

COMMITTEE-OF-THE-WHOLE MEETING AGENDA
MONDAY, JUNE 25, 2018 AT 5:00 P.M.
LEDE ROOM, LEDUC CIVIC CENTRE
1 ALEXANDRA PARK, LEDUC, ALBERTA
PAGE 1



*Admin.
Est. of Time*

I. APPROVAL OF AGENDA

II. ADOPTION OF PREVIOUS NOTES

III. DELEGATIONS & PRESENTATIONS

IV. BUSINESS ARISING FROM PRESENTATIONS

V. IN-CAMERA ITEMS

- | | | |
|------------|---|-------------------|
| B. Knisley | a) Chamber of Commerce Lease Update
<i>FOIP s. 16, 24 & 25</i> | <i>15 minutes</i> |
| M. Pieters | b) Edmonton International Airport Accord Transit Update
<i>FOIP s. 21, 24 & 25</i> | <i>20 minutes</i> |
| M. Pieters | c) Regional Transit Services Commission (RTSC) Proposal
<i>FOIP s. 21, 24 & 25</i> | <i>10 minutes</i> |

VI. RISE AND REPORT FROM IN-CAMERA ITEMS

VII. REPORTS FROM COMMITTEE & ADMINISTRATION

- | | | |
|------------------------|--------------------------------|-------------------|
| J. Cannon /
G. Damo | a) Condominium Tax Update | <i>20 minutes</i> |
| M. Hay | b) 65 Avenue Advocacy Update | <i>10 minutes</i> |
| S. Olson | c) Alton Drive Traffic Calming | <i>20 minutes</i> |

VIII. INFORMATION ITEMS

IX. ADJOURNMENT

I.

APPROVAL OF AGENDA

This is your opportunity to make an addition, deletion or revision
to the Agenda

ADOPTION OF PREVIOUS NOTES

There are no previous notes for adoption.

III.

**DELEGATIONS
&
PRESENTATIONS**

IV.

**BUSINESS ARISING
FROM
PRESENTATIONS**

IN-CAMERA ITEMS

Chamber of Commerce Lease Update

(Removed Pursuant to Sections 16, 24 & 25
of the FOIP Act)

Presented by:

B. Knisley

IN-CAMERA ITEMS

Edmonton International Airport Accord
Transit Update

(Removed Pursuant to Sections 21, 24 & 25
of the FOIP Act)

Presented by:

M. Pieters

IN-CAMERA ITEMS

Regional Transit Services Commission (RTSC)
Proposal

(Removed Pursuant to Sections 21, 24 & 25
of the FOIP Act)

Presented by:

M. Pieters

VI.

RISE AND REPORT FROM IN-CAMERA ITEMS

MEETING DATE: June 25, 2018

SUBMITTED BY: Jennifer Cannon, Director, Finance; Shawn Olson, Director, Engineering; Rick Sereda, Director,
Public Services

PREPARED BY: Gino Damo, Manager, Revenue Services

REPORT TITLE: Condominium Tax Update

REPORT SUMMARY

Administration would like to provide Council an update with respect to the condominium tax inquiries.

BACKGROUND

PREVIOUS COUNCIL/COMMITTEE ACTION:

Committee-of-the-Whole- March 12, 2018- Condominium Mill Rate Review report and presentation.

KEY ISSUES:

Introduction

Since March 12, 2018, Administration has received inquiries on several occasions from condominium owners. Administration has responded to these inquiries with the following:

1. **Provided clarity on the March 12, 2018 Report**

- Indicated Administration conducted a review of 23 municipalities across Alberta and no municipalities had a lower tax rate for condominiums.
- Articulated that municipalities with a separate mill rate for multi-family class are investment properties and not for primary use and for these reasons, are in fact a higher rate.
- Mentioned advantages of condominiums being included in the residential assessment class include:
 - Market conditions and other influencing factors are spread out equitably amongst the entire residential assessment base which includes condominiums creating an insulating environment.
 - Provides overall stability for condominiums.
- Clarified that the March 12, 2018 meeting was a public meeting rather than an in-camera meeting.

2. **Verified Overall Assessment Range**

- Addressed the fact that assessment in the City of Leduc is provincially legislated.
- Affirmed that the condominium assessment class meets the quality standard +/-5% range as verified in the recent 2018 Provincial Review.

3. Provincial representative engagement

In an effort to provide education on the overall legislative requirements, Administration reached out to Municipal Affairs to request a provincial representative to participate in an information session with the condominium owners regarding provincial assessment legislation. Unfortunately, Municipal Affairs does not address taxpayers in person.

4. Confirmed assessment with contracted City Assessor

Administration spoke to the contracted City Assessor where there were concerns from condominiums owners and verified that these condominium owners' dwellings were assessed correctly. The Assessor confirmed that the condominiums were assessed correctly.

5. Provided clarity on the services provided by the City of Leduc to condominiums

City services such as FCSS, parks and recreation, police and fire protection are provided for each and every resident of the City on an equal access basis. Waste collection is handled differently as the City recognizes that condominiums pay for private waste collection, as a result condominiums do not pay the city an environmental fee.

Communications Strategy

Key Messages to relay to Condominium Owners

1. Administration conducted a comprehensive review and best practice research involving more than 20 Alberta municipalities and the findings show that communities without a separate mill rate for condo owners actually provide a greater benefit for said owners and condo boards.
2. Seven of the 23 municipalities contacted have a separate mill rate for condominiums, or multi-family dwellings, where the mill rate is higher than the residential mill rate. Those seven include Cold Lake, Drayton Valley, Edmonton, Lethbridge, Medicine Hat, Red Deer and Spruce Grove.
3. In Alberta, the current property tax framework shows no correlation between the services provided and taxation levied on properties. In actuality, taxes are based upon assessed value of the property and not on the use or availability of the services.
4. All City of Leduc taxpayers, including condominium owners, receive the same level of service across the board, which includes Family and Community Support Services, parks and recreation, police and fire protection. Condominium owners have the added benefit of falling within the residential mill rate as it provides a more equitable balance throughout all residential properties.

Communication Tactics

The following tactics will be utilized to relay the communication key messages:

- Website
- City Voice - July edition
- Facebook Workplace
- Twitter
- Social media

- Info graphics

Assessment and Taxation Framework

The property tax framework in Alberta is built around the fact that there is no correlation between services provided and the level of taxation levied on property. To provide further context, property tax is allocated based upon assessed value of the property and not on the use or availability of the services.

The City of Leduc's contracted assessor assesses all properties in the community resulting in an assessment value. This assessment value is applied to the approved mill rate to calculate the amount of property taxes owing. For the residential assessment class, the City has historically utilized a uniform rate (single rate of taxation) across all property types - this is in large part due to the fact that the City has not differentiated services to the property line between single family and multi-family residences.

Servicing Condominiums

Current Practice

At this time the current practice is that condominiums are treated the same as other residential properties in that the City provides municipal services up to the property line of all properties. The City does not access private residential property to provide services such as waste collection or road clearing or maintenance of infrastructure. All services that the City provides such as FCSS, Parks and Recreation, Police, and Fire Protection are provided for each and every resident of the City on an equal access basis. However, waste collection is handled differently, condominiums are not charged an environmental fee as they are private and it is paid through their condo fees; whereas all residential properties are charged the environmental fee.

The City of Leduc Engineering department also provides a higher level of service such as assisting with Substantial Completion inspections for parking lots within private developments including condominiums. This service is equivalent to providing driveway inspections, which the City does not currently conduct.

The City of Leduc offers private developments including condominiums the service to inspect fire hydrants in the spring for \$100 per hydrant and in the fall for \$50 per hydrant. The spring check includes testing the pressure of the hydrant. The fall check is ensuring the hydrant is ready for the winter. Keep in mind that this service is not provided to all private developments as these services are only provided by request only and major repairs and replacements are still the responsibility of the private development.

Consideration for Changes in Service

The City of Leduc has received inquiries from condominium owners to provide additional services above and beyond what is currently being provided. These services include waste collection and road maintenance at this time. Providing these services brings forward some concerns such as some condominiums do not have the necessary turning radius or adequate turn-around facilities for large vehicles or equipment such as waste trucks or snow clearing equipment therefore requiring the City to purchase new equipment.

