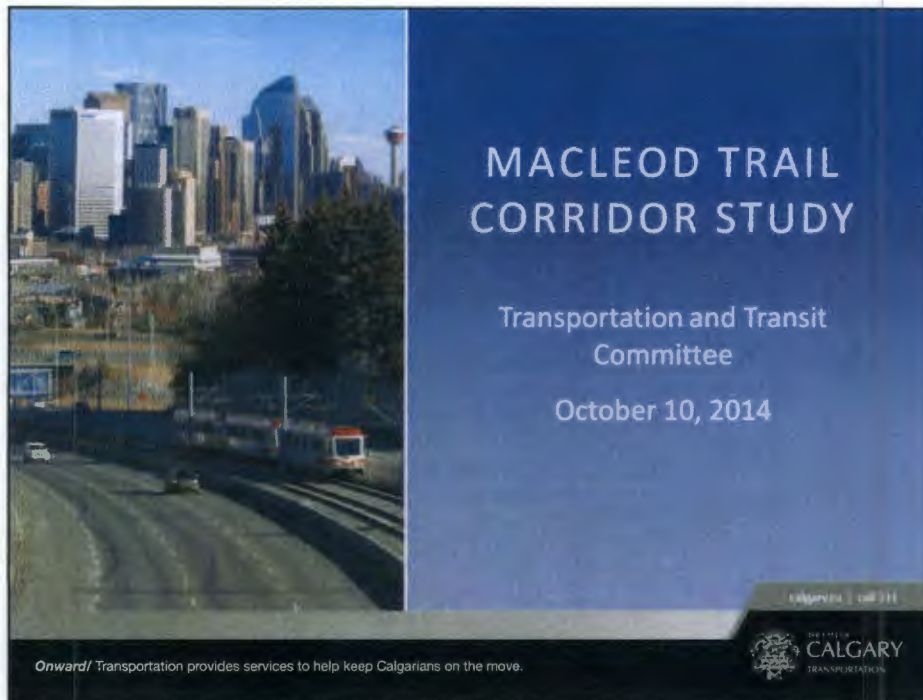




Study Goals

- Develop an Urban Boulevard corridor plan for Macleod Trail that:
 - Aligns with The City's CTP/MDP
 - Functions as a primary cycling, transit and high occupancy vehicle (HOV) route
 - Integrates high-density, mixed-use urban development
 - Includes high-quality urban design and green infrastructure
 - Accommodates reasonably high volumes of vehicle traffic

RECEIVED
IN ENGINEERING TRADITIONS ROOM

OCT 10 2014

ITEM: TI2014-0665
Distribution

CITY CLERK'S OFFICE

Urban Boulevards

- ❑ *Destinations*, both locally and regionally
- ❑ Backbone of higher-density Corridors & Activity Centres
- ❑ Highest priority to walking, cycling and transit
- ❑ Accommodate reasonably high volumes of vehicular traffic
- ❑ High level of connectivity to surrounding communities and destinations

Facility	Transportation Modes				
	Walking	Cycling	Transit	Goods	Autos
Urban Boulevard					

Legend:
 Accommodated with high standards
 Accommodated with variable standards
 Not required, or poor performance is acceptable



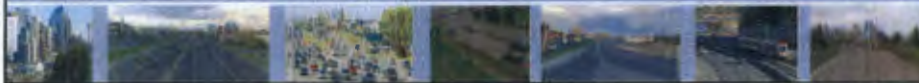
Study Area

- ❑ The study area contains 2 distinct areas:
 - 25 Avenue to 58 Avenue
 - Narrow constrained right-of-way averaging 30 m
 - Auto-oriented businesses, adjacent to property line
 - Narrow monolithic sidewalks & no boulevards
 - 58 Avenue to Anderson Road
 - Wide unconstrained 60 m right-of-way
 - Large scale retail & office uses, separated from roadway by surface parking
 - Boulevards & separate sidewalks



