

## 17 AVENUE SE TRANSITWAY SCOPING DOCUMENT

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### EXECUTIVE SUMMARY

In response to a request by Council, this report provides a scoping document that identifies the steps needed to complete the first phases of the 17 Avenue SE Transitway. Functional planning and land use studies to define the project were approved in 2010. The project is currently identified as a program that could be funded under the Province's GreenTRIP program and in Transportation's 2012-2014 Business Plan and Budget as an unfunded project.

Administration recommends the first phase be the segment between 26 Street SE and 36 Street SE, followed by the segment between 36 Street SE and Hubalta Road, contingent on funding availability. Future phases would be evaluated for funding priority under the Transportation Infrastructure Investment Plan (TIIP). These segments have the potential to revitalize southeast Calgary communities, improve public transit service, and implement the vision of the Calgary Transportation Plan through a major Complete Street transformation.

The City is in discussions with The Province to identify cash flows resulting from the GreenTRIP grant program that could result in funding being available for the first phase(s) of the project.

This project has been referred to as the Southeast 17 Corridor Transitway in past reports. Administration recommends using the title "17 Avenue SE Transitway" to refer to the entire project, which extends from Inglewood/Ramsay past Stoney Trail. The Southeast 17 Corridor, which is generally bound by Deerfoot Trail and Stoney Trail, is a subset of this longer transitway corridor.

### ADMINISTRATION RECOMMENDATION(S)

That the SPC on Transportation and Transit recommends that Council direct Administration to report back to the SPC on Transportation and Transit no later than 2012 December with a recommendation for prioritization of the 17 Avenue SE Transitway within the Transportation Infrastructure Investment Plan (TIIP).

### PREVIOUS COUNCIL DIRECTION / POLICY

At the 2011 November 15 Regular Meeting of Council, Council approved the following:

"FILE, Moved by Alderman A. Chabot, Seconded by Alderman D. Hodges, that Report LPT2011-94 be filed."

and

"ADOPT, AS AMENDED, Moved by Alderman A. Chabot, Seconded by Alderman D. Hodges, that the Administration Recommendations contained in Report C2011-89 be adopted, as follows:

1. That Council receive this report as an input to the 2012-2014 business plan and budget deliberations in 2011 November;
2. That Council direct Administration, following consultation with the Calgary Regional Partnership, to make an application to the Province's GreenTRIP program to fund a combination of \$500 million for the West LRT project, \$200 million for 50 LRVs and \$12 million for the SETWAY pre-design;
3. That Council direct Administration to leverage MSI funding from the West LRT project to fund the matching component of GreenTRIP and other underfunded Transportation projects; and

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4. That Council direct Administration to present the results of the TIIP 2013-2022 prioritization process to the SPC on Transportation and Transit no later than 2012 December, with recommendations on application of the available MSI funds.
5. Direct Administration to develop a scoping document detailing the work needed to construct the Southeast 17 Corridor Transitway, including what is required for a corporate implementation plan with associated operating budget impacts, and report back to Council through the SPC on Transportation and Transit no later than 2012 April.”

Additional Council direction related to the Southeast 17 Corridor is shown in Attachment 1.

### **BACKGROUND**

The 17 Avenue SE Transitway is a multi-phase infrastructure project that has the potential to trigger revitalization of the Southeast 17 Corridor and improve transit mobility in southeast Calgary. The entire project includes:

- Dedicated transit lanes on 17 Avenue SE between Inglewood/Ramsay and Stoney Trail, to ensure efficient and reliable transit service as part of the future Primary Transit Network;
- Complete Street infrastructure on International Avenue (17 Avenue between 26 Street and 61 Street SE), with wide sidewalks, boulevards, bike lanes and local urban character elements that will complete gaps in the current pedestrian and Primary Cycling Network and contribute to revitalization of the community; and
- Set the stage for transit oriented development opportunities along the transitway.

The estimated cost of all phases of the facilities is approximately \$300 million based on preliminary estimates in the 2010 Transportation Planning Study. These cost estimates will be refined before Council receives a request for funding approval.

This report outlines the next steps involved in completing a first phase of the overall project.