Another concern in providing these services is the fact that private property such as condominiums are not required to meet City of Leduc Engineering standards therefore many do not meet standards; as a result, inadequate road bases are being done in parking lots which can potentially lead to City and/or contractor vehicles or equipment causing damage to these parking lots. The City of Leduc Engineering department typically reviews and provides comments to condominiums in regards to following the Engineering standards for their developments however given that it is private property, there is no way to enforce these standards.

If the City of Leduc is to consider providing additional services to condominiums without taking on additional liability, at a minimum these condominiums should have to meet City standards. This could be attained for future developments if the City started mandating that City standards are followed, however this is largely unattainable for existing developments without removing and replacing existing services and roads. Further evaluations from a liability standpoint will need to occur between providing services to public and private properties.

In terms of waste collection, if the City approves the additional environmental assistance that is being requested through budget, one of the actions of the Environmental Sustainability department is to start working with condominium associations on waste management to determine what options are available. There is no one size fits all solution for condominiums as many do not have appropriate turning radius for waste collection trucks and as previously mentioned, not all have adequate road base for the trucks to drive on. This would be an ongoing exercise that will require much consultation and site specific solutions.

Financial Implications

Providing additional services such as road clearing will lead to a requirement to increase the operational budget. There is also the consideration that there will need to be an investment into equipment that can navigate through the smaller road access within condominiums. As these additional services are not currently budgeted a separate business case will need to be brought forward to Council as this is an enhancement to service levels.

Another important note to make is if the City provides waste collection as a service, the environmental fee of \$22.50 per month will be applied to all condominium owners through their utility bills.

Best Practice Measure

As a best practice measure, Administration reached out to Strathcona County inquiring on how they offer fire hydrant inspection services to private developments. In the past, similar to the City of Leduc, Strathcona County would offer the fire hydrant inspection services at a cost to the condominiums on a request only basis. In 2016, as a result of feedback and request from condominium owners, the County offered fire hydrant inspection services to all condominiums and absorbed the costs associated with conducting these services however major hydrant repairs and replacements are still the responsibility of the condominiums. At this time, Strathcona County does not offer any other services to condominiums other than the fire hydrant inspection service.

ATTACHMENTS:

- Committee of the Whole March 12, 2018 Condominium Mill Rate Review Report

RECOMMENDATION

Administration presents this report to Council as information only.

Others Who Have Reviewed this Report

P. Benedetto, City Manager / B. Loewen, City Solicitor / I. Sasyniuk, General Manager, Corporate Services / M. Pieters, General Manager, Infrastructure & Planning / G. Damo, Acting Director, Finance

COMMITTEE-OF-THE-WHOLE INFORMATION ITEM



MEETING DATE: March 12, 2018

SUBMITTED BY: Jennifer Cannon, Director Finance

PREPARED BY: Gino Damo, Manager Revenue Services

REPORT TITLE: Condominium Mill Rate Review

REPORT SUMMARY

The City of Leduc has received inquiries from condominium residents with respect to having a separate mill rate for condominiums. In response to these inquiries Administration has reviewed numerous municipalities across Alberta. Based on the findings Administration is recommending that the City remain status quo as this is a stable and equitable practice for condominium owners.

BACKGROUND

PREVIOUS COUNCIL/COMMITTEE ACTION:

May 2, 2005- (Committee-of-the-Whole), Administration presented a financial analysis identifying the impact of a separate mill rate based on information submitted by the Fair Assessment of Condominium Taxes Committee. The City of Leduc's tax rate remained status quo at this time.

KEY ISSUES:

At this time the current practice is that condominiums fall within the residential taxation base; resulting in the same mill rate. Condominiums are treated the same as other residential properties in that the City provides municipal services to the municipal street front of all properties. The City does not access private residential property to provide services or maintenance of infrastructure. All services that the City provides such as FCSS, Parks and Recreation, Police, and Fire Protection are provided for each and every resident of the City on an equal access basis. However, garbage collection is handled differently, condominiums are not charged an environmental fee as they are private and it is paid through their condo fees; whereas all residential properties are charged the environmental fee.

The City of Leduc has received inquiries from condominium residents regarding looking into the feasibility of having a separate mill rate for condominiums. As a result of these inquiries Administration initiated a comprehensive review of various municipalities across Alberta. The table below identifies the municipalities that were reviewed. As part of this review the 2017 Property Tax Bylaws were studied and in an effort to obtain a heightened understanding, many of these municipalities were contacted for further explanation of existing mill rate structure, definitions, property classification, and past condominium mill rate considerations.

COMMITTEE-OF-THE-WHOLE INFORMATION ITEM



- | | | |
|-------------------|---------------------|---------------------|
| • Edmonton | • Calgary | • Medicine Hat |
| • Cold Lake | • Airdrie | • Strathcona County |
| • Drayton Valley | • Fort Saskatchewan | • Grande Prairie |
| • Olds | • St. Albert | • Slave Lake |
| • Red Deer | • Spruce Grove | • Wetaskiwin |
| • City of Camrose | • Devon | • Beaumont |
| • Hinton | • Lloydminster | • Lethbridge |
| • Stony Plain | • Strathmore | |

Comparative Review

During this review Administration was unable to find any municipality that classifies a condominium (that is considered a primary residence) in a separate mill rate class. To clarify, this means that any condominium that is considered a primary residence is classified within the residential assessment classification; which is the current practice of the City of Leduc.

However, it was found that 7 of the 23 municipalities that were scanned had a separate mill rate for multi-family dwellings and this mill rate is higher than the residential mill rate. This separate mill rate has been labelled differently depending on the municipality, but it generally goes by the following: multi-family, multiple family, other residential, or multi-residential.

The below table illustrates the 7 municipalities with differing mill rates

<i>Municipality</i>	<i>2017 Residential Mill Rate</i>	<i>2017 Multi Family Residential Rate</i>
Cold Lake	6.764	7.511
Drayton Valley	5.695	11.437
Edmonton	6.007	6.971
Lethbridge	8.025	11.834
Medicine Hat	6.414	7.980
Red Deer	6.352	6.696
Spruce Grove	5.565	8.489

In an effort to understand why the separate mill rate is higher than the residential mill rate, Administration reviewed the definitions of each of these classifications and the impetus behind this decision to create this separate mill rate. Through discussion with each of these municipalities it was determined that the separate mill rate was for multi-family units that were held by one owner with multiple properties; essentially considered an investment property and not for primary use. The triggering point of whether or not it falls within the residential mill rate or the higher multi-family mill rate differs somewhat for each municipality and is typically determined through ownership (land titles) and exceeding a predetermined minimum number of dwellings. The intent of the higher mill rate classification is for properties that are income generating.

Separating the Condominium Mill Rate

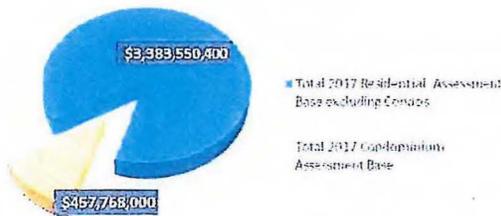
Administration also reviewed the feasibility of separating the condominiums into a separate mill rate. It is important to understand that in order to have a separate mill rate, the condominium assessment base would need to be detached from the overall residential assessment base. At this time the City of Leduc has an overall residential assessment base in the amount of \$3.8 billion (2017), as shown in the chart below.

What does the 2017 Taxable Residential Assessment Base look like?

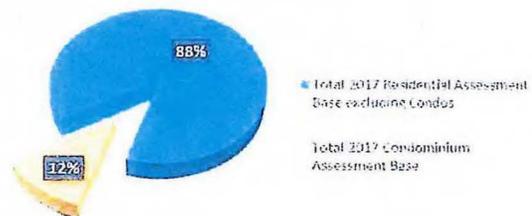


Within the residential assessment base condominiums comprise 12% or \$458 million, as shown in the chart below.