Public Consultation

- ❑ April 23 – May 4, 2012: online survey
- ❑ June 14 & 19, 2012: public open houses
- ❑ October 23, 2012: invite-only business & property owner stakeholder meeting
- ❑ October 25, 2012: public open house



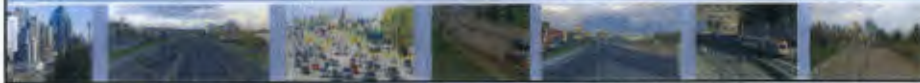
North Section Recommendations

- ❑ Maintain existing number of lanes
- ❑ Maintain protection for future 25 Avenue interchange
- ❑ Remove protection for future 50 Avenue interchange
- ❑ Acquire right-of-way required between 34 Avenue and 58 Avenue
- ❑ Examine potential for multi-use pathway along LRT maintenance right-of-way between 61 Avenue and 39 Avenue

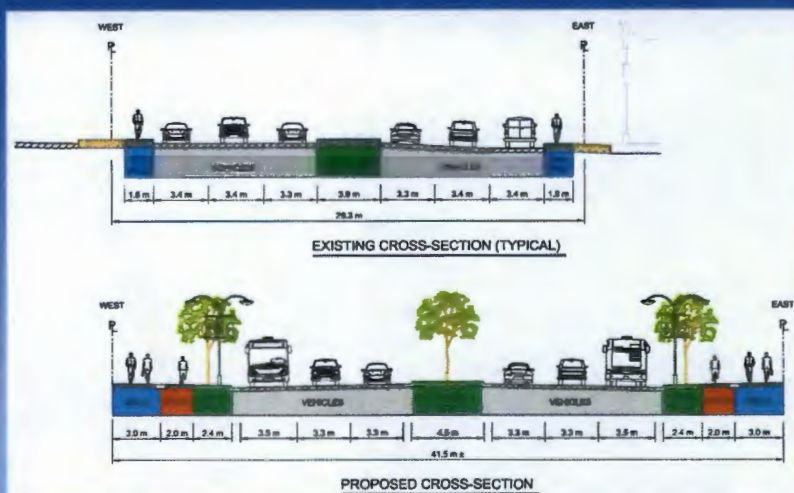


South Section Recommendations

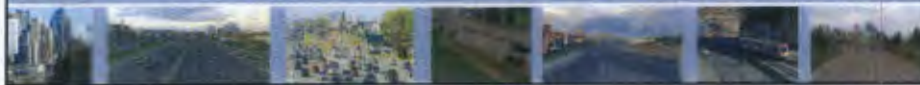
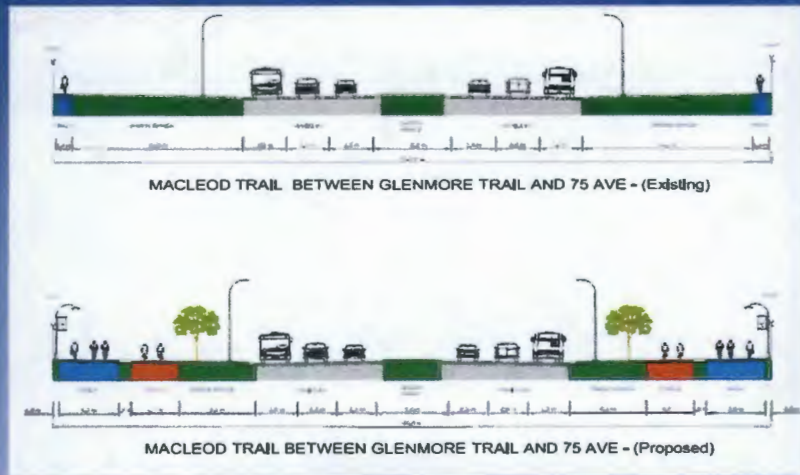
- ❑ Maintain existing number of lanes
- ❑ Maintain protection for future Heritage Drive interchange
- ❑ Remove protection for future Southland Drive interchange
- ❑ No right-of-way required



