

# Bylaw 19468

## Closure of Vehicular Access to Titled Parcels for the Yellowhead Trail Freeway Conversion Program

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### Recommendation

That Executive Committee recommend to City Council:

That Bylaw 19468 be given the appropriate readings.

### Purpose

The closure of vehicular access is in support of the Yellowhead Trail Freeway Conversion Program. The closures are outlined in Attachment 1.

### Readings

Bylaw 19468 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 them 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 19468, which is for the closure of vehicular access to titled parcels within the Yellowhead Trail Freeway Conversion Program.

# Bylaw 19468 - Closure of Vehicular Access to Titled Parcels for the Yellowhead Trail Freeway Conversion Program

Each property is entitled to an access and where an alternate access does not already exist, Administration is in discussions with property owners to provide a location for a new access to be constructed as part of the project.

## Report

Bylaw 19468 proposes to remove existing vehicular access from the titled parcels listed in Attachment 1. As part of the Yellowhead Trail Freeway Conversion Program, a number of modifications are required in the project area to facilitate the safe movement of vehicular and truck traffic. In addition, the closure of direct access to Yellowhead Trail will improve safety with free-flowing traffic.

## Corporate Outcomes and Performance Management

<b>Corporate Outcome(s): Goods and services move efficiently</b>			
<b>Outcome(s)</b>	<b>Measure(s)</b>	<b>Result(s)</b>	<b>Target(s)</b>
Goods & services move efficiently	Travel time and reliability for goods and services movement	10:09 (2017) - 50% of the time 13:35 - 85% of the time	12:30 (2018)- 50% of the time 16:00 - 85% of the time
	Business Satisfaction: Goods and Services Transportation (% of survey respondents who are satisfied/very satisfied)	50.5% (2017)	53.0% (2018)
<b>Corporate Outcome(s): Edmonton is a safe city</b>			
<b>Outcome(s)</b>	<b>Measure(s)</b>	<b>Result(s)</b>	<b>Target(s)</b>
Minimize traffic disruptions on intersections through collision reduction	Rate of inner-ring road (75 St, WMD, 170 St, YHT) Intersection collisions per million vehicles	1.01 (2017)	0.99 (2018)
	Rate of inner-ring road (75 St, WMD, 170 St, YHT) Midblock collisions per million vehicles-km of travel	0.79 (2017)	0.99 (2018)
<b>Corporate Outcome(s): The City of Edmonton has sustainable and accessible infrastructure</b>			
<b>Outcome(s)</b>	<b>Measure(s)</b>	<b>Result(s)</b>	<b>Target(s)</b>
The City of Edmonton has sustainable and accessible infrastructure	Edmontonians' Assessment: Access to infrastructure, amenities, and services that improve quality of life (% of survey respondents who	68% (2017)	70% (2017)

	agree/strongly agree)		
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### 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 the road right of way if access remains	1 - rare	1 - minor	1 - low	The 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

Administration has initiated communication and engaged with property owners regarding the required access closure(s) on their property. Engagement details for each owner depends on their individual situations and how the closure affects their property. This may include actions such as assigning direct contacts, conducting on-site meetings, ongoing telephone and email communication.

### Legal Implications

- The proposed access closures must be carried out in accordance with the *Alberta Highways Development and Protection Act*.
- 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.
- 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.
- Provided alternative 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
2. Bylaw 19468

**Others Reviewing this Report**

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