

9.0 MUTTART ACCESS ROAD PARTIAL REMOVAL

9.1 Context

Realignment of the Muttart Access Road to accommodate the LRT trackway and Muttart Stop was covered in the 2013 EISA; however, the permanent removal of a one-way road connecting northbound Connors Road to the Muttart Access Road was not acknowledged. This component differs from the others assessed in this update in that it requires no additional Lands *and* most of the activities associated with removal would be undertaken as part of road realignment, which was already assessed. This assessment therefore focusses tightly on the potential impacts associated with the permanent removal of this river valley roadway. The road to be removed is ~200m long and the road and verge covers a total of approximately 2,070 m² (0.2 ha).

9.2 Assessment Methods

Very few VECs were selected for this assessment because the component does not involve any change in Lands and the majority of activities involved have already been captured by the 2013 EISA. VECs selected pertain to those potentially affected by the outcome of the road removal (Table 9.1). The study area for this assessment is shown in Figure 2.1d and was limited to directly affected lands.

Table 9.1. Justification for the selection of VECs –Muttart Access Road Partial Removal

Valued Environmental Components	Potential for Additional or Unique Issues¹	Relative Abundance or Status	Public Concern	Professional Concern	Economic Importance	Regulatory Concern	Relevant Legislation/Bylaw/Policy
Valued Ecosystem Components							
Geology/Geomorphology	No						
Soils	No						
Hydrology	No						
Fish and Fish Habitat	No						
Vegetation	Yes			✓			• Bylaw 7188
Wildlife	No						
	No						
Valued Socio-economic Components							
Land Disposition and Land Use Zoning	No						
Transportation Land Use	Yes		✓	✓		✓	• Bylaw 7188
Recreational Land Use	No						
Utilities	No						
Worker and Public Safety	No						
Visual Resources	No						
Valued Historic Components							
Historical Resources	No						

¹ In instances where it was determined that no potential existed for additional or unique issues to arise, no further consideration to that VEC was given

9.3 Key Issues

Key issues were identified by considering the project component location, known conditions, potential project activities not already assessed, concerns raised by the public and city services departments and then applying professional judgement. Many potential issues associated with this component were adequately detailed and mitigated through the 2013 EISA. The following are the key VEC issues identified for this assessment of road removal:

- **How will removal of the connector road affect traffic circulation?**
- **What will the final condition of these lands be?**

9.4 Existing Conditions

9.4.1 Vegetation

Project component lands comprise an existing roadway with a mowed turf verge.

9.4.2 Transportation Land Use

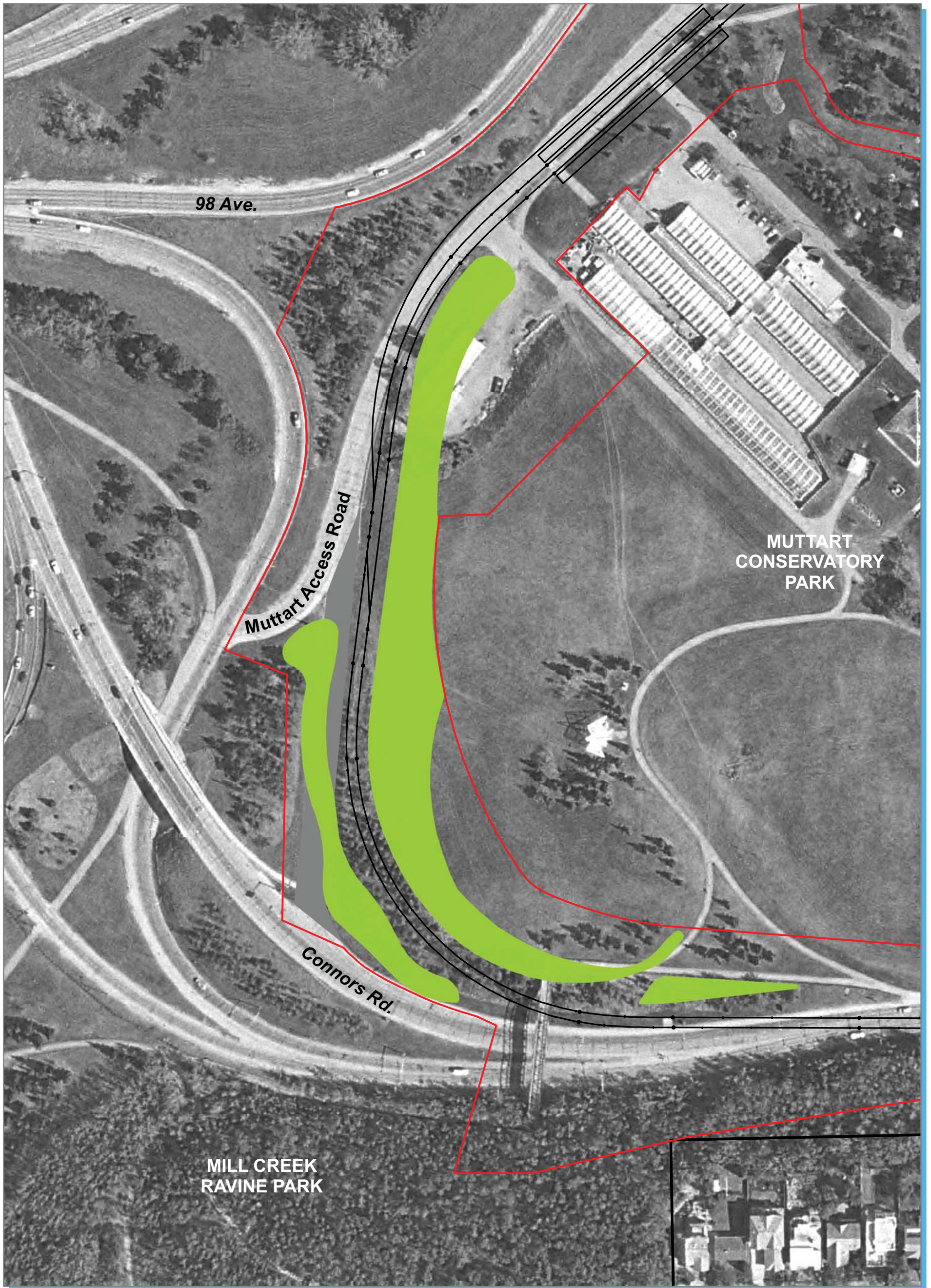
The connector road is a one-lane, one-way roadway that carries relatively low volumes of traffic (Perry, *pers. comm.*) and currently provides direct access for Connors Road northbound traffic to the Muttart Access Road and Muttart Conservatory storage building, staff parking lot and working greenhouses. The route is therefore useful to commercial vehicles delivering goods to the conservatory and conservatory staff commuting by personal vehicle along this route. The route also serves as a convenient shortcut for motorists travelling from Connors Road northbound to 98 Avenue eastbound. It is possible that this connector road route is used by cyclists travelling north on Connors Road; however, bicycle traffic is assumed to be rare considering that the sidewalk paralleling Connors Road north terminates further south just before the pedestrian bridge and veers into a dedicated SUP, leading through Gallagher Park. It is assumed that few cyclists instead choose to travel north along Connors Road sharing the vehicle lane and from there turn onto the access road connector, over using the SUP.