A Transportation Planning Study for 17 Avenue SE between Downtown and Stoney Trail East was completed and approved by Council in 2010 July (LPT2010-56). The approved plan includes transit-only lanes to ensure efficient and reliable transit service to meet long-term local and regional demand as well as wide sidewalks, boulevards and bike lanes to establish an urban character on the corridor. A complementary land use concept for the 17 Avenue SE corridor between Deerfoot Trail and Stoney Trail was completed and approved by Council in July 2010 (CPC2010-098). This scoping document report was requested by Council with a deadline of 2012 April to identify the corporate implementation plan for the project. Council approval is needed to move ahead with the recommended first phases of the project.

Council directed Administration to propose this project as one of the City's GreenTRIP projects (LPT2011-05). Subsequently, Council directed Administration to include West LRT in the GreenTRIP application in order to free up the matching funds that could be applied to this project (C2011-89). The Province has given approval to the application but has not yet identified the timing of cash flow for the GreenTRIP funding.

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Administration anticipates receiving more information from The Province on GreenTRIP cash flows and being able to identify project extents and funding options no later than 2012 December. The Transportation Infrastructure Investment Plan (TIIP), which is scheduled for presentation to Council in 2012 December, will reflect availability of funding for GreenTRIP projects and proposed timelines. TIIP will also advise Council on the recommended projects for GreenTRIP funding.

This report is a scoping document that identifies a phased approach to the project (Project Phasing, below) and the tasks necessary to construct the transitway (Scope of Work, below).

### INVESTIGATION: ALTERNATIVES AND ANALYSIS

#### Project Phasing

The Transportation Planning Study identified logical project segments and potential phasing. Project segments are identified on a map in Attachment 2 and in the table below. The first phase, 9 Avenue SE peak-period peak-direction transit-only lanes, was implemented in 2011 December. This initiative provides short-to-medium term value by making travel times more reliable in peak periods. The recommended future phasing is as follows:

Phase	Segment		Comments	Cost Estimate in 2010 Transportation Planning Study
1A	Forest Lawn Segment	26 Street SE to 36 Street SE	1A can be initiated ahead of 1B.	\$94 million
1B		36 Street SE to Hubalta Road	Identify funding, check alignment with Growth Management Framework and evaluate in TIIP.	
2A	Bow River-Deerfoot Segment	Blackfoot Truck Stop	2A is potential standalone project (\$5 million) that can be tied to redevelopment.	\$75 million
2B		19 Street SE to 26 Street SE	Evaluate these segments in TIIP.	
3	CP-Blackfoot Segment	From Southeast LRT alignment to 9 Avenue SE (over CP tracks and under Blackfoot Trail)	Evaluate this segment in TIIP.	\$130 million (excluding land cost)
4	Parkway Segment	From Hubalta Road through Stoney Trail into future areas	Longer term project.	Cost not evaluated.

These phases and the benefits and considerations that led to this recommended phasing are provided in Attachment 2.

#### Scope of Work

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A past report, LPT2011-94, included a summary of a corporate implementation plan for the SE17 corridor. The report also discussed activities that were completed in 2011, including a market viability study, preliminary investigation of a community revitalization levy, identification of funding sources, and completion of a bylaw setback table identifying the future property lines and building setbacks. It also identified next steps, including the following:

- Public engagement on the bylaw setback table prior to a Public Hearing of Council to approve the bylaw setbacks. This public engagement would be held *after* detailed design has been completed and a budget has been allocated for land acquisition such that The City may be in a position to acquire impacted parcels soon after they are identified as being required and approval has been received by City Council..
- Utility servicing – new developer-funded water mains and development-related improvements required in the local water system will be coordinated with utility relocations required as part of this project.

The scope of work for the construction of the 17 Avenue SE Transitway also includes the following tasks:

### Planning/Funding

- Align with the approval of the Growth Management Framework before moving ahead to identify alignment with future capital investments;
- Evaluation of the GreenTRIP funding agreement and identification of funding available for segments, including potential restrictions on the funding of specific elements;
- Refinement of the estimated cost of land in each segment of the project;
- Council approval of funding;

### Design

- Development of a scope of work and procurement of consulting services;
- Preliminary engineering, including the staging of improvements (how to transition from one segment to another);
- Public engagement with the community, stakeholders and adjacent landowners;
- Stormwater management study;
- Property access management plan, including access during and after improvements are completed;
- Detailed geometric design;

### Land Acquisition

- Public consultation on the bylaw setback table and Council approval of the bylaw setbacks in a Public Hearing;
- Land acquisition;

### Construction

- Utility relocations;

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- Possible detour staging;
- Construction.

