

## **GLENMORE TRAIL AND OGDEN ROAD INTERCHANGE**

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### **EXECUTIVE SUMMARY**

The Glenmore Trail - Blackfoot Trail to Barlow Trail SE Corridor Planning Study was approved at the April 14, 2006 Council meeting. At time of approval, Administration was directed to report back to committee prior to construction. Funding for the interchange at Glenmore Trail and Ogden Road was approved as part of Investing in Mobility 2015-2014 TIIP, and the detailed design is nearing completion with construction planned to begin in the summer of 2015.

Design of the interchange at Glenmore Trail and Ogden Road has followed the plan established in the 2006 Corridor Planning Study with the exception of changes to the intersection of Glenmore Trail and Barlow Trail. A revised plan has been established for this intersection which will see significant improvements for traffic flow as well as reducing throw-away cost when the future interchange at Glenmore Trail and Barlow Trail is constructed.

Throughout the design process, Administration has been working with the Glenmore Inn and Convention Centre, Glenmore Commerce Court (Professional Building) and Glenmore Commerce Court (Shopping Area) with respect to the temporary access allowing right-in/right-out from westbound Glenmore Trail. As stated in the 2006 Corridor Planning Study and to accommodate the interchange at Glenmore Trail and Ogden Road, the temporary access will need to be closed. The owners of the Glenmore Inn and adjacent business have expressed concerns with the loss of this access. The Highways Development and Protection Act allows The City to remove any direct physical means of access between a controlled street and land adjacent to the controlled street by bylaw. Glenmore Trail is designated as a controlled street. A second access is recommended by Administration to restore some ease of access and to comply with the Calgary Fire Department (CFD) Access Standards.

### **ADMINISTRATION RECOMMENDATION(S)**

That the SPC on Transportation and Transit recommends that Council:

1. Give three readings to the proposed attached bylaw (Attachment 1) to close the existing temporary right in/ right out vehicular access from Westbound Glenmore Trail at 2720 and 2882 Glenmore Trail SE;
2. Direct Administration to construct a new access (Option 3) on the north side of the site that contains the Glenmore Inn and Convention Centre, Glenmore Commerce Court (Professional Building) and Glenmore Commerce Court (Shopping Area); and
3. Direct Administration to update the interchange configuration at Glenmore Trail and Barlow Trail SE in the Council approved 2006 Glenmore Trail Corridor Planning Study with Glenmore Trail elevated over Barlow Trail.

### **RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2015 MAY 20:**

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That Council:

1. Give three readings to proposed Bylaw **10C2015**;

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2. Direct Administration to construct a new access (Option 3) on the north side of the site that contains the Glenmore Inn and Convention Centre, Glenmore Commerce Court (Professional Building) and Glenmore Commerce Court (Shopping Area); and
3. Direct Administration to update the interchange configuration at Glenmore Trail and Barlow Trail SE in the Council approved 2006 Glenmore Trail Corridor Planning Study with Glenmore Trail elevated over Barlow Trail.

### **PREVIOUS COUNCIL DIRECTION / POLICY**

At the 2006 April 19 Council Meeting, relative to report LPT2006-38, (Glenmore Trail Corridor Planning Study), Council adopted the following recommendations:

1. Approve the long term corridor plan as presented in Attachment 2; Glenmore Trail - Blackfoot Trail to Barlow Trail Corridor Planning Study, Executive Summary;
2. Direct Administration to initiate or conclude negotiations for acquiring land on an opportunity basis as illustrated in Figure 2 in Attachment 2;
3. WHEREAS permanent access to the Glenmore Inn and adjacent businesses is currently accommodated at the intersection of Ogden Road and 80th Avenue;

WHEREAS through the development application process temporary access allowing the right in/out from westbound Glenmore Trail has been permitted;

4. Direct the Administration to report back to the S.P.C. on Land Use, Planning, and Transportation prior to construction

### **BACKGROUND**

The design of the interchange at Glenmore Trail and Ogden Road is a diamond configuration (Attachment 2) very similar to the plan established in the 2006 Corridor Planning Study. Glenmore Trail will be elevated approximately 9 metres over the existing Ogden Road which will remain at its current elevation. The Glenmore Trail bridge structure over Ogden Road will accommodate a total of six lanes (three in each direction). Ogden Road will have four through lanes (two in each direction) plus dedicated transit lanes and left turn lanes.

