

## **Future of 16 Avenue N.W.**

### **RECOMMENDATION(S):**

1. Receive the short-term recommendations of the Future of 16 Avenue N.W. for information;
2. Approve and adopt the medium- and long-term recommendations of the Future of 16 Avenue N.W., for the West and East Segments as summarized in Attachment 1, Executive Summary; and
3. Direct Administration to continue to protect the 10.363m bylaw setback along the south side of 16 Avenue N.W. in Montgomery between 46 Street and MacKay Road for flexible use of public space as needed.

### **RECOMMENDATION OF THE STANDING POLICY COMMITTEE ON TRANSPORTATION AND TRANSIT, 2021 JUNE 16:**

That Council:

1. Receive the short-term recommendations of the Future of 16 Avenue N.W. for information;
2. Approve and adopt the medium- and long-term recommendations of the Future of 16 Avenue N.W., for the West and East Segments as summarized in Attachment 1, Executive Summary; and
3. Direct Administration to continue to protect the 10.363m bylaw setback along the south side of 16 Avenue N.W. in Montgomery between 46 Street and MacKay Road for flexible use of public space as needed.

## **HIGHLIGHTS**

- The Future of 16 Avenue N.W. project developed a long-term vision for the 16 Avenue N.W. corridor between Sarcee Trail and Crowchild Trail. The project has two distinct deliverables, including a transportation corridor study for the entire corridor, plus a Streetscape Master Plan for the portion of 16 Avenue N.W. in Montgomery designated as a Main Street in the Municipal Development Plan. The project study area was divided into three segments: the West Segment (Sarcee Trail to 49 Street), the Main Street Segment (through Montgomery from 49 Street to 43 Street), and the East Segment (43 Street to Crowchild Trail).
- What does this mean for Calgarians?
  - The vision for 16 Avenue N.W. was developed using extensive citizen engagement, which included three phases of engagement in this project and review of past engagement on other projects in the area. This project completes the vision of the corridor, shapes people and goods movement, and guides development to serve future generations of Calgarians.
  - Short-term recommendations focus on improving traffic safety, medium-term recommendations focus on improving public realm and active modes connections, and long-term recommendations provide flexibility for completing the corridor in the future.
- Why does this matter?
  - The outcomes of the project are informed by citizen feedback. Recommended plans support and enable project goals related to Community and Character,

## Future of 16 Avenue N.W.

Social and Healthy Lifestyle, Economic Vitality, and Mobility and Function. The Main Street Segment concepts focus on place making, community building and public realm enhancement.

- 16 Avenue N.W. is an important connector in Calgary's mobility network and for emergency services. It serves people and goods movement across the city (east to west), connecting citizens to key destinations including the University of Calgary. It also includes one of the few river crossings that connect communities on both sides of the Bow River in northwest Calgary between Crowchild Trail and Stoney Trail. Therefore, the segment in Montgomery accommodates overlapping east-west and north-south travel demands as a surrogate crossing for several connecting corridors such as Sarcee Trail, Shaganappi Trail and Memorial Drive. The Trans-Canada Highway is a primary goods movement corridor in Alberta carrying goods with an estimated worth over \$94 million every day (*source: The Calgary Goods Movement Strategy*).
- Based on regional growth projections and approved land use development, traffic volumes are expected to increase from ~44,000 vehicles per day (vpd) today up to ~74,000 vpd over 30 years. The Calgary Transportation Plan (CTP) identified 16 Avenue N.W. as a Primary Goods Movement Corridor and High Occupancy Vehicle (HOV) connector between the Ring Road, Sarcee Trail, Shaganappi Trail, and Crowchild Trail.
- The current Land Use Bylaw 1P2007 (2008) identifies a development setback of 10.363m on the south side of 16 Avenue N.W. in Montgomery from 46 Street to MacKay Road for future roadway improvements. This project recommends continued protection of this bylaw-setback. In the short- and medium-term, the bylaw setback can be used for public realm, pedestrians, parking, patios, and landscaping. Long-term use would facilitate flexible use of space to support demands along the corridor, including the potential for on-street parking, a High Occupancy Vehicle (HOV) connection between Crowchild Trail and Sarcee Trail or additional capacity for people and goods movement.
- The Main Street designation of the corridor in Montgomery provided opportunity to design concepts that best meet public realm, mobility and economic objectives. The Bowness Road Main Street is being constructed at the time of this report. This is an important recent investment made by The City in the community of Montgomery. The Future of 16 Avenue N.W. recommendations complement this neighborhood main street.
- Strategic Alignment to Council's Citizen Priorities: A city that moves; A prosperous city; and A city of safe and inspiring neighborhoods.
- The most recent Council Direction is from an amended recommendation in the South Shaganappi Study Report ([TT2018-0822](#)) as shown in Attachment 2.

## DISCUSSION

### *Project principles and goals*

Informed by the policy objectives of a Transportation Corridor Study and Main Streets Program, and confirmed by citizen engagement, eleven project goals were established under the following themes: Social and Healthy Lifestyle; Mobility and Function; Character and Identity; and Economic Vitality. The objective of the project was to select concepts that best met the principles and goals. Details on the project process, goals, concept development/evaluation, and recommendations are provided in Attachment 1.