These steps are outlined in a preliminary proposed timeline in Attachment 3. This timeline is based on the potential of Council approval of funding for the Forest Lawn Segment 1A in 2012. This timeline is subject to change depending on the scope of work, the length of segment, and the detailed work required under each task. Administration will present Council with an updated timeline at the time of the request for funding approval.

### **Stakeholder Engagement, Research and Communication**

Extensive public engagement led to the transportation and land use plans that were approved by Council in 2010. Administration recommends meeting with the community and property owners only after funding has been definitively approved for a specific segment of the project. This will include comprehensive engagement with directly and indirectly affected landowners, a necessary step before the bylaw setback table can be brought forward for approval in a Public Hearing of Council.

Administration met recently with representatives of the International Avenue Business Revitalization Zone to update them on the opportunities for funding the project, the project phasing, and the scope of work identified in this report. Feedback was positive and they encourage The City to move ahead with the project.

The corporate implementation plan outlined in the scope of work will result in a “one-window” view to the public and external stakeholders. The steps outlined in the scope of work will be undertaken as one complete project, with a cohesive communication and engagement strategy.

### **Strategic Alignment**

The 17 Avenue SE Transitway is part of the Primary Transit Network and Primary Cycling Network identified in the Calgary Transportation Plan.

This infrastructure investment has the potential to revitalize southeast Calgary communities around the 17 Avenue SE corridor, improve public transit service, and implement the vision of the Calgary Transportation Plan through a major Complete Street transformation.

Council approved the Transportation Planning Study and Southeast 17 Corridor Study, and the community is supportive of the project. The project is also aligned with future need for lifecycle refurbishment of some roadway assets on 17 Avenue SE.

Long term planning efforts are currently underway to ensure the parkway section east of Hubalta Road can be extended past Stoney Trail into future planning areas.

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### **Social, Environmental, Economic (External)**

There are no specific implications associated with the recommendations in this report. The 17 Avenue SE Transitway is consistent with the principles and objectives in the Calgary Transportation Plan and Municipal Development Plan, which are founded on a triple-bottom line approach. The first phases of the project have the potential to trigger the revitalization of communities around 17 Avenue SE.

### **Financial Capacity**

#### **Current and Future Operating Budget:**

There are no impacts to the 2012-2014 operating budget as a result of the recommendations in this report. When Council receives a report requesting capital funding approval for the first phase of the project, adjustments to the operating budget (offset by expenditures under a capital budget program) will be identified.

A Community Revitalization Levy (CRL) evaluation has not been incorporated into the 2012-2014 business plan and budget. As outlined in a previous report, LPT2011-94, the operating cost implications of a full evaluation of the CRL would be between \$250,000 and \$500,000. Administration does not recommend pursuing a CRL for this project. Administration anticipates that sufficient funding for Phase 1 can be identified through Provincial grant programs and other capital funding sources. Additional infrastructure beyond the scope of the public transit work may require public/private funding contributions.

#### **Current and Future Capital Budget:**

The project is identified as an unfunded priority in the 2012-2014 Business Plan and Budget. Funding for the first phase(s) of the project will be identified in a future report to Council. Administration will require six months to refine the estimated cost of land based on the experience with recent capital projects. Between now and December 2012 Administration will review the anticipated GreenTRIP funding agreement with The Province to identify the timing of potential cash flows to support public transit projects within TIIP.

### **Risk Assessment**

Based on Administration's experience with land acquisition for recent capital projects, there is potential for unforeseen escalation in project costs if an aggressive schedule is pursued that does not allow for sufficient time for negotiation with directly and indirectly-affected landowners. The timeline in Attachment 3 includes three years for land acquisition (prior to construction) in an attempt to mitigate this risk.

#### **REASON(S) FOR RECOMMENDATION(S):**

The project phasing and scope of work identified in this report offer clarity to Council and stakeholders on the next steps involved in this project. Administration anticipates having more information on The Province's GreenTRIP program cash flows and refined estimates for the cost of land by 2012 December. At that time, Administration will identify the 17 Avenue SE Transitway within the TIIP which is scheduled for presentation to Council in 2012 December. TIIP will reflect availability of funding for GreenTRIP projects and proposed timelines, and will also advise Council on the recommended projects for GreenTRIP funding.

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**ATTACHMENT(S)**

Attachment 1 – Previous Council Direction Relating to the Southeast 17 Corridor Project

Attachment 2 – 17 Avenue SE Transitway Project Phasing

Attachment 3 – 17 Avenue SE Transitway Phase 1A Preliminary Project Timeline