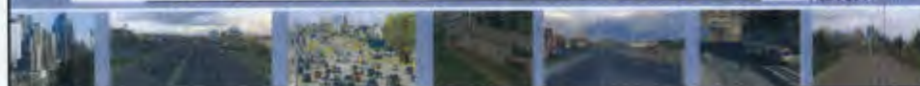
North – Central (34 Ave – 58 Ave)



South – Corridor (67 Ave – Southland Drive)



North Section Bikeway Routes



Cost Estimate

Level 4 Construction Cost Estimate:

- North Section: \$ 47.2 M
- South Section: \$ 51.8 M
- **Total:** \$ 99.0 M

Land Acquisition Cost Estimate:

- North Section: \$ 20.6 M*
- South Section: \$ 0
- **Total:** \$ 20.6 M

* Assumes opportunity-based acquisition



Recommendations

That the SPC on Transportation and Transit:

1. Adopt the recommendations of the Macleod Trail Corridor Study, North and South Sections
2. Endorse a phased implementation, on an opportunity basis, of the Urban Boulevard elements in the Macleod Trail Corridor Study South Section.
3. Endorse the long term Right-of-Way requirements and the land acquisition and corridor redevelopment objectives of the Macleod Trail Corridor Study North Section.
4. Direct Administration to develop a land acquisition and protection strategy, including amendment of the Land Use Bylaw to accommodate the required bylaw setback, and report back to the SPC on T&T.

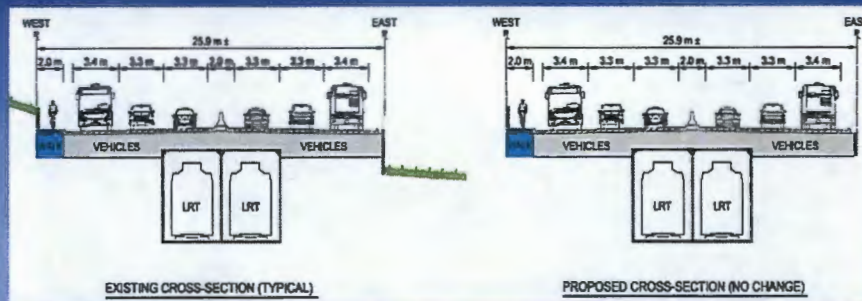


Thank You

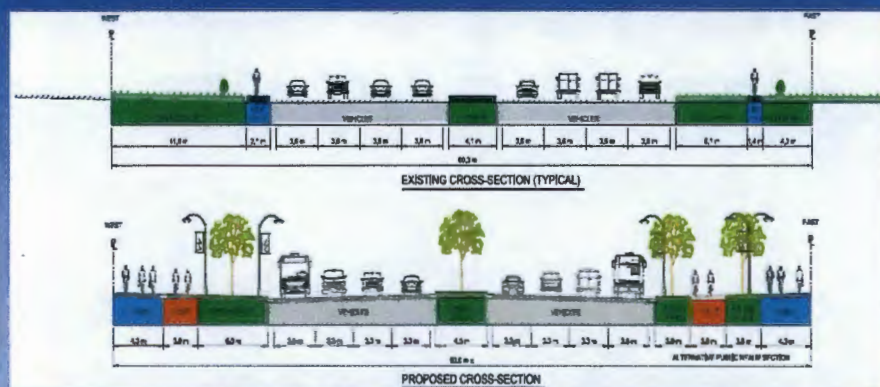


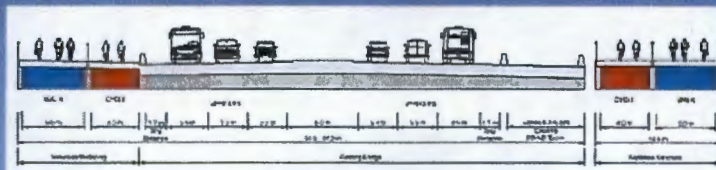
Extra Slides

North – Cemetery Hill (25 Ave – 34 Ave)