9.5 Potential Impacts and Mitigation Measures

9.5.1 Vegetation

9.5.1.1 Impacts to Vegetation

Lands occupied by the connector road to be removed will be reclaimed to green space by Project Co as part of the larger landscaping efforts in the river valley. The vast majority of the right-of-way to be removed has been identified as a naturalization area (Figure 9.1), the remainder will be reclaimed to manicured lawn. Naturalization efforts will include installation of trees and shrubs and will be governed by the Naturalization requirements that are currently set out in the Project Agreement. The planned naturalization will assist in reducing the total hard surface area in the LRT/road right-of-way and will screen the LRT trackway from the realigned Muttart Access Road. Based on this, impacts to vegetation associated with this project component are rated as positive, minor, permanent and predictable.



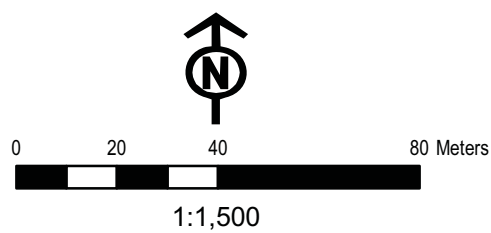
Legend

- Naturalization Areas
- Project Area
- Valley Line LRT Alignment (Reference Design)
- Bylaw 7188 Boundary

Figure 9.1 Naturalization at Former Road Location

*City of Edmonton LRT Valley Line - Stage 1
EISA Update*

Aerial Photograph Date: May 2012
Date Map Created: 10 February 2015



9.5.2 *Transportation Land Use*

9.5.2.1 *Impacts to Local Traffic Circulation*

Removal of the connector road between Connors Road northbound and the Muttart Access Road has been reviewed and agreed to by City of Edmonton Transportation (Perry, *pers. comm.*). This route comprises a secondary access to Muttart Conservatory facilities. The primary route, continuing approximately 500 m to the northwest on Connors Road to the existing intersection at 98 Avenue and then crossing south to connect to the Muttart Access Road, will remain available to all motorists following construction of the Valley Line. Cyclists who use this connecting road have access to an alternate (and safer route) through the SUP that connects Connors Road northbound to the Muttart Access Road by following the SUP route past the working greenhouses. The removal of this short road is part of the overall advancement in transportation options that is represented by the Valley Line project. Based on these balancing of considerations, the impact of this project component on local traffic circulation is considered to be negligible.

9.6 *Summary Assessment*

9.6.1 *Summary of Residual Impacts*

The proposed road removal is rated as a positive, minor, permanent and predictable impact on park greenspace.

9.6.2 *Resolution of Key Environmental Issues*

The following are brief answers to the questions initially posed for this project component.

How will removal of the connector road affect traffic circulation?

Removal of the connector road will eliminate one point of access between Connors Road northbound and 98 Avenue; however, an alternate connection to the realigned Muttart Access Road will remain available by continuing north approximately 500 m on Connors Road and crossing south over 98 Avenue. An alternative bicycle route is also available through the local SUP network.

What will the final condition of these lands be?

This project component will result in the replacement of approximately 2,070 m² of impermeable road surface with naturalized and manicured vegetation, much of which will be treed. The net effect of added green space will contribute to balancing the introduction of more infrastructure (LRT trackway) into this densely-roaded river valley locale.