

List of Titled Parcels - Bylaw 19436

# of Titles / Parcels Affected	Titled Parcel (Municipal Address)	Legal Description	Description of Access Closures	Benefits Associated with Closure	Alternate Access
1	16113 - 87 Avenue NW	Plan 582MC Block 19 Lot 7	Refer to Schedule A1 of Bylaw 19436	The existing service road is being repurposed to allow for the LRT and traffic lanes. Using this access requires at least one manoeuvre in reverse on the street and into the busy arterial road right of way traffic. This is a safety concern due to poor sightlines and the potential conflict with vehicles and pedestrians which will increase with the presence of the LRT.	The parcel has alternative access through the existing back alley lane.
1	8700 Meadowlark Road NW	Plan 6151KS Block 8 Lot 109	Refer to Schedule A2 of Bylaw 19436	The LRT and roadway alterations require the removal of this access. The access is too close to a major intersection and inhibits safe use in and out as a result of substandard deceleration and acceleration distances. It also conflicts with a bus stop location.	The residual parcel has alternative access from 87 Avenue, from Meadowlark Road and through the existing back alley lane.
1	15803 - 87 Avenue NW	Plan 5559KS Block 1 Lot 1	Refer to Schedule A3 of Bylaw 19436	The access is too close to a major intersection and inhibits safe use in and out as a result of turning into a right turn lane and causing unsafe weaving movements	The residual parcel has alternative access from 87 Avenue and through the existing back alley lane.

1	1 Meadowlark Park Shopping Centre	Plan 9924575 Block 10 Lot 2	Refer to Schedule A4 of Bylaw 19436	The introduction of the LRT and Meadowlark Stop in this location will necessitate the rerouting of buses to avoid duplication of services in this constrained corridor. Consequently the transit centre and its accesses are no longer required. The space will return to parking for Meadowlark Mall.	The transit centre is being removed and so access is no longer required. The residual parcel has alternative access from Meadowlark Road, 87 Avenue and 156 Street.
1	8820 Meadowlark Road NW	Plan 6151KS Block 8 Lot 2	Refer to Schedule A5 of Bylaw 19436	The existing service road is being repurposed to allow for the LRT and traffic lanes. Using this access requires at least one manoeuvre in reverse on the street and into the busy arterial road right of way traffic. This is a safety concern due to poor sightlines and the potential conflict with vehicles and pedestrians which will increase with the presence of the LRT.	The parcel has alternative access through the existing back alley lane.
1	8822 Meadowlark Road NW	Plan 6151KS Block 8 Lot 3	Refer to Schedule A6 of Bylaw 19436	The existing service road is being repurposed to allow for the LRT and traffic lanes. Using this access requires at least one manoeuvre in reverse on the street and into the busy arterial road right of way traffic. This is a safety concern due to poor sightlines and the potential conflict with vehicles and pedestrians which will increase with the presence of the LRT.	The parcel has alternative access through the existing back alley lane.
1	8908 Meadowlark Road NW	Plan 6150KS Block 1 Lot 34	Refer to Schedule A7 of Bylaw 19436	The existing service road is being repurposed to allow for the LRT and traffic lanes. Using this access requires at least one manoeuvre in reverse on the street and into the	The parcel has alternative access through the existing back alley lane.

				busy arterial road right of way traffic. This is a safety concern due to poor sightlines and the potential conflict with vehicles and pedestrians which will increase with the presence of the LRT.	
1	8912 Meadowlark Road NW	Plan 6150KS Block 1 Lot 32	Refer to Schedule A8 of Bylaw 19436	The existing service road is being repurposed to allow for the LRT and traffic lanes. Using this access requires at least one manoeuvre in reverse on the street and into the busy arterial road right of way traffic. This is a safety concern due to poor sightlines and the potential conflict with vehicles and pedestrians which will increase with the presence of the LRT.	The parcel has alternative access through the existing back alley lane.
1	9002 Meadowlark Road NW	Plan 6150KS Block 1 Lot 31	Refer to Schedule A9 of Bylaw 19436	The existing service road is being repurposed to allow for the LRT and traffic lanes. Using this access requires at least one manoeuvre in reverse on the street and into the busy arterial road right of way traffic. This is a safety concern due to poor sightlines and the potential conflict with vehicles and pedestrians which will increase with the presence of the LRT.	The parcel has alternative access through the existing back alley lane.
1	9004 Meadowlark Road NW	Plan 6150KS Block 1 Lot 30	Refer to Schedule A10 of Bylaw 19436	The existing service road is being repurposed to allow for the LRT and traffic lanes. Using this access requires at least one manoeuvre in reverse on the street and into the busy arterial road right of way traffic. This is a safety concern due to poor	The parcel has alternative access through the existing back alley lane.

Attachment 1

				sightlines and the potential conflict with vehicles and pedestrians which will increase with the presence of the LRT.	
1	9010 Meadowlark Road NW	Plan6150KS Block 1 Lot 27	Refer to Schedule A11 of Bylaw 19436	The existing service road is being repurposed to allow for the LRT and traffic lanes. Using this access requires at least one manoeuvre in reverse on the street and into the busy arterial road right of way traffic. This is a safety concern due to poor sightlines and the potential conflict with vehicles and pedestrians which will increase with the presence of the LRT.	The parcel has alternative access through the existing back alley lane.
1	9014 Meadowlark Road NW	Plan 6150KS Block 1 Lot 25	Refer to Schedule A12 of Bylaw 19436	The existing service road is being repurposed to allow for the LRT and traffic lanes. Using this access requires at least one manoeuvre in reverse on the street and into the busy arterial road right of way traffic. This is a safety concern due to poor sightlines and the potential conflict with vehicles and pedestrians which will increase with the presence of the LRT.	The parcel has alternative access through the existing back alley lane.