In June 2014, an information session was held at the Glenmore Inn. Specific concerns regarding access to the Ogden Industrial area were brought to the attention of Administration. Administration reviewed the concern and decided to construct a split at-grade intersection at Glenmore Trail and Barlow Trail SE. The split intersections will allow users from Ogden Industrial to use the service roads north and south of the new Glenmore Trail to access westbound Glenmore Trail. This revision to the project will change the configuration of the future interchange at Glenmore Trail and Barlow Trail SE. The 2006 Glenmore Trail Corridor Planning Study displayed the interchange in a diamond configuration with Barlow Trail elevated

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over the Glenmore Trail. The ultimate design concept will now be revised such that Glenmore Trail will be elevated over Barlow Trail with the diamond configuration remaining. The future interchange ramps will be built as part of the Glenmore Trail and Ogden Road interchange project and be used in the interim as the Glenmore Trail through lanes. North and south intersections on Barlow Trail will be built in their final locations. In the future, when an interchange is required, the bridge will be built in the middle of Glenmore Trail. This revision provides a number of benefits including increased access to the Ogden Industrial area, improved traffic flow on Glenmore Trail in the interim, and a reduction in the throw away costs when the future interchange at Glenmore Trail and Barlow Trail is constructed.

The 2006 Corridor Planning Study identified the temporary right-in/right-out access from Westbound Glenmore Trail be retained until the CPR grade separation is constructed. The CPR grade separation will be constructed as part of the Glenmore Trail and Ogden Road interchange project. Administration has reviewed concepts for retaining an access from westbound Glenmore Trail to the Glenmore Inn and adjacent businesses, but it was determined to be unsafe due to the steep grades and insufficient sight distance.

Based on the Calgary Fire Department Access Standard, a second access is required when the distance from the centre line of the primary access street to the closest point of the access route at a building's principal entrance exceeds 200 m and/or the total number of households exceeds 100. The primary access street is 80 Ave SE and the distance from the principal entrance for the Glenmore Commerce Court (Professional Building) to the closest point of the access street is greater than 200m.

In order to provide an additional access point to the site and comply with the Calgary Fire Department requirements, Administration reviewed three options for secondary public access.

### **INVESTIGATION: SECOND 'GLENMORE INN' ACCESS ALTERNATIVES AND ANALYSIS**

Option 1, shown in Attachment 3, is an "emergency only" access from Ogden Road SE, on the west side of the site, into the parking lot area owned by the Glenmore Inn & Convention Centre. A public access cannot be provided at this location due to the spacing of the intersection of 80 Avenue and the Glenmore Trail interchange ramp terminal along Ogden Road. Based on both operational and safety related items, this access would only be suited for emergency vehicles access and would not be a public access into the business complex area. The estimated cost to construct Option 1 will be \$30,000. Option 1 meets the requirements of the Calgary Fire Department Access Standard but provides no additional public access or egress to the Glenmore Inn and adjacent businesses.

Option 2, shown in Attachment 4, is to build a new roadway from Shepard Road SE which would ultimately connect to the existing temporary right in/out access from westbound Glenmore Trail. This option is only possible if (1) the current approved alignment for the proposed Green Line Southeast Transit-way is moved away from the CPR right-of-way, and (2) an agreement is reached with CPR to use this right-of-way land for the access road. The estimated cost to construct this Option will be \$900,000. Option 2 meets the requirements of the Calgary Fire Department Access Standard and provides a secondary public access to the Glenmore Inn and

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adjacent businesses, however this route is very circuitous and presents many way finding challenges.

