# Bylaw 17953 - Closure of Vehicular Access (10504-83 Avenue)

## Purpose

To close vehicular access to 83 Avenue from a titled parcel located at 10504 - 83 Avenue NW. One alternate access to the parcel is available.

## Readings

Bylaw 17953 is ready for three readings.

Bylaw 17953 is authorized under Section 28 of the *Highways Development and Protection Act*. A majority vote of City Council on all three readings is required for passage.

If Council wishes to give three readings during a single meeting, then prior to moving third reading, Council must unanimously agree “That Bylaw 17953 be considered for third reading”.

## Advertising and Signing

Advertising is not required for this Bylaw.

## Position of Administration

Administration supports this Bylaw.

## Report Summary

**This report requests City Council’s approval of Bylaw 17953.**

## Previous Council/Committee Action

At the May 3, 2017, Urban Planning Committee meeting, the Committee heard from L. Short, Strathcona Health Centre Ltd. and Bylaw 17953 was forwarded to City Council for the appropriate readings.

## Report

Bylaw 17953 proposes to remove an existing access currently used for vehicular access from a titled parcel, legally described as Lot 1, Block 81, Plan I3 to 83 Avenue in support of the 83 Avenue Bike Route project. The 83 Avenue Bike Route project combines the neighbourhood renewal reconstruction of 83 Avenue with the installation of bicycle infrastructure.

The Neighbourhood Renewal portion includes: reconstruction and resurfacing of roadway; reconstruction of sidewalks, curbs and gutters; and streetlight renewal. The

83 Avenue Bike Route Project includes installation of high-quality bike infrastructure that will make cycling more comfortable for cyclists of all abilities. The bike facility is being developed in the vicinity of this property as a two-way protected bike lane adjacent to the north curb of 83 Avenue. The facility provides dedicated space for cyclists on 83 Avenue, with physical separation of cyclists from motor vehicle traffic, parked cars, and sidewalks.

The access in question is located approximately five meters west of the intersection of 83 Avenue and 105 Street and is illustrated in Attachment 2. The subject parcel currently operates as a surface parking lot that accommodates both permit and hourly parking. The existing parking lot is accessed via 83 Avenue or the alley located directly north of the property. The parking lot will be able to continue to operate with a single access via the alley only.

Closure of the subject access will reduce potential conflicts between vehicles using the access and cyclists on 83 Avenue, and provides a high-quality design in close proximity to the 83 Avenue and 105 Street intersection. Through the Neighbourhood Renewal construction process, the concrete access will be removed, the curb line and boulevard will be restored, and the cycling infrastructure will be installed.

**Policy**

This Bylaw is in accordance with several policies and objectives outlined in the Transportation Master Plan and the Municipal Development Plan, and the Active Transportation Policy, including:

*The Way We Grow,* Municipal Development Plan

- Policy 3.5.2.1: Support neighbourhood revitalization that contributes to the livability and adaptability of mature neighbourhoods.
- Policy 5.7.1: Ensure that streets, sidewalks, and boulevards are designed to perform their diverse roles and to enable safe access for all users.

*The Way We Move,* Transportation Master Plan

- Strategic Objective 4.1: The City will integrate land use planning and transportation decisions to create an accessible, efficient and compact urban form.
- Strategic Action 4.1(b): Encouraging land uses that are compatible and complementary to the surrounding transportation network.
- Strategic Objective 6.1: The City will create a walkable environment.
- Strategic Objective 6.2: The City will create a cycle-friendly city.
- Strategic Action 6.2(c): Developing and Reviewing best practices, adapted to the Edmonton context, to increase the attractiveness and safety of cycling.

Active Transportation Policy C544

Policy Statement 1: Enhance accessibility, safety, security, and convenience through strategic improvement, expansion, and maintenance of the infrastructure and facilities that support Active Transportation, including sidewalks, curb ramps, shared pathways, marked bicycle and shared-use lanes, and end-of-trip facilities.

