

BYLAW 21028

To close a portion of alley, West Meadowlark Park

Purpose

To close a portion of alley located south of 95 Avenue NW, and east of 170 Street NW.

Readings

Bylaw 21028 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree that Bylaw 21028 be considered for third reading.

Advertising and Signing

This Bylaw was advertised in the Edmonton Journal on January 11, 2025, and January 15, 2025. The Bylaw can be passed following third reading.

Position of Administration

Administration supports this proposed Bylaw.

Report

The City of Edmonton (Transportation Planning and Design) is advancing a road closure application as a part of the [95 Avenue Renewal](#) project. Bylaw 21028 proposes to close a portion of alley south of 95 Avenue NW, and east of 170 Street NW. The area would be closed to vehicular traffic, but would remain open to active modes of transportation (e.g. walking and rolling).

The proposed closure aligns with The City Plan and the Jasper Place District Plan which designate 95 Avenue NW as a 'District Connector Bike Route - Planned' and 'Urban Greenway', and designate the road right-of-way east of 170 Street as an 'Urban Greenway'.

District Connector Bike Routes are defined as: "Bike routes that serve as cycling arteries extending across multiple neighbourhoods, connecting Districts. The type of infrastructure may vary to include protected bike lanes, painted bike lanes, shared pathways, shared roadways, lower traffic routes and bus, bike and taxi lanes. Neighbourhood-level bike routes are not included."

Urban Greenways are defined as: "Transportation routes with enhanced landscaping that improves the built environment and condition through contact with nature and species that move through the greenway. This may include transportation or utility right of way retrofitted to provide new treed

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boulevards or less formal green linkages connecting people to parks, schools, services and community amenities.”

The proposed closure area would be closed to vehicular traffic, but would remain open to active modes. The City Plan has five ‘big city moves’: the ‘community of communities’ move has a target of 50% of trips being made by transit and active transportation. The City Plan also supports Edmontonians living closer to what they need and ensuring that they are supported by walkable communities, active transportation networks and greater connectivity across all travel modes (4.2.), as well as, encouraging a shift to transit and active transportation options (4.4.1.1.).

The District Policy supports designing and adapting the active transportation network to maximize user comfort and minimize conflicts between different modes of transportation (3.1.1.4). The proposed road closure application aligns with this direction.

Transportation

The 95 Avenue renewal project includes closure of the alley connection to the south service road and removal of the south service road along 95 Avenue. Access to the properties adjacent to the closure area will be maintained through the existing alleys. The closure area is intended to remain road right-of-way and be used for a future active mode connection for the neighbourhood.

Community Insights

As a part of this road closure application, information was posted on the City webpage, and a mailed notice was sent (August 27, 2024) to surrounding residents (60 metre radius), the West Meadowlark Park Community League, and the Glenwood Community League.

After the mailed notice was sent, 5 responses in opposition to the proposed alley closure were received. Concerns included:

- Broader concerns about the 95 Avenue Renewal project including the closure of the service road and alley, (e.g. concern about a reduction in on-street parking, and traffic flow changes from the project). There was a petition signed by 35 residents in opposition, and lawn signs in opposition.
- City engagement is insufficient (e.g.: mailed notices should go to the full neighbourhood, the city does not listen to resident concerns/are unresponsive, directly impacted neighbours should have more of a say, postcards are only in English, 95 Ave Renewal team did not meet with residents).
- City processes are convoluted and technical which leads to delays in delivery, and confusion for residents (e.g. why close the road now after the final design is complete and seems like a done deal).
- Residents feel that there is a demographic disconnect when they talk about the project with city staff who are young, and do not understand the position of residents (e.g. staff do not drive, are not homeowners).

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- Concern about vehicle access with the closure of the alley/service road (alley is used by: residents, utility, emergency, delivery vehicles).
- Existing challenges in the neighbourhood from construction (e.g. cross-cutting, speeding, congestion, and resulting infrastructure wear and tear and safety concerns).
- The shared pathway is not necessary. There are limited active mode users in the neighbourhood, and they use the existing service road/sidewalk. It is also a winter city.
- Concern that property taxes will increase.
- Neighbourhood is overwhelmed by LRT construction (e.g. delays on 87 Ave, 156 St and residents using 95 Ave and 170 St as alternative routes into the neighbourhood, and to nearby schools).
- Vandalism has been a byproduct of city projects in the area.
- Residents would like to see a bylaw in place to protect pedestrians on shared infrastructure with electric transportation to avoid injury or fatality.

Suggestions:

- Do not close the alley or remove the service road.
- Open the n-s alley to 95 Avenue NW, and allow one-way traffic in a southbound direction.
- Postpone the work to the next budget cycle (e.g. similar to what has been done for 182 - 189 Street), or until construction on 87 Avenue NW is complete.

No formal position was provided by the West Meadowlark Park Community League or the Glenwood Community League.

Attachments

1. Bylaw 21028
2. Aerial Map