

Bylaw 19398

Closure of Vehicular Access to Titled Parcels for Valley Line West

Recommendation

That Executive Committee recommend to City Council:

That Bylaw 19398 be given the appropriate readings.

Purpose

The closure of vehicular accesses is in support of the Valley Line West (VLW) LRT Project. These closures are outlined in detail in the attachments to this report.

Readings

Bylaw 19398 is ready for three readings.

Advertising and Signing

This Bylaw is not required to be advertised and can be signed and, thereby, passed following third reading.

Position of Administration

Administration supports this Bylaw.

Position of Landowner

Administration has initiated communications with the impacted landowners and residents and has notified each property owner of this bylaw and will continue to engage and follow up with them, as required.

Report Summary

This report requests City Council's approval of Bylaw 19398, which is for the closure of vehicular access to titled parcels along the VLW LRT corridor.

Report

Bylaw 19398 proposes to remove vehicular access from the privately owned, titled parcels listed in Attachment 1 in support of the VLW LRT project.

Construction of the Valley Line West LRT will transform some major roadways in West Edmonton to make room for the LRT. These access closures are necessary to reconfigure roads and ensure the safety of pedestrians, drivers, cyclists and transit users.

The timing for the physical closure of accesses will be determined once a contractor for the project is selected and construction schedules are finalized. Alternate access details or future use for each title are shown on the table in Attachment 1.

Corporate Outcomes and Performance Management

| Corporate Outcome(s): Goods and services move efficiently. | | | |
|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|----------------------------|
| Outcome(s) | Measure(s) | Result(s) | Target(s) |
| Goods and services move efficiently | Travel time and reliability of goods and services movement (time in minutes and seconds to drive 10-km route) | 10:09 - 50% of time | 12:30 - 50% of time |
| | | 13:35 - 85% of time (2017) | 16:00 - 85% of time (2018) |
| Corporate Outcome(s): Edmontonians use public transit and active modes of transportation. | | | |
| Outcome(s) | Measure(s) | Result(s) | Target(s) |
| Edmontonians use public transit and active modes of transportation | Transit ridership (rides per capita) | 91.6 (2017) | 105.0 (2018) |
| | Journey to work mode (percent of survey respondents who select auto passenger, transit, walk, cycle, or other) | 26.1% (2016) | 25.9% (2018) |
| Corporate Outcome(s): The City of Edmonton has sustainable and accessible infrastructure. | | | |
| Outcome(s) | Measure(s) | Result(s) | Target(s) |
| The City of Edmonton has sustainable and accessible infrastructure | Edmontonians' assessment: Access to infrastructure, amenities and services that improve quality of life (percent of survey respondents who agree / strongly agree) | 68% (2017) | 70% (2018) |

Risk Assessment

| Risk Element | Risk Description | Likelihood | Impact | Risk Score (with current mitigations) | Current Mitigations | Potential Future Mitigations |
|----------------------------------------|-------------------------------------------------------------------------------------------|--------------|-----------|---------------------------------------|-------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Public Liability- closure not approved | Potential pedestrian and vehicle conflicts within road right-of-way if the access remains | 2 - Unlikely | 3 - Major | 6 | Current design identifies removal of access, eliminating conflict | If access is not closed now, it would be reviewed through any future development permit and the developer could be required to remove access at that time. |

Public Engagement

Since 2018, Administration has initiated communication and engaged with property owners regarding the required access closure(s) on their property. Engagement details for each owner depended on their individual situations and how the closure affected their property. This included actions such as assigning direct contacts, conducting on site meetings, providing ongoing telephone and email communication and sending follow up letters that include information about their site, as well as updates on the Valley Line West LRT Project.

Administration will notify each property owner of this bylaw and will continue to engage and follow up with them as required.

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(1) of the *Highways Development and Protection Act*.

Attachments

1. List of Titled Parcels - Bylaw 19398

2. Bylaw 19398 - Closure of Vehicular Access to Titled Parcels for Valley Line West

Others Reviewing this Report

- C. Owen, Deputy City Manager, Communications and Engagement
- G. Cebryk, Deputy City Manager, City Operations
- S. McCabe, Deputy City Manager, Urban Form and Corporate Strategic Development
- B. Andriachuk, City Solicitor