

General Hospital Legacy Fund Amendments to Terms of Reference

RECOMMENDATIONS:

That the Priorities and Finance Committee recommend that Council:

1. Approve recommended changes as presented in the General Hospital Legacy Fund Terms of Reference (Attachment 2).
2. Direct Administration to separate the General Hospital Legacy Endowment Fund from Real Estate Services Reserve to become two separate reserves called the General Hospital Legacy Reserve (the Reserve) and Real Estate Services Reserve and approve the required changes to the Reserve Templates (Attachment 3).
3. Endorse the Legacy Review Committee's recommendation to commit up to 100 per cent of the current and future General Hospital Legacy Reserve funds toward a new capital project called the Bridgeland-Riverside Multimodal Pedestrian Bridge as presented in the feasibility study (Attachment 4), and direct Administration to return to Council with a capital budget request through the November 2021 budget adjustment deliberations.

HIGHLIGHTS

- The Legacy Review Committee (the Committee) is recommending changes to the Terms of Reference to move funds from an endowment fund to a reserve fund. This supports the recommendation to commit up to 100 per cent of the current and future principal and interest amount for the development of a multimodal pedestrian bridge connecting Bridgeland-Riverside, Bridgeland/Memorial LRT station and allowing direct access to St. Patrick's Island. Council support is necessary to seek additional funding to fully cover the costs of this project, which consists of two phases.
- **What does this mean to Calgarians?** Changing the Terms of Reference allows these funds to be used for the development of a multimodal pedestrian bridge. The proposed project would form a direct connection over Memorial Drive from the community of Bridgeland-Riverside to St. Patrick's Island.
- **Why does this matter?** The current Terms of Reference only allows access to the interest amount, which limits investment in new infrastructure. Changing the current Terms of Reference allows access to the principal amount of the reserve funding. New infrastructure creates opportunities for Calgarians to travel and explore the city. Currently, the existing infrastructure isolates Bridgeland-Riverside from amenities such as St. Patrick's Island. The introduction of a direct connection between the community and St. Patrick's Island would provide access between the communities to the Bow River pathway system, St. Patrick's Island and the East Village.
- On 2021 July 26, Council directed Administration to undertake necessary changes to the Terms of Reference and consider expanding the purpose of this endowment fund to also include capital infrastructure disbursements, and report back to Council through the Regular Meeting of the 2021 September 7 Priorities and Finance Committee.
- Strategic Alignment to Council's Citizen Priorities:
[A city that moves](#)^[00]
- Background and previous Council direction is included as Attachment 1

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DISCUSSION

The Committee recommends modifying the Terms of Reference to reflect the transfer of funds from an endowment fund to a reserve fund. The current Terms of Reference only allows access to the fund's interest. The updated Terms of Reference allows access to the principal and interest amounts of the funds and disbursement has been amended to allow full use of the Reserve amount, with Council approval. The summary of amendments to the Terms of Reference are highlighted in Attachment 5.

The Reserve Templates presented as Attachment 3, moves funds from endowment to reserve, allowing the funds to be used toward the Bridgeland-Riverside Multimodal Pedestrian Bridge project. There is no requirement to keep a minimum balance in a reserve fund.

All financial liabilities and obligations related to the Reserve have been addressed as of December 2020. The value of the Reserve will increase with the net proceeds from the sale of two remaining parcels.

A Council-directed feasibility study (Attachment 4) recommends an accessible multimodal pedestrian bridge to improve neighbourhood connectivity.

The Committee supports the bridge as presented in the feasibility study and as per the recommendations, is seeking Council endorsement to commit the Reserve to this project and to direct Administration to return to Council with a capital budget request. (Attachment 6).

The bridge is a two-phase project. Phase 1 replaces and extends the south side of the existing bridge across Memorial Drive to St. Patrick's Island. Phase 2 replaces the north side of the existing bridge across Memorial Drive. Phase 1 provides a new connection to St. Patrick's Island and can function independently once complete. Should the recommendations to amend the Terms of Reference and endorsement to allocate up to 100 per cent of the Reserve be approved, additional funds will be required to complete the project.