2017 Residential Assessment Base
\$ Condominiums



2017 Residential Assessment Base
% Condominiums



Drawing upon discussions with the comparative municipalities, along with Administrations knowledge of assessment and taxation, separating condominiums into a separate mill rate class will create instability. At this time, condominiums fall within the residential classification and this large assessment base (\$3.8 billion) insulates the small condominium sub-class (\$458 million) from market unpredictability and other influencing factors. Separating the condominium classification will result in increased volatility to this separate classification. To further explain, in a year where the condominium assessment base contracts as a result of market conditions, this will result in a significant mill rate increase if the condominium assessment base is separated. The reason why this would occur is because this separate class is no longer insulated from the larger residential assessment base. If the same contraction to the condominium assessment base occurred within the residential assessment base a minimal mill rate increase will result due to the size of the overall residential tax base it is encompassed within.

The City of Leduc's current assessment structure allows market conditions and other influencing factors to be spread out equitably amongst the entire residential assessment base (which includes condominiums) and provides overall stability.

Concluding Remarks

Through this review of various municipalities, the following important key points emerged:

- Condominium apartments or townhouses that pay condo fees and are individually owned are levied the residential mill rate for all the municipalities.
- Separating condominiums into a separate and smaller assessment class will make condominiums susceptible to market conditions and lose their insulating environment.

RECOMMENDATION

This review reaffirms that keeping the condominiums within the residential assessment class supports a continued stable and equitable practice that benefits condominium owners. Administration recommends that we keep the current property assessment and mill rate structure status the same.

Others Who Have Reviewed this Report

P. Benedetto, City Manager / I. Sasyniuk, General Manager, Corporate Services / J. Cannon, Director, Finance

MEETING DATE: June 25, 2018

SUBMITTED BY: Michelle Hay, Director of Intergovernmental Affairs and Corporate Planning

PREPARED BY: Brandy Kelly, Government Relations Advisor

REPORT TITLE: 65 Avenue Advocacy Update

REPORT SUMMARY

To update Council on the advocacy efforts, since the last report, relating to the 65 Avenue + QEII Highway Interchange project, and to outline next steps in terms of continued advocacy for the project.

BACKGROUND

PREVIOUS COUNCIL/COMMITTEE ACTION:

An update on 65th Avenue Advocacy Efforts was provided to Council at the December 4, 2017 Committee of the Whole meeting. This report highlights the advocacy efforts and milestones since that time and proposes future advocacy strategies.

ADVOCACY & MILESTONES:

December 2017

- Continued our efforts to meet often and purposefully with Alberta Transportation to advance the understand of and need for the project by meeting with Deputy Minister Barry Day and department assistant deputy ministers
- Reiterated the importance of provincial funding to the better chances of securing federal funding
- The province reinforced the need to bring partnering money to the project

January

- Learned that National Trade Corridor Funding (NTCF) successful proponents would not be announced until the end of March/ early April
- Decided to wait to secure a meeting with Alberta Transportation until we heard back from NTCF application, as we want to leverage our time with them when we have new information to share

February

- n/a

March

- Reviewed the provincial capital plan for evidence of advancing this project. Not surprisingly, it does not appear as a funded project as design work, jointly funded by the city and province, is still underway.
- Learned from Provincial Infrastructure Minister Sandra Jansen (at AUMA Spring Leaders Caucus) that prior to provincial investment, all projects will be viewed with lens of growth and preference will be given to those that are making sure we encourage growth within our province; next step is to remove any barriers to growth

April

- Learned our joint City-County NTCF application for the Aerotropolis Trade Corridor was rejected.
- Learned the airport's application for their North Perimeter Road project was also rejected by NTCF.

- Bilateral agreement between the Federal and Provincial governments were signed; yet no specific mention of which project to be funded at the time; anticipate \$3.4 billion investment over 10 years
- Through the ongoing collaboration and lobbying efforts from various City departments, the 65 Ave + QEII Interchange project was moved from the top rated project “for design” to the top priority project “for construction” on the EMRB’s 218 Regional Transportation Priorities listing, subject to board approval in June.
- EMRB CEO advised that Alberta Transportation is taking notice of the collaboration efforts in the region, with more intrigue into the priority project listing, hinting that it could be used to more seriously inform Province’s capital plan.
- This new ranking will be leveraged in additional advocacy efforts in light of the recent rejection from the NTCF program.
- Requested a debriefing with Transport Canada to secure more precise feedback on why the application was rejected to inform and recalibrate future advocacy efforts and while bolstering areas of weakness in future applications.

May

- Teleconference call with Transport Canada/ NTCF representatives to discuss our Alberta Aerotropolis Trade Corridor project and why the application wasn’t successful.
- Overall, our proposal was well-done and comprehensive, but lack of provincial funding commitment was the primary reason for application denial
- Also learned that the project would not be eligible in the next round of NTCF call for proposals, as the second round (to be launched later in 2018) is targeted at the Territorial North.
- Between now and next call for proposals, Transport Canada and the NTCF program will be hosting priority setting exercises across the country to help determine what the needs are for trade and transport related infrastructure, noting that different regions have different needs.
- Next potential call for proposals where the project would be eligible is anticipated in fall 2019 or possibly 2020.
- Learned the 50 street rail crossing in Edmonton received NTCF funding.
- Retained the contracted services of Municipal Advocacy Services to support Mayor Young in an upcoming trip to Ottawa following the FCM conference.
- Secured meetings for the Mayor in Ottawa to build relationships with key federal representatives, build a common understanding of the 65 Interchange project and get more information on why the project was denied for funding.
- Updated the 65 Ave-QEII Interchange fact sheet to reflect new developments and to simplify progress to date
- Developed a comprehensive information package for Council and Administration attending FCM to help build relationships, share our key messages and advance need for project.

June

- Worked with City departments and council reps to ensure we had support for EMRB’s approval of the 2018 Regional Transportation List (with 65 Ave-QEII interchange ranked as top priority for construction); advocacy efforts were successful resulting in unanimous EMRB approval at the June 14 board meeting.
- Have reached out to EIA to initiate further discussions about how we can support each other’s projects and explore ways to get both funded (possibly as a joint project)

- Mayor Young travelled to Ottawa to make connections with key federal representatives as the new mayor of Leduc, to continue building awareness of the interchange project and to listen for key updates from the federal government.

Meetings included:

1. Mike Lake, MP, Edmonton-Wetaskiwin
 2. MP Karen McCrimmon Parliamentary Secretary to the Minister of Transport
Jean Proulx, Minister's Staff
 3. Thao Pham - Associate Deputy Minister, Transport Canada
Pierre-Marc Mongeau, Assistant Deputy Minister, Programs
Marie-Claude Petit, Director General, Transportation Infrastructure Programs
 4. Mike Burton, Director of Parliamentary Affairs, Infrastructure Canada
Min Sohi and Navneet Khinda, Policy Advisors
- City administration have been working with Alberta Transportation on an administrative level and they expressed interest in what was happening with the project and potential NTCF funding. Email correspondence from our administration to Alberta Transportation has advised the Province of why our project was denied.
 - Developers and businesses in the region have approached City administration to see how they can help to get project built; City has advised them to start expressing their support for the project to the Minister Brian Mason, highlighting how it will help the expand, grow or diversify their businesses

What we've learned:

- Must have a provincial funding commitment to be successful
- Need partners: Leduc County, EIA, Edmonton, etc. – leverage the Inter-jurisdictional Cooperation Accord
- Think Bigger: The interchange alone is a local project; creating a larger corridor (Nisku Spine Road, airport connection, CP connection, Hwy 19, etc.) makes the project(s) nationally significant – one piece alone will not get funding
- Leduc doesn't want to be pigeon holed as only focusing on 65 Avenue project; our community, the region and this project are much more – need to tell that story
- Build a vision (larger corridor project), but show its scalability and phasing
- Need more emphasis on exports and how building this project will increase and diversify exports; we need more and better data

