

## Bylaw 17946 - Closure of Vehicular Access (10208-113 Street)

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### Recommendation:

That Urban Planning Committee recommend to City Council:  
That Bylaw 17946 be given the appropriate readings.

### Purpose

To close vehicular access to 102 Avenue from a titled parcel located at 10208-113 Street NW. Two alternate accesses to the parcel are available.

### Readings

Bylaw 17946 is ready for three readings.

Bylaw 17946 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 17946 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 17946.**

### Report

Bylaw 17946 proposes to remove two existing accesses that are currently used for vehicular access, from a titled parcel legally described as Condo Common Area (Plan 8022529), to 102 Avenue in support of the 102 Avenue Bike Route project. The 102 Avenue Bike Route Project includes installation of high-quality bike infrastructure that will make cycling more comfortable for cyclists of all ages and abilities. The portion of the bike route to be constructed this year, from Clifton Place to 111 Street, will feature a two-way protected bike lane beside the north curb of 102 Avenue. The subject parcel has existing vehicular access from the alley to a surface parking area, and from

113 Street to a parking garage, and additional surface parking stalls.

The accesses subject to this closure are located on the north side of 102 Avenue, approximately 5 and 25 meters west of 113 Street, and are illustrated on Attachment 2. The accesses connect to a concrete pad that is directly adjacent to the sidewalk. The concrete pad is primarily located on road right-of-way, is partially located on private property, and is mainly used for parking vehicles. There is no clearly defined entry or exit signage; however, there is a visitor parking sign posted on the exterior wall of the condo building. There is currently insufficient width for a vehicle to drive around another vehicle parked on the pad, without either driving on the sidewalk or backing out onto road right-of-way. It is noted that there is no common entry to the building on the 102 Avenue facade.

Closure of the subject accesses will provide a consistent treatment along the corridor, and will reduce conflicts between vehicles using the subject accesses and pedestrians and cyclists traveling along 102 Avenue. The accesses will be removed through the construction process, the curb line and boulevard will be restored, and the cycling infrastructure will be installed.

The project team met with the Placid Place Condominium Board in March 2016 to discuss the proposed closure and provide information on the extent of construction adjacent to their property. The condo board indicated they were concerned about the loss of visitor parking, but recognized that the existing pad was primarily located on road right-of-way. They also indicated they were concerned about poor drainage on this portion of the sidewalk, and the project team confirmed that drainage in this area would be improved with reconstruction of the sidewalk and restoration of the boulevard. Finally, the Board shared with the project team that the condo would be completing exterior alterations this summer and it was suggested that efforts to coordinate would be made by both projects. The condo board felt that, in general, the two-way protected bike lane was a welcome addition to the community.

### **Policy**

This Bylaw is in accordance with several policies and objectives outlined in the Transportation Master Plan, 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 the 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 102 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**

<b>Risk Element</b>	<b>Risk Description</b>	<b>Likelihood</b>	<b>Impact</b>	<b>Risk Score</b>	<b>Current Mitigations</b>	<b>Potential Future Mitigations</b>
1. Public Liability (public access, egress, safety)	Increased cyclist, pedestrian, and vehicle conflicts within road right-of-way if the accesses remain in place.	2	3	6	Current design identifies removal of accesses in order to remove conflicts.	Operational adjustments to identify conflicts at this location.  Return to location and remove accesses in the future.
2. 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 accesses.	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 Downtown Route on June 18, 2014, and on June 19, 2014. The purpose of this meeting was to get input on evaluation criteria and feedback on potential bike route locations of which 102 Avenue was presented as an option.
- Administration held a 102 Avenue Route Type Workshop on November 27, 2014. 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 21, 2015, and a Bike Route Workshop on June 1, 2015, to share the recommended concept plan for the 102 Avenue bike route and to obtain feedback on landscaping options.
- A letter was sent to the property manager, on February 13, 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.
- Administration followed up with the property manager on February 17, 2017, and once again offered an in-person meeting between the project team and the condo board of Placid Place.
- The project team and the condo board of Placid Place met on Tuesday, March 7, 2017.
- A notification letter was also sent to all owners of Placid Place Condominiums on March 17, 2017. No follow-up inquiries were received as a result of these letters.

**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 102 Avenue through Oliver were approximately 300 cyclists/day prior to construction	Increased ridership on the 102 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.
1.1 km of the 102	2.9 km of the high	Completion of the 102

<p>Avenue bike route was completed in 2016 and 1.8 km will be constructed in 2017</p>	<p>quality bike network will be complete.</p>	<p>Avenue bike route through Glenora and Oliver.</p>
<p>Premier cycling facility that provides a direct connection to the downtown bike network.</p>	<p>Create a network of high-quality cycling infrastructure in the core area of the city.</p>	<ul style="list-style-type: none"> <li>• Provision of a facility that provides Edmontonians opportunities to connect with their communities.</li> <li>• Edmontonians have opportunity to use a facility that enables incorporating healthy living into their daily activities.</li> <li>• Creation of a cycle-friendly city.</li> </ul>

**Justification of Recommendation:**

Bylaw 17946 will advance the outcomes of the 102 Avenue Bike Route project.

**Attachments**

1. Bylaw 17946
2. Location Plan and Google Street View Image

**Others Reviewing this Report**

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