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

In the past several years, Bridgeland-Riverside Community Association has worked with The City of Calgary, B+A Planning, University of Calgary, Sustainable Calgary Active Neighbourhoods, and Calgary Municipal Land Corporation on community design initiatives. Each initiative consistently identified a need for better connectivity between Bridgeland-Riverside community, the Bridgeland Memorial LRT Station, and St. Patrick's Island.

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The Committee commissioned the feasibility study through the Bridgeland-Riverside Community Association and the community association supports, in principle, the Bridgeland-Riverside Multimodal Pedestrian Bridge project.

Further public engagement will be required prior to bridge design and construction.

IMPLICATIONS

Social

The multimodal pedestrian bridge addresses connectivity issues and promotes mobility and active transportation options by linking Bridgeland-Riverside to the Bow River regional pathway system. It also supports access to Calgary's cultural City Centre.

The existing bridge that services this area is not easily accessible to all pedestrians, which include mobility device users and cyclists. The proposed bridge design has a gentler slope for universal accessibility.

The bridge will be designed through updated Crime Prevention Through Environmental Design Program principles. This creates a welcoming environment and increases active mode transportation, which may result in a reduction of social disorder and crime occurring in the area. The bridge design includes places for resting and taking in the sights of the area.

Environmental

The bridge will be incorporated into native landscape to create a natural connection between the community and the Bow River. An ecological protection approach, similar to the one taken for the St. Patrick's Island redevelopment, will be used to minimize the footprint and disruption to the existing environment. As the design progresses, the environmental impact of the bridge will be considered. Considerations include locating the bridge columns across river channels, rather than in the river.

Economic

The Bridgeland-Riverside community is experiencing increased development along Ninth St. N.E. and First Ave. N.E. The bridge would provide strong connections to and from Bridgeland-Riverside, which may drive local economy and enhance commercial activities along the main streets. As the Bridgeland-Riverside communities become a destination location, the bridge may also increase tourism activity by providing a connection between downtown, St. Patrick's Island, the Calgary Zoo and the LRT station. The bridge would connect commuters to the downtown core and would support the revitalization of the City Centre as the cultural hub of Calgary.

Service and Financial Implications

Other: Endorse the Committee's recommendation to commit up to 100 per cent of the Reserve to support the Bridgeland-Riverside Multimodal Pedestrian Bridge.

Phase 1 is estimated at \$25.5M.

The current balance of the Reserve is approximately \$18M. With the current balance of the Reserve committed to phase 1 of the project, an additional \$7.5M will be required.

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Additional funding may include the net proceeds from the sale of two remaining parcels. Funds could also be accessed through grants, sponsorships and community partnerships.

Phase 2 (\$7.5M) is currently unfunded. Administration will work through the Transportation Infrastructure pedestrian bridge program to secure future funding.

Once built, the cost to maintain and service the bridge to St. Patrick's Island would be included in future budget asks.

A detailed budget is outlined in Attachment 4.

RISK

If supported, the project will require additional funding not currently budgeted. Project construction will not proceed until the full amount of funding is secured, however; endorsement of the project commits the Reserve and allows Administration to seek funding as required. Additional funding could come through the Reserve from the sale of two remaining parcels, grants, sponsorships and community partnerships.

Calgarians may not support the proposed multimodal pedestrian bridge design. This will be mitigated by engaging with the community early in the design process and identifying opportunities for design input.

Current Committee membership may affect continuity of the project. To maintain a variety of perspectives, the Terms of Reference require representatives from Calgary Neighbourhoods, Calgary Parks, Calgary Recreation, Finance, a citizen representative, a business representative from Bridgeland-Riverside community and the area councillor to sit on the committee. To ensure the project's success, the Committee intends on also including a member from Transportation Infrastructure.

ATTACHMENTS

1. Previous Council Direction, Background
2. Updated Terms of Reference – General Hospital Legacy Fund
3. Reserve Templates
4. Bridgeland-Riverside Multimodal Bridge Feasibility Report
5. Summary of proposed Terms of Reference amendments
6. 2021 June 25 Legacy Review Committee meeting minutes

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Carla Male	CFOD	Inform
Doug Morgan	Transportation	Inform