the informal alley is closed and:

- 4) not sold to the adjacent owners, but made into a walkway (conversion option)
- 5) sold to the adjacent owners (as per this bylaw)

Discussion of Options

Option #1 to leave the substandard alley as it is today was deemed unfeasible because:

- the alley cannot be used by maintenance and emergency vehicles;
- encroachment onto private property along the east and west sides ;
- unsafe conditions; and
- there is an alternate official east-west alley to access rear garages.

Option #2 to bring the informal alley up to a standard width was deemed unfeasible predominantly because of the associated cost. In order to bring the closure area up to standard, approximately 0.6 m to 0.7 m of private property along the length of the alley, in addition to a corner cut at the southwest corner of the easterly property, would be required. The alley would be registered as road right-of-way and the driving surface upgraded to a satisfactory standard. The cost of formalizing the alley connection is approximately \$30,000 to \$50,000 according to Transportation Engineering and Services.

Option #3 to convert the informal alley into a one-way was not identified as the best solution because the alley would not be of sufficient width for maintenance vehicles and costs would be incurred to the City to register the closure area as road right-of-way and upgrade the driving surface.

Option #4 to convert the informal alley into a walkway was identified as a potential solution. However, this option would not allow for continued access to rear garages. The City of Edmonton would also incur costs associated with registering the walkway as road right-of-way.

Option #5 to close the informal alley and consolidate it with the properties to the east and west was therefore identified as the most feasible and cost-effective approach for the following reasons:

- maintenance vehicles currently do not use the north-south alley because of the steep slope and substandard roadway width;
- closure of the alley will not significantly affect circulation as there is alternate access via the east-west official alley; and
- Transportation Engineering and Services have identified the closure area as surplus to municipal needs and a finalized sales agreement has been signed between the City and adjacent owners.

LAND USE COMPATIBILITY

The applicant's property is currently 15.24 m in width and would allow, as-of-right, for the property to be subdivided into two skinny lots.

If approved, the application will facilitate future expansion of the applicant's property, or consolidation and subdivision of the property into two narrow lots, in accordance with the regulations of the (RF2) Low Density Infill Zone. The closure area will add approximately 1.5 m to the width of the applicant's property, which will provide better development potential on the property.

TECHNICAL REVIEW

ENVIRONMENTAL CONSIDERATIONS

An Environmental Site Assessment is not required for this application, but will be a requirement to meet the conditions of the Sales Agreement.

CIVIC DEPARTMENT AND UTILITY AGENCIES

Transportation Services has identified the closure area as surplus to municipal roadway requirements and expressed no objection to the proposed road closure.

All other comments from affected Civic Departments and utility agencies have been addressed.

PUBLIC ENGAGEMENT

ADVANCE NOTICE February 18, 2016	<ul style="list-style-type: none"> • Number of recipients: 5 • Number of responses with concerns: 5 • Common comments included: <ul style="list-style-type: none"> - The applicant's intent could be accommodated by providing fencing
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	<p>and snow removal.</p> <ul style="list-style-type: none"> - The alley is needed for circulation, emergency access and garbage collection, especially during the winter when road conditions are slippery. - Closing the unofficial alley will make existing traffic congestion worse.
PUBLIC MEETING	<ul style="list-style-type: none"> • Not held

Sustainable Development received a petition against the proposed road closure in March 2016 containing 18 signatures. Six (6) of 18 signatures were from resident/renters and the remaining 12 signatures from current residents/owners. In September 2016, an updated petition containing 36 signatures was received. Ten (10) signatures were from residents/renters and the remaining 16 from current property owners.

In follow up conversations with some of these affected residents, Sustainable Development advised that the alley cannot remain in its current state. The informal alley, though it has existed for several decades, is substandard and has caused encroachment on the east and west private properties, nor is it used by maintenance vehicles as standard width requirements are 4.0 m and the current width is only 3.0 m. As a result, the proposed closure area either must be closed, repurposed or brought up to standard.

CONCLUSION

Sustainable Development recommends that City Council APPROVE this application.

APPENDICES

1 Application Summary

APPLICATION SUMMARY

INFORMATION

Application Type:	Road Closure
Bylaw:	18074
Location:	North/south of 100 Avenue NW and east/west of 100 Street NW
Address:	9449 & 9447 – 100A Avenue NW
Legal Description:	Lots 26 & 27, Plan U1
Site Area:	90.75 m ²
Neighbourhood:	Riverdale
Ward - Councillor:	Councillor McKeen (Ward #6)
Notified Community Organization(s):	Riverdale Community League and surrounding property owners
Applicant:	Marty Pawlina

PLANNING FRAMEWORK

Current Zone(s) and Overlay(s):	(RF2) Low Density Infill Zone
Plan(s) in Effect:	Riverdale Area Redevelopment Plan

Written By:	Carla Semeniuk
Approved By:	Tim Ford
Department:	Sustainable Development
Section:	Planning Coordination