NEXT STEPS

- continuing our collaborative approach with the provincial government, secure meeting with administrative staff at Alberta Transportation to bring them up to speed on the project (where it's at, new developments, what we've heard from the federal government)
- secure meeting with Minister Mason (Alberta Transportation) to discuss funding strategies (i.e. delayed investment to later years of the project – similar to funding strategy used for Yellowhead Trail)
- secure meetings with Minister Deron Bilous (Economic Development and Trade) and Minister Sandra Jansen (Infrastructure) to build awareness of the project and see how we can work together moving forward
- leverage relationships with local MLA + Minister of Municipal Affairs, Shaye Anderson to advocate for the project on our behalf

- leverage existing relationships with Leduc County, EIA, Edmonton and provincial government and build new relationships with CP Rail to build a more comprehensive application prior to next call for proposals
- work with internal and external subject matter experts to more quantitatively capture how the project will support increased exports, trade and investment
- set and keep the expectation that the Edmonton Metropolitan Region supports the transportation priorities agreed to by the EMRB
- work with interested and benefiting partners to secure commitments to additional funding
- leverage relationships within Transport Canada to be consulted and participate in the priority setting exercise to inform future NTCF funding criteria
- build a story or 'elevator pitch' to create a quick understanding of the region/project and demonstrate the need and urgency for the project (as appropriate); use plain language and simple key messages to keep the project relevant/relatable, timely and memorable
 - with this in mind, develop new key messages tailored to specific audiences
- continue to raise the profile of the project locally, regionally, provincially and federally ahead of provincial and federal elections
- in partnership with Leduc County and EIA, apply for the next round of NTCF funding if warranted and applicable

ATTACHMENTS:

- 2017-CoW-071 Report, *65 Avenue Advocacy Update* (2017-12-04)
- 2018 65 Ave + QEII Interchange fact sheet (federal)

RECOMMENDATION

Accept report for information only.

Others Who Have Reviewed this Report

P. Benedetto, City Manager

DATE: November 24, 2017

MEETING DATE: December 4, 2017

SUBMITTED BY: Michelle Hay, Director of Intergovernmental Affairs and Corporate Planning

PREPARED BY: Brandy Kelly, Government Relations Advisor

REPORT TITLE: 65 Avenue Advocacy Update

REPORT NUMBER: 2017-CoW-071

REPORT SUMMARY

To update to Council of the past advocacy efforts relating to the 65 Avenue + QEII Highway Interchange project, and to outline next steps in terms of continued advocacy for the project.

BACKGROUND

KEY ISSUES:

The need for an interchange was identified in the early 2000s. Since that time, the City has engaged various advocacy activities in support of generating awareness and raising the profile of the project. Further, the City has also pursued several grant funding opportunities either alone or through partnerships with varying degrees of success.

At the end of 2016, Alberta Transportation approved the functional plan of the 65 Ave + QEII Interchange.

In 2017, the City continued with its advocacy efforts through meetings with provincial and federal politician and bureaucrats to build awareness of the project, solicit buy-in for its importance and need, and seek funding opportunities and commitment to construction. These efforts included the following activities:

January:

- developed a fact sheet to create a common and clear understanding of the about the history, need and future of 65 Avenue and its value proposition for use in advocacy for use at both the provincial and federal levels (attached)

February:

- advanced understanding with Minister Biliou (Economic Development and Trade) on the economic stimulus 65 Avenue will provide
- advocated to MP Lake and Minister Anderson (Municipal Affairs and MLA, Leduc-Beaumont) on the importance of 65 Avenue as it related to federal and provincial goals

March:

- leveraged Mayor's trip to Ottawa to garner meetings with Infrastructure Canada regarding the project and seek new information on federal funding initiatives

April:

- secured and leveraged meeting with Minister Mason (Transportation) to advance discussion and commitment to detailed design funding

May:

- further strengthened our relationship with Minister Anderson (Municipal Affairs) for support the 65 Ave detailed design funding in discussion with Alberta Transportation
- received commitment from Government of Alberta to fund one-third of detailed design costs with City of Leduc and Edmonton International Airport (EIA)
- along with EIA met with Alberta Transportation administration to discuss how to initiate and expedite detailed design

June:

- facilitated meetings between City reps (Mayor and City Manager) with Transport Canada and with MP Lake to promote the project and seek information about upcoming funding programs
- added federal resource (Municipal Advocacy Solutions) to broaden understanding of federal funding programs and assist with applications
- attended official announcement of detailed design funding from the Government of Alberta
- facilitated city's participation in meeting with Minister Sohi and Mike Burton; leveraged opportunity to promote 65 Avenue as a candidate for National Trade Corridor Funding (NTCF)

July:

- retained Municipal Advocacy Solutions to be eyes and ears in Ottawa regarding all the funding programs coming on stream (e.g. NTCF, Smart Cities, etc.)
- participated in Transport Canada's webinar on the NTCF programming to better understand how to position the project in an Expression of Interest
- began collaboration with the City's engineering department and Leduc County to submit an Expression of Interest (EOI) to the NTCF program; extended an opportunity to the EIA to partner on a submission; retained added capacity to assist with application

August:

- with Leduc County, drafted a joint EOI for the federal NTCF program highlighting the Alberta Aerotropolis Trade Corridor (includes City and County projects – see attached maps 1+2) and the need to complete 65 Avenue and the Nisku Spine Road. Collaborated with the Leduc-Nisku Economic Development Association (LNEDA), Edmonton Airport, City of Edmonton, Transport Canada and Infrastructure Canada.
- arranged meetings in Ottawa to leverage the Mayor's visit there to advance the EOI and gain a better understanding of the NTCF program

September:

- in partnership with Leduc County, submitted a joint EOI to the federal NTCF program highlighting the Alberta Aerotropolis Trade Corridor and the need to complete 65 Avenue and the Nisku Spine Road.
- raised the profile of the Alberta Aerotropolis Trade Corridor project submitted to the NTCF program with both administrative and ministerial staff with Transport Canada and Infrastructure Canada
- met with Leduc County to debrief the advocacy efforts in Ottawa and identify areas to strengthen as work begins on the more Comprehensive Project Proposal.
- advised local MLA and Minister of Transportation regarding City-County joint EOI submission to the National Trade Corridors Fund.
- requested meeting with Minister of Transportation to discuss funding strategies and options

October:

- received confirmation of City-County EOI for the Alberta Aerotropolis Trade Corridor advancing to the Comprehensive Project Proposal phase
- working with Leduc County, EIA, LNEEA and various City departments, coordinated input and development of the Comprehensive Project Proposal to the National Trade Corridors Fund.
- established a working relationship with EIA's new government relations resource to align submissions.
- solicited and secured various letters of support for the Alberta Aerotropolis Trade Corridor project including support from Minister of Transportation, MLA Anderson, EIA and many developers
- provided letter of support to EIA for their North Perimeter Road project application, as it is a piece of the larger trade corridor

November:

- submitted Comprehensive Project Proposal for the Alberta Aerotropolis Trade Corridor to the National Trade Corridor Fund's call for proposals
- provided new council with an overview of the project and one-sheeter to use in discussions with local, regional and provincial colleagues at the AUMA convention in Calgary

NEXT STEPS:

- secure meeting with administrative staff at Alberta Transportation to bring them up to speed on the project
- secure meeting with Minister Mason (Alberta Transportation) to discuss funding strategies (i.e. delayed investment to later years of the project – similar to funding strategy used for Yellowhead Trail)
- in partnership with Leduc County, apply for the next round of NTCF funding if warranted and applicable
- work to ensure the 65 Avenue project is placed in top priority for construction on the Edmonton Metropolitan Region Board's Regional Transportation Priorities listing (65 Avenue was previously identified as number 1 on list for detailed design)
- continue to raise the profile of the project locally, regionally, provincially and federally

ATTACHMENTS:

- 65 Ave-QEII fact sheet – Provincial
- 65 Ave-QEII fact sheet – Federal
- Map 1: Alberta Aerotropolis Trade Corridor - illustrated
- Map 2: Project components of the Alberta Aerotropolis Trade Corridor