North – Chinook (58 Ave – 67 Ave)



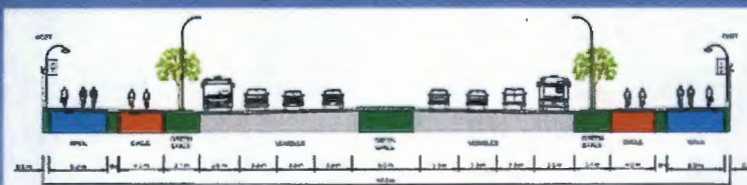


MACLEOD TRAIL AT CP OVERPASS - (Proposed)



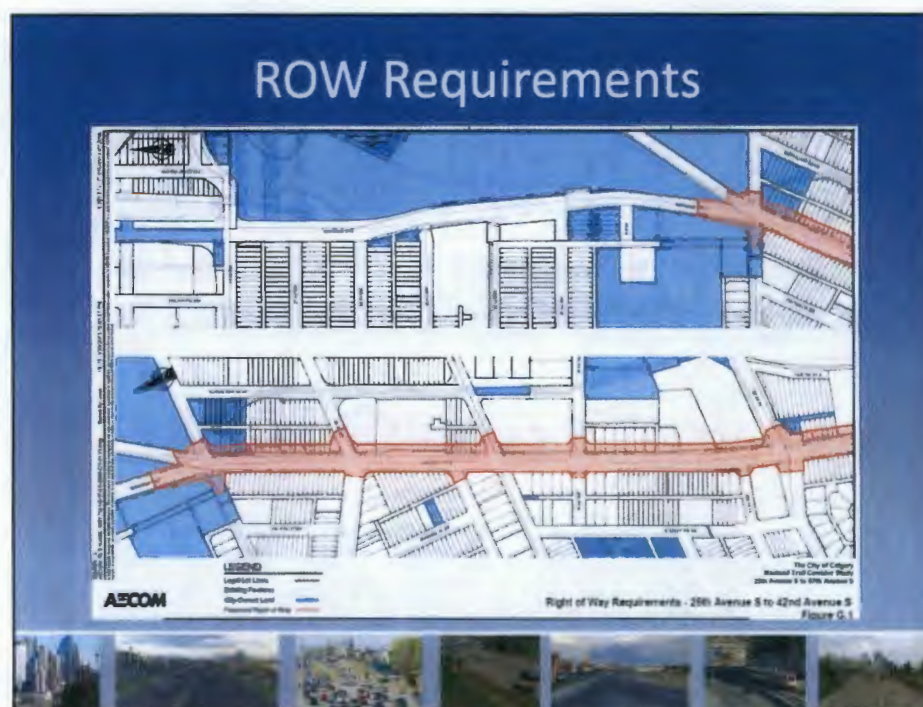
South – Anderson Station Area (109 Ave
– Anderson Rd)

