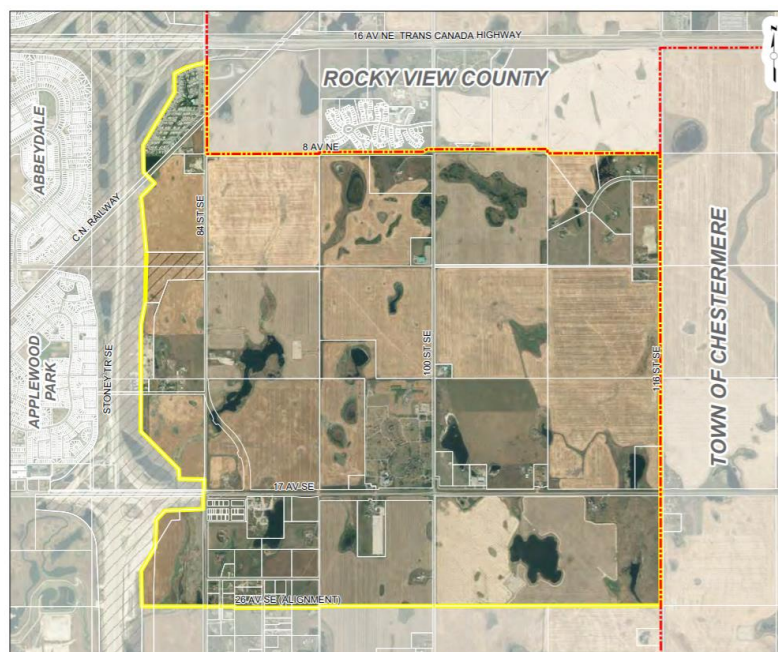


Framework for 17 Avenue SE MAX Purple Bus Rapid Transit Corridor

The purpose of this attachment is to outline the development context and case for investment in Belvedere’s transportation network, focusing on the 17 Avenue SE MAX Purple Bus Rapid Transit (BRT) Corridor as a key strategic investment opportunity. Development of the 17 Avenue SE corridor will require leveraging of private and public investment. An outline of the next steps toward the realization of the corridor as the transit-oriented hub for the Belvedere area is also provided.

Background on the Belvedere ASP Transportation Network

The Belvedere Area Structure Plan (ASP) is generally bounded to the west by Stoney Trail E, to the east by 116 Street SE, 8 Avenue NE to the north, and to the south by 26 Avenue SE. 116 Street SE, 8 Avenue NE, and 26 Avenue SE are along the City of Calgary boundary. The existing transportation network within the Belvedere ASP generally includes 17 Avenue SE, 100 Street SE, and 116 Street SE as two-lane rural undivided streets north of 17 Avenue SE. 17 Avenue SE is upgraded to a four basic lanes Arterial street between Stoney Trail and 84 Street SE, inclusive. 84 Street SE, north of 17 Avenue SE is constructed as a four basic lanes arterial street along the boundary of the East Hills development.



Source: Belvedere Area Structure Plan

To realize full development of the Belvedere ASP lands, Belvedere will require investment in capital infrastructure over time within the City of Calgary, as well as staged investment of infrastructure outside the City of Calgary's boundaries along the Trans-Canada Highway, 116 Street / Range Road 284, as well as the east extension of Peigan Trail SE from the City's east boundary at 84 Street SE, through Rocky View County, connecting to the City of Chestermere.

Together with capital investment in streets infrastructure, a plan for staged investment in Transit service for Belvedere is required, largely represented by an extension of the MAX Purple BRT transit corridor from Hubalta Road SE, across Stoney Trail and through to the City's boundary. Supporting local transit service within Belvedere will also be required as development proceeds within the ASP lands.

Why Investment is Needed in Belvedere ASP

In 2018, Council approved removal of the Growth Management Overlay (GMO) on lands within Belvedere that equated to approximately 4,400 Single Family-Equivalent (SFE) units (2,140 single/semi-detached and 3,400 multi-residential units). Administration determined that the existing transportation network within the Belvedere ASP lands could accommodate approximately 2,000 SFE units of new growth, allowing proponents to initiate new growth within the ASP lands over the timeframe of the One Calgary (2019-2022) service plan and budget. Council's approval of the two business cases (yielding two new communities) in Belvedere recognized that new capital and operating investment in Belvedere was required beyond 2022 to facilitate and support continued development of the approved lands.

The [Suburban Residential Growth Report 2020-2024](#) estimates that the east sector of the city is anticipated to accommodate three percent of residential growth through 2024, equating to approximately 700 SFE units per year (520 single/semi units and 270 multi-family units). As of the writing of this report, approximately 600 SFE (263 single/semi-detached, 502 multi-residential) units are either submitted or approved in subdivision applications and are generally located at the west side of the ASP lands, along the 17 Avenue SE corridor.

Development outside Calgary's boundary continues apace, with new residential communities advancing along the boundary with the City of Chestermere, as well as continued industrial growth and development within Rocky View County. Development in Chestermere and Rocky View County relies on the City of Calgary's transportation infrastructure, namely the 17 Avenue SE corridor, to provide direct access to Stoney Trail as well as to local services and destinations within Calgary. This new growth outside Calgary is likely to induce greater stress on The City of Calgary's streets network, which may lead to needing to advance capital infrastructure investment that may increasingly support regional growth.

Taken together, Administration's review of anticipated development in the east sector (both inside and outside of Calgary) suggests that capital investment in transportation infrastructure is likely required as early as the 2023 – 2026 budget cycle.

