

8 STREET SW UNDERPASS ENHANCEMENT PROJECT BELTLINE COMMUNITY INVESTMENT FUND APPLICATION

EXECUTIVE SUMMARY

Administration is seeking a withdrawal from the Beltline Community Investment Fund (BCIF) to support the implementation of the 8 Street SW Underpass Enhancement Project.

ADMINISTRATION RECOMMENDATION(S)

That the Standing Policy Committee on Planning and Urban Development recommends that Council:

1. Endorse the recommendation of the Beltline Community Investment Fund Committee to commit \$640,000 from the BCIF capital deposit to contribute to the capital costs of the 8th Street SW Underpass Enhancement Project and;
2. Approve capital budget and appropriation of \$640,000 in 2014 for Pedestrian Bridge Replacement and Upgrading Program 223 000 Project: 464727 funded from the BCIF capital deposit.

RECOMMENDATION OF THE SPC ON PLANNING AND URBAN DEVELOPMENT, DATED 2014 OCTOBER 08:

That the Administration Recommendations contained in Report PUD2014-0713 be approved.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2011 June 20 Council approved report LPT2011-40 Terms of Reference – Beltline Community Investment Fund (BCIF). As outlined in these terms, project funding requests that exceed \$75,000 must be approved by Council.

On 2007 May 07 Council approved the Centre City Plan (CPC2007-049) with a long term vision to “make Centre City a livable, caring and thriving place”.

On 2006 May 15 Council approved the Beltline Area Redevelopment Plan (ARP), which allows for the earning of bonus density through cash contributions to the Beltline Community Investment Fund (BCIF). The Fund was created in conjunction with the density bonusing policies outlined in the ARP and implemented through the Land Use Bylaw 1P2007.

BACKGROUND

With the approval of The Centre City Plan (The Plan) in 2007 May, a comprehensive and strategic long term vision for the future of Calgary's Centre City was established. The Plan identifies the need to develop pedestrian oriented and enhanced public realm along 8th Street SW with a strong pedestrian and bicycle connection to the Bow riverfront. The Plan also supports the redevelopment and improvement of the CPR underpasses that connect the Downtown, and Beltline Communities. With 36,000 residents and over 161,000 Calgarians working in the Centre City the underpasses play a critical mobility role. The deteriorating condition of the 8th Street SW CPR underpass, which has the highest pedestrian usage of the downtown CPR underpasses, degrades that mobility and gateway function.

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In 2012 September the Transportation Leadership Team approved \$6.15M in funding for the 8th Street Corridor Master Plan Project. Five and a half million dollars (\$5.5M) of that sum was directed toward Phase 1, the capital enhancement of the 8th Street Corridor between 8 and 10 Avenues SW, encompassing the 8 Street SW Canadian Pacific Railway Underpass, 9 Avenue crossing bridge, roadway, sidewalks and adjacent infrastructure.

In 2012 October, City of Calgary Transportation Planning in partnership with Local Area Planning & Implementation engaged the services of the Design Team of D.A. Watt Consulting, Daoust Lestage Architecture, Marshall Tittermore Architects, Scatliff+Miller+Murray and gWhiz to develop a Master Plan Vision for the 8th Street SW Corridor from 17th Ave. S.W. to the Bow River. The 8 Street SW Corridor Project, "From the River to the City" is currently moving into detailed design for Phase 1, with the intent to start construction in the spring of 2015.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Through the development of the 8 Street SW Corridor Master Plan Vision, it was determined that the detailed design and construction between 10 and 8 Avenues, would include:

- Structural repairs of City assets;
- Additions and enhancements to provide a high quality public realm that encourages pedestrian activity;
- Pedestrian scale and scenographic lighting;
- Landscaping and sustainable water management;
- Integrated public art;
- Upgrades or enhancements to sidewalks, bridges, retaining wall and roadway, to increase the accessibility to 9 Avenue.

Stakeholder Engagement, Research and Communication

In the fall of 2012, stakeholders provided input into the creation of a vision statement and design principles for the 8 Street SW Corridor. In early 2013, internal and external stakeholders informed the development of preliminary design concepts that culminated in a public open house in 2013 March.

Strategic Alignment

With a focus on enabling and encouraging pedestrian movement, this project supports the principles and tenets within many of The City's policies and plans, including, but not limited to, the Centre City Plan (2007), the Beltline ARP (2007), Calgary Transportation Plan (2009), and the Centre City Mobility Plan (2010).

Social, Environmental, Economic (External)

Centre City Implementation activities and continued investment in the public realm encourages socialization and inclusion, builds a greater sense of community, and fosters a safe, caring, vibrant and healthy environment. Centre city initiatives align with The City of Calgary's Environmental Policy and aim to have a positive environmental impact, focusing on reduced energy use, recycling initiatives, and expansion of sustainable transportation options. Economic benefits accrue to the city from a vibrant and healthy centre city community that provides an

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attractive location for residents and business alike. Continued investment in the centre city will have a positive impact on future economic development.

Financial Capacity

Current and Future Operating Budget:

Detailed specifications and maintenance costs, implications and risks will be developed as a part of the Phase 1 Design Development process. Once these costs have been identified, funding options will be confirmed for lifecycle and maintenance.

Current and Future Capital Budget:

Phase 1 project capital budget (includes design and construction): \$7,185,392.

Capital funding to date: \$6,545,392 from the Pedestrian Overpass Program (Transportation) and Investing In Mobility (Transportation)

The approval of \$640,000 from BCIF would ensure 100% funding of the capital budget of \$7,185,392 is in place.

Risk Assessment

There are no significant risks associated with this request. Operational and/or project risks have been identified and are being managed. Potential risks include a delay in the tendering and construction of the project if full capital funding is not in place. Approval of this request for capital funds from the Beltline Community Investment Fund would ensure 100% funding was in place.

REASON(S) FOR RECOMMENDATION(S):

Recommendations support confirmation of budget and funding for the use of BCIF funds to facilitate the implementation of the 8 Street SW Underpass in 2014-2015.

ATTACHMENT

Minutes of the 2014 August 20 Meeting of the Beltline Community Investment Fund Committee