### *Project process*

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The project team developed and evaluated concept options in the three geographic segments, building on recent Council-approved and implemented plans for major intersections and developing concepts to provide continuous mobility connections along and across the corridor. The plans were informed by citizen engagement and analyses of long-term projections for development, population, jobs, and resulting travel demands. In the Main Street segment, it was important to address community concerns as well as meet the objectives for a Main Street, mobility network function and policy guidance. While this segment is classified as a Neighborhood Main Street in the MDP, further analysis indicated that the adjacent Bowness Road corridor would be more appropriate for this typology. This is also supported through reviews and coordination with the Main Streets Program team and Steering Committee.

### *Recommended plans and project implementation*

Informed by an in-service safety review and community feedback, the recommended short-term changes focus on safety improvements along the corridor. These improvements are funded by current programs and will be implemented starting in summer 2021.

Recommended medium-term changes (over the next 5 to 20 years) focus on improving the public realm in the Main Street segment and improving connectivity along the corridor without significant property impacts. In Montgomery, the public realm improvements extend into the community to provide important connections between Bowness Road, 16 Avenue and the Bow River.

The long-term (20+ years) vision of the corridor would see the ultimate right of way used to improve the public realm and provide for on-street parking to support local businesses along the Main Street segment. Retaining the existing 10.363m bylaw setback would support the vision of the corridor, while maintaining flexibility for broader mobility network needs if required in the future. Protecting the setback will enable The City to react to a wide range of scenarios, assuring that the required space is fully protected to provide a more attractive yet functional corridor.

Funding for the medium- and long-term improvements will be prioritized as part of the corporate infrastructure prioritization process.

## **STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)**

- Public Engagement was undertaken
- Public Communication or Engagement was not required
- Public/Stakeholders were informed
- Stakeholder dialogue/relations were undertaken

The project followed an iterative public engagement process informed by the Transportation Corridor Study Policy and Main Streets Program, recognized the circumstances of the COVID-19 pandemic, and several communications tactics were used to inform and encourage participation.

Several citizen engagement opportunities were provided from February 2020 to May 2021 over the following three phases:

- Phase 1 – Discover – Project initiation / Site inventory analysis
- Phase 2 – Explore – Concept option development and evaluation

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- Phase 3 – Reveal – Project recommendations

The team engaged Montgomery residents and Calgarians at large, community associations, business improvement areas, and local business owners along 16 Avenue N.W. Attachment 3 provides a Communications and Engagement Summary, including the high-level themes we heard.

Through many recent projects, the Montgomery community expressed concerns for pedestrian safety and community cut-through traffic. A number of these concerns such as the need for additional traffic signals at pedestrian crossings have been addressed in the recommendations for this study. The Montgomery Community Association and Business Improvement Area support the project's recommendations and provided letters of support, included in Attachments 4 and 5, respectively.

## **IMPLICATIONS**

### **Social**

Social and healthy lifestyle is a theme identified in the project goals. It was achieved by incorporating comfort of public spaces, trees and natural vegetation in the design. The recommended plans promote designing public spaces that are vibrant, feel safe and encourage social connection. Additionally, opportunities to highlight the character and identity of the community are identified in the plans, fostering a sense of arrival and encouraging people to stop, see and stay.

### **Environmental**

The project improves the sustainability of multi-modal choices within the study area. This includes enhancing walking and wheeling connections to key destinations along and across 16 Avenue N.W. and enhancing comfort and access to transit stops or other high occupancy vehicles. Additionally, the medium- and long-term plans include a grand boulevard of large trees and opportunities for naturalized/low-maintenance plantings in the centre median in the Main Street segment.

### **Economic**

The project promotes economic vitality by improving reliability of travel time for goods movement, stimulating investment and encouraging business diversity, and providing parking opportunities that sustain access to businesses.

### **Service and Financial Implications**

#### **Other:**

\$4.5M to \$5M for short-term, \$41.4M for medium-term, and \$94.5M for long-term improvements.

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

The short-term improvements are expected to begin in summer 2021 in conjunction with a previously planned paving project, using existing capital programs and budgets.

The medium- and long-term recommended plans are currently unfunded. Class 4 cost estimates prepared as part of the transportation corridor study for the West, Main Street and East

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### **Future of 16 Avenue N.W.**

Segments indicate that the medium- and long-term total costs (in 2021 dollars) are \$41.4M and \$94.5M, respectively. Additional details are provided in Attachment 1.

### **RISK**

The recommendations are informed by citizen feedback through a robust engagement and technical process. If the project is not approved there is a potential risk of losing citizen trust and support. If the bylaw setback is not protected, it will be a lost opportunity to incorporate flexibility in providing mobility services for future generations.

### **ATTACHMENT(S)**

1. Future of 16 Avenue NW Executive Summary
2. Previous Council Direction
3. Communications and Engagement Summary
4. Montgomery CA Letter of Support
5. Montgomery on the Bow BIA Letter of Support

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Doug Morgan	Transportation	Approve
Stuart Dalgleish	Planning	Consult
Carla Male	Chief Financial Officer	Inform
Chief Steve Dongworth	Calgary Fire	Inform