

4TH STREET SW UNDERPASS ENHANCEMENT PROJECT

EXECUTIVE SUMMARY

Administration is seeking support to increase the overall capital budget for the Centre City Mobility Program (Program 569) as part of the 4th Street SW Underpass Enhancement Project. A major initiative, under that program, has been to upgrade and enhance the Canadian Pacific Railway (CPR) underpasses. These underpasses represent key connections between the downtown and the Beltline and are identified as a top priority for improvement. The next underpass to be enhanced is the 4th Street SW connection. The project has been designed and budgeted and will be going to tender in early summer 2016. The majority of the funding for the project is provided by the Centre City Mobility Program and to supplement that funding, this report is seeking to draw from the Beltline Community Investment Fund (BCIF) and the Public Art Capital Deposit, to meet the capital budget and to complete the funding strategy now that the project is well defined.

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 (BCIF) Committee to commit \$1,115,000 from the BCIF capital deposit to contribute to the capital costs of the 4th Street SW Underpass Enhancement Project; and
2. Approve an increase in 2017 capital budget and appropriate of \$2,230,000 for Centre City Mobility Program 569, funded by:
 - I. \$1,115,000 from BCIF capital deposit, and;
 - II. \$1,115,000 from the Public Art capital deposit.The BCIF and Public Art capital deposits are collected and resided in Planning & Development, Community Planning.

RECOMMENDATION OF THE SPC ON PLANNING AND URBAN DEVELOPMENT, DATED 2016 MAY 06:

That the Administration Recommendations contained in Report PUD2016-0358 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 BCIF. The Fund was created in conjunction with the density bonusing policies outlined in the ARP and implemented through the Land Use Bylaw 1P2007.

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2004 – Corporate Public Art Policy approved (CPS2003-95), and the creation of the Public Art Board. Public Art capital deposit applications will be reviewed by the Public Art Board who are responsible for making recommendations to the Director of Planning and Development, who manages the allocation of the funds.

1984 – Original Public Art density bonus by-law approved, which allows for the earning of bonus density through cash contributions to the Public Art capital deposit.

BACKGROUND

With the approval of The Centre City Plan (The Plan) in May 2007, a comprehensive and strategic long term vision for the future of Calgary's Centre City was established. The Plan identifies the need to develop an enhanced public realm with strong pedestrian and bicycle connections. The Plan also supports the redevelopment and improvement of the CPR underpasses that connect the Downtown and Beltline Communities. With over 42,000 pedestrians using these underpasses each day, they play a critical mobility role in moving people from where they work to where they live. The deteriorating condition of the 4th Street SW underpass, and the perceived safety concerns have made it a priority for enhancement.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

In 2015 a RFP was released to secure a design team for the project. Of the many proposals received, The Marc Boutin Architectural Collaborative + artist Krzysztof Wodiczko were the highest rated proponents. Together the design team have developed a concept that greatly improves the 4th Street underpass condition, while seamlessly integrating-engaging public art. The concept is shown in Attachment 1. The intent is to have the design ready for construction start in the summer of 2016.

Per the terms of reference for the BCIF, the BCIF Committee met on 2016 March 10 to review the 4th Street underpass proposal. As a result, the Committee supports the allocation \$1,115,000 from the BCIF capital deposit to contribute to the capital costs of the 4th Street SW Underpass Enhancement Project. Meeting minutes are provided in Attachment 2.

Per the terms of reference for the Public Art capital deposit, The Public Art Board met on 2016 February 22 to review the 4th Street underpass proposal. As a result, the Public Art Board supports the allocation of \$1,115,000 from the Public Art capital deposit. The Director of Community Planning has endorsed this recommendation for funding.

Stakeholder Engagement, Research and Communication

There has been very robust citizen and stakeholder engagement as part of the design process throughout 2015. From visioning to schematic design, stakeholders have been providing valuable feedback to ensure the design team is responding to their specific requirements. In-situ information events have taken place throughout the process to capture feedback from the general public, and social media utilized to solicit reaction to the proposed design. The design team also set up a booth at Lilac festival to share their ideas and to gather feedback for the underpass.

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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 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:

This report will have no impact to the current operating budget.

Current and Future Capital Budget:

The capital budget for this project is \$6,721,000. Currently there is \$4,491,000 of approved capital funding assigned to the project from the Centre City Mobility Program 569.

The approval of \$1,115,000 from the BCIF and \$1,115,000 from the Public Art capital deposit will ensure 100 per cent funding of the capital budget of \$6,721,000 is in place. These requested amounts are part of the overall project financing strategy developed early on in the project definition.

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 BCIF would ensure 100 per cent funding was in place.

REASON(S) FOR RECOMMENDATION(S):

Recommendations support confirmation of budget and funding for the use of BCIF funds and Public Art funds to facilitate the implementation of the 4th Street SW Underpass in 2016-2017.

ATTACHMENT(S)

1. Concept for 4th Street SW Underpass Enhancement Project
2. Minutes of the 2016 March 10th Meeting of the Beltline Community Investment Fund Committee