17 Avenue SE Corridor as a Key Strategic Investment

17 Avenue SE is classified as a Parkway street between Stoney Trail and 100 Street SE, and as an Urban Boulevard street from 100 Street SE through to 116 Street SE. Both street classifications provide highest priority to transit, cycling, and active modes, and foster an environment that supports quality urban design and integration with adjacent land uses.

The MAX Purple BRT is planned as a separated facility within the corridor. In general terms, the BRT is planned to run down the middle of 17 Avenue SE between 28 Street SE through to the east City boundary at 116 Street SE. Phases 1 and 2 of the BRT corridor from 28 Street SE to Hubalta Road SE, and from 28 Street SE to 9 Avenue SE were completed and opened to service in 2018.

As part of the [Route Ahead Prioritization of Future Capital Projects](#) report, approved at the 2020 December 14, the relevant investments are identified as two future projects:

- 52 Street SE to 84 Street SE: Extending the existing MAX Purple transitway from its current end point at 52 St E to the current MAX Purple route terminus at 84 Street SE (East Hills).
- 84 Street SE to City boundary (116 Street SE): Extending the existing MAX Purple route and transitway from its current terminus at 84 St SE to the east City boundary.



MAX Purple to City Boundary (116 Street SE)

Source: [Route Ahead Prioritization of Future Capital Projects](#), TT2020-1289

Investment in the 17 Avenue SE corridor provides a strategic opportunity to align development within the Belvedere ASP with the development MAX Purple BRT corridor. These transit investments will help encourage mixed-use, transit-oriented development complemented by

high quality transit service that supports a more sustainable growth pattern in alignment with the goals of the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP). Aligning public investment along this corridor also creates opportunities to leverage private investment concurrent with development as well as other potential funding sources that could yield a higher potential return on investment.

Leveraging Private and Public Investment

Private investment into the 17 Avenue SE corridor is expected from boundary landowners along the length of the corridor. In general terms, landowners are largely responsible to dedicate lands required to accommodate 17 Avenue SE, as well as are responsible for the design and construction of the street and boulevard components of the corridor.

Public investment will also be critical to advancing the 17 Avenue SE corridor. On 2020 June 26, the Calgary Metropolitan Region Board (CMRB) approved the recommendations of [Integrated North Calgary Regional Transportation Study \(NCRTS\) and the South & East Calgary Regional Transportation Study \(S&ECRTS\)](#). Among the recommendations, the CMRB confirmed that widening of 17 Avenue SE corridor from 84 Street SE in Calgary through to Rainbow Road in the City of Chestermere is the highest Regional priority for provincial funding.

Investment will also be required by The City to advance the MAX Purple BRT component of the corridor. It is recognized that The City's [Route Ahead Prioritization of Future Capital Projects](#), approved at the 2020 December 14 combined meeting of Council ranked future investment in the MAX Purple BRT extension lower in priority than other potential projects, however the opportunity to leverage private investment into this strategic corridor to support growth in Belvedere may require a reconsideration and review of investment priorities.

Next Steps

On 2016 November 07 Council approved the [17 Avenue SE Corridor Study](#). The corridor study confirmed the 17 Avenue SE street classification as a Parkway and Urban Boulevard between Stoney Trail and 116 Street SE (City boundary), as well as identified components within the corridor necessary to support the direction provided by the Belvedere ASP.

The 17 Avenue SE Corridor Study will provide the starting point for the next steps in the planning, design, and delivery process. Working in cooperation and collaboration with Belvedere ASP proponents, a functional planning study will be required to determine and confirm technical components of the corridor, land required to accommodate the street components and transit corridor, as well as any ancillary facilities required to support the corridor. In conjunction with the functional planning study, Administration will need to review need and priority of introducing or expanding MAX Purple transit service, in conjunction with timing and need of local service to support growth in Belvedere, in accordance with the Route Ahead project prioritization approach that considers net benefits and costs of potential transit projects.

Further capital infrastructure investment will be required in support of the Belvedere ASP, including the Memorial Drive overpass across CN Rail and Stoney Trail to support increased development activity in west Belvedere. Further funding may also be required to work with regional partners to deliver infrastructure outside of the City's jurisdiction. Administration will lead efforts to develop an infrastructure staging plan, identifying a timeline for infrastructure investment needed to support Belvedere through to buildout of the ASP lands, with the 17 Avenue SE corridor as the focus of initial capital investment.

In general terms, the outcome of this work is expected to help Administration and Council align capital and operating investments over time, as follows:

1. A plan to plan, design, and stage delivery of the 17 Avenue SE corridor. Recommendations for staging the transit corridor from Hubalta Road SE through to the east city limits and 116 Street SE will also be required.
2. A capital infrastructure project list necessary to support development within the Belvedere ASP lands through to ASP buildout, including infrastructure outside the City's jurisdiction necessary to support development. Supporting operations funding will also be assessed; and
3. A timeline outlining capital investment funding needs to support development will be developed to align future investment decisions to the City's budgetary process.

In conclusion, Administration believes that there is a strategic opportunity for investment in Belvedere ASP to support the 17 Avenue SE corridor and leverage private and public investment in the area's transportation system. In preparation for the 2023-2026 budget cycle process, Administration will continue to refine its understanding of the plans, designs and delivery stages needed to realize the 17 Avenue SE corridor as a key transit-oriented hub to support growth in Belvedere ASP.