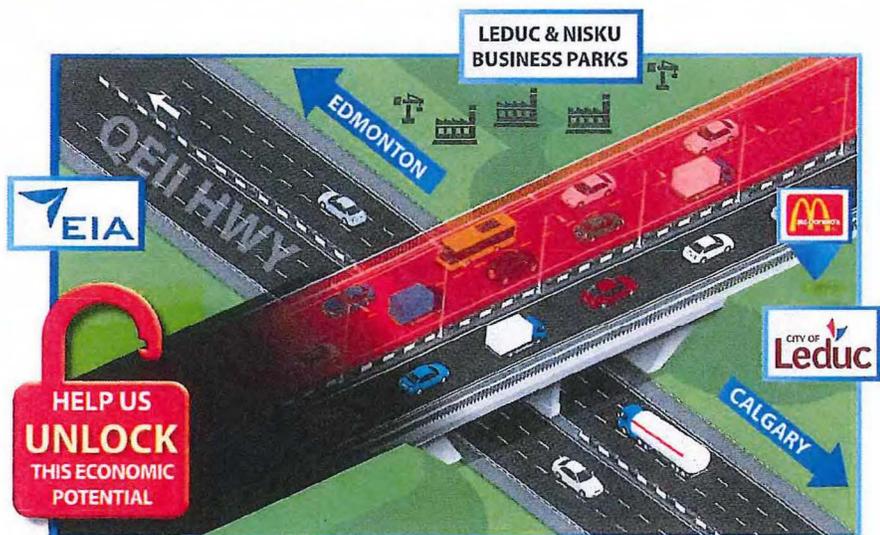
DECISION

Accept Report for Information Only

Others Who Have Reviewed this Report

P. Benedetto, City Manager

THE PROJECT: 65 AVENUE & QEII HIGHWAY INTERCHANGE



ABOUT THE PROJECT:

- Proposed interchange is located south of Edmonton on the Queen Elizabeth II (QEII) Highway between the Edmonton International Airport (EIA) lands and the Leduc-Nisku business parks
- 65 Ave. & QEII Highway interchange is one component of a larger 65 Ave. project, which includes arterial road construction on both the east and west sides of the QEII
- Builds a connection between Leduc-Nisku business parks, EIA lands including north and southbound access to the QEII

BEST VALUE

Early construction estimates for phase 1 of the interchange project range depending on how the scope and magnitude of the project is defined, and as such this project is scalable. For simplification purposes, phase 1 of this project is split into three components outlined below:

WEST SIDE: \$13 MILLION	INTERCHANGE: \$57 MILLION	EAST SIDE: \$5 MILLION
connection to EIA & west Leduc: road extensions to EIA, west airport lands and west side of Leduc; intersection upgrades, etc.	Upgrade current overpass, construct parallel bridge, upgrade and construct ramp, EIA perimeter road extension, intersection upgrades, etc.	connection to Nisku-Leduc business parks: 65 Ave. east extension and widening, Spine Road extension connection to 65 Ave., intersection upgrades, etc.
TOTAL: \$75 MILLION APPROX.		

WHY YOU SHOULD BE INVOLVED



This critical infrastructure supports safe, innovative and sustainable world-class transportation networks, while acting as the catalyst in supporting Alberta's economic diversification and leveraging Alberta's global competitiveness, as follows:

ALIGNS WITH PROVINCIAL PRIORITIES

- aligns with and supports the Province's projected highway system and future plans
- aligns with recommendations of the Metro Mayor's Alliance's report on the *Future of the Edmonton Metro Region - Be Ready, or Be Left Behind: Think differently and act regionally to be globally competitive*
- identified as the top regional priority of road projects ready for design through the collaborative efforts of the 24 municipalities of the Capital Region Board (CRB) and is identified as a project of mutual benefit and significance by the City of Leduc, EIA and Leduc County
- has the potential to provide significant economic benefits and support diversification not only on a local level, but also throughout the Edmonton metropolitan region and Alberta; it also opens the potential to put Canada on the map in terms of emerging international trade markets such as agri-food and agri-business related sectors

SAFETY & EASE OF MOVEMENT

- provides critical additional & alternate access to & from the STARS & Alberta Health Services air bases for emergency medical transportation
- provides additional access to EIA and its commercial development (outlet mall, casino, racetrack, Costco, Aurora Sky, etc.)
- creates redundancy of access allowing for improved safety and efficiency in passenger and truck routes (movement of goods), which will support improving life for everyday Albertans

COST SAVINGS

- opportunity to cost-share and take advantage of lower construction costs
- invested partners (EIA & City of Leduc), who understand the value of shared investment for shared benefit and are eager to move project forward

PROACTIVE FOR IMMINENT DEVELOPMENT

- completion of this project supports an economic engine (current and new businesses at EIA, Nisku-Leduc business parks and area)
- supports future development of the emerging Alberta Aerotropolis, which at full build out has the potential of an annual economic output of \$11.3 billion to the Province's economy; build out will also diversify the employment sector in Alberta
- supports the continued development & support of high-load transportation corridors (QEII & CANAMEX), thus opening up new markets and economic potential, through the enhanced development of an inland economic, logistical and transportation port
- region is provincially recognized as key to supporting future diversification of Alberta's economy (CARES grant); continued local and provincial alignment supports successful implementation of diversification initiatives

on the road to 65 Ave. & QEII Hwy interchange



Early 2000s

City of Leduc (CoL) identified the need for an interchange and started working on the concept.



2014

CoL, AT and EIA jointly initiated the QEII & 65 Ave. (Leduc) Functional Planning Study to address the long-term roadway and freeway requirements in the vicinity of 65 Ave. and the 50 St. fly-over bridge. *Cost: Approx. \$420,000*



PPP Canada Fund Round 6

2014: Joint submission with Leduc County for the Leduc Regional Aerotropolis Arterial Roads & Interchange Project. **Application was denied** as it was deemed not a good fit due to the potential challenges of attracting private sector interest in operating and maintaining the short road segments, and the uncertainty of a provincial commitment to the development of the interchange.



BCF: National Infrastructure Component (NIC)

2015: Based on indications that the project would qualify under the Port Hub category, CoL applied for funding for the Leduc Aerotropolis Arterial Roads and Interchange project. Additional support information submitted to amended application in 2016; however, following a change in leadership within federal government, **the infrastructure funding program changed and the project was no longer eligible.**



2009

Alberta Transportation (AT) commissioned a study to identify the work that would be required to expand the QEII Hwy corridor (from six to 12 lanes), running south from the City of Edmonton's (CoE) to the Hwy 2A exit/ south of Leduc.

This study **identified the need for construction of new supporting infrastructure including the 65 Ave. interchange (Leduc)** and the 41 Ave. SW interchange (CoE) and related supporting infrastructure (feeder roads, on/off ramps, etc.).

Interesting fact: The 41 Ave. interchange has since been constructed and opened in late 2015. The project was funded by CoE, both the provincial and federal governments, and local development community. Cost: \$205 million



Building Canada Fund (BCF): Provincial-Territorial Infrastructure Component (PTIC)

2015: Applied for funding for the Leduc Aerotropolis Arterial Roads and Interchange project, including 65 Ave. and QEII interchange. CoL continued to advocate the importance of the interchange project with support of EIA to the Government of Alberta (GOA). In April 2016, the GOA advised that the funds would be dedicated to priority transportation and water projects under the Provincial Capital Plan. **City of Leduc's project was not identified in the priority projects of the Province's Capital Plan.**



2016

Functional Planning Study **cost-shared, completed and approved** by CoL, EIA and AT.



2017

Commitment confirmed by AT, EIA and CoL to cost-share and proceed with detailed design phase of the project

where to now?

2017: With the detailed design funding commitment now in place, City of Leduc, EIA and AT will immediately begin work on this next phase of the project. Development of the detailed design is estimated to take two years and cost \$3.6 million, with each partner committing \$1.2 million over two years.

City of Leduc will continue to advocate for the Federal Infrastructure Phase 2 funding to build the 65 Ave. and QEII Hwy interchange project by partnering with both the provincial and federal governments and possibly EIA through shared investment to realize shared benefits and rewards.

