

BYLAW 21058 - Closure of Vehicular Access to Titled Parcels for Active Transportation Implementation Acceleration 2025 Program

Recommendation

That Executive Committee recommend to City Council:

That Bylaw 21058 be given the appropriate readings.

Purpose

To close vehicular access in support of the Active Transportation Implementation Acceleration Program. The closures are detailed in the report and Bylaw 21058.

Readings

Bylaw 21058 is ready for three readings.

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 to third reading, Council must unanimously agree “That Bylaw 21058 be considered for third reading.”

REPORT

Bylaw 21058 proposes to remove existing vehicular access from the titled parcels listed below in support of the Active Transportation Implementation Acceleration Program (the Program). The Program involves the rapid expansion of the City’s active transportation network and aims to fill missing links in the existing active modes network. The network expansion will include the build out of city-wide connectors within the redeveloping areas of the city (inside Anthony Henday Drive), near-term priorities identified through the Bike Plan Implementation Guide and neighbourhood routes within high bike trip potential areas. Specifically, upcoming work will include repurposing road space or reconstruction of sidewalks, boulevard spaces and/or curbside lanes to accommodate the construction of shared pathways and on-street cycling facilities.

The proposed closure of the accesses and construction of the new active transportation facilities will improve pedestrian safety by reducing conflict points with vehicles, improving pedestrian visibility/sightlines and shortening pedestrian crossing distances. The access closures will bolster the

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implementation of the proposed active transportation program which supports the following corporate outcomes (City Policies and Strategies):

- The City Plan - Envisions a city where all people can easily meet their daily needs within a short walk, bike, roll and/or transit trip.
- Community Energy Transition Strategy - Through mobility options that are less carbon intensive.
- WinterCity Strategy - Implement best winter snow removal and transportation practices and Explore innovative, barrier-free ideas to ease the challenges, inconveniences and dangers of winter mobility.
- Safe Mobility Strategy - The Active Transportation Implementation Acceleration Program considers safety as an overarching, uncompromised, foundational aspect of bike infrastructure and programming.
- Live Active Strategy - Safe and designated infrastructure provides more opportunities for Edmontonians to incorporate active travel into their daily lives and continues to support healthy city outcomes.
- Directly guided by the Bike Plan and Bike Plan Implementation Guide, the Active Transportation Implementation Acceleration Program will fill in missing links in the active transportation network, significantly increase bike infrastructure in the city and make active transportation safer and more convenient.

The access removal costs will be fully covered by the City as part of the Active Transportation Implementation Acceleration Program.

# of titled parcels affected	Titled Parcel (Municipal address)	Legal Description	Description of access closures	Benefits associated with closure	Alternate Access	Property Owner concurrence with closure
1	6310 - WAGNER ROAD NW	Plan 3626NY Blk 13 Lot 1	North access for the small visitor parking lot located on the north side of the main entrance of W.P. Wagner High School. Access is located less than 15m from the adjacent main parking lot access.	The closure will allow for smooth continuity for active mode users of the new shared pathway and eliminate the side-by-side conflict point (due to close proximity to adjacent access).	This access is not in use. Adjacent Access exists, located less than 15m to the south.	Yes
2	10410 Allendale Road NW	Lots 9, 12, Block 34, Plan 4976KS	Access west of the alley entrance from Allendale Road. This access is located directly adjacent to the alleyway (lane) entrance off of Allendale Road, less than 5m. Lots will maintain access from the alleyway.	The closure will eliminate the side-by-side conflict point for shared pathway users. Complies with site zoning DC1 19986, which states that "vehicular accesses to Sites will be minimized by means of limiting access to an adjacent Lane, cross lot access or as a shared access with	The adjacent alleyway provides direct access to the north lot. The south lot has another direct access off of Allendale Road. All lots have alternate accesses.	The property owner was informed by registered mail on December 18, 2024 and delivered on December 20, 2024. No opposition to the closures was received.

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				an adjacent land owner where possible."		
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Risk Assessment

Risk Category	Risk Description	Likelihood	Impact	Risk Score (with current mitigations)	Current Mitigations	Potential Future Mitigations
If recommendation is not approved						
Public Liability - closure not approved	Potential pedestrian and vehicle conflicts within road right-of-way if the access remains	4 - likely	4 - severe	16 - high	Current design identifies removal of access, eliminating conflict	If accesses are not closed now, they would be reviewed through any future development permit and the developer could be required to remove access at that time.

Community Insight

Impacted property owner(s) were advised of the proposed access closure(s) via telephone, mail, email or meetings.

- The property owner representative of 6310 Wagner Road indicated the subject access was not required and could be closed. Consent was received on September 9, 2024.
- The owner of 10410 Allendale Road was notified of the proposed access closure via registered mail delivered on December 20, 2024. Administration has not received any objection to the proposed closure.

Legal Implications

1. The proposed access closure(s) 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 to 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 of the *Highways Development and Protection Act*.

Attachment

1. Bylaw 21058 - Closure of Vehicular Access to Titled Parcels for Active Transportation Implementation Acceleration 2025 Program

Others Reviewing the Report

M. Plouffe, Chief People Officer and City Solicitor