

Calgary



33rd/34th Avenues SW
Marda Loop Streetscape Master Plan

**Planning and Urban
Development Committee**
2019 May 1



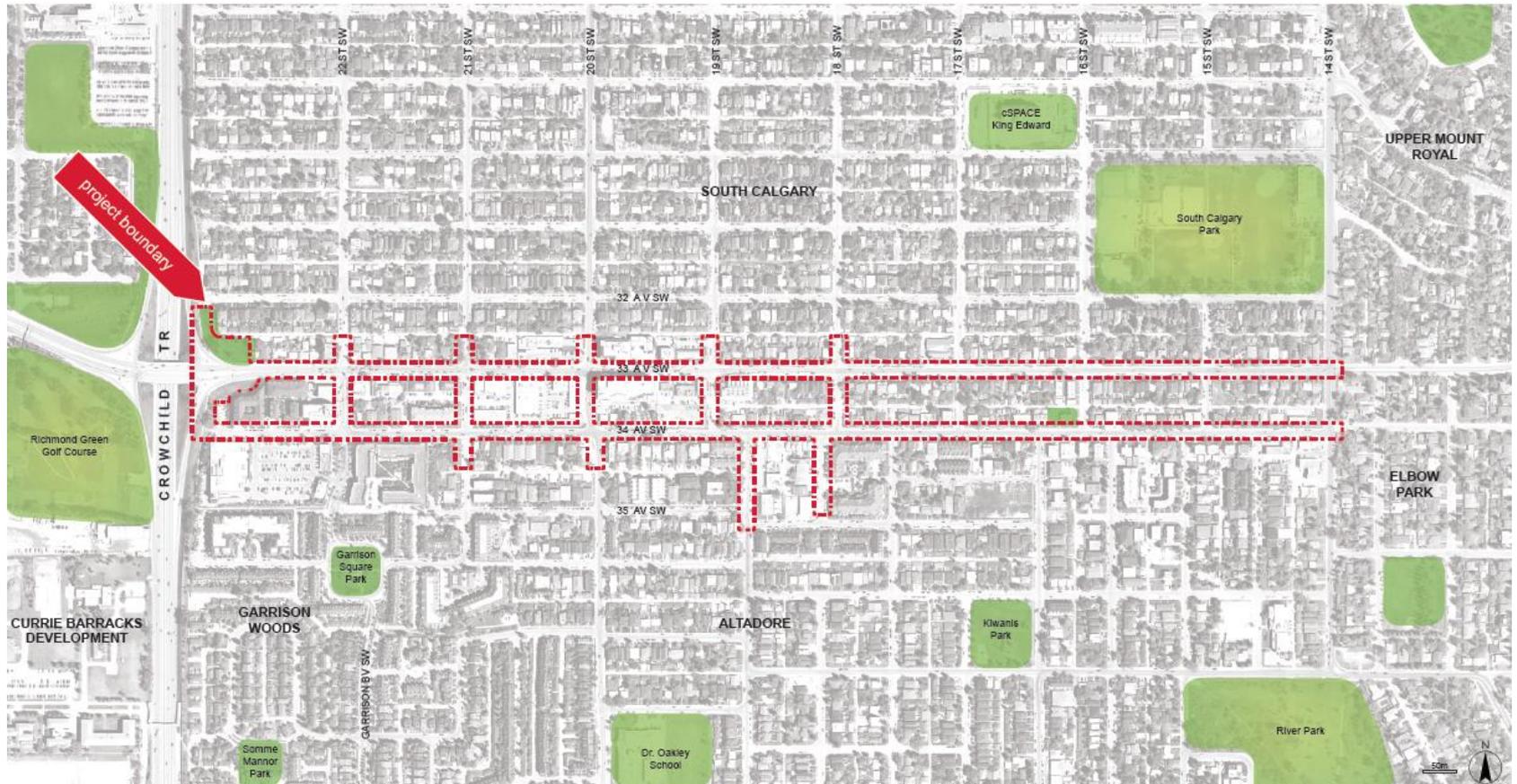


Motion Arising – Council Direction

- Motion Arising, Moved by Councillor Woolley, Seconded by Councillor Pincott, that with respect to Report CPC2016-089, Council direct Administration to bring forward a report to support the Marda Loop Area Redevelopment Plan (ARP) objectives for a comprehensive streetscape design concept for 33rd and 34th Avenues, as per the ARP Policy 6.2.1, to return to Council through the Planning and Urban Development Committee, by Q4 2017, in coordination with the future Main Streets Implementation.
- Motion Arising, Moved by Councillor Woolley, Seconded by Councillor Pincott, that with respect to Report CPC2016-089, Council direct Administration to work with Transportation, Parks, Water Services, Planning, and the community to develop design options that will integrate the planned SW Bus Rapid Transit (BRT) Transitway station at Crowchild Trail and 33rd Avenue SW into the adjacent City owned lands, including pedestrian and cycling connectivity, and investigate options for funding.”