Option 3, shown in Attachment 5, is to extend 80 Avenue SE at the north side of the site to connect to the space in between the two buildings of the Glenmore Commerce Court (Shopping Area). There is an existing City of Calgary owned Road Right of Way extending east along 80 Avenue from Ogden Road to the CPR Right of Way. An agreement will need to be reached with the Glenmore Commerce Court (Shopping Area) allowing this access to be connected to their property. Option 3 meets the requirements of the Calgary Fire Department Access Standard and provides a secondary public access to the Glenmore Inn and adjacent businesses. A traffic analysis was conducted for the intersection of 80 Avenue and Ogden Road and it concluded that signalization of the intersection is required to allow it to operate at an acceptable standard. The estimated cost to construct this Option will be \$350,000.

Based on an analysis completed by Administration, Option 3 is the recommended. Property owners don't have a consensus on which option they prefer

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

Two public information sessions for the project were held. The first information session was held in June 2014 with approximately 250 attendees attending. The second information session was held in November 2014 and there were approximately 60 attendees. The information sessions resulted in valuable information and feedback on the access from the Ogden Industrial area and pedestrian connectivity. Information from feedback forms collected at the information sessions was taken into consideration in the development of the pathway and sidewalk connections as well as the access road design from the Ogden Industrial area.

Administration met with the Glenmore Inn and Convention Centre, Glenmore Commerce Court (Professional Building) and Glenmore Commerce Court (Shopping Area) individually in September 2014 and again as a group on January 29, 2015 to discuss the access options.

### **Strategic Alignment**

This project aligns with the Council approved Investing in Mobility as part of the 2015-2024 Transportation Infrastructure Investment Plan. It also aligns with the Calgary Transportation Plan which provides policy direction on multiple aspects of The City's transportation system.

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

Glenmore Trail is identified as part of The City of Calgary's skeletal road network and is one of the few east-west, high capacity, free flow corridors within The City of Calgary's Transportation Network. The proposed improvements have been developed to support transit and recommended land uses, and also provides for the safe movement of goods and services.

Improvements to the corridor also include infrastructure for pedestrians, provisioning for a future pedestrian crossing at the Western Headworks Canal and rail crossing, and proposed regional pathways.

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The improved traffic flow and supporting alternative modes will reduce congestion and reduce the amount of greenhouse gas emissions for idling vehicles. Provisions for a regional pathway along the corridor encourage alternate modes of transportation by providing a higher level of safety and comfort for pedestrians and cyclists. These facilities will also assist those who select transit by increasing the pedestrian connectivity to the adjacent communities.

### **Financial Capacity**

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

The recommended changes will not affect the current or future operating budget

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

The recommended changes will not affect the current capital budget and will reduce the capital cost of constructing the interchange at Glenmore Trail and Barlow Trail SE in the future.

### **Risk Assessment**

With all capital projects, there is a risk that the cost may increase due to unforeseen escalation in the cost of construction materials and labour. Tender results thus far in 2015 are seeing an increase in bidders and a decrease in prices

Option 3 can be completed within the current Council approved budget. However, this option is dependent upon endorsement by the Glenmore Commence Court (Shopping Area) owners.

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

In order to provide an additional access point to the site and comply with the Calgary Fire Department Access Standard, the recommendations should be approved.

Changing the interchange configuration at Glenmore Trail and Barlow Trail SE will provide an additional access for Ogden Industrial, improve traffic flow and minimize throw-away costs in the future. This recommendation should be approved

### **ATTACHMENT(S)**

- 1. Proposed Bylaw 10C2015**
2. Glenmore Trail and Ogden Road Interchange Diamond configuration
3. Option 1 – West Option
4. Option 2 – South Option
5. Option 3 – North Option