2019-2020: Upon completion and approval of the detailed design, the partners will continue their endeavour to construct the 65 Ave. and QEII Hwy interchange.

For more information, please contact:

Michelle Hay, Director of Intergovernmental Affairs & Corporate Planning
mhay@leduc.ca or 780-980-7175



THE PROJECT: 65 AVENUE & QEII HIGHWAY INTERCHANGE



ABOUT THE PROJECT:

- Proposed interchange is located south of Edmonton, Alberta on the Queen Elizabeth II (QEII) Highway between the Edmonton International Airport (EIA) lands and the Leduc-Nisku business parks
- 65 Ave. & QEII Hwy interchange is one component of a larger 65 Ave. project, which includes arterial road construction on both the east and west sides of the QEII Hwy
- Builds a connection between Leduc-Nisku business parks, EIA lands including north and southbound access to the QEII Hwy

BEST VALUE

Early construction estimates for phase 1 of the interchange project range depending on how the scope and magnitude of the project is defined, and as such this project is scalable. For simplification purposes, phase 1 of this project is split into three components outlined below:

WEST SIDE: \$13 MILLION	INTERCHANGE: \$57 MILLION	EAST SIDE: \$5 MILLION
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TOTAL: \$75 MILLION APPROX.		

WHY YOU SHOULD BE INVOLVED



• TRADE & TRANSPORT •

This critical infrastructure supports safe, innovative and sustainable world-class transportation networks, while acting as the catalyst in supporting Canada's economic diversification and leveraging international trade to bolster global competitiveness, as it:

- is **strategically located** where roads, rail and runways converge supporting the movement of goods nationally and internationally
- supports the continued development and support of high-load transportation corridors (QEII & CANAMEX), thus opening up new markets and economic potential, through the enhanced development of an inland economic, logistical and transportation port
- **supports an economic engine** (current and new businesses at EIA, Nisku-Leduc business parks and greater metro Edmonton region)
- has the potential to **provide significant economic benefits and support diversification** not only on a local level, but throughout the Edmonton metropolitan region and Alberta; it also opens up the **potential to put Canada on the map in terms of emerging international trade markets** such as agri-food and agri-business related sectors
- **supports future development of the emerging Alberta Aerotropolis**, which at full build out has the potential of an annual economic output of \$11.3 billion to the Province's economy; build out will also **diversify the employment sector** in Alberta
- provides an **opportunity for cost-sharing** and to take advantage of lower construction costs
- has received green-light support thus far through an invested partnership between the City of Leduc, EIA and the Government of Alberta (GOA); all see value in shared investment for shared benefit. **Funding commitment for detailed design for the project is now in place amongst the three partners**

With that said, we are looking to partner with the federal government to build this critical infrastructure, so that we may all realize the shared benefits

on the road to 65 Ave. & QEII Hwy interchange



Early 2000s

City of Leduc (CoL) identified the need for an interchange and started working on the concept.



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CoL, AT and EIA jointly initiated the QEII & 65 Ave. (Leduc) Functional Planning Study to address the long-term roadway and freeway requirements in the vicinity of 65 Ave. and the 50 St. fly-over bridge. *Cost: Approx. \$420,000*



PPP Canada Fund Round 6

2014: Joint submission with Leduc County for the Leduc Regional Aerotropolis Arterial Roads & Interchange Project. **Application was denied** as it was deemed not a good fit due to the potential challenges of attracting private sector interest in operating and maintaining the short road segments, and the uncertainty of a provincial commitment to the development of the interchange.



BCF: National Infrastructure Component (NIC)

2015: Based on indications that the project would qualify under the Port Hub category, CoL applied for funding for the Leduc Aerotropolis Arterial Roads and Interchange project. Additional support information submitted to amended application in 2016; however, following a change in leadership within federal government, **the infrastructure funding program changed and the project was no longer eligible.**



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2017: With the detailed design funding commitment now in place, City of Leduc, EIA and AT will immediately begin work on this next phase of the project. Development of the detailed design is estimated to take two years and cost \$3.6 million, with each partner committing \$1.2 million over two years.

City of Leduc will continue to work with the federal and provincial governments to advocate for federal infrastructure funding to build the 65 Ave. and QEII Hwy interchange project by partnering with both levels of governments and possibly EIA through shared investment to realize shared benefits and rewards.

2019-2020: Upon completion and approval of the detailed design, the partners will continue their endeavour to construct the 65 Ave. and QEII Hwy interchange.

For more information, please contact:

Michelle Hay, Director of Intergovernmental Affairs & Corporate Planning
 mhay@leduc.ca or 780-980-7175