Project Boundary





Strategic Alignment

- Main Streets Program
- MDP and CTP
- Multi Community Plans
- Developed Areas Guidebook
- Industry/City work plan
- Established areas growth and change strategy
- Water Resources redevelopment strategy



Goals/Objectives

- Prioritize the Pedestrian
- Enhance Landscaping to support pedestrian comfort
- Develop unique streetscape elements that clearly announce the Marda Loop Main Street as a destination within Calgary
- Provide new opportunities for community gathering space
- Improve mobility by providing safe circulation for mobility modes

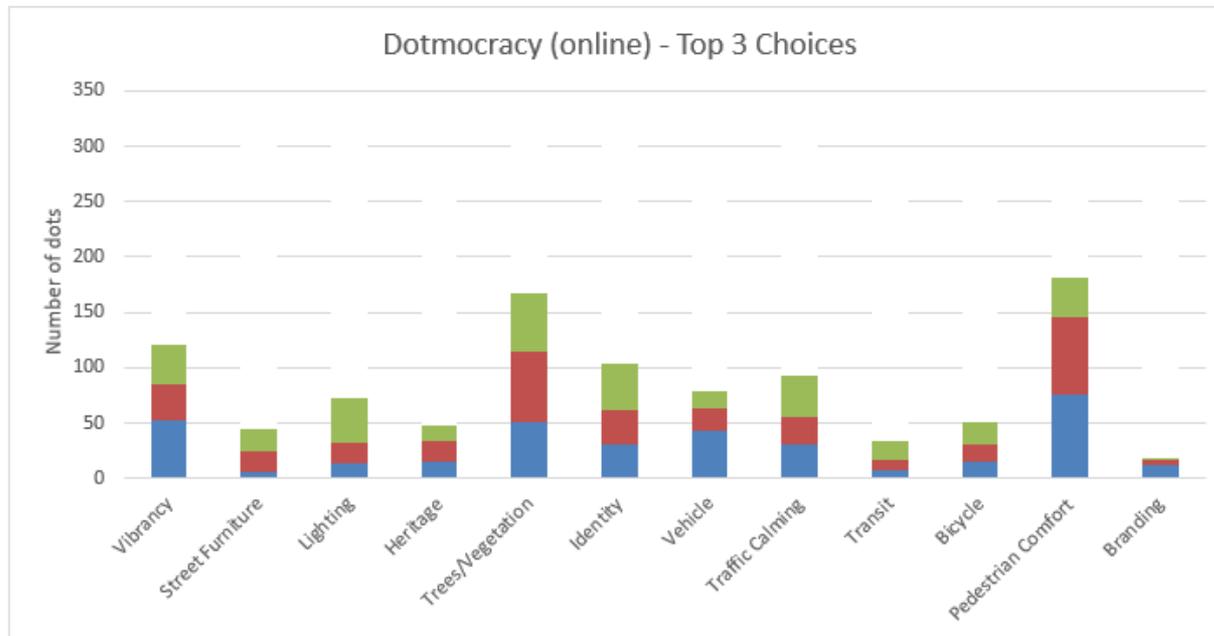


Engagement

Blue indicates 1st preference

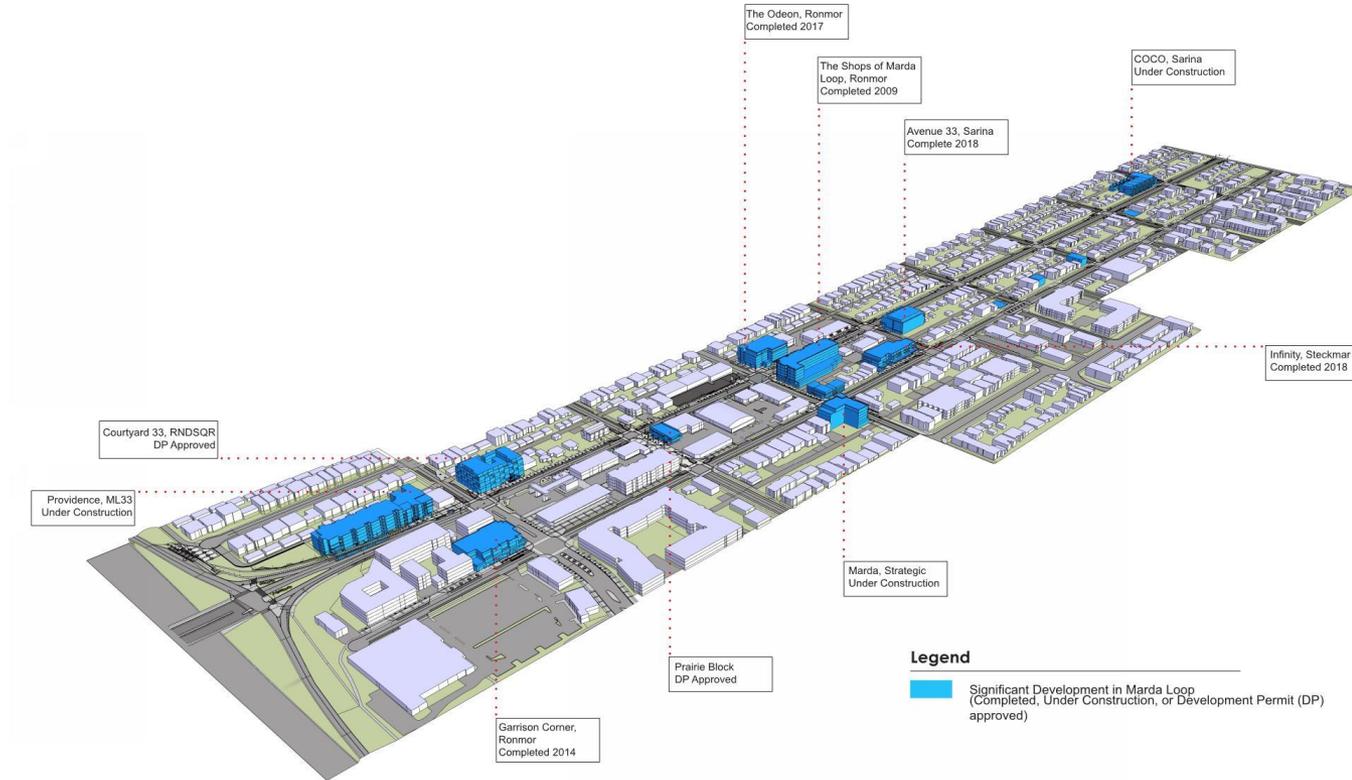
Red indicates 2nd preference

Green indicates 3rd preference





Development Activity





URBAN ZONE

Crowchild Trail SW - 19th Street SW

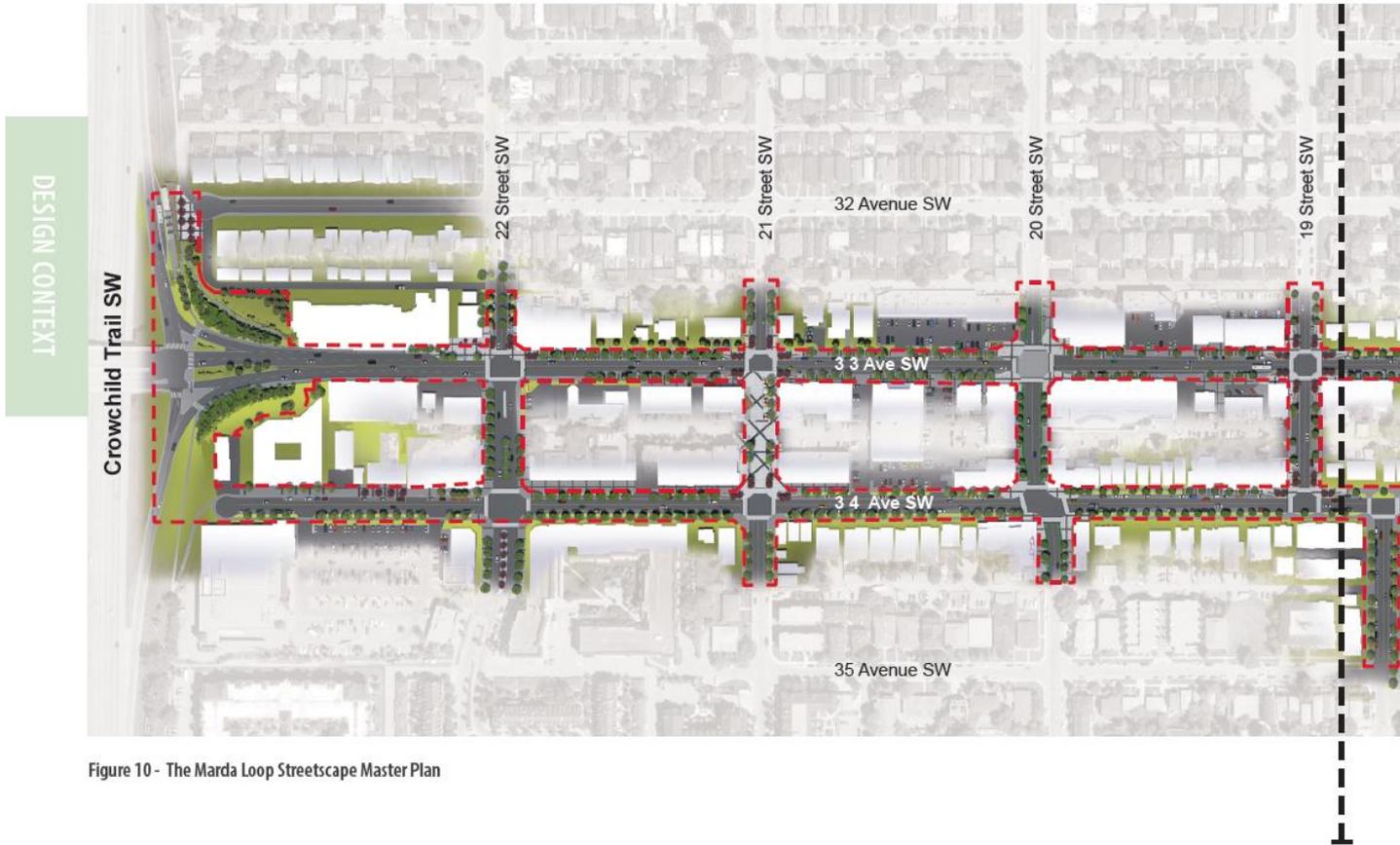


Figure 10 - The Marda Loop Streetscape Master Plan