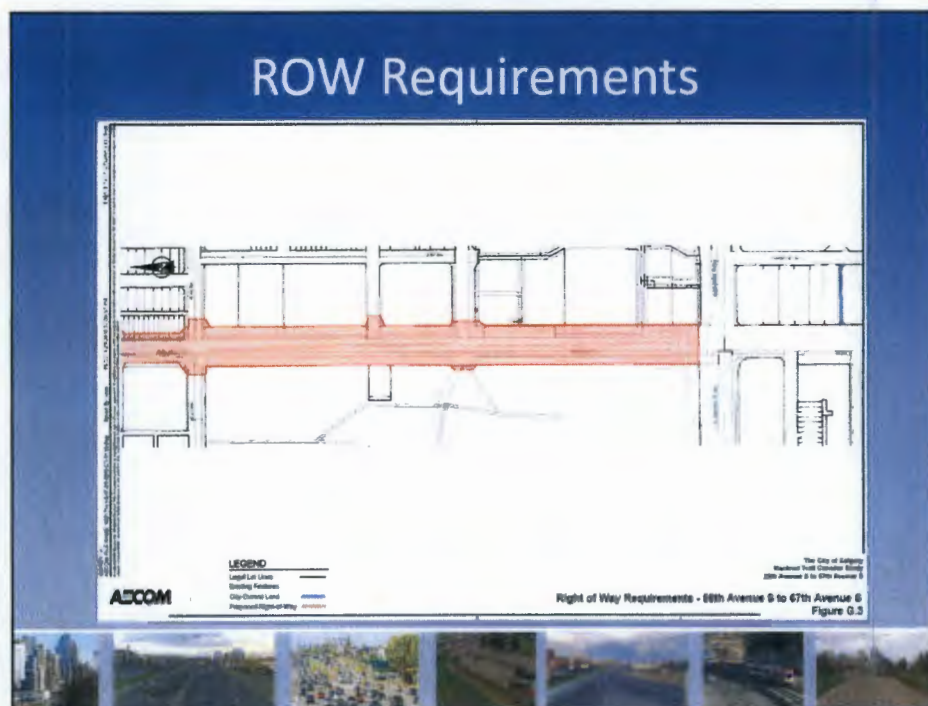
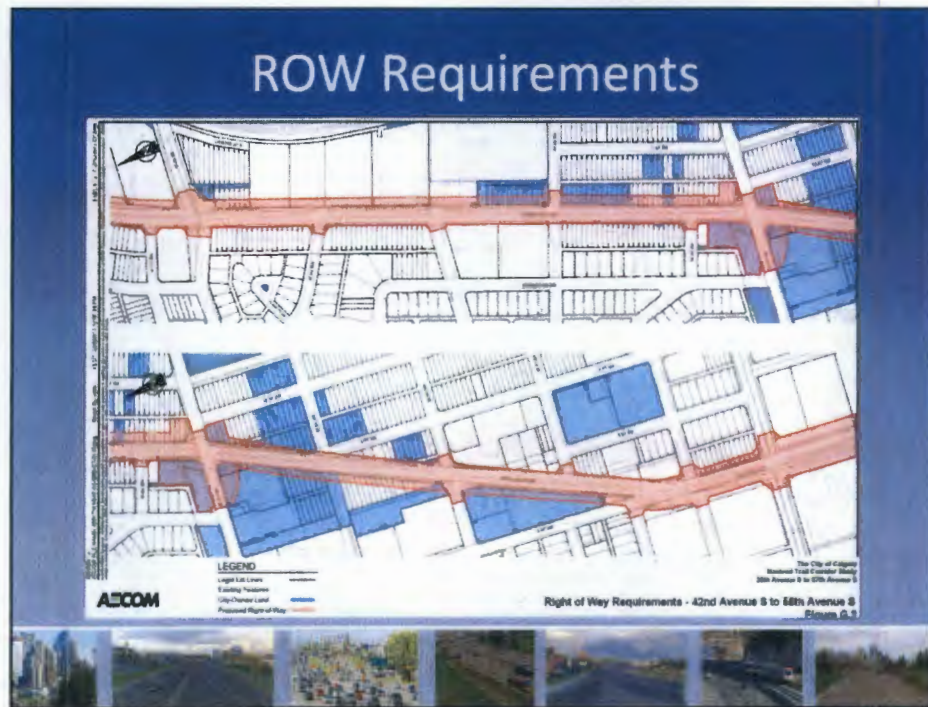
SMALLER THAN BETWEEN TOWN AVE AND AMERICAN HONOR



MACLEOD TRAIL BETWEEN 109th AVE AND ANDERSON RD - (Proposed)







Complete Streets – Urban Blvd