Map 1: Alberta Aerotropolis Trade Corridor

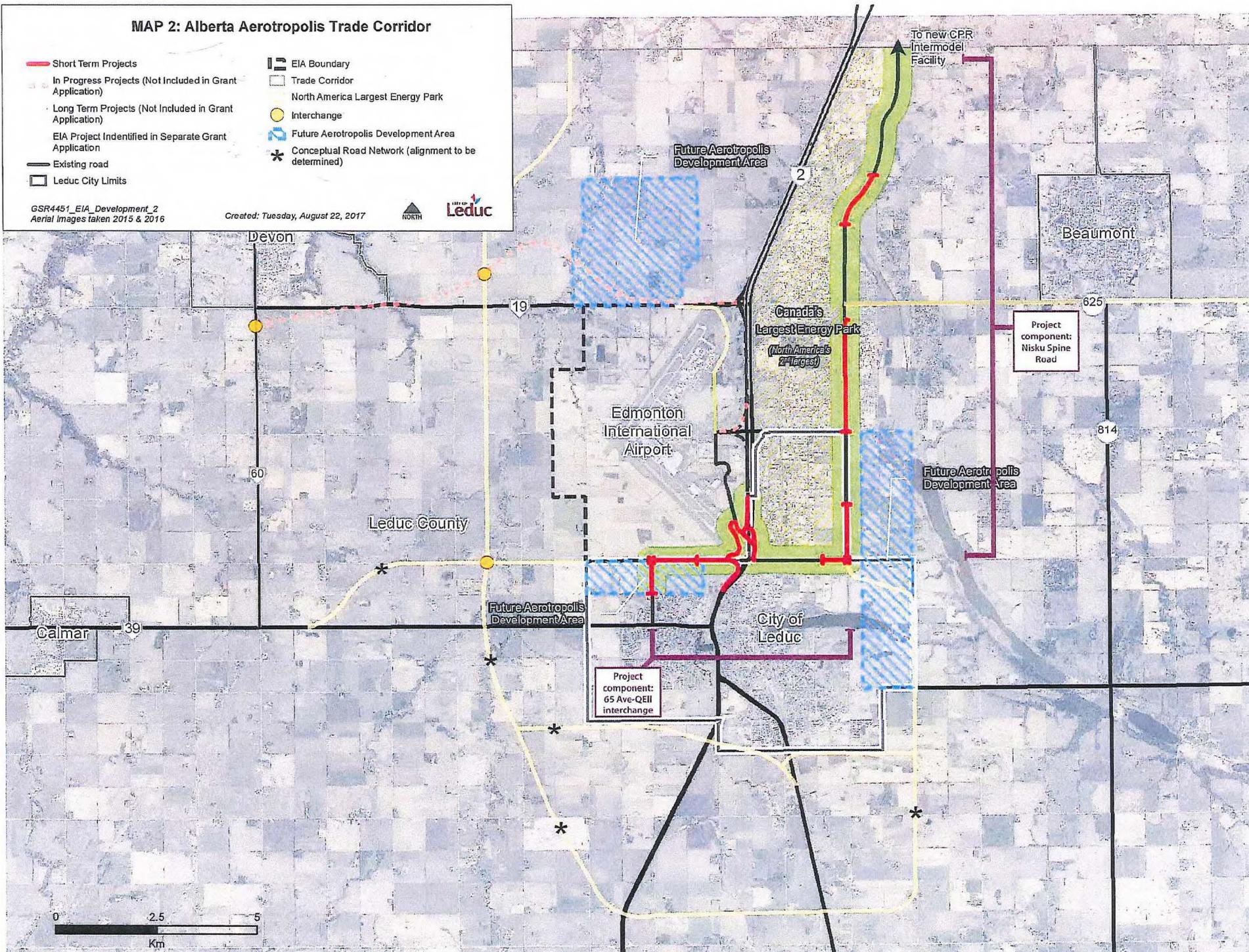


MAP 2: Alberta Aerotropolis Trade Corridor

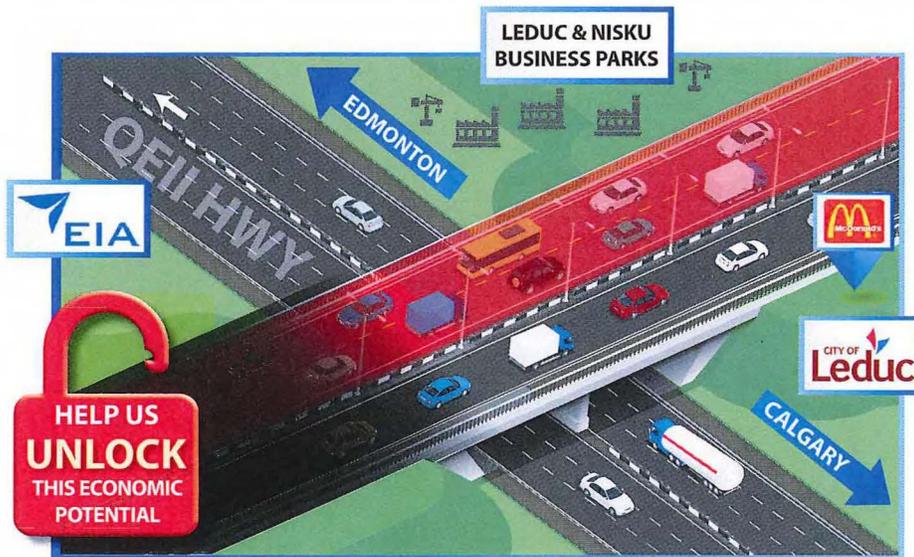
- Short Term Projects
- - - In Progress Projects (Not Included in Grant Application)
- - - - - Long Term Projects (Not Included in Grant Application)
- - - - - EIA Project Identified in Separate Grant Application
- Existing road
- Leduc City Limits
- EIA Boundary
- Trade Corridor
- North America Largest Energy Park
- Interchange
- Future Aerotropolis Development Area
- * Conceptual Road Network (alignment to be determined)

GSR4451_EIA_Development_2
Aerial Images taken 2015 & 2016

Created: Tuesday, August 22, 2017



THE PROJECT: 65 AVENUE & QEII HIGHWAY INTERCHANGE



ABOUT THE PROJECT:

- Proposed interchange is located south of Edmonton on the Queen Elizabeth II (QEII) Highway between the Edmonton International Airport (EIA) lands and the Leduc-Nisku business parks
- 65 Ave. & QEII Highway interchange is one component of a larger 65 Ave. project, which includes arterial road construction on both the east & west sides of the QEII
- Builds a connection between Leduc-Nisku business parks, EIA lands including north and southbound access to the QEII
- Supports an undeniable economic driver that includes EIA, Leduc & Nisku business parks and access to an integrated rail-road-runways transportation network

BEST VALUE

Early construction estimates for phase 1 of the interchange project range depending on how the scope and magnitude of the project is defined, and as such this project is scalable. For simplification purposes, phase 1 of this project is split into three components outlined below:

WEST SIDE: \$10 MILLION	INTERCHANGE: \$61 MILLION	EAST SIDE: \$5 MILLION
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TOTAL: \$76 MILLION APPROX.		

WHY YOU SHOULD BE INVOLVED



This critical infrastructure supports safe, innovative and sustainable world-class transportation networks, while acting as the catalyst in supporting Canada's economic diversification and leveraging international trade to bolster global competitiveness, as it:

- is **strategically located where roads, rail and runways converge** supporting the movement of goods nationally and internationally
- supports the continued development and support of high-load transportation corridors (QEII & CANAMEX), thus opening up new markets and economic potential, through the enhanced development of an inland economic, logistical and transportation port
- supports an economic engine** (current and new businesses at EIA, Nisku-Leduc business parks and greater Edmonton metropolitan region)
- unlocks potential and removes barriers** to international investment, development and trade
- has the potential to **provide significant economic benefits and support diversification** not only on a local level, but throughout the Edmonton metropolitan region and Alberta; it also opens up the **potential to put Canada on the map in terms of emerging international trade markets** such as agri-food and agri-business related sectors
- supports future development of the emerging Alberta Aerotropolis**, which at full build out has the potential of an annual economic output of \$11.3 billion to the Province's economy; build out will also **diversify the employment sector** in Alberta with the creation of 60,000 direct and indirect jobs
- the interchange is part of a critical national trade corridor (the Alberta Aerotropolis Trade Corridor—a partnership with Leduc County) that benefits the national, provincial, regional and local economies—**everybody wins!**
- provides an **opportunity for cost-sharing** and to take advantage of lower construction costs
- has **received green-light support** thus far through an invested partnership between the City of Leduc, EIA and the Government of Alberta (GOA); all see value in shared investment for shared benefit. The three partners have funded the detailed design phase of this project, which is expected to be complete by early 2019.
- has been collaboratively identified by the 13 Edmonton Metropolitan Region municipalities as the **top priority project for construction** in the region

on the road to 65 Ave. & QEII Hwy interchange



Early 2000s

City of Leduc (CoL) identified the need for an interchange and started working on the concept.



2009

Alberta Transportation (AT) commissioned a study to identify the work that would be required to expand the QEII Hwy corridor (from six to 12 lanes), running south from the City of Edmonton's (CoE) to the Hwy 2A exit/ south of Leduc.

This study **identified the need for construction of new supporting infrastructure including the 65 Ave. interchange (Leduc) and the 41 Ave. SW interchange (CoE) and related supporting infrastructure (feeder roads, on/off ramps, etc.).**



2014

CoL, AT and EIA jointly initiated the QEII & 65 Ave. Functional Planning Study to address the long-term roadway & freeway requirements in the vicinity of 65 Ave. and the 50 St. fly-over bridge. *Cost: Approx. \$420,000*



2016

Functional Planning Study **cost-shared, completed and approved** by CoL, EIA and AT.



2017

- AT, EIA and CoL cost-shared \$3.6 million for detailed design phase of the project.
- Detailed design commenced with an estimated completion at end of 2019.



PPP Canada Fund Round 6

2014: Joint submission with Leduc County for the Leduc Regional Aerotropolis Arterial Roads & Interchange Project. **Application was denied** as it was deemed not a good fit due to the potential challenges of attracting private sector interest in operating and maintaining the short road segments, and the uncertainty of a provincial commitment to the development of the interchange.



BCF: National Infrastructure Component (NIC)

2015: Based on indications that the project would qualify under the Port Hub category, CoL applied for funding for the Leduc Aerotropolis Arterial Roads and Interchange project. Additional support information submitted to amended application in 2016; however, following a change in leadership within federal government, **the infrastructure funding program changed and the project was no longer eligible.**



National Trade Corridor Funding (NTCF)

2017: partnered with Leduc County to submit a joint proposal for funding of the Alberta Aerotropolis Trade Corridor (65 Ave Interchange & Nisku Spine Road). **Proposal was not successful (2018).**



- ➤ Work continues on the development of the detailed design for the project - completion expected in 2019.

City of Leduc will continue to work with the federal and provincial governments to advocate for federal infrastructure funding to build the 65 Ave. and QEII Hwy interchange project. We are committed to partnering with municipal, regional, provincial and federal governments and possibly the Edmonton International Airport through shared investment to realize shared benefits and rewards.

Further, we will work with Transport Canada to advocate for the construction of the *Alberta Aerotropolis Trade Corridor*, in partnership with Leduc County, through the National Trade Corridor Fund and other infrastructure funding opportunities. We will also actively seek opportunities to contribute to the prioritization of trade and infrastructure projects.