RESIDENTIAL ZONE

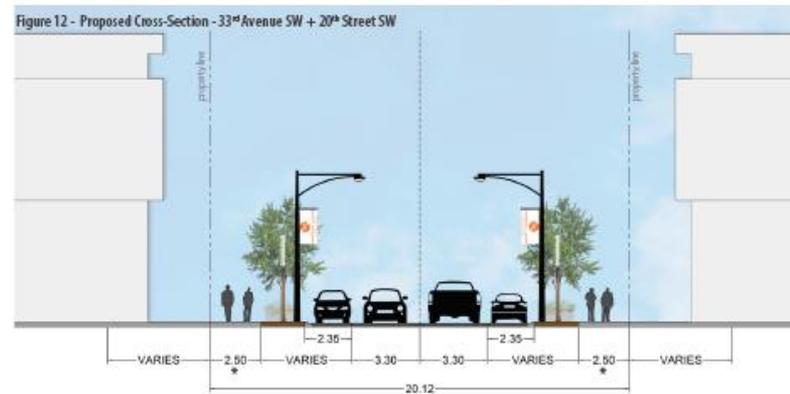
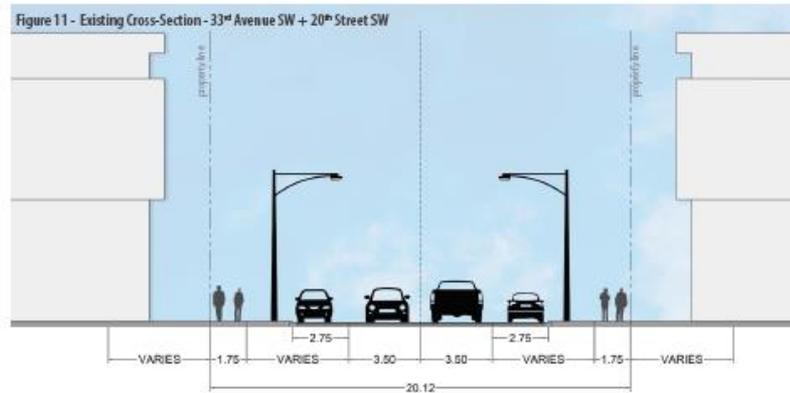
19th Street SW - 14th Street SW



DESIGN CONTEXT



3.5 Urban Zone Existing vs. Proposed Cross-Section



The historical width of right of way is 20.12m, however through investigation it was determined that the average dimension is closer to 20.5m throughout the project boundary. Where space permits it should be allocated to the pedestrian zone and/or landscaping within the bus zone.

