



## CITY OF ST. ALBERT ADMINISTRATIVE BACKGROUNDER

---

### TITLE: NOTICE OF MOTION CM-16-046 TO BE RESCINDED

---

#### PURPOSE OF REPORT

The purpose of this report is to present a motion for which Mayor Heron gave notice on September 8, 2020.

#### PROPOSED MOTION(S):

That Notice of Motion CM-16-046 be rescinded.

For reference, CM-16-046 motion stated: *"That administration propose to council by the end of Q2-2017 a policy on Community Design for roadways. This could include changes to the engineering standards that will ensure back lanes are paved and include standardized light fixtures standard in back alleys."*

#### ALIGNMENT TO PRIORITIES IN COUNCIL'S STRATEGIC PLAN

Strategic Priority #3: Building a Transportation Network: Integrated transportation systems.

- Implement approved Transportation Master Plan Projects.

#### ALIGNMENT TO LEVELS OF SERVICE DELIVERY

N/A

#### ALIGNMENT TO COUNCIL DIRECTION OR MANDATORY STATUTORY PROVISION

On October 11, 2016 Council (Committee) passed the following motions:

CM-16-047

That Administration propose to Council before the end of Q2-2017 provisions that will provide limits on back alleys in new areas. This shall include, but not be limited to provisions within the MDP, the LUB, engineering standards or within any bylaw and/ or policies.

CM-16-046

That Administration propose to Council by the end of Q2-2017 a policy on Community Design for roadways. This could include changes to the engineering

standards that will ensure back lanes are paved and include standardize light fixtures standard in back alleys.

## **BACKGROUND:**

Though the phrasing of the motion CM-16-046 could be interpreted as only requiring Administration to propose a policy on Community Design for roadways (completed through delivery of the Complete Streets Guidelines), given the context of the debate surrounding back lanes and the specifications in direction from the October 11, 2016 Council meeting; Administration's interpretation of the motion is that it gave direction to ensure that back lanes were paved and included street lighting as part of the Community Design for roadways. Under this interpretation, Administration has been working to incorporate lighting standards for lanes into the Municipal Engineering Standards, to which an update is in process. Administration has also communicated this standard to the development community that have proposed lane product in their new development applications.

Recent Council Information Requests have sought background on possible alternatives to streetlighting or elimination of streetlighting conditions, with an objective of reducing costs for installation (development costs) and maintenance (city costs). Questions focused around:

- 1) Not installing the lights - does this requirement have to be met with serviced Fortis infrastructure or are there other options?

Response:

Administration interpreted CM-16-046 to give direction that would not support the elimination of streetlights; thus, not acceptable. Administration could not pursue this direction and required the developers to install lighting on City property, so that it was not in the private domain and could be maintained.

- 2) Background on other municipality lanes and lighting alternatives:

Response:

A review was completed for other municipalities and other potential options instead of using Fortis infrastructure to achieve the desired result. The City of St. Albert and Fortis are parties to an Electric Distribution Franchise Agreement. While the agreement governs the exclusive provision of electric services, a large component includes the continuing maintenance of streetlights as part of core services.

There are alternatives to Fortis Alberta such as EPCOR or ENMAX and although any new lane product would be initiated and installed by the developer(s), they are requested to work with the approved service provider within the City of St. Albert. The consistency in the service provision aids in program and asset management in comparison to having a multitude of service providers for a single asset group throughout the City.

Other municipalities do not install lighting in the lanes in new areas. There are a couple of locations in Banff where lighting has been included due to the amount of foot traffic in that Town. City of Airdrie is currently reviewing this requirement as well. All other municipalities in the Edmonton Metropolitan Region do not install lighting in the new lanes. These municipalities also have a consistent service provider for all lighting requirements.

- 3) Can private motion sensing lights attached to the detached garages be acceptable?

Response:

While it is a practical approach to enable lighting in the rear of the properties, the request to install the motion sensing lighting on private lots was met with the largest issue. This is because there is no effective way for the City to ensure a property owner or home builder will install lighting, maintain their lighting, or keep the lights on. Consideration of additional regulations regarding lighting within the Land Use Bylaw (LUB) would be an over-reach of the role of the LUB. The role of the LUB is to regulate the use and development of land, and not to regulate a community or building accessory standard.

Administration interprets the motion CM-16-046 to protect the City's opportunity of ensuring the Engineering Standards are updated to encompass the aspect of requirements to pave laneways and align other details of lane right of way and design details. In delivery of the standards and under consideration of lighting options, Administration applied lighting requirements as specified by the Illuminating Engineering Society (IES), and Transportation Association of Canada (TAC). Administration presented the final recommended standardized application of metal poles at a height of 16 meters, spaced at no more than 70 meters for the length of the laneway to UDI (Urban Development Institute) on May 13, 2020.

Administration's intention was to incorporate the above standardized streetlighting to the Municipal Engineering Standards; however, this will be dependent upon the outcome of this proposed motion.

As understood, although the initial intent of the original Council Motion was to alleviate perceived safety on lane ways, the costs associated with the installation of the lane lighting should not be ignored.

Below are the estimated average capital and operation/maintenance costs based on the proposed lighting standard:

- Installation (Capital) cost per light = \$5,500
- Installation (Capital) cost per lane kilometer for lights (at 70m spacing of light poles) = \$82,500; This is a one-time cost borne by the developer and passed on to the homebuyer at the time of purchase of their homes. For example, if there are 100 lots per km lane, then cost per lot would be \$825.00.
- Operational/maintenance cost per light per month = \$50.00

- Operational/maintenance cost per lane kilometer/year for lights (at 70 m spacing of light poles) = \$9,000; These annual costs would need to be paid for through taxation.

These costs are not static when compared to number of lots that could be accommodated in a lane km, as there are variables in the width of the lots and the final spacing of the lights depend on final design and therefore, the costs could be outside the estimated average costs provided.

The specifics of CM-16-046 have been delivered with the Complete Streets Guidelines; rescinding the motion could realign aspects of the Complete Streets Guidelines to either be incorporated into Municipal Engineering Standards (ie: pavement structure) or allow aspects to be left as consideration only and “development specific” – not a standard but maintained within the Guidelines (ie: streetlighting).

It is anticipated that removal or non-inclusion of any aspect of the Complete Streets Guidelines from the Municipal Engineering Standards would result in the non-placement of the infrastructure from the development community, and there would be limited opportunity for Administration to then set requirements for a developer to install such aspects as streetlighting.

From an operational perspective, Administration does not anticipate substantial concern with the removal of streetlighting from laneways, as they are typically short segments, operated with reduced speeds and carry minimal volumes. However, Administration understands that the intent of CM-16-046 was to require streetlighting of lanes to deliver higher public perceived standards for potential lane safety (visibility), align to Crime Prevention Through Environmental Design (CPTED), and address possible resident aesthetic concerns. In acknowledgment of this possible community desire, the most appropriate course of action, in Administration’s opinion, is to maintain the existing motion which strengthens the direction of incorporating streetlighting in laneways as a standard and will result in the lighting being installed at the time of development (by Developers) and owned, operated and maintained by the City.

Report Date: October 5, 2020  
Author(s): Dean Schick/Johnathan Reid  
Department: Engineering Services  
Deputy Chief Administrative Officer: Kerry Hilts  
Chief Administrative Officer: Kevin Scoble