**Corporate Outcomes**

This report supports the following corporate outcomes:

- The City of Edmonton has sustainable and accessible infrastructure: providing well-designed and constructed roadway and sidewalk infrastructure ensures that city streets are accessible to all Edmontonians, whether they choose walking, cycling, transit, or driving as their mode of transportation.
- Edmontonians use public transit and active modes of transportation: the closure of this access and reconstruction of the curb, gutter, and sidewalk on 83 Avenue will
  - improve pedestrian and cyclist accessibility
  - support Edmontonians in choosing active modes of transportation
  - enable Edmontonians to incorporate active transportation into everyday activities
  - have a direct impact on health and well-being
  - provide opportunities for Edmontonians to connect with their community

**Risk Assessment**

| Risk Element | Risk Description | Likeli-hood | Impact | Risk Score | Current Mitigations | Potential Future Mitigations |
|---|---|---|---|---|---|---|
| Public Liability (public access, egress, safety) | If the accesses remain in place increased cyclist pedestrian and vehicle conflicts within road right-of-way. | 2 | 3 | 6 | Current design identifies removal of access in order to remove conflicts. | Operational adjustments to identify conflicts at this location.<br><br>Return to location and remove access in the future. |

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|---|---|---|---|---|---|---|
| Public Perception | Facility is being designed and marketed as part of the high-quality bike network. Leaving the accesses in place may result in a perception of cyclists safety not being a priority. | 3 | 2 | 6 | Current design prioritizes cyclists through removal of access. | Address complaints on an individual basis as they arise. |

**Public Engagement**

An intensive, six-stage, public consultation process occurred over a three-year period, from June 2014 to May 2017.

- Administration held a Bike Route "Location" Workshop for the Strathcona-Garneau-University Route on June 17, 2014. The purpose of this meeting was to get input on evaluation criteria and feedback on potential bike route locations, of which 83 Avenue was presented as an option.
- Administration held 83 Avenue "Route Type" Workshops on November 27, 2014, and January 8, 2015, (repeat meeting due to weather). At this meeting, two design options were presented and a project update was provided to explain how input from the consultation process was incorporated into the project.
- Administration held a "Single Concept Plan" Open House on April 23, 2015, and a Bike Route Workshop on June 3, 2015, to share the recommended concept plan for the 83 Avenue bike route and to obtain feedback on landscaping options.
- A Pre-construction Open House for Neighbourhood Renewal and 83 Avenue Bike Route was held at the Moravian Church on May 4, 2016.
- A letter was sent to the owner on February 23, 2017, which included project background information, justification for the construction of a new curb and gutter, and City contact information for any questions and/or concerns. No follow-up inquiries were received as a result of this letter.

**Legal Implications**

1. The proposed access closure must be carried out in accordance with the Alberta *Highways Development and Protection Act*.
2. Section 28(1) of the *Highways Development and Protection Act* provides

that City Council may close a physical means of access to or from a controlled street by passing a bylaw.

3. The City must ensure that each titled parcel of land has at least one means of access to a controlled street, however indirect or circuitous that access may be, in accordance with the City Streets Access Bylaw, Bylaw 13521.
4. Provided that alternate access to the titled parcel exists or is provided, no compensation is payable pursuant to section 29(1) of the *Highways Development and Protection Act.*

**Metrics, Targets and Outcomes**

| Metrics | Targets | Outcomes |
|---|---|---|
| Typical September cycling volumes on 83 Avenue were approximately 280 cyclists/day prior to construction. | Increased ridership on the 83 Avenue bike route as a result of high-quality infrastructure that supports cycling for all abilities. | Increased opportunities for Edmontonians to use active modes of transportation. |
| 0.6 km of the 83 Avenue bike route was completed in 2016, 2.1 km will be constructed in 2017 and 2018. | 2.7 km of the high-quality bike network will be complete. | Completion of the entire 83 Avenue bike route. |
| Premier Cycle Track that provides a direct connection to the Old Strathcona and University areas. | Create a network of high-quality cycling infrastructure in the core area of the city. | • Provision of a facility that provides Edmontonians opportunities to connect with their communities.<br>• Edmontonians have opportunity to use a facility that enables incorporating healthy living into their daily activities.<br>• Creation of a cycle-friendly city. |

**Justification of Recommendation:**

Bylaw 17953 will advance the outcomes of the 83 Ave (Strathcona) Bike Route project.

**Attachments**

1. Bylaw 17953
2. Location Plan and Street View Image

**Others Reviewing this Report**

- T. Burge, Chief Financial Officer and Deputy City Manager, Financial and Corporate Services
- Laughlin, Deputy City Manager, Integrated Infrastructure Services
- Campbell, Deputy City Manager, Communications and Engagement
- Jones, Deputy City Manager, City Operations