Urban Zone Proposed Cross-Section Changes

- Trees in tree grates
- Urban planters
- Light standards with banners
- Pedestrian lighting
- Delineate parking lane with banding
- 2.5m pedestrian zone (* where possible from 1.75m)
- 2.3m parking zone (from 2.75m)
- 3.3m vehicular travel lane (from 3.5m)

* Final dimensions will be confirmed during detail design *

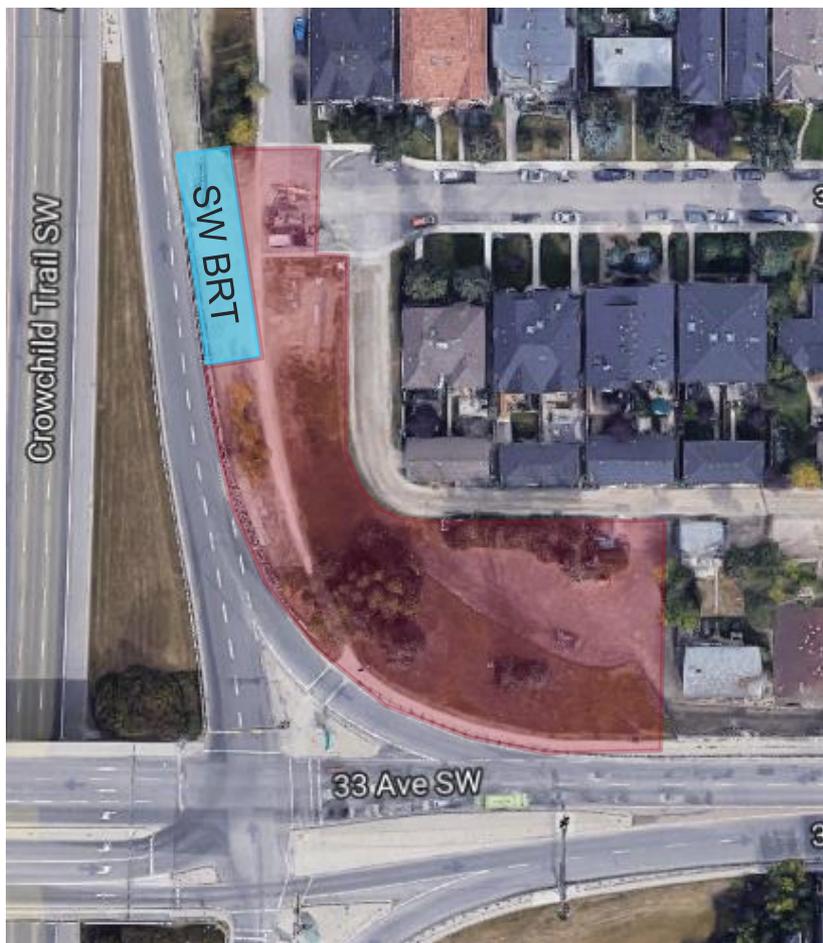


Flex Zones





BRT Integration





Phasing + Funding

Phase 1	\$8.5
Phase 2	\$3.0
Phase 3	\$6.3
Phase 4	\$6.6
Sub-Total	\$24.5
Total with Industry standard 25% Contingency	\$31.6

Table 1 - Estimated Costing



Figure 29 - Marda Loop Main Street Phasing Plan

*Costs are general only (Class 5 estimates) based on comparable costs from similar projects. Allocation of budget will be determined in the future by the Main Streets Program and is pending construction drawings and technical analysis.

**Phasing plan subject to change and will be further refined at detailed design phase.



Recommendation

That PUD receives for information the Transportation Leadership Team approved 33rd and 34th Avenues S.W. Streetscape Master Plan that includes options that are integrated with proposed SW Bus Rapid Transit (BRT) station at Crowchild Trail and 33rd Avenue S.W. intersection, along with funding options.



Questions?

