

# Schedule A3 Parcel Options

## Options for the Property at 16301 - 87 Avenue

### Recommendation

1. That the February 19, 2021, Integrated Infrastructure Services report IIS00196, be received for information.
2. That Attachment 1 of the February 19, 2021, Integrated Infrastructure Services report IIS00196, remain private pursuant to sections 24 (advice from officials), 25 (disclosure harmful to economic and other interests of a public body) and 27 (privileged information) of the *Freedom of Information and Protection of Privacy Act*.

### Previous Council/Committee Action

At the October 1, 2020, Executive Committee meeting, the following motion was passed:

2. That Administration consider options regarding the following parcel:
  - Schedule A3

and return to Committee with recommendations.

### Executive Summary

This report addresses the motion made at the October 1, 2020, Executive Committee meeting, outlining options for the property located at 16301-87 Avenue (the "Property"). In the cross-referenced February 19, 2021, Integrated Infrastructure Services report IIS00215, Bylaw 19517 - Closure of Vehicular Access to 16301-87 Avenue NW for Valley Line West, Administration recommends that Bylaw 19517, be given the appropriate readings so that the access can be closed.

The LRT network expansion provides mass transit services to Edmontonians and transforms the way people live, learn, work and play. Council's Strategic Plan for 2019-2028 calls for transformational change, integrating our spaces and how we move around to create vibrant urban places for people. These goals are enabled by the Valley Line West LRT and are further supported by the City Plan's mass transit network. To ensure the safety of pedestrians, drivers, cyclists and transit users on the roads and sidewalks along the corridor, Council approval is required to effect the closure of the access to the Property.

## Report

### Considerations for Titled Parcel at 16301-87 Avenue

Administration reviewed potential uses for the Property. The following summarizes the scenarios that were considered and each one will require the Property to be purchased at fair market value by the City and the existing residence to be demolished.

#### Scenario 1: Traction Power Substation

The Property could be rezoned to be used as a traction power substation site. Traction Power Substations are required along the Valley Line West alignment to convert the electricity voltage provided by the utility companies to appropriately power the Valley Line West LRT.

Traction Power Substations sites along the Valley Line West LRT corridor have already been determined for the project and incorporated into the contract. Traction Power Substations sites were selected based on a thorough technical analysis of the LRT operations, and spacing requirements to draw the necessary power to operate the system and ensure a constant supply, even in the event of a localized power failure.

By design, the Traction Power Substations sites are distributed evenly along the Valley Line West alignment. An additional Traction Power Substations site is not required, and moving a proposed Traction Power Substation to the Property would result in an uneven distribution, requiring significant redesign and analysis of the entire Valley Line West alignment to account for the relocation.

#### Scenario 2: LRT Parts Storage Facility

The Property could be used for an LRT parts storage facility. Given the size of the Property, it could only accommodate a partial LRT parts storage facility with limited inventory and functionality.

The Property would need to be rezoned, a process that will take approximately six to eight months and include a City Council Public Hearing. Also, the application for rezoning will require public engagement with the affected neighborhood and community leagues. Citywide policy and guidelines are unlikely to support this use and attaining public acceptance for this may be a challenge considering the LRT parts storage facility must be accessible to crews at all hours for maintenance and repairs, potentially causing disturbances to the residents in the immediately adjacent properties.

### Scenario 3: Residential Parking Area

The Property could be converted to a residential parking area and provide a limited number of parking spaces for the neighborhood. Similar to the previous scenarios presented, this will also require a rezoning with comprehensive public engagement and a City Council Public Hearing.

A parking lot would not traditionally be placed directly adjacent to private residences due to its negative impact on views, noise, and operation/activity levels for the neighbouring homes. Even if screened by landscaping, a parking lot would be undesirable for the neighbouring properties. City-owned, residential off-street parking is generally not considered a suitable use for vacant properties, even in areas where demand outweighs the on-street parking available. Citywide policy is unlikely to support this use in this location and attaining public acceptance may be a challenge. Proceeding with this scenario could also set a precedent for the City.

Furthermore, there is a risk that the parking lot could be used as personal vehicle storage by nearby residents. This would reduce the benefit to visitors wanting to use the lot and could result in complaints and a need for increased bylaw enforcement.

It is important to note that public on-street parking will be available along the north side of 87 Avenue both east and west of this intersection after the Valley Line West LRT construction is complete.

### Scenario 4: Community Park or Garden

The use of the Property for a community park was considered. Preliminary analysis suggested that the location of the Property is not appropriate to be developed as such. The Property is located mid-block, along an arterial roadway with a future LRT track running along it, which limits its connectivity to the neighborhood.

Administration also conducted a scan of the existing open space park areas within the Elmwood neighborhood and within the subject site's catchment area. It was determined that the Elmwood neighborhood has sufficient open space since there is currently an existing pocket park (unprogrammed) located in close proximity to the west of the subject site.

Given that a community park is not a requirement and is out of the scope of the Valley Line West LRT project, the purchase of this parcel cannot be justified by the project. Administration has not identified the acquisition of additional park land in Elmwood within the current Capital Budget.

The Property could also potentially be used as a community garden. Typically, community gardens are initiated by community groups. A proposal would be developed by the interested community group and submitted through the City's Community Led Construction process. It would be the responsibility and accountability of the interested community group to fundraise and apply for grants to fund the establishment of the community garden on City property.

Repurposing the Property to be used as a community garden is not a requirement and is out of scope for the Valley Line West LRT project. In addition, Administration does not typically purchase land specifically for the installation of community gardens.

#### Scenario 5: Closing Access to the Property

This scenario does not require the Property to be purchased at fair market value or require the existing residence to be demolished. This is also consistent with the strategy taken for other properties impacted by the Valley Line West LRT alignment and presents the least intrusive scenario for the neighbourhood.

This access closure is necessary to reconfigure the adjacent roadway and ensure the safety of pedestrians, drivers, cyclists and transit users. The timing of the physical closure of the access will be determined once construction schedules are finalized by the contractor.

#### **Legal Implications**

For legal implications, please see private Attachment 1.

#### **Public Engagement**

Administration initially contacted the property owners in 2018 to notify them of the access closure required on their property as a result of the Valley Line West LRT project. An onsite meeting was conducted in the spring of 2019 to discuss the Valley Line West LRT project impacts and timelines. Communications continued throughout 2019 and 2020 to provide additional information and answer questions from the property owners. Administration has advised the property owners through their legal counsel of the scenarios that Administration has examined that are outlined in this report. Administration is committed to providing the property owners updates on the project, as it develops.

#### **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 13:35 - 85% of time (2017)	12:30 - 50% of time 16:00 - 85% of time (2018)
<b>Corporate Outcome(s): Edmontonians use public transit and active modes of transportation</b>			
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)
<b>Corporate Outcome(s): The City of Edmonton has sustainable and accessible infrastructure</b>			
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 - Low	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

### Attachment

1. Detailed Legal Implications (PRIVATE)

**Others Reviewing this Report**

- C. Owen, Deputy City Manager, Communications and Engagement
- B. Andriachuk, City Solicitor