2019-2020: Upon completion and approval of the detailed design, the partners will continue their endeavour to fund and construct the 65 Ave. & QEII Hwy interchange and supporting projects.

For more information, please contact:

Michelle Hay, Director of Intergovernmental Affairs & Corporate Planning
mhay@leduc.ca or 780-980-7175

WE ARE HERE

CITY OF
Leduc

MEETING DATE: June 25, 2018

SUBMITTED BY: Shawn Olson, Director of Engineering

PREPARED BY: Kyle van Steenoven, Manager of Capital Projects and Development

REPORT TITLE: Alton Drive Traffic Calming

REPORT SUMMARY

To share administrations implementation plan for the reduction of short cutting and traffic congestion along Alton Drive with Committee of the Whole prior to implementation.

BACKGROUND

PREVIOUS COUNCIL/COMMITTEE ACTION:

Administration took a proposed amendment to the Speed Bylaw to Council on May 24th, 2016 and received first reading and returned to CoW on June 27, 2016 for further discussions. The proposed amendments to the speed bylaw were intended to divert traffic away from Alton Drive to Grant MacEwan Boulevard by lowering the speed limit and adding speed bumps on Alton Drive. The resolution of this discussion was that lowering the speed limits were not supported and that any additional measures to deter traffic from using Alton Drive be delayed until after signals were installed at the intersections of Black Gold Drive/Alton Drive and Black Gold Drive/Grant MacEwan Boulevard.

KEY ISSUES:

Alton Drive is one of the most used and congested collector roads within the City of Leduc and is also one of the few locations where driveways front directly on to a major roadway. The City of Leduc's Transportation Master Plan has recommended that traffic be deterred from using Alton Drive as a short cut between Black Gold Drive and 50th Avenue, which has been echoed by residents that front onto Alton Drive. Additionally, the St. Benedict/Leduc Estates School area generates significant congestion at specific times of day, which amplifies complaints from adjacent residents. The majority of the problem stems from Alton Drive being used as a short cut to 50th Ave, instead of taking Grant MacEwan Boulevard.

To minimize short cutting, traffic calming was recommended in the Transportation Master Plan (TMP) between Black Gold Drive and 50th Ave to make Grant MacEwan Boulevard the more convenient route. In consideration of the past council discussions, the Traffic Advisory Committee recommended the use of speed tables in this location, designed for 50km/hr to avoid lowering the speed on Alton Drive. Also discussed was the need to extend the calming further south than initially recommended by the TMP, to help reduce the congestion in front of the schools on Alton Drive. As can be seen on the attached figure, this recommendation would result in the installation of six (6) temporary speed tables as a pilot project, to deter traffic from short cutting through Alton Drive. The effectiveness of this in reducing the volume of traffic on Alton Drive will be measured to determine if additional traffic calming measures (speed changes and speed humps or bumps) are warranted. If successful, permanent speed tables could be installed in the future when road maintenance is required on Alton Drive.

The temporary speed tables have been recommended by TAC and through the delegation of authority are approved by administration, however this is being brought to Committee to share the information before implementation. To create awareness, Communications has recommended working with Mayor Young and the Leduc Representative to publish a

story about the intention of the program, utilize Ver-Mac signs to alert the public of where to get additional information, post an information bulletin to the City of Leduc Website explaining the construction and reason for it, and respond to inquiries made to the City with the Engineering department.

ATTACHMENTS:

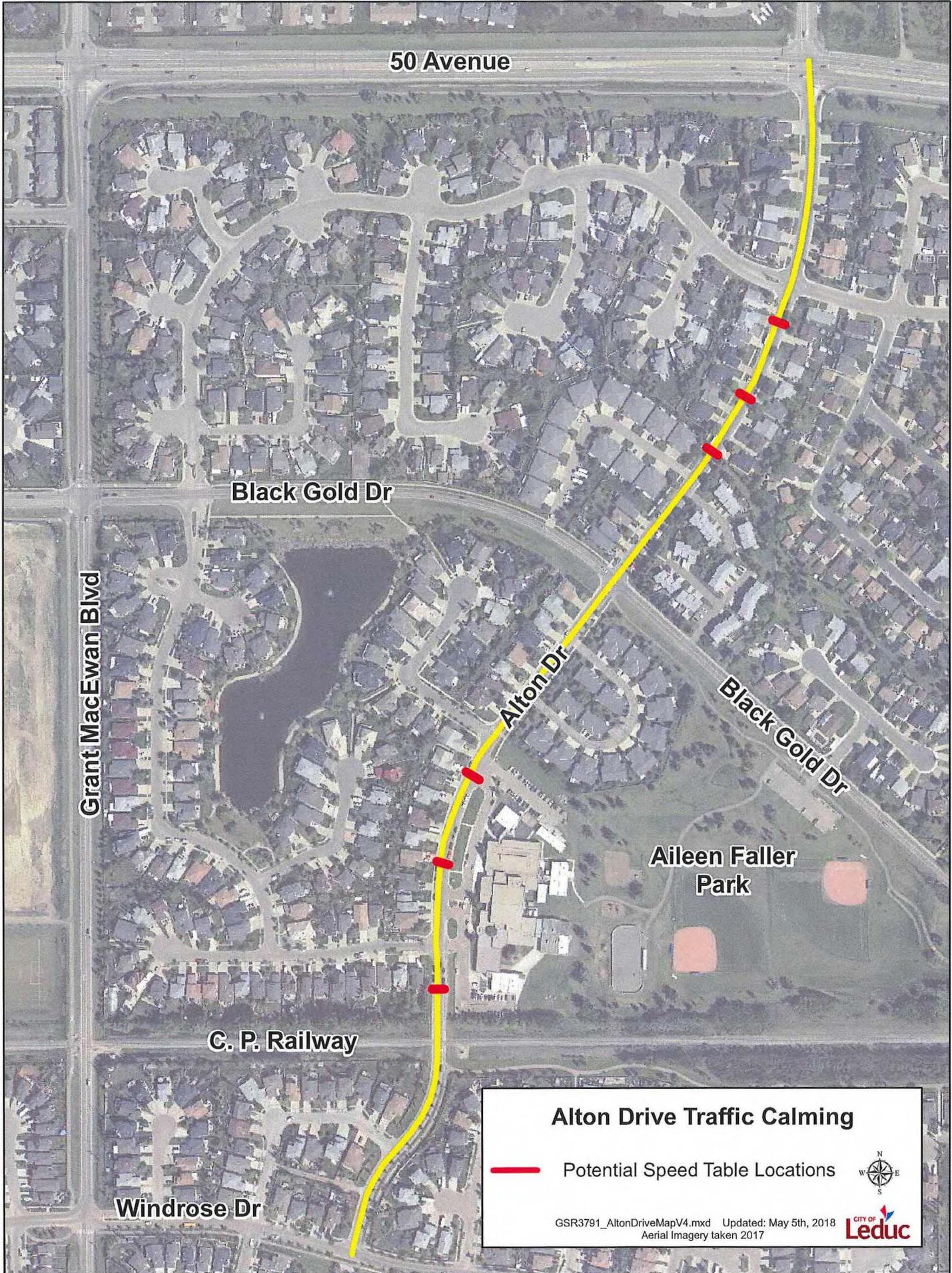
1. Speed Table Locations

RECOMMENDATION

The committee accept this item for information and discussion.

Others Who Have Reviewed this Report

P. Benedetto, City Manager / B. Loewen, City Solicitor / D. Melvie, General Manager, Community & Protective Services / K. Woitt, Acting General Manager, Infrastructure & Planning



50 Avenue

Black Gold Dr

Grant MacEwan Blvd

Alton Dr

Black Gold Dr

Aileen Faller Park

C. P. Railway

Windrose Dr

Alton Drive Traffic Calming

— Potential Speed Table Locations



GSR3791_AltonDriveMapV4.mxd Updated: May 5th, 2018
Aerial Imagery taken 2017



VIII.

INFORMATION ITEMS

IX.

ADJOURNMENT