

Bylaw 17669

Closure of Vehicle Access - 9617 83 Avenue NW

Purpose

To close vehicular access to 83 Avenue from a titled parcel located at 9617-83 Avenue NW. One alternate access to the parcel is available.

Readings

Bylaw 17669, Attachment 1, is ready for three readings. Bylaw 17669 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, Council must unanimously agree "That Bylaw 17669 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 17669.

Previous Council/Committee Action

At the July 5, 2016, Transportation Committee meeting, Bylaw 17669 was forwarded to City Council for the appropriate readings and the Committee heard from M. Joyce.

Report

Bylaw 17669 proposes to remove an existing curb cut that is currently used for vehicular access from a titled parcel, legally described as Lots 23 & 24, Block 16, Plan 4575S, to 83 Avenue in support of the 83 Avenue (Strathcona) Bike Route project. The 83 Avenue Bike Route is a project that combines the neighbourhood renewal reconstruction of 83 Avenue with the installation of bicycle infrastructure associated with the 83 Avenue Bike Route project.

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 all types of cyclists. The majority of the bike route will feature a cycle track design, however for the portion of the 83 Avenue Bike Route between 95 A Street and 99 Street, the bicycle facility is being developed as a bicycle boulevard. A bike boulevard is a shared road space that gives priority to cyclists

and pedestrians. It maintains vehicle traffic but encourages low vehicle speeds and volumes through road modifications to discourage cut-through traffic.

The access in question is located approximately 55 meters west of the intersection of 83 Avenue NW and 96 Street NW. The subject parcel has existing access via the back alley.

The access in question is undeveloped, and grassed. Closure of the subject access will provide a consistent treatment along the corridor and will reduce potential conflicts between vehicles using the subject access and pedestrians and cyclists traveling along 83 Avenue. Through the Neighbourhood Renewal construction process, the curbline will be restored to a standard curb and gutter and on-street parking adjacent to this property will be retained. In addition it is noted that there have been a number of Bylaw Compliance inquiries associated with the use of this undeveloped access.

Policy

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 and gutter and sidewalk on 83 Avenue will improve pedestrian and cyclist accessibility. It supports Edmontonians in choosing active modes of transportation and enables Edmontonians to incorporate active transportation into everyday activities, which has a direct impact on health and well-being and provides opportunities for Edmontonians to connect with their community.

Public Consultation

- 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 these meetings an update on the project was provided explaining how input from the consultation was incorporated into the project, and two design options were presented.
- 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 letter was sent to the property owner on April 20, 2016, which included project background information, justification for the construction of a new curb and gutter, information on the upcoming Open House, and City contact information for any questions and/or concerns.
- The property owner contacted Neighbourhood Renewal on April 29, 2016, and spoke with Neighbourhood Renewal staff in person on May 3, 2016, when City staff were out on-site completing field work.
- Urban Transportation contacted the property owner on May 3, 2016, to discuss her concerns, and a follow up email was sent on May 6, 2016.
- A Pre-construction Open House for Neighbourhood Renewal and 83 Avenue Bike Route was held at the Moravian Church on May 4, 2016.
- The property owner does not support the subject access closure.

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 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*.

Justification of Recommendation

Bylaw 17669 will advance the outcomes of the 83 Avenue (Strathcona) Bike Route project.

Attachment

1. Bylaw 17669

Others Reviewing this Report

- A. Laughlin, Deputy City Manager, Integrated Infrastructure Services
- T. Burge, Chief Financial Officer and Deputy City Manager, Financial and Corporate Services