

HILLHURST LANES REPORT

EXECUTIVE SUMMARY

Administration has begun a preliminary review of the existing design and site conditions. The limited amount of public space available within the narrow laneway, combined with multiple users of this space, leaves no simple solutions for re-design. Given the existing constraints, short-term improvements will take place in 2014 while long-term improvement planning and development is happening concurrently.

The short term improvements will focus on enhancements that can be done within the existing public space. The two proposed enhancements consist of top-lift paving the lane and adding lights to the existing overhead power poles. These will provide an immediate improvement to the mobility needs of pedestrians and vehicular traffic in the lane. Development of long term concepts is part of a broader study that will include input from Planning, Urban Planning and Growth Management, as well as input from external stakeholders.

ADMINISTRATION RECOMMENDATIONS:

That the Standing Policy Committee on Transportation and Transit recommend that Council:

1. Direct Administration to construct the short term improvements in Spring 2014.
2. Direct Administration to continue to develop long term improvement plans that build on the short term improvements, and engage City departments and other stakeholders.
3. Direct Administration to report back to the Standing Policy Committee on Transportation and Transit with recommendations for the long term improvements no later than November 2014.

RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2013 DECEMBER 13:

That the Administration Recommendations contained in Report TT2013-0815 be approved.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2013 May 6, Council, through a Motion Arising for CPC2013-036, directed Administration to "investigate opportunities for enhancing the laneway condition and interface of the north-south lane situated west of 10 St NW (from 3 Avenue south towards Kensington Road), and report back through the SPC on Transportation and Transit no later than 2013 December.

The investigation should specifically address the following:

1. Mobility needs for pedestrians and vehicles, including loading and unloading, waste collection and any other issues related to commercial and residential interface;
2. Surface treatment;
3. Servicing within the lane and potential relocations;
4. Loading on adjacent parcels; and
5. Any other aspects of the laneway conditions."

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BACKGROUND

The lane is 4.57m wide, provides 2-way traffic flow and has a posted speed limit of 15 kph. At its north end, the lane intersects with 3 Ave NW, and runs south, intersecting with another 4.57m wide lane that connects 10 St to 10A St NW. The east leg of that lane provides 1-way travel eastbound, while the west leg provides 2-way travel. The existing functionality as an access intersection for service/delivery vehicles is impacted because there are no property line corner cuts at the lane-to-lane intersection. This laneway is currently used as access to the residential lots to the west, to the multifamily and commercial developments to the east, and also provides access for waste and recycling collection vehicles.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The lane surface is asphalt, with some pot holes. There is currently no street lighting within the lane.

There are a number of overhead utilities and a 300mm storm water line underneath the lane.

There is a limited amount of available public space within the existing 4.57m right-of-way. Existing overhead and underground utilities, and accesses to adjacent residential and multifamily/commercial properties leaves little opportunity to re-allocate space or relocate utilities within the lane.

Given the existing constraints, short term improvements are limited to top lift paving the lane, and adding streetlights to the existing power poles. The existing power poles are an Enmax asset and carry many utility lines.

Long term improvements are part of a broader study. Concept development for long term improvements will require further investigation and significant input from Councillors, Planning, and Urban Planning Growth Management. Those concepts will then need to be further refined to determine feasibility and discussed with relevant City departments and other stakeholders.

Administration will report back to the Standing Policy Committee on Transportation and Transit after engagements have concluded and long-term recommendations are developed, and no later than November 2014.

Stakeholder Engagement, Research and Communication

A number of internal and external stakeholders will be engaged as concepts and options are developed. Internal stakeholders include Councillors, Planning, Urban Planning, Transportation Planning, Waste & Recycling Services, Roads Traffic, Roads Maintenance, and Water Resources. External stakeholders include utility companies, adjacent property owners, and community groups.

Meetings with some stakeholders are already underway.

Strategic Alignment

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The proposed short term improvements and broader long term planning study both align with the Municipal Development Plan and the Calgary Transportation Plan.

Social, Environmental, Economic (External)

The short term enhancements and developing long term concepts will ensure quality and cost effective infrastructure. By engaging several different stakeholders, a full range of factors and different thinking will be involved in the decision making process.

Financial Capacity

Current and Future Operating Budget:

Current and future operating budgets are not impacted by this report.

Current and Future Capital Budget:

The cost of the short term improvements is estimated at \$200,000, including an allowance for lighting. Funding for construction in 2014 is available from Roads Program 140: Various Street Improvements or alternatively from the one-time capital funds from Calgary Parking Authority profits targeting improvements in this neighbourhood.

Current and future capital budgets are not impacted by concept development for long term improvements.

Risk Assessment

Light intrusion from laneway lighting onto private property is a minor risk. This risk can potentially be minimized by the appropriate design and choice of lighting for this area.

There are no risks associated with developing concepts for the long term enhancements

REASONS FOR RECOMMENDATIONS:

The short term improvements to be built in 2014 will provide an immediate enhancement to pedestrian and vehicular mobility. A longer planning and design period is required to develop long-term concepts, address a number of issues and constraints, and engage several City and external stakeholders. The report back deadline is scheduled post-construction 2014 to allow the results of the short term improvements to be considered in the longer term recommendations.

ATTACHMENT(S): None